

# FARMER'S ADVOCATE

AND HOME MAGAZINE

\* AGRICULTURE, STOCK, DAIRY, POULTRY, HORTICULTURE, VETERINARY, HOME CIRCLE.\*

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## EDITORIAL.

### "Canada's Ideal" Issued.

Late last week the final touches were given our great premium picture, "Canada's Ideal," which we have begun mailing, securely encased in tubes, to the purchasers at \$1 each and to those who have earned it by sending in two new subscribers to the FARMER'S ADVOCATE. Representing the cosmopolitan Shorthorn breed, and executed by the best artists and engravers of the continent, we feel sure it will meet with an appreciative reception and do much to further the interests of rearing cattle of a superior type.

### Six Hundred Dollars per Ton for Stock Food!

A reader in the County of Norfolk, Ont., writes the FARMER'S ADVOCATE to know if there is a man living in London, Ont., by the name of "B. Shine," delivering a stock food bearing the name of a western American city. He is described as a man of six feet in height, having a light beard, and wearing a brown overcoat and a corduroy peak cap. We have looked up the city directory and made diligent enquiry, but can learn nothing of such a party in London.

The writer then goes on to say that on Wednesday, February 21st, a traveller came to their place saying that he was selling the food in question, and persuaded the farmer to sign an order for two sample packages of ten pounds each, for which, after he had tested and found satisfactory, he was to pay \$6, and give a testimonial; in other words, he was to be charged at the rate of no less than \$600 per ton for the stuff. On the packages it was represented that the food was endorsed by every government in the world, though what some governments know about food for stock would not crowd a very bulky volume. The head offices of the concern were in Chicago, but there were branch offices in Canada, Australia, Germany, and France. Six days afterwards, another man, who gave his name as B. Shine, made his appearance with 62 packages—\$150 worth (or at the rate of \$483 per ton)—saying that amount had been ordered. The order which the farmer had signed was drawn by the agent with a black lead pencil. There was a vacant line in the order, through which, when the farmer was signing, he marked a waving line, but in the order produced by the man who brought the packages, that mark was apparently rubbed out, and sixty-two ten-pound packages written in its place. The food was refused, and finally the man said if five packages were taken at \$15 he would surrender the order. This proposition was also refused, and at last he said if the farmer would pay \$10 for three packages he would give up the order, which was agreed to, whereupon the man burned the order in the house. He would not give a receipt for the \$10, saying that the three packages of food was receipt enough. Burning the order was simply a prudent precautionary measure on the part of the agent. The original agent, who took the order, said his name was John A. Law, of Toronto, but the man, "Shine," who made the delivery, said it was T. Belmont, of Chicago, so that probably none of the names were genuine. Our correspondent fears that he may yet have further trouble—though we think not likely—and desires us to put the public on their guard against these parties, who appear to be resorting to methods the nature of which we have scores of times exposed, and of which too many farmers have learned by dearly-bought experience. He encloses a sample of the food, which seems like a finely-ground mixture of corn meal, shorts, perhaps a little oil cake, and possibly a pinch of saltpetre. Most men would think themselves in a fair way to become millionaires in short order if they could realize \$500 or \$600 per ton for chop stuff,

even if finely-ground and done up in fancy packages.

In our "Questions and Answers" department will be found a reference to the sale, in another county, of an alleged remedy for codling moth by plugging an auger hole in the tree with a mixture of chemicals.

### For Good Roads.

It is gratifying to notice that the Ontario Government has signified its willingness to expend \$1,000,000, in installments of \$100,000 per year, on the construction of improved country roads in the Province in the next ten years. The measure under which the money will be appropriated, and the system under which it shall be expended, have not yet been made public, but we trust a plan may be evolved which will be practicable and satisfactory to the bulk of the people interested. It is presumed that the expenditure will be contributed in the form of an appropriation to municipalities which agree to pay the prescribed proportion of the cost of construction provided for in the bill. Whether the proportion named be one-third, one-half, or more, we hope the scheme will be met by the people in a broad-minded and liberal spirit. There is certainly great need for such a movement in most of the counties of the Province, the roads in many districts being at certain seasons almost impassable, involving serious loss to farmers at times from their inability to team their produce to market when prices are on the rise or when farm work is not pressing, and also causing much loss of time and much discomfort in the case of those living far from town. If a portion of the leading roads in each county were well constructed each year, and that of a permanent and lasting character, the example would no doubt be so satisfactory as to lead to the steady extension of the system, and if the leading roads in each county were improved on a plan to connect with those of adjoining counties, a system of Provincial highways might in a few years be established which would greatly facilitate travel. We anticipate the advent of the system of free rural mail delivery at no very distant date, and good roads are an important preliminary step towards that desirable end. The enterprise may easily be rendered inoperative if local jealousies and narrow views are allowed to influence the people, but all should strive to rise above such feelings and support any reasonable proposition for the general good. It is clear that all cannot have the benefits of the system brought to their own door at the outset, though most people may receive some benefit from the very beginning of the work, and all will, in time, with the extension of the system, receive increased benefit. If it is required that for a time those living near to the main lines to be first improved shall pay a larger proportion of the cost than those at a greater distance, it would seem but reasonable, and in any case the amount required in addition to the Government grant would not be burdensome when spread over a whole county and over a number of years. The work will doubtless be carried on under some uniform plan, in which the three main essentials of a good road, viz., drainage, grading, and coating with gravel or broken stone, will be incorporated.

The stock-breeders of Minnesota are uniting in an effort to secure from the railroads reduced freight and express rates on pure-bred stock. The Breeders' Associations of Manitoba and the Canadian Northwest are also making a combined application to the C. P. R. Company for better rates of freight and express rates on pure-bred stock between local points, with good ground for the hope of securing important concessions. There is reason and common sense in this movement in the interest of the breeders and farmers, and of the railway companies as well, and we are distinctly in favor of this kind of work in preference to Government or railway paternalism.

### Government Stock Sales.

The question has been raised whether in our remarks on this subject in our last issue we were justified in designating as Government sales the proposed series of combination stock sales which Breeders' Associations have been asked to endorse. Our reply is, that so far as we are aware the idea was not entertained nor proposed by the breeders until it was first intimated to them that the Government was prepared to grant money towards the expenses of holding such sales, and to our mind the resolution passed by the Shorthorn Breeders' Association, which we herewith reproduce fully justifies the term applied to the scheme. Here is the resolution:

Moved by Arthur Johnston, seconded by W. J. Biggins, "That this meeting is of opinion that a well-conducted sale, under the supervision of the Dominion Government and with the best type of animal contributed, would be beneficial to the breeders of this country." Carried.

The FARMER'S ADVOCATE has always favored generous Government grants to agricultural societies for the encouragement of open competitive exhibitions of live stock and other products of the farm, with a view to improvement in the character and quality. We have also favored liberal aid to the breeders' associations, for the purpose of supplementing their prizes at the Spring Horse Show and at the Winter Fat Stock, Dairy and Poultry Shows, believing that these are legitimate methods of promoting the improvement of stock, which are open on equal terms to all farmers, and we are fully in sympathy with those enterprises. Moreover, we have always given credit to the directors of these associations as being able and honorable men, broad-minded and liberal in their views, and in intelligence and business ability not only comparing well, but standing head and shoulders above their compeers in the same class in any other country we know of. We have also cheerfully thrown our influence in support of the excellent work accomplished by the breeders' associations, with the assistance and co-operation of the Ministers of Agriculture, in securing reduced freight rates from the railway companies for the carriage of pure-bred stock, believing this to be legitimate work and in the best interest of the whole country. In fact, the whole question of the transportation of live stock generally, horses included, presents a wide field of opportunity for vigorous and unremitting attention by the Government. Trade will develop fast enough if given a chance. Witness the immense impetus given the Canadian cattle industry by removing the vexatious international quarantine. But when it comes to a question of State subsidies to any business, whether solicited or offered unasked under a mistaken idea of its need, and especially to the introduction of a system of business in which we know a large proportion of the leading breeders have no confidence, and upon which many of the smaller breeders and the farmers generally are sure to look with suspicion and distrust, it has appeared to us that the question is one which calls for more careful consideration than it has received. We have too high an opinion of the rank and file of Canadian breeders to believe that on sober second thought they will approve of this pap-feeding process, which has a tendency to make mendicants, rather than men.

We are of the opinion that if the proposition had been made at the Shorthorn breeders' meeting to use a portion of their own surplus of \$8,500 in paying the costly expenses of such sales, it would have met with a very different reception, and yet if the members have confidence that such sales would be in their interest, why should they not devote a part of their fat surplus to this object? Was it the sugar-coated promise of Government funds to pay the expenses of the venture that enabled them to swallow the proposal with so little protest? The system of Government paternalism, and of meddling