

Co-Operative Live Stock Marketing

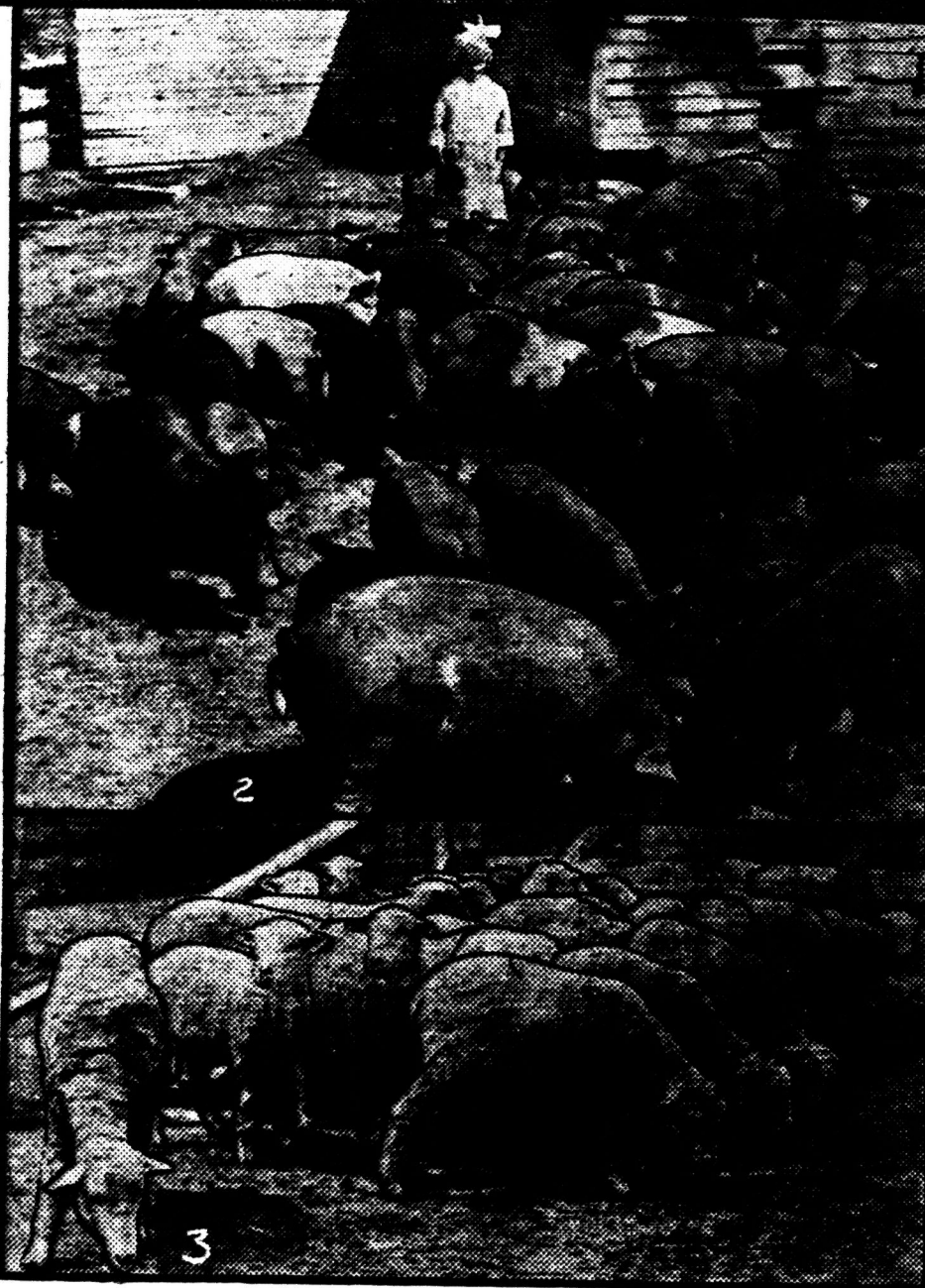
To get better and quicker results from any industry or calling it in generally necessary to have some external or internal stimulation. No matter how favorable the soil and how high the quality of the seed, the plant does not reach its best possible growth unless care has been given to the cultivation of the soil. It was with this principle in mind that the Government of Saskatchewan five years ago established a branch of its department of agriculture to foster among the farmers of the province the idea of co-operative marketing of their products. Natural conditions in the province have always been favorable to the development of husbandry, but the stimulation given to the farmers in providing markets by means of co-operative organization in the sale of their products has been responsible for the development of many phases of farming which were hitherto comparatively speaking almost negligible. Dairying, sheep-raising and beef production have all grown to a point of considerable importance in a province which has earned its reputation for grain growing, and the end is not yet reached, though the yearly revenue from the farmer is gradually catching up to the latter.

One of the first steps undertaken by this branch of the Provincial Government was the organization of a co-operative system of live stock marketing, which would eliminate all needless middlemen, and secure for both the smaller and the larger producers the benefits of competitive bidding obtainable on a central market. A bulletin explaining these benefits to farmers was compiled in 1914, and sent to farmers in the province. As a result nine co-operative stock marketing associations were formed the following year.

During the first year thirty cars of stock which realized \$42,054.90 were handled by these associations. By 1915 the number of associations had grown to fifty, which handled seven hundred and fifty cars of stock of a value of \$1,432,060. This does not show the whole growth of the movement, however, for its success is shown by the fact that the Grain Growers' Association, the largest co-operative association in the province, to take up the handling of stock, and the consideration of numbers handled by this association through its local in all parts of the province are not included in the figures quoted.

Little or no capital is required in the formation of these societies. Though some of the associations at the beginning find it necessary to obtain a loan from the local bank to pay advances on stock, the practice is generally discontinued, as they become firmly established. A number of farmers in a district get together and form an association, which is incorporated under an act of the province called the Agricultural Associations Act. Each organization is required to submit a statement annually to the government, showing the amount of business transacted during the previous calendar year. This statement serves to show the progress of the association, besides enabling the government to keep a check on its transactions and protect the interests of the shareholders.

In the marketing of stock all the associations employ a somewhat similar method. A manager is appointed whose duty it is to look after all the details. He is usually remunerated at a set rate per hundred on the number of stock sold, or he may receive a commission on the proceeds of each sale. Certain shipping days are set every week or every month, and the members deliver their stock at the local stockyards on these days. Many



(1) Cattle in the Vermilion District, Saskatchewan.
(2) Appraising the pork supply.
(3) Group of sheep in feeding experiment after being sheared.

associations in the province have regular weekly shipping days. Others ship only once every two weeks. Several associations ship more frequently at one season of the year than they do at other times.

When stock is delivered, the animals are first weighed, the animals are usually graded according to weight and quality. Cattle and sheep are usually branded, so that each farmer's animals may be properly identified. The farmer receives a receipt specifying the number and kind of animals delivered, and showing the grade or brand assigned to his stock. The animals are then loaded, shipped to market, and sold through one of the live stock commission firms. On receipt of the proceeds, the manager prepares individual accounts showing the amount realized on the sale of the animals of the various shippers and the expenses incurred, and mails a check for the net amount to each shipper.

Provision against loss in transit is made by many associations by the formation of insurance funds, shippers contributing a portion of the proceeds, of the sale of their stock generally about two or three cents a hundred pounds, for this purpose. Other associations prefer to insure their shipments with local insurance companies.

Does the farmer secure any financial benefit from the marketing of stock in this manner? To answer this question, the Saskatchewan Government sent each association a questionnaire in 1917, a questionnaire, a summary of the replies to which shows that on an average a net saving of one cent a pound has been

realized by farmers who have sold their stock through these co-operative associations. This is equal to about \$200 a car. On this basis the saving effected last year would amount to \$150,000.

The government renders assistance in the formation of these associations, by providing each new association, free of cost, with a set of receipt and account forms, sufficient to record all its transactions for the first year. A bulletin explaining how the accounts should be kept, is also furnished. When the first consignment is ready, an experienced man is sent by the government to assist the manager of the association in receiving, weighing, grading, loading, and forwarding the stock. This man will also accompany the manager to the central market to aid him in the disposal of his stock if desired. Through this assistance many associations have been encouraged to undertake the work, and having once started it is very seldom that the undertaking is abandoned.

There is no doubt that these associations are a means of increasing the prosperity of the farmer. Not only does he get higher prices for every shipment he makes, but this fact also encourages him to increase his live stock holdings. The success of one association also encourages others to follow its example. As farming is the occupation of by far the largest portion of the inhabitants of the province it is not difficult to see how the marketing of stock as a whole benefits the province as a whole, which is holding the farmer to obtain an increased revenue from his land.

Value of Great Jewels.

Although the blue and white diamond weighing 238 1/4 carats, recently discovered in the Jagersfontein mine, is an extraordinary jewel, it has broken no records. The present discovery, in fact, is small in comparison with famous gems such as the Cullinan, Koh-i-noor, Excelsior, and Regent.

More, however, depends for value on color than on size; and the latest stone, being described as of soft blue and white, is likely to rank high as a valuable find.

As an instance may be mentioned the Porter-Rhodes gem, found in 1886, which was valued at \$200,000, though it weighed only 150 carats—less than half the weight of this one.

The weights of some famous diamonds are here given for comparison: Cullinan, 3.022 carats; Excelsior, 960 carats; Koh-i-noor, 800 carats; Regent, 410 carats.

The Cullinan diamond was cut into two—one weighing 516 1/2 carats and the other 300 carats—the gems being presented to the King and are now among the crown jewels.—Tit-Bits.

Exceptionally Rare.

Dealer in Antiques—Here, sir, is a rare old revolver that was carried by Christopher Columbus.

Customer—What? Why, revolvers were not invented in Columbus' time. Dealer—I know. That's what makes this one so rare.

In a Restaurant.

First Soldier (in restaurant)—How's your egg, Bill?
Second Soldier—I'll match you to see who goes back for the gas masks.

Music.

A Legend That Has Its Origin in Ireland.

It would seem that music has always had a unique place in the home. It may be truthfully said that music always makes for happiness in the home, and this apparently held good even in the earliest days of record. Illustrating this is a beautiful legend that is told of the olden days in Ireland.

Long years ago before music was invented in Ireland a chief named Cool and his wife, Canola, lived together unhappily, in constant quarrelling and disagreements. Cool was hasty, hotheaded and easily displeased. Canola was fretful, impatient, sharp of tongue and temper. One day, Cool came in tired and hungry from hunting. Perceiving that no fire was made ready for cooking, he became so angry he raised his hand to lay it hard upon her. At that Canola fled and Cool pursued. Now there was never a woman in all Erin so fleet of foot as Canola, and her husband could not overtake her. By the border of Lough Neagh she fled. Over the grassy hills of Tyrone, by the border of the sea, sparkling Foyle—on and on she fled till she drew near the bold north coast, where the green mountains stand tall on the buttresses of rock, over the never-resting sea.

There first she stopped her speed; for, suddenly, in that lonely and desolate spot, she heard a strange, sweet sound unlike anything her ears had ever known before. It rose melodiously in a plaintive cry, and then sank gently again to a soft murmur. Many times was this repeated over and over.

Canola drew nearer to the strange sound, till she came at last to the edge of the sea, and there, stranded on the coast, she saw the skeleton of a great fish; and the wind, playing through its dried ribs, was that which made the sweet sounds.

Enraptured, she stood still to listen. Then Cool drew near in the pursuit of her. He, too, heard the melodious sound, and when he saw that his wife was fascinated by what came to her ears, he turned aside into a grove hard by. There he cut down a slim sapling, scooped the wood of it into a bowl, and strung lengths of deer-gut within. Then he drew his fingers across the strings, and a sound that was still sweeter than that made by the wind in the bones of the great fish issued therefrom.

Now Canola, hearing it, drew nearer the place from which it proceeded. When she came to the edge of the wood her eyes fell upon Cool, but instead of again giving speed to her feet, she let them draw her nearer to where her husband stood, and he, noting her approach, held out his arms, and she entered in between them and fell on his breast. So then they kissed one another and returned to their home hand in hand.

And ever after from that day Cool and Canola lived in concord and harmony together, having eased all their troubles before the gentle muse of music.

The Blue Tag.

This story was told to a Red Cross searcher by one of the young Americans who did not wait for his Government to declare war, but went as a volunteer back in 1914. He had been through the first gas attack at Ypres and was one of the few who came alive through the murderous yellow cloud.

"I have seen the Yser when you could cross it dryshod on bodies," he said. "I have seen such deeds of heroism in action as make any story of old-time prowess seem tame. But there's one thing I saw, not in action, that shocks me up every time I think of it."

"There were two British lads in the regiment next to us, two brothers. They were both fine fellows, but the older one was just about the finest chap I ever knew. They had both loved the same girl back home, it seems, and there had been a pretty hot rivalry between them. Well, just before they were sent out she died of the younger one. The other took it like a man, of course. But any one could tell he was desperately hard hit. We always knew from the way he fought when his brother had had a letter."

"They both got hit in the same action. There was a system then of tagging the men for Blighty with a blue tag, let's say. (I think it was blue, but it doesn't matter.) Of course, but the most serious cases were sent across the Channel, only the men who were thought to be bad to pull through without the very best of care. It was the older brother who got the Blighty. His brother, who lay next him at the casualty clearing station, was tagged to go to a hospital in France. During the night, while his brother slept, the other one changed the tags. The younger brother went home and married the girl during his convalescence. The older one died before they could rectify the mistake."

Westminster Abbey Bells.

The six old bells of Westminster Abbey are being restored and augmented to take part in the celebrations that will follow the signing of peace.

The old bells are of great historic interest. All except the treble were cast at the old Whitechapel Bell Foundry—the tenor, weighing 1 1/2 tons, in 1738, the fifth in 1598, the fourth and second in 1743, and the third in 1583. The treble was cast probably at the end of the thirteenth century, and must therefore have rung out to celebrate the great victory over the Spanish Armada in 1588.

It is interesting to note that the Whitechapel Foundry, which has been working continuously since 1570, has been entrusted with the restoration work and the casting of the new bells. The connection of the old firm with the Abbey, after nearly 350 years, is thus being continued.

Princess Patricia

Is Mother of Children They Will Be Born Royal

ALTHOUGH Lady Patricia Ramsay, who entered Westminster Abbey on her wedding day as a Princess of the Blood and emerged therefrom as a commoner, has surrendered her place in the line of succession to the British crown, along with all her royal immunities and prerogatives, yet the rights of any children to whom she may give birth will in no wise be affected by her renunciation.

For the most eminent jurists of the United Kingdom and of continental nations of Europe are united in their contention that parents have no power to sacrifice rights of their children, minors or as yet unborn.

It is on the cards, therefore, that a descendant of Lady Patricia Ramsay, though not a princess, will become ruler of the British Empire. Next in line of succession to the five children of George V. comes his sister, the widowed Princess Royal, whose two children are the young Duchess of Fife and the still unmarried Princess Maud. The Duchess of Connaught's only son, Prince Arthur, and they have a little boy and girl, both commoners in the eyes of the law, although the boy bears the courtesy title of Lord Macduff, next in the line of succession to the crown. Then there is the Duchess of Fife's young sister Maud; after her comes King George's unmarried sister, Princess Victoria; then his youngest sister, Queen Maud of Norway, and her little boy, Crown Prince Olaf; after them the four daughters of King Edward's sailor brother, the late Duke Alfred, sovereign of Saxe-Coburg-Gotha, and their children. Next are the Duke of Connaught and his only son, Prince Arthur, already dealt with, as the husband of the Duchess of Fife. Afterward come Prince Arthur's eldest sister, the Crown Princess of Sweden and her children and finally the offspring yet unborn of the newly married Lady Patricia Ramsay.

If Lady Patricia Ramsay's marriage to Lord Dalhousie's sailor brother, Capt. the Hon. Alexander Ramsay of the royal navy, has been so readily sanctioned by King George and has been welcomed by the people of Great Britain it is because the union is regarded to emphasize the emancipation of the reigning house of England from that foreign doctrine, according to the terms of which royalty can only mate with royalty, and scions of sovereign dynasties are debarred from marrying any but members of other dynasties. This had the effect of restricting the line of succession to the British crown to the choice of consorts abroad among the non-Catholic reigning houses or else to first or second cousins among English royalities, to which there were manifest objections. There will, of course, be no more British royal marriages with Germans.

"Appendix to British Army Order No. 6," dealing with "Record of Occupation in Civil Life," which supplies "Classification of Industries by Groups," proves the compiler to be possessed of an unlimited supply of dry humor. The monumental work touches upon every man's calling, from that of an almond blancher to a zinging man, with but one exception. Strange and weird to the uninitiated are many of these callings. Here are some of them: Alcher, airwaymen, annealer, anode man, backshopper, batch mixer, beamer, beater out, beater up, beater, becker, beetler, jiggerer, justice man, lapper, kibbler, kirver, lag peger, packwall, puncher, pusher, sample bruiser, slasher, sponger, stumbler, twitcher, whipper, wusser. The compilation occupies 135 pages of closely-spaced type, and the only profession overlooked by the compiler is that of public hangman.

Industrial Group No. 41 is boundless in its variety, and takes up itself among numerous other callings the following: Racehorse trainer, church officer, comedian, venter, conjurer, Y.M.C.A. worker, huntsman, musician, sandwichman, athlete, pensioner, chuck-shooter, organist, organ blower, organ grinder, zoological gardens keeper and gentleman.

The Golden Cow. A Godstone, Surrey, England, lady has just recovered her wedding ring, which disappeared five or six years ago while she was feeding a calf.

It was thought the animal had swallowed the ring, and as it could not be found the calf became known as "the golden cow."

A few days ago the cow was purchased and killed by an Oxford butcher, who, being informed of the lost ring, made a search, and discovered the ring embedded in an internal organ. The ring has been restored to the owner.

"Ad." Was Misleading. An advertisement published in a Manchester, England, paper aroused much indignation, it is said, among its readers. It was as follows: "A German wanted, experienced. Apply." The manager of the firm concerned, which operated a bleaching and dyeing plant, explained that the advertisement should have read: "Agerman wanted," etc. "We certainly don't want a German," he said. "An agerman is a worker in charge of a machine which spins cotton."

LONDON 20 CORRESPONDENT.

A Sabbath-Breaking Journey of the Jerusalem Express.

"Take your seats, please, for the Jerusalem Express." Those who live long enough to see the Channel tunnel undoubtedly will hear this direction to travelers proclaimed by the railway guards of the future on the platform at Charing Cross or whatever may be the station that in ten years time will have taken the place of Charing Cross. And long before these things have come the passengers will have become familiar with the French equivalent for the direction from the lips of French railway guards in Paris, for it is hoped, even before the end of this year, to run a direct service from France to the Holy Land with connections at London, Calais and Boulogne.

The first step toward this great event will be the re-establishment of the summer of the Orient Express from Paris to Constantinople. Before the war, it was recalled by H. M. Snow, agent-general for the International Sleeping Car Company, the Orient Express ran from Paris through Strasbourg, Munich, Vienna, Budapest and Sofia to Constantinople. "At Strasbourg," he said, "we were in the enemy's country, and when the war broke out all our numerous rolling stock as well as that of other services was seized. The notorious Balkan Jug, run by the Germans, was nothing more or less than our Orient Express. The Germans stripped the coaches of their bronze inscriptions and coats of arms and substituted the German eagle. On the declaration of the armistice with Bulgaria the Balkan Jug stopped running.

"The great difference when the service is resumed will be that this time it will not touch German territory. From Paris either the Mont Cenis or the Simplon route will be taken to Milan, thence through Venice, Trieste, Agram, Nish and Sofia to Constantinople, with a section running from Nish to Uskub, Salonica and Carissa to Athens.

"At first the trains will run comparatively slowly. Before the war it took approximately 74 hours to get from London to Constantinople. When the conditions become normal again I do not think the time by the new route will be quite so long. From Nish to Salonica and Athens, which geographically is about the same distance as that from Nish to Constantinople, the journey should be about 24 hours.

"The re-establishment of the Orient Express has been on the tapis for some time, and I hope by the time peace is signed the arrangements so far as the service to Constantinople and Athens are concerned will be practically complete. At the outset the express will run two or three times a week in each direction.

"I have no doubt we shall afterward extend the service to Bagdad and Jerusalem, and there is no reason why we should not link up with our existing Egyptian services. For the Jerusalem service the Bosphorus would have to be crossed by steamer, and the express would run from Haida Pasha station, on the Asiatic side, through Aleppo and Damascus, and eventually go on from Jerusalem to Kantara, the Suez Canal and Cairo.

"In addition to the Orient Express we had a large number of internal services, not only in Turkey, but also in Bulgaria and Roumania, and so on. They will be resumed. One section of the Orient Express which was detached from the main service at Budapest, ran to Bucharest and Constantza, where the Roumanian Government steamers were taken to Constantinople. It afforded a pleasant alternative route, and that also will be re-established.

"At the present moment," Mr. Snow added, "we are running services from Rome to Venice and Trieste, and from Paris to Mayence and, of course, from Paris to Brussels and to Lille."

Britain's Lost Tonnage.

Archibald Hurd's table of shipping losses makes possible interesting comparisons. The total sinkings reach almost 13,250,000 tons gross, of which Great Britain's share is 9,050,000. Translated into deadweight tonnage, the total loss would be roughly 21,550,000 tons, and Great Britain's share of it about 14,750,000 tons—this against a total merchant tonnage, when the war began of 73,640,000 tons for the world.

In outright sinkings, Britain has lost about a fifth of the world's tonnage, and more than eight times as much as Norway; more than 11 times as much as France or Italy; 17 times as much as the United States, and almost 40 times as much as Holland. But in computing the net deficit, due to the war, it is usual to include an estimate of about 15,000,000 deadweight tons that would have been built above all losses if the war had not occurred, and Britain's share of the world's shipbuilding varied in 1911-1913 between 58 and 68 per cent. It is easy to understand why Great Britain should be troubled, why Hurdan others should urge hurried rebuilding, and why a heavy bill to Germany should be talked of.

Many Dr. Johnsons.

A seeker after knowledge asked the young woman behind the desk in a public library for Boswell's "Life of Dr. Johnson." She catechized him as to what Dr. Johnson's first name was—and how did Boswell spell his name and what were his initials. Then she confided with a charming smile that she wanted to be sure. There are so many Dr. Johnsons, you know," was her final comment.

A Repenter.

"You are the manager here, eh? Well, two years ago I dined here, and, being unable to pay, you kicked me out."

"Very sorry, sir; but business, you know—"

"Oh, that's all right, old chap—but might I trouble you again?"

Political Railroading

Government operation of the United States railways is becoming more of a farce under peace conditions than it was in the most strenuous days of the war. It will be recalled that Mr. McAdoo recommended to Congress before he retired from the directorship of the railways that government operation should be continued over a period of five years, in order that the country might judge for itself the merits of government and private operation.

For the month of April the railways showed an increase in the volume of business of 4.9 per cent., but there was a decrease of 63.7 in net income. This loss in net was registered despite the fact that freight and passenger rates have been increased about 50 per cent. since the government took over the railways and began to operate them. The projected increase in net earnings during peace conditions proved to be a false prophecy; the railways have been steadily increasing deficits.

During the first four months of the present year there has been a net loss for railway operation of \$185,000,000 notwithstanding the increase of rates. The financial expert of the New York Times gives the following figures relating to government operation this year, taken from the records of the Federal Department of Commerce:

In comparison with the three-year average upon which the government rents the railways there was an increase of \$119,117,000 in gross earnings and a loss of \$41,182,000 in net income. (This is for April only.) Over the four months of this year

there was an increase of \$147,500,000 in gross earnings and a decrease of \$174,412,000 in net income. The loss of 72 per cent. in net earnings LEFT FOR THE GOVERNMENT \$65,504,000 WITH WHICH TO PAY \$240,216,000.

What more convincing object lesson of the failure of government ownership could be asked than those two totals, an increase of \$147,000,000 in gross earnings and a decrease of \$174,412,000 in net earnings? That means a difference of more than \$200,000,000 between government and private operation in the short period of four months, or of \$1,800,000,000 in a single year.

Part of that loss is due to mismanagement and part of it to padding the railroad pay rolls. Senator Cummings, formerly an advocate of government ownership, read statistics in the Senate recently to back his assertion that there were 200,000 useless men in the employ of the Railway Administration. He said the whole of them could be cut off without injuring the service in the least. In other words, there are more than 200,000 purely political positions under the railway management.

Little wonder that the Democrats have cut government ownership from their party platform and that even the radical supporters of Senator Johnson failed to make any mention of it in their "Progressive" platform. In 1912 and again in 1916 the Progressives made government ownership a headline in their policies. Now the idol has fallen so low that none will do it reverence.—From the Los Angeles Times.

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