

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

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DOMINION.

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Automobile Madness.

For months past, serious, and in many cases fatal, accidents have been recorded in the newspapers to the credit of the automobile. In New York and vicinity, for example, during 4½ months of the present year there were 11 fatal accidents, 13 persons being killed. This is not to be wondered at, when one considers the speed and recklessness with which the machines are run. The other day a Detroit automobile man boasted that he made the run from Windsor to London, Ont. (over 110 miles by G. T. R. track, and presumably much more by country roads), in four hours, several times on the Longwoods Road the indicator showing bursts of speed at 40 miles per hour. After July 1st the maximum speed, according to the new Ontario Act, is 15 miles per hour on country roads. Will it be observed, and if not, how are these motor-maniacs to be kept in check?

Always Improving.

I have taken "The Farmer's Advocate" for a number of years, and find it improving all the time.

Frontenac, Ont.

WILLIAM WEBB.

He is the most successful reeder who maintains his pigs on a cheap, bulky, easily-digested ration, rich in bone and muscle forming elements, until they reach a weight of from one hundred and thirty to one hundred and fifty pounds, then finishes on a stronger ration until they are in "prime" condition, but not too fat, and weigh from one hundred and eighty to two hundred and twenty pounds.

Do not continue to think that the farmer of the West is so much better off than you are. Get a piece of land, young man, and stay by it—even as your ancestors did, and learn to love that land. More people are coming East all the time, so never let a person tell you the West is better than the East. It is not so.—[W. A. Henry.

HORSES.

Improved Horse-breeding.

The remarkable prices that have been realized in the past three years for heavy business horses for industrial use, clearly demonstrate that the quality of American horses, as well as the demand, is improving. The prostration of the horse industry during the panic of 1893, and for the years immediately following, says the Prover's Journal, proved a blessing in disguise to breeders. The domestic markets were glutted with inferior offerings, and only the best classes sold at the cost of production.

Demand for several years was indifferent, and many offerings were nominally unsalable. The better grades found outlet in a broad foreign demand, which rapidly reduced a burdensome surplus which oppressed breeders in all parts of the country. The nondescript horses of the Western ranges, in many instances, would not realize enough to pay freight and feed charges, and leave a balance for middlemen's commission. So low did range horses sell that no commission firm would receive consignments unless owners would guarantee expenses.

For thirteen years there has been a campaign of education on the horse industry among breeders. A simultaneous and universal effort has developed in all parts of the country to improve the quality of commercial horses sold at wholesale markets. The heavy loss incurred by breeders from 1893 to 1898 proved a most impressive object lesson, and the horses that are now being marketed command extraordinary prices, on account of their superlative quality. The improvement is conspicuous in all industrial classes, as well as in the light harness offerings. Drafters that during the depression in 1893 sold at \$125 to \$150, now sell at \$175 to \$225, with the higher quality offerings that are now being produced commanding \$250 to \$300.

The elevation of the standard of excellence of the commercial horses of the country has been consummated by the individual effort of intelligent breeders, while the growth of business in ever-enlarging cities, together with the opening up and settling of new farm lands, both in the States and Canada, and the extensive building of new lines of railways, are factors combining to provide a market at high prices for all the horses likely to be raised or available for many years.

Emasculation of Equines.

The best time to castrate horses, says "The Farmer's Advocate," of Winnipeg, is between one and two years of age, when the structural characteristics of the sex are evident. Horses castrated under one year old are unsexed before their character has developed, and grow into loosely-made animals, with flat sides, narrow chests, and long, effeminate-looking heads. They often lack stoutness, courage and endurance, because these qualities have not had time to become properly developed. Several breeders, who used to castrate their horses under twelve months old, now allow their colts to run entire until they are between fifteen and eighteen months old, and report that there is a decided improvement in the young stock. With improved castrating instruments, the emasculator (resembling scissors, only with the cutting edge grooved, thus making crushed, rather than clean-cut sections of the blood vessels), and the caressor, or chain instrument (based on the same principle), the risk of operating on the older animals is no greater than in castrating nine-months-old colts by means of the obsolete snare-iron, while the operation is more quickly performed, with less pain to the subject.

The successful altering of horses is dependent on three main things, cleanliness on the part of the operator, good health of the animal, and regular exercise afterwards.

A One-sided Horse-breeding Contract.

Competition is the usual excuse of the zealous stud horseman for giving a stand-and-suck foal-insurance contract, in which he takes practically all the risks. That he should make such promises is an evidence that he is not up in the business, and that it is only a short time before he will be down and out, to increase the crowd of money-losing stallion men. The stallion owner has fulfilled his part of a reasonable breeding contract when his horse has got the mare with foal, and the man who will deliberately take the further risk by insuring "to stand and suck" means that he is anxious to take chances that he has no right to take. The elements of chance entering into horse-breeding are several: those relating to the health and care of the mare both before and during pregnancy belong to the owner of the mare, and should be stood by him.

Light Horses: Origin and Characteristics THE THOROUGHBRED.

There is probably no word or term so much used and so often misused in connection with live stock as the word "Thoroughbred." It is used to express purity of breeding in the different classes of cattle, sheep, swine, dogs, cats, poultry, etc. We read and hear of thoroughbred Shorthorn and other breeds of cattle, thoroughbred sheep, dogs, chickens, etc. It is all wrong. The simple statement that a cow is a Shorthorn, a Devon, a Holstein, etc., or that a sheep is a Southdown, etc., implies that the animal is registered or eligible to registration in its respective studbook or register. When its purity of breeding needs to be emphasized, it should be stated that the animal is a pure-bred Shorthorn, etc. The word Thoroughbred can be correctly applied only to one class of animal—the horse under discussion in this article, the pure-bred descendant of the English race-horse, one that is registered or eligible to registration in the English Stud-book.

The Thoroughbred is especially a British production. At a very early period the attention of the rulers of Great Britain was earnestly directed to the work of improving the breeds of horses of that kingdom. These horses were deficient in size, and the earliest efforts were directed towards improvement in that particular by the importation of horses from Normandy, Flanders and Germany.

The idea of improvement commenced with the conquest of the islands by the Saxons; but it was many years before there appears to have been any clearly-defined or well-settled purpose, the object at one time appearing to be an increase in size, by the importation of heavy horses, and again, to give gracefulness of action and beauty of form by the introduction of what is known as "Oriental blood," that of the Arab, the Turk and the Barb.

For several years preceding the reign of King Charles II., horse-racing appears to have been rapidly growing in favor as an amusement and recreation among the English people, and from that time until the present, contests for supremacy upon the turf have stirred the British heart as no other sport has ever done.

To the constant growth and great popularity of this sport, which for more than 200 years has been regarded as the national amusement of the country, are we indebted for persistence in a course of breeding which has given us the race of horses so prominently distinguished throughout the world for speed and endurance upon the race-course, and which, on account of the great care taken in their breeding, and their consequent purity of lineage, have attained more marked individuality and greater prepotency than any other breed, and are called "Thoroughbred."

The foundation upon which this well-established breed was built was a somewhat promiscuous mingling of the native horses of Great Britain, first with the larger horses of Europe, especially of Flanders, Normandy and Germany, and subsequently with the lighter, more agile and graceful horses of Spain, which were almost identical with the Barbs. Frequent importations were also made from Egypt, Morocco and Tunis, also from Arabia and various parts of Turkey, until this Oriental blood, to a marked extent, permeated most of the stock of Great Britain, excepting that bred especially for agricultural purposes. So thoroughly had the passion for turf sports, or horse-racing, taken possession of the English people, as early as the reign of King Charles II., that ability to run and win a race was regarded as the principal test of merit in horses, and those most successful on the turf were most highly prized for breeding purposes. From that time to the present the selection of breeding stock has been constantly made with this as a primary object.

In the last half of the seventeenth century, breeding for speed and endurance upon the race-course began to be conducted upon a somewhat definite plan. The records of turf performances were carefully kept, special attention was paid to the pedigrees of horses designed for the turf, and an aristocracy of blood came to be recognized in the horses of England. Charles II. sent his "Master of the Horse" to the Levant for the purpose of purchasing horses with which he proposed to found a breeding stud. His purchase comprised three famous Turkish stallions and some mares that, in the equine literature of the day, were called "Royal Mares," and these mares are by many supposed to be the foundation of the Thoroughbred. This is, however, not strictly correct, as there were several other mares introduced from the Orient, and the produce of many mares not descended from nor related to the "Royal Mares" have distinguished themselves on the turf, and are recognized as Thoroughbred. About the middle of the eighteenth century the publication of the "English Racing Calendar" was commenced. In this the names and performances of all horses that participated in the races were published, and in a very