

grain-growing. The grain-grower was estimated to lose the equivalent of one whole crop in five years, while there were found to be no such fluctuations in either dairying or stock-raising. If this were true of the old order of things what shall be said in these days of cheese factories and creameries? And yet is it not a little strange that so many Ontario farmers should go on wearing out their farms with incessant cropping when they could achieve so much better results through dairying and stock-raising?

Some are no doubt under the impression that they are carrying all the live stock their farms will support, but no farmer has a right to feel satisfied on this point till he has learned what can be accomplished through the third great factor in agricultural regeneration—the silo. It is not necessary to explain to the readers of THE CANADIAN BREEDER, what the silo is nor, how it is to be constructed. Again and again have they read of the results that have been obtained through the use of ensilage in England and elsewhere, and they can only form a correct idea as to its value to the dairyman and stock-raiser by trying it. It is a contrivance especially adapted to the present condition of Ontario. Western and North-Western wheat will soon drive our grain-growing farmers out of the market, and in many cases they will find themselves with worn-out land to work upon. What is wanted is some system that will enrich the worn-out soil as speedily as possible. Let the silo system be put in operation. It will enable the farmer to double-crop his farm for fodder, and this will mean carrying a greatly increased quantity of live stock and correspondingly increase the volume of manure. This, of course, means enriching the soil rapidly and bringing it in the least possible time to the highest attainable degree of fertility. The whole operation of the farm would then be on the high pressure principle. The creamery and the cheese factory would take care of many times the milk product that could be successfully handled on the farm, and do it more economically too. The silo would enable the farmer to carry a much heavier herd of cattle than he could support in any other way, while the droppings from this great herd would be bringing his farm to a higher degree of fertility, and year after year increasing its capacity for supporting live stock; while last but not least, the cattle exporter is always at hand ready to offer him prices for his surplus animals such as could never have been hoped for as long as his customers were all on this side of the Atlantic. Let him learn then to make the most of the CHEESE FACTORY, the CREAMERY, and the SILO.

CO-OPERATION AMONG LIVE STOCK SHIPPERS.

It is satisfactory to note that shippers of live stock are at length becoming alive to the advantages obtainable through co-operation. The formation of an association for the protection and advancement of their interests is a step

that should have been taken years ago, but it is a matter for congratulation that they have at last waked up on this subject. So far steamship lines have appeared singularly apathetic as regards the promotion and encouragement of the cattle export industry, though it is very evident that it must figure very largely in supplying them with return cargoes in the near future. There is a certain class of people who shall be unmentionable here who can only learn by experience, and it looks very much just now as though our trans-Atlantic steamship lines were largely controlled by that class. They appear to know in what shape their trade has hitherto come to them, and they appear unwilling to admit that under altered conditions it can reach them in any other shape. They are quite unable to realize that the old system of grain farming may have rendered much of the territory throughout the older provinces unproductive, and that all that is left for the farmer is to turn his attention to dairying and stock-farming so that his exhausted land may have an opportunity of recuperating. Every one who pretends to know anything of what is going on among the farmers of Ontario knows that the tendency is altogether in the direction of greatly increasing the amount of live stock on the farm. Now of course this live stock must go largely to the English market, and it is a well-known fact that the export cattle trade has had much to do with improving the quality of cattle bred in this country. In fact the steamship people appear to be the slowest to wake up to the importance of this branch of their trade. Exporters are keeping in the trade (sometimes at an actual loss) not so much for the sake of present returns as for the sake of that to which it must grow. Some years they have made money and some years they have lost heavily, but they have all the time seen the quality of Canadian cattle offered for export steadily improving, and so they have been content to take the bitter with the sweet, knowing that all must come right in the long run.

The formation of a cattle shippers' association in Montreal last week was a step in the right direction. These people have grievances that require redress, from various quarters. They require and well deserve better facilities at the hands of the railways, stock-yards, and steamship lines, and every well-wisher of Canadian prosperity must join us in hoping that their many and serious grievances may be speedily redressed.

A CASE IN POINT.

Last week we pointed out the utter folly of recognizing recent English Stud Book registry as any evidence of purity of breeding. It seems that the Cleveland Bay Horse Society has at length discovered some of its members in the act of going a trifle too far in this direction, as will be seen by the following extract from a report of the proceedings at a recent meeting of that august body:—

"Mr. A. E. Pease proposed, and Mr. Stericker seconded, that there shall be an appendix added to the Cleveland Bay Stud Book, which may include the pedigrees of half-bred bay coach stallions not eligible for the stud book, the appendix to be called the Register of Coaching Horses.

"The Right Hon. James Lowther, M.P., said that Mr. Pease, in introducing his motion, was of opinion that the insertion in the appendix ought to be confined to stallions. From what Mr. Stericker had said, it appeared that that gentleman wished the produce got by those stallions to be inserted. He rather thought they were treading upon delicate ground. The society was constituted for the purpose of promoting a distinct object, viz., that of the Cleveland Bay horse, and it certainly seemed to him that it would be better to delay any proposal at present until they saw their way more clearly. He was the last person who would underrate for a moment the great value of coaching horses. They were animals of great utility, and as far as possible the breed should be encouraged; but he thought the only way to encourage the breed in the future was by originally retaining the standard of the pure breed. In a few years' time they might then take into consideration the introduction of an appendix to their book."

Now, in order to fully understand the coolness of this proposition it is necessary to remember that this society was formed ostensibly for the purpose of preserving that noble relic of the grand old coaching days, the "Cleveland Bay," in his purity. Columns were written descanting on the grand qualities of this rare breed of horses, and the importance of preserving the few pure bred Cleverlands left in the country from an admixture with other and commoner breeds. There were, no doubt, enough of the genuine Cleverlands in England, both mares and stallions, to have ensured the perpetuation of this valuable breed of coach horses; but the whole tenor of the discussion, as reported above, shows that the Cleveland Bay Horse Stud Book is merely another machine for the furtherance of the stallion export trade. All bay half-bred coach stallions were, according to this charmingly frank proposal, to be registered in the appendix, and the produce got by these mongrels, though they had not a drop of the Cleveland Bay blood in them, was to be "inserted in the Stud Book," as "Cleveland," of course. The Right Honorable gentleman might have appropriately added that such stock would be "registered for transmission abroad," for surely no English breeder would be fool enough to attach any value to such spurious pedigrees. But even those who opposed Mr. Pease's proposal intimated that in a few years such a proposal might be entertained.

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