

dred stallions were brought to England from Flanders, Holland and Germany in the twelfth century. Bakewell went to Holland and imported mares, which he mated with the stallions of England with a view to improving the type. The east and central part of England has been the special region of Shire horse breeding, and, as with the Clydesdales, the breeders worked to fix an approved type. The old-fashioned type was large, somewhat coarse, and slow, with excess of feathering. The modern Shire horse is the result of careful breeding, and is a great improvement over the horse of fifty years ago. The large size, hairy legs and draft type have been maintained. Quality, action, flat bone, good feet and uniformity have been made strong points of the breed.

As to the difference in the origin of these two breeds, there seems to be very little to say. The two breeds have been built up from practically the same origin, by following a line of breeding intended to develop a type, which has been fixed in both cases, and two excellent heavy-draft breeds, with characteristics much alike, yet quite different and distinct, have resulted. Robert Wallace said: "The most rational view to take of the position of matters, after setting aside all narrow prejudices of nation or of breed, is to regard the heavy-draft horses of England and of Scotland to be different types of the same breed." Many horsemen still hold that there is no difference in these breeds, and that if high-class specimens of each breed were stood side by side, difficulty would be experienced in naming the breed to which each belonged. It is a fact that some of the best quality Shires resemble Clydesdales very much, but they often possess greater scale and more feathering, and stronger bone, and can generally be distinguished from the Clydesdale. The English breeders emphasized weight and scale, while the Scotch made quality a strong point. The best representatives of each breed at the present time are not lacking in either of these requisites, and we have little need to concern ourselves greatly about the origin of either breed, as long as we make sure to use only the very best individuals as breeders.

LIVE STOCK.

With the rapid growth of the dairy business, more swine could be kept.

Skim milk and whey, in combination with a grain ration, makes a solid flesh that is desirable in finishing pork.

Grain, in conjunction with good pasturage, is a very good method of fattening sheep and lambs for the fall market.

The maternal impulse in the dairy cow is so strong that the cow, if food fails, will draw upon her body for the material to keep up the milk flow, and thus feed her offspring. No cow should be fed so scantily that this becomes necessary.

Steers and heifers intended for winter fattening should not be allowed to fail in flesh now that the pastures are short. Some precaution should be taken to keep them gaining in flesh. The aftermath on clover fields is good. Alfalfa fed as a soiling crop, or corn, will do much to keep them in condition. If allowed to lose flesh now, it will take a lot of feed and considerable time to get the animals making satisfactory gains when placed in the stall on dry feed.

Calf-rearing is an important factor in the live-stock industry. Good stockers and feeders are scarce, and this is no doubt due to the fact that a large number of calves that would make very good animals for this purpose are vealed or otherwise disposed of when very young. Where skim milk is available, calves can be raised very well. Where prime beef is the object, whole milk should be used, but this is very seldom practiced, unless a very high-class "baby beef" is required. Where at all possible, and where the calves are of a breed that will go on and develop into the right kind of feeders, they could quite profitably be kept for this purpose. Wholesale destruction of calves is very bad practice.

Tuberculosis Commission Report.

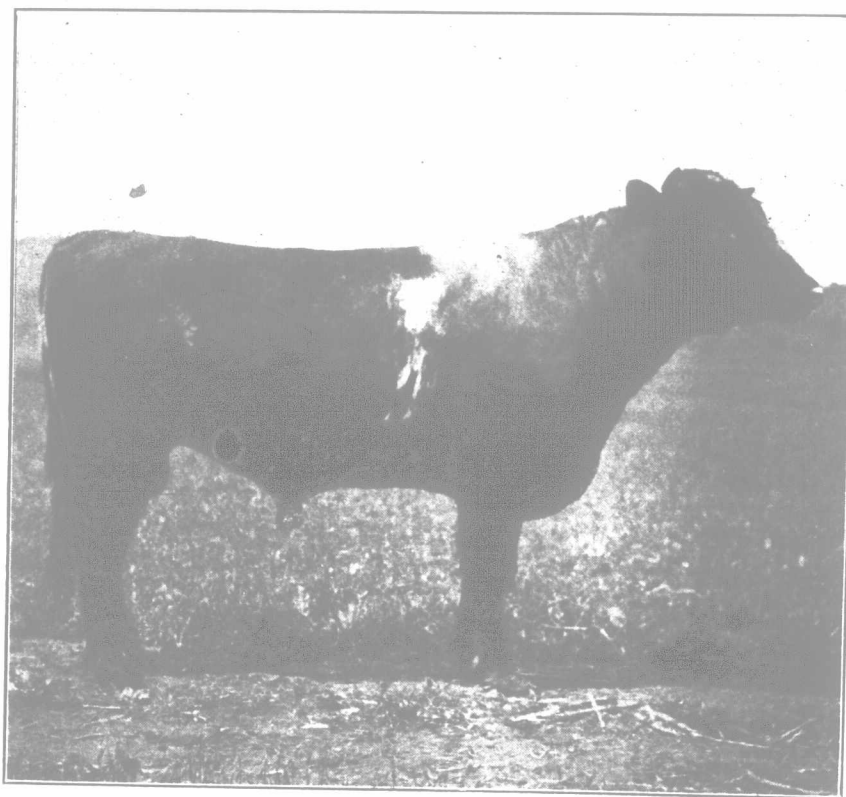
Following the famous pronouncement of Prof. Koch against the supposed identity of human and bovine tuberculosis, and their intercommunicability, a Royal Commission was appointed in Great Britain to investigate the subject. After ten years' work and the issue of three interim reports, the final deliverance has been published. In substance, the report is that, though differences are found between the bovine and human tubercle bacilli, there can be no doubt that reciprocal infection exists between the two, and the milk of tuberculous cows is stated to be clearly the chief

cause of human infection by bovine tuberculosis. A strong recommendation is made that food regulations, especially in relation to meat and milk, should be more stringently enforced.

Flushing Ewes.

The time for weaning the lambs has or soon will have arrived, and the flockmaster is immediately concerned with getting the ewes in the best possible condition for the breeding season. It is generally believed that two lambs per ewe will make the flocks more profitable than if there is a high percentage of single lambs. The time to influence the numbers which will constitute next year's lamb crop is this fall, previous to and during the mating season. The size of the lamb crop determines to a great degree the extent of the profit from the flock. When every ewe produces one good strong lamb, the business yields a profit, but when, in addition to this, a large percentage of the ewes bring two, instead of one, the profits grow into very attractive proportions. Those shepherds who get the largest lamb crops year after year are those who practice a system, at this period of the year, known as "flushing."

After the lambs are weaned, the ewes are placed on short, dry pasture for a period of three or four weeks. This causes the secretion of milk to cease, without trouble or harm to the ewe. Of course, the length of time that the ewes are kept on this kind of feed is regulated somewhat by the time that the breeding season is to commence. A stubble field or old pasture makes a very good run for the sheep during this period. The scanty amount of feed supplied has the effect of placing the ewe's system in a condition of low vitality, which is greatly stimulated when more generous feeding follows.



Capelton =76477.

Shorthorn bull at the head of the dairy herd of J. H. M. Parker, Lennoxville, Que.

From three to four weeks previous to the time of mating, it is necessary that the ewes be placed on luxuriant pasture. For this purpose there is nothing better than a field of second-growth clover which has made good growth. This makes a sweet, tender and palatable feed, on which the sheep will gain rapidly in flesh. If a field of this kind is not available, a rape pasture should be provided. Where the flock does not seem to be doing well, a small grain ration might be added, but this is seldom necessary where green feed is abundant. Oats, or a mixture of oats and peas, makes a very good grain ration. If a few cabbage are on hand, they will be much relished by the flock. The object is to get the sheep gaining in flesh as rapidly as possible. By this management, many advantages result. Flushed ewes not only produce more twins, but they are more sure to breed than ewes which have not received special care at this time. Ewes so handled will be brought into the breeding season about the same time, which makes it possible to have all the lambs dropped pretty well together in the spring. This is a decided advantage, for the lambing period is a period which requires the close attention of the shepherd; and if it can be shortened, so much the better. The owner is able to control the time of lambing of the flock, and is not bothered with the lambs being dropped from time to time over a period of months. A nice uniform lamb crop results, which can be disposed of to better advantage than a bunch of lambs of all

ages and sizes. It has been found that ewes suckling twins do not lose any more flesh than those suckling single lambs, and that twins make, in many cases, as rapid gains as single lambs; therefore, the more twins the flock produces, the larger the profits. Sheep-breeders can do nothing better than give this method a trial, and, if properly managed, the results will amply justify the continuance of the practice.

THE FARM.

A Motor-Car Man's View.

Editor "The Farmer's Advocate":

As a motor-car owner, I have read, with much interest your article in the current issue of "The Farmer's Advocate," relating to the automobile and the elimination or alleviation of the dust nuisance. With certain of your arguments I am in accord, but not with your article in its entirety. As you say, you have endeavored to discuss the dust evil without bitterness, but not, I should say, without bias. I believe that underlying much of the opposition to the motor-driven vehicle is the feeling, existing among certain of the farming community, that motors are not good for the farmer from a financial standpoint, inasmuch as they tend to do away with the use of horses. It is the old story of the opposition of the English 'prentice boys to the introduction of labor-saving machinery; of the opposition of the weavers to the spinning jenny, and the opposition of the farmers of a century ago to Stevenson's locomotive, which they said would burn the crops, as they ripened, through sparks from the smoke-stacks.

Everything new has its troubles, and the auto,

next to airships, is the newest on the boards. But I do not wish to be understood as saying that there is not a great grievance to be remedied. In riding through the country, I have noticed frequently the fields and crops covered with dust. As a lover of all animals, I have been sorry to see horses trying to pick the grass which was covered with sand in the whitened fields, and I would not begrudge paying something toward a scheme which would tend to lessen the clouds of dust which rise in dry weather off main roads after passing of vehicles, be they automobiles, wagons or buggies, for the farmers themselves, in going about, raise a certain amount of dust. Of course, it is a matter of fact that the automobile raises the greatest amount, and the bigger the machine, the greater the cloud. But automobiles have come to stay, and all that can be done is to find a remedy for the dust evil.

I cannot agree with your argument regarding the damage done to the roads by auto tires. It strikes me that the narrow, iron tires of wagons of farmers and others are to blame, and that if a law were enforced in the country, similar to that in existence in this city, which says that wide tires must be used on all heavy vehicles, the roads would be better the year round, and the municipalities would be money in pocket. You ask, too, why the farmers of Middlesex should be compelled to pay for the upkeep of roads for Mr. Smith, or Mr. Jones, or Mr. Brown, of London, so that one or all can enjoy a spin through the country? This does not strike me as good argument. It is no more forceful than if an autoist should ask why the people of London should be called upon to maintain roads in the city for the farmers and other outsiders to use? London is good for the farmers, and the farmers are good for London. Their interests are closely linked.

Engineer Talbot, the county engineer, does not believe that auto tires injure roadways to the extent your article would have us believe, so that we may conclude that there are two sides to the question.

On the score of dust the autoist must plead guilty, however, to being the greatest sinner amongst vehicle-users. As you know, the auto-owners of the Province have offered to do something toward keeping up good roads, and I believe this would include the keeping down of the