

future income. Fattening of stock is the most profitable manner in which to apply our farm produce, for we have profit from the animals and manure to boot.

The greater portion of our produce should not be carried to town in the waggon, but should *walk off* the farm.

At the same time there is such a thing as putting more feed into a beast than his increase will pay for. If we adopt as an axiom that an animal should be always in good order before put up for stall feeding in winter, we cannot go far astray.

Gearing and Working Oxen.

There are but two modes that can be adopted with any degree of satisfaction or success in working oxen; these are the yoke and the harness. From the former being in general, not to say universal use, the inference is a natural one that some inconvenience must attend the latter. The form of the ox is one objection to harness; his belly is so much wider than his shoulders, it is embraced so hard by the iron traces as to impede his wind, as well as to be injured by galling. The yoke, on the other hand, being of hard wood, appears to be an instrument that would gall, but I never knew any injury done by it. The neck of the bullock seems by nature fitted for the yoke; the skin naturally thick, soon becomes so callous as not to be hurt by friction; it is there his strength lies, even to a proverb.

In point of economy, there is a wide disparity between the harness and the yoke; the expenses of the former to that of the latter, for eight years' wear, would be as ten to one, and the time of gearing and ungearing is as three to one; in other words, a yoke will cost only five dollars, which will average eight years' wear, and can be put on the oxen in two minutes.

A yoke which is properly made for oxen of equal size and strength will have no particular end for the near or off-ox; but the bows being sometimes untrue, will fit to the neck better one particular way. This the nice teamster will observe, and always puts them so. An ox can feel as sensibly as a man the pains of tight or unfitting accoutrements; but not being so fluently gifted, and being too noble and patient to shrink on that account from his task, it particularly behoves every driver (who cannot all day wear a key or penknife in the foot of his boot) to be vigilant that the tackle sits easy and free on his team.

When oxen are unequally matched as to strength, the strongest is apt to carry his end of the yoke several inches before the other; this makes the yoke uneasy to them, and is soon remedied by putting the staple of the yoke nearest to the end of the strong ox. It does, not, however, always follow that the stronger ox carries the fore end of the yoke. It often occurs that an inequality of

strength begets such ambition in the weaker ox as will ruin him by his overtraining himself for an even yoke. The driver should be attentive to this circumstance (if it ever occurs with him), and remedy it, as has been just pointed out.

It is unnecessary, in yoking well-tutored oxen, to lug the yoke round the yard after them, as they are easily called to that. I have often called the ox I wanted from a drove of all sorts of cattle. Stand the yoke on one end; take out the off-ox's bow; steady the yoke with the left hand, and with the right hold up the bow towards the ox, and beckoning with it, call him by name to you; slip the bow under his neck; turn the yoke down upon it; enter it in the bow holes, and put in the bow-pin; then take out the other bow, and lifting up the near end of the yoke with the left hand, with the bow in the right call the near ox also by name, who will come and "bow his neck to the yoke," and is harnessed the same as his companion.

Oxen may and ought to be so taught that by speaking to them and making a kind of beckoning motion with the goad they will come to; or, in other words, turn to the left without the trouble of an assistant on the off-side, or a rope to pull them round.

I would have one thing remembered in driving oxen (which also applies to every species of servants), I mean the impolitic habit of a uniform harsh deportment, and of keeping the goad constantly going over them; it is a needless task upon the lungs and sinews; the oxen will not do so much work for it; and, what is worse, they become so callous from this perpetual rough discipline that they cannot easily be brought to an extra exertion when it is indeed necessary.

The benefit of a calm management has been very apparent to me when I have been driving in company with these peevish geniuses; and coming to a steep hill, I would then speak sharp and determined to my team, and ply the goad pretty freely, if necessary. This treatment, so novel, would be fully appreciated; every one of them would pull as for his life, and the hill would be quickly surmounted; while the driver who has always been speaking harshly, and always been plying his goad, could not here make use of any new argument to stimulate his cattle to the exigency of the moment. The consequence was, he would often have to receive assistance from a team no stronger than his own. Drivers should acquaint themselves with the burthen of their oxen, and never load them beyond it; it discourages and hurts them.—*Cor. American Stock Journal.*

WINTERFOLD SHORTHORNS.—At the late annual sale of Shorthorns at Winterfold, near Kidderminster, England, the average price realized on twenty-four females was £78 19s.; and on nine bulls, £32 15s. 8d.

Exportation of Thorough-bred Stock.

Mr. B. E. Stewart, of Northyarnhill, Oregon, has just left Canada with a considerable drove of stock. They are to be taken to San Francisco by rail, and thence to their destination by ocean steamship. Mr. Stewart estimates the cost of this long journey, nearly 3,000 miles (of which the greater distance is by rail) at an enormous amount, but seems perfectly willing to pay it. Travelling through Canada in search of the stock, he expresses himself surprised at the deficiency of grass or other food for cattle here in comparison with the abundance of grazing to be had in Oregon, where such feed is so abundant that one acre would keep double the number of stock it would here, though certainly, as it was explained to him, this season has been a most unusual one.

The animals comprised Durham and Ayrshire cattle, Cotswold sheep, and several choice coops of poultry. For the calves, and for all the stock, he paid good prices. The animals are wanted for Mr. Stewart's own use and that of his immediate neighbours. The present stock now in use on their farms in Oregon he describes as most miserable.

The Shorthorns were as follows, purchased from Mr. Geo. Miller, of Markham:—

Markham Maid, 2 years old, got by Kentucky Champion, dam Miss Barnum; price \$750.

Miss Miller, heifer calf, got by Belle Duke of Oxford, (\$30), dam Portia by Burnside; price \$450.

Bull calf General Bell, by Bell Duke of Oxford, dam Jessie, by Young Tweedside; price \$450.

Also, four Coltswood ewes, one year old, purchased from Mr. John Miller, Brougham.

One bull calf, Oxford Prince, by Oxford Mazurka, dam Miss Martial 2nd by Prince of Bourbon; price \$400. Also, one Cotswold ram and ewe, splendid animals.

The Ayrshires consisted of one cow, one heifer, and three calves, purchased from J. J. P. Wheeler, Esq., of Scarboro'.

C.

Thrashers' Horses.

To the Editor.

SIR,—Now that another thrashing season has begun, there will be doubtless a great number of men trying the work who have not run a machine before, and most likely they will be using young and untrained horses.

In order to counteract a far as practicable the prevailing evil attending the commencement of the above work, and prevent a great deal of pain and suffering to the horses, I would offer the following suggestions to farmers and old and young thrashers (if we may use the term), for it is generally admitted that the horses belonging to each, and used in the kind of work under notice, suffer more or less from galled shoulders. This evil may