

The Selection of Mares in Breeding Roadsters.

How a New Yorker Makes Tip-Top Butter.

Harrowing Corn—Strawberries—Tomato Culture—Half the Seed—Sow Millet—Carrots—Ducks For Profit.

(Correspondence from practical farmers, chesapeake and others directly interested in dairymen or agriculturists in any of the branches of the above.) Subjects should be of general interest to the farming community. Write briefly, to the point, and on one side of the paper.)

Horse Breeding.

In view of the great importance of the subject the ADVERTISER need offer no apology for continuing the discussion begun some time ago in these columns regarding the breeding of horses. The American Cultivator, of Boston, which devotes special attention to this question, says thinking men are getting apprehensive that in the United States the business may be overdone, because in every direction men are turning their attention to this matter. So far as horses of ordinary merit are concerned the cultivator thinks there is no room for fear. Electricity and the cable did far to supply horses as a motor for propelling street cars. This will doubtless eventually throw thousands of common horses upon the market. It is with horses of the greatest sources of demand that ever existed for good, serviceable horses, and must in time affect the market price of common animals. It is predicted by some that the increase in the rapid growth of population, and the opening of new street car lines in large cities, will be sufficient to require the services of all horses likely to be thrown out of work by electricity, also the numbers that are now being raised. As proof of the correctness of their views the fact is cited that when the old stage coaches were used, the introduction of the new stage coaches, were crowded off their routes by steam engines, it was predicted that there would be no further use for team horses, yet the demand for such has constantly increased.

The conditions now are entirely changed. When the steam cars took the place of stage coaches for transporting passengers, and horses were used for the purpose, the industry sprang up at once along the lines of the different railroads in all parts of the country. Extensive lines were opened and large herds of horses were used in the transport of goods and raw materials from the railroad stations to the manufacturing, and return the products of the loom, the saw and the mill to the railroad stations.

The result was that the demand for horses increased rather than diminished. The substituting of electricity for horses will be no more likely to cause the disappearance of horses than the introduction of the moving machine and horse race does to increase the demand for the scythe and old-fashioned hand rake, or the introduction of the large reaping machine to the small hand sickle. The West does not increase the demand for the old-fashioned sickle and grain cradle.

It is more popular and agreeable to paint the picture in glowing colors of the future. Breeders who look the matter squarely in the face, however, will be able to shape their course as to avoid disaster. There is sure to be a demand for good horses, and the introduction of the new stage coaches, will always find itself on safe ground. There is but one way by which this end can be attained. It is by securing the very best material that can be found, above all else, the highest degree of merit, and mating them with the best stallions of their class in this country.

Get good-sized, well-bred mares if possible, but be sure and get small shaped ones, full of pluck and vim, at all events. As a rule, the most distinguished brood mares, those that have produced the best campaigners, have been small-sized animals. Plans of Dexter (2:12), Alma (2:28), Astoria (2:24), and Phyllis (2:12), and Director (2:17), stood only about 14.2 hands, but they had plenty of what the boys term "snap." They produced seven that have made records of 2:30 or better, was only about fifteen hands high, and Alma (2:12) was about the same size. The first Bell, dam of Bell Boy (2:19), St. Bel (4-year-old 2:24) and Palo Alto Belle (2-year-old 2:24), is a small mare, and Minnehaha (2:12), Bright Arrow (2:24), Sweetheart (2:24), Eva (2:24) and Beau (2:24), all of which are small, and all of which are full of snap. It is a very medium-sized animal. Carrie Russell, the dam of Jack (2:10), was brought to be too small for breeding purposes, and was not produced that famous campaigner was sold for \$600. A few months ago she brought \$3,000 at auction. Reina Victoria, for which \$7,250 was paid, was about 15 hands high.

These mares possessed qualities, however, seldom found in large animals, and transmitted those qualities to their offspring. They would doubtless have been more valuable had they been somewhat larger, provided they had possessed the qualities in the same degree which made them valuable. Miss Russell, dam of Maud S (2:24), Nutwood (2:18) and Corn Belt (2:24), is a sixteen-hand mare, and is produced by those who know her one of the most magnificent animals that can be found. Where speed and first class road qualities are the ends sought it will be best to avoid coarse, overgrown mares.

The breeders of English race horses feared this fact long ago, as appears by the following extract from William Day's late work, "The Horse, How to Breed and Rear Him": "For racing purposes," says Cecil, "I cannot advocate overdone horses. Immensely large ones have on all occasions been the exception of their owners; they have never realized great superiority on the turf nor in the stud. It is evidently much more difficult to obtain fine horses in over-sized than in moderate-sized animals. Very large mares are of all others the most likely to occasion disappointment." It is safer to avoid extremes of size. Greater attention must be paid to the more valuable attributes of the future, as a few years hence it is sure to be a question of "the survival of the fittest." The breeder whose stock possesses the most merit will win in the end, for in this, as in all other kinds of business, there will always be plenty of room at the top."

AMERICAN.

Fatal Asphyxiation of Six Disreputable Characters.

The Chinch Bug at Work—Crop Prospects—Loss of Earthquake.

Seventy-five Earthquake Shocks.

SAN FRANCISCO, June 27.—Seventy-five earthquake shocks have been felt at San Francisco within the past two weeks. Some of them have been severe.

Murderer Lynched.

SHEPARDVILLE, Ky., June 26.—Charles Ardell, one of the murderers of Joseph Lavigne, a peddler, was taken from jail by a mob last night and lynched.

Tall-Tale Wreckage.

VINEYARD HAVEN, Mass., June 26.—It is now conceded by old sea captains that the wreckage washed up here this past week came from the "Tish steamship Victoria" now due at Baltimore from Pernambuco.

Allice Brown's Fatal Blow.

BEXLEY, Wis., June 27.—Yesterday Allice Brown, postmistress here, struck John Rose on the head with a club from the effects of which he died. Mrs. Brown claims self-defense. Rose was intoxicated.

Epidemic Insanity.

ELIZABETH, N. J., June 27.—There is an epidemic of insanity here. Since Saturday six persons have been committed for medical examination, and more have been committed since Jan. 1 than in the five previous years.

A Cave Lined with Silver.

KANSAS CITY, July 2.—A large cave near the Hermosa mining camp, 60 miles south of Lawrence, Mo., has been discovered, and its interior is lined with veins of almost pure silver. Its value is estimated to be at least \$500,000.

Six Persons Asphyxiated.

PATERSON, N. J., June 28.—Four women and two men, all disreputable characters, were discovered dead last night in a hovel of ill-repute here. Death was caused by asphyxiation. The gang were last seen Wednesday night going into the dive.

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RECIPROCITY.

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DROWNING DISASTER.

Sad Accident Near Gravenhurst—A Boat Run Down and Three Lives Lost.

GRAVENHURST, July 1.—About midnight Saturday night a party of eight persons, consisting of Patrick Shea and his wife, L. J. Cameron and his wife, and a board of five arbitrators, Dr. Hugh C. B. Loe, his wife and two little girls, left the town dock in a large boat in which was stored the usual camping outfit. The atmosphere was thick with fog, and the party proceeded as usual till about entering the Narrows. When they met the steamer Oriole. In the excitement of the moment a party turned their boat to the left, directly across the Oriole's bow, which cut through the small boat, cutting her nearly one-third of the way through and precipitating the occupants into the water on either side of the steamer. Captain McAlpin, of the Oriole, was proceeding cautiously along, when he discovered what he thought to be a large clump of driftwood was a boat, and he immediately gave a bell to reverse, but too late. The helm of the