

THE FARMER'S ADVOCATE

AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

PUBLISHED BY
THE WILLIAM WELD COMPANY (LIMITED),
LONDON, ONTARIO, AND WINNIPEG, MANITOBA.

LONDON, ENGLAND, OFFICE:
W. W. CHAPMAN, Agent, Fitzalan House,
Strand, London, W. C., England.

JOHN WELD, MANAGER.

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in course of time compete successfully at the larger. But whilst many never do, it does not follow that they are not benefited or that they should be deprived of their more modest competition.

How can we improve the educative facilities? Under existing regulations, when a prize is awarded, some express approval, others disapproval, while others pronounce the judge "no good," but none are any the wiser. Unfortunately, the insinuation or assertion *re* the judge is sometimes too true. I once saw a man act as judge at a local show who did not know a Yorkshire hog from a Suffolk, nor a Berkshire from a Poland-China. The decisions of such a man had no educative value, quite the reverse. This defect in our show system has been greatly remedied of late years. Now, instead of one set of judges being appointed for all the sections, we choose men specially interested in the classes in which they are asked to judge. A thoroughly competent judge secured, I would reject the common idea, which sometimes takes the form of a director's injunction, that the judge must not discuss the grounds of his decisions. I would suggest quite the opposite. I would have the director in charge select from his section certain classes. Then when the awards have all been made, have the selected classes brought into a suitable place and have the judge show the points of excellence, and explain the grounds upon which he gave the awards. I know that the objection to this plan is the danger that the judge may meet with adverse criticism by some disappointed competitor. But under existing regulations we find it necessary to insert restrictive clauses in our rules, which, by the way, are sometimes hard to enforce. Now, I believe that dissatisfaction is often due to ignorance of the points which constitute superiority, and that in many cases the man or woman who maintains a sullen but, per force, silent dissatisfaction would go away quite satisfied when the points were made clear to them. And then look at the educative value of such a system, not only to the competitors but to the spectators. Were this done in each section (simultaneously if necessary) what an amount of valuable information would be disseminated; how much would it assist in intelligent breeding or manufacturing.

This suggestion is on the lines practiced by our most efficient school teachers. Where would a teacher be to-day who would simply tell his class that Tom Brown had given the best answer, John Smith the second, and Sam Jones the third? He is supposed not only to show each wherein he is

wrong, but to help him reason the matter out himself. This is on the principle of the score card; with this advantage, that whilst the score card informs the exhibitor concerning his own animal or article, this plan would inform all the spectators of the defects and excellencies of the different exhibits. I would be pleased to see some of our local societies try this innovation, and see if it does not prove the most interesting part of the exhibition. Of course, this would involve *expertness* on the part of the judge, but this is essential in any case. And if the shows were arranged in circuit it would not be very difficult to secure a competent judge to attend a number of shows. Then after all the shows were past the awards at each could be published, showing exactly the position of each animal or article judged by any one man, although these exhibits may not have met in the same showing.

[The plan of having the judges lecture on the animals after the awards have been placed, pointing out the points of superiority of one and inferiority of another, is practiced in a few of the American exhibitions, and was done with very satisfactory results at the Winnipeg Industrial some few years ago, when Mr. O. C. Gregg and Prof. Shaw, of Minnesota, were judging cattle. The great difficulty in carrying out such a plan is the scarcity of competent men. Many excellent judges cannot make public addresses. More tact than most judges are blessed with would be required when pointing out the defects in an exhibitor's animal.—EDITOR.]

Another improvement I would suggest is, to have an auction sale at the close of the exhibition, at which articles exhibited would have the preference, afterwards anything which anyone might wish to dispose of. There are few things which attract a crowd better than an auction sale, and an attraction of this kind would certainly be an improvement on those now in vogue. Other suggestions could be made, but I think if these two are tried by some of our enterprising directors they will find them quite an improvement both from an attractive and an educative point of view.

Only Medals as Prizes.

The report is current that the management of the Trans-Mississippi Exposition, to be held at Omaha, have in their wisdom decided to offer medals instead of cash prizes in the classes for live stock as well as for manufactures, etc. This proposition, if adhered to, will effectually settle the question of the success or failure of the show, and it will be a case of failure sure. The idea that owners of stock would incur the expense of shipping their animals hundreds of miles, and submit to a whole month's detention on the show ground, with the added expense which that means, all for the glory which a cheap gold medal brings, could only have been evolved from the minds of men who know little of the cost of preparing stock for such an event, and of carrying them through it. We are quite sure we express the sentiments of Canadian breeders when we say that unless the decision to award only medals is revoked there will be no exhibitors from Canada. Only cash prizes will induce our people to compete in the live stock departments, and, moreover, they will require some assurance that the prizes offered will be paid in cash at the rate of one hundred cents on the dollar. The experience of some of our stockmen in this regard in connection with more than one of the rather pretentious shows held on the other side of the line in the past has not been such, we regret to say, as to establish entire confidence in the *bona fide* character of their published prize lists.

Better Transportation Facilities Wanted for Maritime Provinces.

To the Editor FARMER'S ADVOCATE:

SIR,—There is one thing that seriously hampers trade between the Upper Provinces and the Maritime Provinces and causes our dealers here to charge very high prices for seeds, agricultural implements, fertilizers, etc., etc., and that is the want of through freight rates from Toronto, Montreal and Hamilton, to Prince Edward Island. We, here, being isolated from the rest of Canada, I. C. R. rates will reach only Pictou or Point DuChene. This is as far as goods can be taken by land. Goods for the Island will then have to be ferried across Northumberland Strait by an alien steamship company, who have not hitherto been restricted by the Central Government in their rates schedule. The water rates are out of all proportion to rates on land. Goods on arrival on the Island are next taken by the P. E. I. RR.—a road that has rates all

its own, and a government road like the I. C. R. Why these two roads were not amalgamated, and the ferry steamers made a part of the system, I cannot for my life see. The addition of about 200 miles of our Island railways to the I. C. R. system would not be much of an addition to that road, and that would mean owning or leasing the water service connecting both roads. If this were done we might have very moderate freight rates to and from this Island. The dealers and merchants care nothing about this. They simply charge the consumer—the Island farmer—the freight rates, with some extra for interest, and the horny-handed toiler pays the bills—if he can.

We have, too, a very poor express system here on the Island. The business is done by the Canadian Express Co., but they have never been able to cover the Island. They have no express cars, or even compartments, on the railway, and there are but two offices in the whole Province! I, myself, have tried to get the company to give us a good system of expressage along the line of railway. I believe they have tried last summer to improve their system, but as far as I know nothing has yet been done. It seems a compromise could not be effected with the Railway Department. This miserable express system makes it very inconvenient to our farmers who are importing pure-bred stock, as everybody knows young pigs, calves, and sheep *must* go by express; also poultry and small packages of seed. It would never do to ship a young pig or calf or sheep by ordinary freight, and it is not safe to ship even a mature animal by freight unless a caretaker goes with it. It will be thus seen what a drawback to our farmers is the absence of a complete express system along all points of our Island railway. No express cars, no express messengers, no express offices—not one in this county! On what I have to ship by express, I must first pay freight to the nearest express office at Charlottetown, notify the agent a day beforehand that the stuff is going to reach him such a day, and have him forward it. Young blooded animals coming down here from Ontario must and can only be expressed to one of two points—Charlottetown or Summerside—whether the consignee lives fifty miles from either of these points or not, and if not prepaid, the animal, I suppose, must lie in the office till the consignee is notified to pay the express rates, and then be forwarded to destination by rail, if the animal is living. This is the state of affairs—"I swear it by Mahomet"—and I would ask shippers of pure-bred breeding stock in Ontario who send animals down here to use their influence with the Canadian Express Co. to improve their system in P. E. Island. The officers of the company in the Maritime Provinces are very obliging, and do even more for shippers than they need to, and if this were not so, it would be intolerable. J. A. MACDONALD.
King's Co., P. E. I.

STOCK.

Origin of Various Breeds of Carriage Horses.

Under date of April 15th we received a communication from W. C. Young, of Lanark Co., Ont., asking from what breeds of horses did the French Coach, Cleveland Bay, and Hackney originate. In the brief space at our disposal we endeavor to supply the desired information, which we hope will be of interest and value to many readers at this horse-breeding season of the year.

FRENCH COACH.

About 1780 the French Government undertook a systematic improvement of the native horse stock of the country, especially for cavalry purposes. To this end Thoroughbred and Hunting stallions from England were introduced. From that time up till about 1840 Thoroughbred stallions and their best male gets from French mares were largely used in the stud. Since that time the introduction of Thoroughbred stallions has fallen off in that portion of France devoted especially to Coach horse breeding, while the number of native-bred horses selected for use in the stud has proportionately increased. Occasionally, however, at considerably later dates, when those in authority thought well, Thoroughbred stallions were made use of.

When the system of breeding above alluded to was inaugurated the produce of the union of Thoroughbred sires with French mares were called *demi sang* (half-blood), and notwithstanding the "breeding up" process which has constantly been going on for over one hundred years these horses are still called *demi sang*, so that it must be concluded that Thoroughbred blood is largely contained in the make-up of the modern French Coacher.

CLEVELAND BAY.

The origin of the Cleveland Bay breed of horses is not clearly known, but the most feasible theory is that it has been produced by a system of natural