

THE FARMER'S ADVOCATE

AND HOME MAGAZINE.

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nearer the Orient than other ports, will play an important part in the future development of Canadian-Asiatic trade. The construction of this great road during the next five years will prove a very great stimulus to agriculture, and all the leading industries of the Dominion, the capabilities and resources of which are now understood and appreciated as they were not when our first great continental line, the C.P.R., was projected.

Newspaper Postage.

Parliament, a couple of years ago, reimposed postage upon Canadian newspapers at the rate of half a cent per pound, but owing to political exigencies attached a vexatious and absurd 20-mile free zone. At the present session the act has been amended, reducing the rate to one-quarter cent per pound on papers circulating within a radius of 300 miles. Now it is apparent that papers that can command an extensive circulation outside of the 300-mile zone must have superior merit, and are of more importance to the country than those of a more restricted circulation. The proposed change discriminates against the "Farmer's Advocate" as much, if not more, than any other paper in Canada, the greater proportion of its circulation being outside the 300-mile limit. In view of the work which the "Farmer's Advocate" has done on behalf of agriculture during the past 37 years, this discrimination is unfair and discouraging. This view of the case was presented during the discussion in the House of Commons by Messrs. H. Cargill, M.P., E. D. Smith, M.P., and others, who called attention especially to the valuable services rendered the live-stock and other agricultural interests of the country by this paper. In the Senate, Hon. Sir Mackenzie Bowell presented the case. Hon. R. W. Scott, who introduced the bill in the Senate, intimated that it would probably be taken off altogether. In the meantime the bill went through with the 20-mile zone attachment. What we have to demand is simply that all papers be charged a uniform rate.

The Grand Trunk Pacific Proposition.

BY J. M'CAIG, M. A., ALBERTA.

Independent of the general commercial, industrial and national interests involved in the question of the building of the Grand Trunk Pacific line, now formally and explicitly placed before the country in the speech of the Premier before Parliament, the subject is one of intense interest to the Western section of the Dominion.

It must be conceded that even allowing for the exigencies arising from being the leader of a party, under an explicit party system, the speech of Sir Wilfrid Laurier commends itself to Canadians as a fine exposition of a proposition of enlightened public policy. The freedom from dependence on United States for bonding privileges has not come too soon, and is a well-timed expression of the dignity that is ours as a nation of considerable attainment, and of larger promise and potentiality. The part that has already been played by railways in promoting national unity and interdependence and interknitting of interests has been of great importance. The present undertaking promises to be not less so, but rather more. The line is of a continental character, to a greater extent than the line existing at present, and the building of a second trans-continental line will open an equally large and productive area with the East, and will introduce an element of competition in the carrying trade that will reduce it to the lowest possible basis of profit, and will free the country from the feeling, right or wrong, that it is being oppressed by a large corporation enjoying a monopoly. It may be, perhaps, maintained with considerable truth, that the new line will not open up a country equal in productivity with the present more southerly line, but on the other hand the higher latitude of the new line will mean a shortening of the route of international traffic, and we expect that the new line will be helped to thrive and survive by its securing a much larger part of the trade of Europe and the Orient than will be enjoyed by the existing line.

The weakness of the Opposition in asserting that either the Hudson's Bay route or the Great Lakes and St. Lawrence is the one destined to become the transcontinental route, is more than evident from the plain necessity of traffic in the former case being limited to four months in the year, and in the latter to about six. These routes mean economy in transportation when they are open, but the necessity and desirability of having at all times a direct route for continuous freight traffic all the year round is not met in the institution of a Hudson's Bay route or the existence of the St. Lawrence system.

The contrast of cost of the C.P.R. and proposed Grand Trunk Pacific is rather startling. However, while the cost of the C.P.R. to the country may show very large in comparison with the estimated cost of the proposed line, it is but just to say that the C.P.R. was a pioneer line that had its traffic to create, while the demand for the new line and the business of it is already in existence, and is a result of the development resulting from the former line, so that it is not surprising there should be considerable difference in the sacrifice the country has to make to secure these lines.

To the West, particularly, the new line will be a boon. Present transportation facilities have proved already wholly inadequate to the needs of the country, and it is claimed that cost has been inordinately high. We cannot wholly agree with all that has been said of the C.P.R. What is more than apparent is that the congestion does not promise to be less in the future than at present, for by the time the new line is complete the demand for transcontinental arteries of trade will be proportionately much greater for the roads in existence than the demand in the carrying capacity of the C.P.R. now. The class of heavy traffic that is the subject of trade between the Provinces, such as wheat, lumber and cattle, will necessitate in the end half a dozen lines of railway across the continent. The smallness of the proportion of productive land now under cultivation, compared to the whole productive area adjacent to the present line, together with the new areas opened up by the new line by the ever-increasing influx of immigration, means that the demand for transportation facilities will increase proportionately at a much faster rate than the facilities. The transportation question is not finally solved by the new line, and will be a live subject for years.

It is not to be expected that the growing pigs during harvest time are a tendency to overlook them during the busy period, and the hurried farmer who has a crop is safely harvested I will not be able to do so, so he on the outlook for the new line is sufficient.

HORSES.

Diseases of the Digestive Organs of Horses.

(Continued.)

SPASMODIC COLIC.—This is a contraction of portions of the muscular coats of the intestines, usually of the small intestine. In many cases the muscular fibers of the neck of the bladder are involved. The disease is due to improper food, sudden changes of diet, exhaustion from overwork, particularly if associated with long fasting. A drink of cold water may cause colic, especially if the animal be exhausted by a long journey, or several hours' hard work, or be excessively warm. Some horses are particularly predisposed to colicky pains, such as those in which there are concretions of different kinds in the intestines, abscesses in the mesentery, parasites in the intestines, ulcers in the stomach or intestines, cancer or chronic thickening of the intestinal walls; also horses that have congenitally weak digestive powers, or disease of the digestive glands. While simple spasmodic colic is of itself a comparatively unimportant disease, which readily yields to treatment in most cases, at the same time fatal cases have occurred, the horse dying from exhaustion, and a post-mortem revealing no lesions or chronic disease of the digestive tract, the only abnormal conditions being a rigid contraction of small portions of the small intestine. Repeated attacks of colicky pains occurring in a horse without apparent cause indicate some structural change in the digestive organs, in many cases the presence of concretions or tumors in the intestines. If such be present and are movable, we are justified in assuming that they occasionally, by changing their position, occlude the canal, and thereby check the backward passage of the ingesta or fecal matter, check peristaltic motion, and thereby cause pain. In such cases the violent movements of the animal are likely to dislodge the obstruction, reopen the canal, and, consequently, relieve pain. In cases of this kind it is probable an attack will not so quickly end, and the case does not yield to treatment, after several hours inflammation of the intestines results, which causes death. A post-mortem will reveal the presence of a calculus, or a tumor. The presence of tumors is more frequently found in aged grey horses than in those of dark colors; the tumors being melanotic which occur only in grey or cream-colored animals. In such cases, of course, we can merely suspect the presence of these obstructions, as the attacks may be due to weak digestive powers. In the latter case they may be prevented by tonics and careful feeding, but in the former practically nothing can be done to prevent the attacks, and all that can be done is to treat the cases as they occur. A horse that is predisposed to colic from any cause, is a very undesirable animal, as sooner or later it is probable an attack will prove fatal. Some horses are attacked with colic if allowed water shortly after a meal; others if given a change of food; others after being fed on certain kinds of food, etc. When such a tendency to attacks is noticed, they can usually be averted by exercising care to not subject the horse to the conditions that cause the disease.

SYMPTOMS.—The symptoms of spasmodic colic usually appear suddenly, and are very violent and alarming. The horse suddenly expresses pain by pawing, kicking at his abdomen, throwing himself violently down, rolling and struggling, jumping suddenly to his feet; probably repeating these actions, and in other cases shaking himself and becoming quite easy, and commencing to eat as though nothing was wrong. After a short interval, however, the pains recur, sometimes in an aggravated, occasionally in a modified form. This may occur again and again, the periods of ease and pain being of various duration, until the animal is relieved by treatment or spontaneous cure, or the disease terminates in enteritis and the animal dies. As has been stated, in rare cases death results quickly from exhaustion. At the commencement of the attack there is often noticed the frequent evacuation of feces in small quantities, which may be either hard or soft, and there is often noticed the frequent passage of urine in small quantities. In other cases there is noticed frequent but ineffectual attempts to urinate. This symptom indicates that the neck of the bladder is involved in the contractions, and as a consequence urine cannot escape. This leads the uninitiated to conclude that the horse is suffering from some disease of the urinary organs. I might mention here that this idea is very popular, as every veterinary practitioner knows. The owner concludes that there is an obstruction in the urinary passage, and proceeds to remove it by administering a dose of sweet spirits of nitre; as a matter of fact, he could not easily select a better drug, but it does not act as he supposes. The drug is an excellent antispasmodic, and acts quickly; as soon as the spasm is relieved the animal will urinate, and probably show no further pain. How often