

Stock Running at Large

A reader in Manitoba asks us for an explanation of the Herd Law and its operation. As it is impossible to publish the act in its entirety, we append here the clause that refers to the calling into operation of the measure, and the steps necessary to bring it into force in any municipality in the province. :—

"Upon the petition of the majority of the resident ratepayers within any rural municipality or any ward thereof, filed before the first day of March in any year, the council of such municipality shall be obliged, upon receipt of such petition to pass a by-law to take effect not later than the first day of April, making such provisions respecting the running at large, or the impounding of animals, as may be required by such petition, having application to the whole municipality, or said ward, as the case may be; and any such by-law petitioned for under this sub-section shall be passed and entered in the minutes as a matter of course in the usual form, and public notice of such by-law shall be posted in at least two conspicuous places in each ward of the municipality, one of which shall be the Post Office, if any such there be; and any such by-law shall not be repealed before the first day of November then next ensuing."

As considerable discussion has taken place in these columns during the past year on the Herd Law, it is unnecessary to add anything to what has been said before on the subject. The law is designed to prevent the running at large of stock in municipalities where a majority of the ratepayers are opposed to cattle, horses and other farm animals running at will on public highways or unfenced land. Wherever a majority of ratepayers in any municipality or ward thereof petition the council to pass a by-law to prevent stock from running at large, the law will be brought into force on the first day of April and cannot be repealed, as the clause says, before the first day of November following.

A Proposal for a Freight Union

EDITOR FARMER'S ADVOCATE:—

I have before me your Editorial of Sept. 9th, 1908, entitled, "Equal Freight Rates a Fallacy." You say:—"It is being proposed in connection with the scheme for Government packing plants in Alberta that the prices paid farmers for hogs should be the same at all points in the province, a certain flat rate to cover freight being charged up against the business, and all farmers selling hogs, no matter where they lived, paying the same freight rate to the factory. That is to say, a man living twenty miles from the factory would pay the same freight charges as a man living two hundred miles or so away, if hogs were shipped that distance. A proposal such as this is likely to be popular, especially in districts distant from the plant, but being economically unsound and manifestly unfair, it is not likely to work to the advantage of the Government factories if they are established."

Now, I wish to take issue with you on this question. In the first place I see that you are not acquainted with all the facts in the case. The proposition which you say is "economically unsound and manifestly unfair" was proposed by several farmers of Red Deer for a Government-operated (not a Government owned and operated) pork-packing plant, run on the same system, or as near as possible, to the present creamery system, and I just wish to draw your attention to the fact that the Government-operated creameries that are owned by the patrons are operated on the plan which you say is "economically unsound and manifestly unfair" in this, that the patron who lives right across the road from the creamery has to pay just as much for manufacturing his cream into butter as the person living farthest away.

There is another fact which I wish to point out to you, and it is this:—I have page 206 of this Advocate before me, and your subscription terms are on it. I find that you sell your manufactured article FARMER'S ADVOCATE AND HOME JOURNAL, in England, Ireland and Scotland for \$1.50. England, Ireland and Scotland get your manufactured article just at the same price as Manitoba, Alberta and Saskatchewan, and I am proud of the fact that you can do it, because I feel when you realize what our postal system has done for you and every publisher in the Empire, that you will use the influence which your valuable journal has in extending the same privilege which your business is now enjoying to the Government-

operated pork-packing plant, to the private pork-packing plant, to manufacturers of all kinds, in short, to embrace all kinds of freight to all parts of the Empire.

I will give you an example of how (to my mind) it ought to be worked out.

We all know that those attending meetings of Presbyteries and Synods, where the ministers travel long distances to the place of meeting, pay an equal share of the whole expense. Why do they do this? Simply because they meet there in the interests of the particular body which they represent, they are there for the good of the whole body, and therefore they pro rate their expenses.

If we substitute the provinces for the individuals and pro rate the freight, would you still think it economically unsound and manifestly unfair, even if we were to extend the same freight rate to England, Ireland Scotland? Then the people of this Dominion could do as you are doing now, and have been doing for years—sell our pork, beef and grain as cheaply in Great Britain as they can now in the next province, and if Great Britain were to enter the freight union as they did the postal union, we would have the "all red" in a short time.

In conclusion, I just wish to say that this is a subject that will bear a great deal of discussion, and I will drop the matter for this time with the hope that you may yet be able to change your headline to "Equal Freight Rates is No Fallacy," and cut out altogether the last three lines of the same Editorial, which say:—"The proposition is unsound, has neither economic nor moral principles, and is too chimerical to be entertained."

Alta.

HENRY JAMIESON.

HORSE

Perfect Model Drafters

The editor of an agricultural journal in the matter of his attitude to breeds in live-stock, stands in the same position as the editor of an independent newspaper does in his attitude to parties in politics. If he comes out with a clear-cut statement of what he believes to be fact, somebody immediately comes forward to tell him that he is prejudiced in his views. If he charges his journal with the duty of lading out views impartially, writes a little article on one breed and then writes one saying precisely the same things about another; never says anything about one class of horses without being careful to say quite as much about every other class, his opinions are deserving of nobody's respect; the purpose he hopes to serve in expressing them is too obvious. They are not opinions at all, merely clap-trap. The agricultural paper that can be dissuaded from saying what it thinks on any given subject, by the fear that it would seem to favor for the time being one particular class as against another, would not be able to palm itself off for very long on the farming public as a journal having opinions worth listening to.

A few weeks ago we were writing a little reading notice to print in our "Horse" columns, telling our readers about the half-tone engraving of Baron's Pride which we are offering for sale or for sending in a subscription. It was stated in the premium picture announcement that Baron's Pride is the most perfect model of a draft horse that has yet been produced, and as a sire of sires of draft horses he is unexcelled. A subscriber in Alberta wrote in at once to say that he cannot see eye to eye with us in this matter. He is a Percheron man, ready any moment to defend the great French drafters, and writes as follows:—

EDITOR FARMER'S ADVOCATE:—

"I have been a constant reader of your paper for some time, and consider it one of the very best agricultural papers we read, but I notice that you are such an admirer of the Clydesdale horse that you cannot see any of the good points in the other breeds. But in your issue of August 26th you reach the climax by saying that all admirers of draft horses, Clyde, Shire, Percheron and Suffolk, will agree that Baron's Pride was the most perfect model of draft horse yet produced.

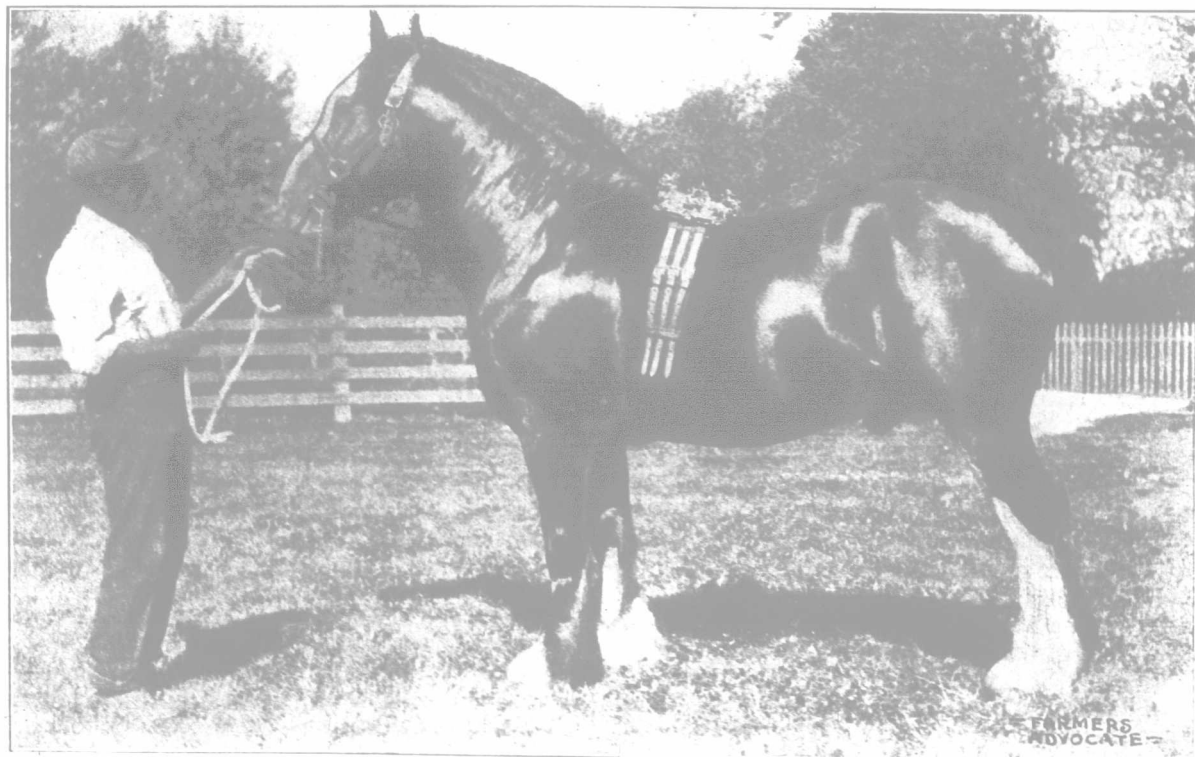
"I will speak of one breed only—the Percheron. I do not believe you can find a Percheron man in North America who will say that Baron's Pride or any other Clydesdale, living or dead, is peer to all Percherons. True, you might get a Clyde man who keeps a few scrub Percherons (as a side line, who hasn't got heart or interest enough in the business to buy a good one), to argue with you, but ask McLaughlin Bros., or Dunham and Fletcher, or get Dunham to admit 'Baron's Pride' was a better horse than any Percheron at Oak Lawn, from the time of Old Brilliant to the present.

"And as to a perfect draft horse, it seems to me it is partly a matter of fancy, for what one man will call a perfect draft horse, another will call a cart horse, without the style or action necessary for a drafter. And what that man calls a good drafter someone else will say is an overgrown coach horse, and without the necessary bone or bulk. Then the roads, the loads to be handled, and the speed would have quite a bearing on the case. But if your theory is correct, why not bunch the draft breeds in one ring and choose the best, which I suppose means the one most like Baron's Pride, or reading between the lines, some Clyde. Well, it may be hard to make people believe it, especially those from south of the line, where the Norman and Percheron horses have been tried at all kinds of work and roads for forty years against all kinds of horses, and have been weighed in the balance and not found wanting, but I suppose an editor, like a politician, should go with the largest crowd, and the Clyde men are certainly the majority in Canada. But as I like Scotch poetry better than the Scotch horse, I will conclude by saying, 'Old man, thou framest well thy strains to please the hands that pay thy pains.'

"I hope you will not consider my somewhat blunt way of stating things offensive. I have no intention of giving offense, but have neither the time nor ability to chase fine phrases."

Alta.

A FARMER.



SATRAP, CHAMPION CLYDESDALE STALLION AT VICTORIA EXHIBITION, 1908.