

**THE FARMER'S ADVOCATE & HOME MAGAZINE**

THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

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**You Will Want "Canada's Glory."**

No home should be without a framed copy of our magnificent new light horse picture, which has been so enthusiastically received. Very flattering acknowledgments are being received almost every day. The work of sending out copies is now in progress. While the price of fifty cents is as nothing compared to the merits of the picture, we make the securing of it still more easy by giving a free copy to every subscriber who sends us \$1.00 along with the name of a new subscriber.

We are pleased to be able to state that all the premiums which we have offered during the winter and spring months have been eagerly worked for and secured by a very large number of our readers, who in every case have been highly satisfied with them. Our liberal offerings are still open to those who will apply themselves. For particulars see April 15th and previous issues.

**Ontario's Highway Commissioner.**

Mr. Campbell, whose portrait appears below, has been appointed Highway Commissioner of the Province of Ontario, and took office at the Parliament Buildings, Toronto, on Tuesday, the 12th inst. He was born in the Village of Wardsville, Ont., in 1863, and removed with his father, C. J. Campbell, in 1865, to the Township of Ekfrid, where his boyhood days were spent. He graduated in engineering and surveying at Toronto in 1885. From 1885 to 1891 he carried on a general engineering business, in partnership with Jas. A. Bell, having an extensive practice in all classes of municipal engineering in the Counties of Norfolk, Oxford, Middlesex, Elgin, and Kent, with headquarters at St. Thomas. Outside of these municipalities a large business was done by the firm in the construction of sewerage and waterworks systems. In 1891 he was appointed City Engineer of St. Thomas, a position since held and resigned to accept the new office. During the past five years he has given special attention to roadmaking as a branch of engineering, and experimented in constructing a number of miles of earth, gravel, Telford, and Macadam roads. He has also during that time edited the engineering department of the *Municipal World*, dealing with municipal engineering generally, but more particularly with the road question. It was during this time that the agitation for good roads in Ontario was commenced; this resulted in the formation of the Ontario Good Roads Association, of which he is one of the vice-presidents. He has addressed Farmers' Institute, dairy and other meetings in different parts of the Province, urging the necessity of (1) systematic and uniform work on the roads in order that better results might be obtained from the money and labor now expended; (2) combining as far as possible the efforts of all persons engaged in road reform; (3) trying to awaken interest in the subject among the people at large; and (4) discussing the methods of modern road building.



MR. A. W. CAMPBELL, C. E.

Last year the Ontario Toll Road Commission, of which he was a member, took evidence throughout the Province, and in this way he became acquainted, not only with toll roads, but with the opinion of many representative men in reference to country roads. The Government has secured a man pre-eminently well-qualified for the position, and we trust his work will confer early and lasting benefits upon the roads of the Province.

His duties will be under the direction and approval of the Minister of Agriculture; to give instruction in the building and maintenance of highways by oral or other communication to road overseers, pathmasters, and others, and to distribute such information as he may be able to collect from the various sources at his command, both in this and in foreign countries; by practically demonstrating the best methods of roadway construction, as opportunity may permit, in the presence of those interested, and in such other manner as may from time to time be approved of by the Minister.

In another column we give a timely article from Mr. Campbell's pen, on the subject of how to improve our roads, giving suggestions of value to pathmasters and others.

**A Good Medium.**

Mr. A. W. Campbell, the newly-appointed Highway Commissioner for Ontario, writes us:—"I appreciate very much your desire to publish information calculated to promote road improvement. Your readers form the class we wish especially to deal with, and it will be a great assistance to me to be permitted to contribute articles for publication in your paper. The success of my work will be due very largely to the assistance received from the press, and more especially your paper, which is an authority among farmers."

**STOCK.**

**On the Eve of a Great Shortage.**

To the Editor FARMER'S ADVOCATE:  
DEAR SIR,—I am of the opinion that breeders are awakening to the fact that they are on the eve of a great shortage in the superior classes of horses. In this locality horsemen are looking forward to a liberal patronage this year. We have a large number of good mares in this section in all the various classes, but I am sorry to say too many of the good young mares have been sold out of the country. According to the present outlook, the trade will be dull. We have hardly any buyers this season so far for export stock; in fact, they are too hard to find. For the high-quality carriage and light harness horse, you could not find a first-class pair in a day's drive in the hands of the breeder. The demand far exceeds the supply in the high-class animal. We have no trouble selling all the good ones we can find, and cannot half fill our orders. We have some good young stock coming on in this locality, but only very few, as farmers almost quit breeding for the last three years. You ask what kind of mares should be bred? I answer, only the best. Breeders should quit breeding for the scrub market. Breed with some definite object in view; try for the best. Aim high—for the moon, if you like; and if you fall short you cannot help it. Secure the service of the best horse you can find, in whatever class suits your mare. Do not be controlled by the mighty dollar in your selection. Three or four dollars expended at the start may bring you a hundred when you come to sell. My advice is, always breed to the best, as like begets like.  
J. F. QUINN, V. S.  
Peel Co., Ont.

**Good Sale for Heavy Drafts.**

To the Editor FARMER'S ADVOCATE:  
SIR,—I entirely agree with your remarks about the indifference to horse breeding on the part of farmers, and I think now is the time to breed heavy draft horses, as lately so few have been bred that the demand and price must increase, and are increasing already. I have bred four mares for several years past, and this year I intend to breed twice that number at least, perhaps more, as I have eleven pure Clydesdale mares. I shall give you an instance of one of the mares. I bought her when coming two years old, paying \$600 cash for her. Her first foal died through neglect. Her next foal (full brother to it) I sold for \$600 cash when 20 months old. I have realized from the same mare \$1,900 and now have five of her progeny. You ask what is the outlook for the horse breeding season this year? So far I have heard little about it; but you will see that I have faith in the future horse market. The breeding of horses has always paid me as well as anything on the farm. Breed the best and you will always find a market for it. The supply of salable horses is just ordinary, but might easily have been better if the owners had been more careful in breeding. The majority are by Clydesdale sires. In this district our means are limited and we cannot indulge in the fancy light breeds, and particularly when we have no great faith in their future. Unless we had pure-bred mares we would just be breeding scrubs, and there are too many of them already, and heavy draft horses will always be wanted. With regard to horse buyers being here, there have been any number of them; but good horses are scarce in this district. I have heard of several sales from \$175 to \$200 and down to \$50.  
JAS. I. DAVIDSON.  
Ontario Co., Ont.

**Good Light Horses Scarce.**

To the Editor FARMER'S ADVOCATE:  
SIR,—Very few mares will be bred here this year. This is not much of a horse breeding section. Good mares are scarce in this district, and they are of a mixed type. Mares for this section of country should be fit to raise road or carriage horses. I should naturally say, breed these mares to a Standard-bred stallion. I may be prejudiced in favor of the Standard-bred, as all colts sired by Clonmore, in spite of the depression in the horse business, have been and can be sold for living prices. There have been very few buyers in this district the past winter, due principally, I think, to there being very few salable horses obtainable. The stock of one, two and three-year-olds here, in comparison to previous years, is small. There is not much use in trying to raise draft horses in this section, as we could not compete with the West. There are a few good saddle, carriage, and road horses growing up, but they are not very plentiful.  
G. K. FOSTER.  
Richmond Co., P. Q.

**Practical Suggestions in Horse Breeding.**

To the Editor FARMER'S ADVOCATE:  
SIR,—I beg to submit what evidence is in my power as to the future encouragement of horse breeding. You must please bear in mind that as to Muskoka and Parry Sound districts, for which I can speak with some authority, being newly-settled countries, the conditions are not necessarily the same as elsewhere. My horses (Shires and Clydes), when introduced in 1880, were new breeds to the country, and probably the first horses of any standing which had ever travelled these districts. (By standing, I mean stock capable of winning either in the show yard, on the race track, or immediately connected on both sides with horses