

trips each in the season. When I said at the launching of the Government steamer *Minto*, in Dundee, that the growing trade of Canada would require ten additional steamers a year to carry products across the Atlantic, my estimate was well within the actual rate of increase of the past four years; and there is no evident reason why the increase should not be greater during the next four years.

I subjoin a few notes from observations which I made when in Great Britain this summer. As I devoted most of my time to other matters, I did not examine the problems and conditions of the markets as fully and carefully as I had done on some previous occasions.

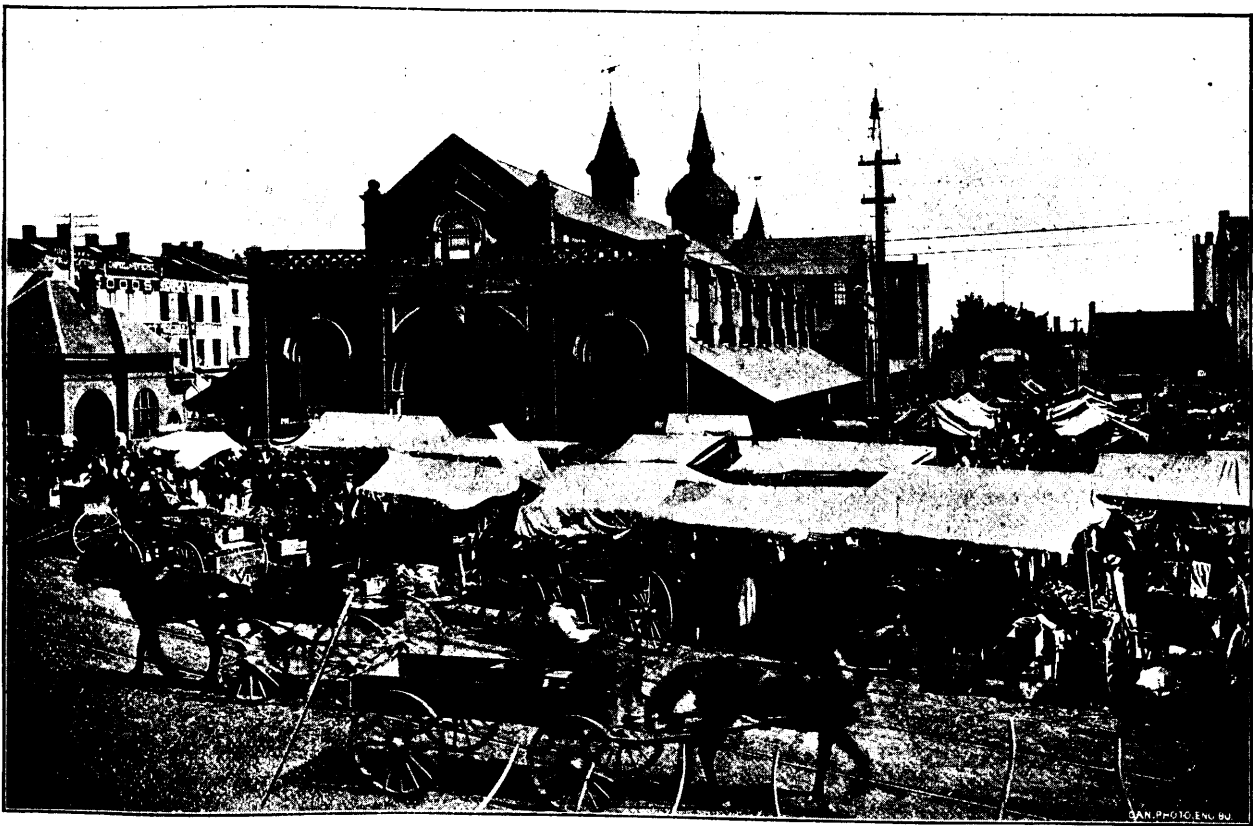
CATTLE.

I crossed from Montreal to Liverpool on a steamship which carried over 600 head of cattle. The weather was fine, the ship was steady and the cattle appeared to gain rather than to lose in weight. There were a number of fine finished cattle from the neighborhood of Brantford, Ont., but a large number of the steers on the steamer were

By a light application of Basic Slag (Thomas-Phosphate) a three-acre plot had been improved to carry twice as many sheep and yield nearly twice as much mutton per acre as the adjoining plot of three acres untreated. That was not due to an increased yield of produce on the field, but to an improvement in the quality of the herbage. When a part of each of the plots was cut for hay, there was little difference in the yield per acre. The application of phosphates had produced a plentiful growth of white clover on the treated plot; whereas clovers were hardly visible on the other one. There had not been any sowing of clover or grass seeds on the field. It was an old permanent pasture. I saw similar results in a large field carrying cattle on the same farm. Are there not thousands of acres of pasture in Canada susceptible of similar improvement for sheep; and further improvement by the pasturing of sheep for other uses afterwards?

HORSES.

The horses one sees everywhere in Great Britain impress



Hamilton City Market at 6 a.m. on an ordinary market day.

not nearly fat enough, and many of them were of a rather poor sort. As far as I can learn, very large cattle are not what are wanted; but cattle of good, compact shape and *thoroughly fattened to a finish* are the favorites with buyers, and fetch the highest prices.

SHEEP.

I did not have a chance of seeing anything of Canadian sheep or mutton in the British markets. In a visit to the Experimental Farm, carried on under Dr. Somerville, of the Durham College of Science, Newcastle-on-Tyne, I saw a most interesting experiment in progress in the fattening of sheep. Sheep have been so generally known as improvers of pasture fields, that they go under the name of the golden hoofed feeders. At the Experimental Farm, out from Morpeth, England, there had been improvement of pasture *for* sheep, and doubtless a further improvement of the land *by* the sheep for any use to which it might be put afterwards.

one as being animals of substance and good action, suited for the various uses to which they are put. Those on the heavy railway lorries step along with a load of four or five tons behind a team; those on the smart carriages divide the honours for showiness with the liveried importances on the boxes. The matter-of-fact bus horses, cab horses and van horses have an air of good breeding about them. Apparently they look, work, and live up to it. Of what other use is good breeding? They are well-balanced horses. One seldom sees a horse whose head is a half too large for the size of his feet, or a horse with a neck short out of all proportion to the length of his back. The English ideal is a longish neck with a short hack. Great speed is not sought for. Plenty of substance, well proportioned form, and somewhat showy action are wanted in all sorts of horses. Crosses between extremes in the stallion and the mare give progeny ill-shapen or ill-nerved in some respect. Better judgment is more needed than better foundation stock in Canada.