

stops them. They purchase what suits them, and no private owner in this country can afford to compete against them. The difficulty with us is that the peace establishment, in respect of horses, is so very different from the establishment in time of war. It cannot be made a paying venture to breed army horses during the time of peace, if only market prices are to be paid. Something must be done to enhance the value, and this is only possible by way of a Government subsidy, or something of that sort. Let it be made worth the farmer's while to breed horses, and he will soon breed them. But he cannot breed horses to pay, selling them at £30 to £40, when five years old. Something certainly must be done, and that quickly, or the situation will be fraught with peril to the national well-being. The first step has been taken by the Government, who have ordered a census of the horses in the British Isles. When this is completed, a further step will not now be taken. Plainly, it is well to know the facts before any advance is made.

#### THE QUESTION OF IDENTITY AGAIN.

I noticed your editorial paragraph re the difference between the Clydesdale authorities on either side of the Atlantic, with respect to the horse, Braidlie Prince (12871). Happily, he was photographed in Canada before he died, and that photograph is and has been for some length of time in possession of the studbook authorities in this country, and before it reached them it was submitted to the breeder of the two horses, Braidlie Prince (12871), and Sir Henry (13200), who certifies on the back that the horse represented is the foal out of Cynthia (16115). The fact that Braidlie Prince would not now be eligible for free export to Canada has no bearing whatever on the question, because the horse was exported before the present regulations came into force, and only a comparatively short time elapsed after he was exported, when Messrs. Smith & Richardson were notified that they had not got Sir Henry, and were asked to return the certificate, when the proper one would be forwarded.

"SCOTLAND YET."

#### Shearing Sheep Early.

Most breeders who prepare sheep for show purposes make it a rule to shear that portion of the flock in April, if not earlier, and many shear all their yearlings at the same time, finding that the sheep thrive better in the warm days of spring, devoid of their coats. There is very little risk in shearing on favorable days in March or April, provided the sheep are kept in a fairly warm building for a few days after the operation. If the sheep are infested with ticks, there is economy in early shearing, as otherwise they are apt to rub off some of their wool in scratching against fences, and they cannot thrive when so afflicted. There is less loss from the difference in the market prices for washed and unwashed wool than is generally supposed, when the greater weight of unwashed fleece is taken into account. And profit from the more rapid growth of the new wool after shearing is reaped in the following crop. Besides this, sheep to be sold in the fall make a much better appearance with well-grown fleece, and bring better prices. There is profit, too, in dipping the sheep, soon after shearing, in a solution of one of the proprietary dips for the destruction of ticks and lice, and the cleansing of the skin. If a dipping tank is not on hand, the solution may be poured or rubbed on the animals, but, for a flock of any considerable size, a dipping tank should be provided, as it comes useful for washing sheep for show or sale, and for other purposes, and soon pays for its cost in the improved condition of the sheep.

It is not considered advisable to shear early sheep that are in very thin condition, unless they are kept in a very warm place, as they are more susceptible to the cold than are those in good condition. Neither is it advised to shear at this season ewes that have lambed, or are due to lamb early, as they are liable to udder troubles, from exposure to cold winds and dampness. But, as a rule, the whole flock may safely be shorn unwashed much earlier than they can be safely washed in a river. There is always more or less danger to the health of the sheep and the washers in the river washing, but, if that system is practiced, the timid animals should be quietly and carefully handled in taking them into and out of the water, as well as when in the water.

#### Some Tariff Logic.

Editor "The Farmer's Advocate":

If the duty has been raised on pork, do you think there are any farmers silly enough to claim increase in price is the effect of increased duty, when you quote the market price in Toronto at \$9.65, and Buffalo \$10.60 to \$11.00?

S. A. FREEMAN.

[Yes, we think there are. At least, equally absurd claims have been previously made under similar conditions as to relative prices.—Editor.]

#### Beef Notes from S. Ontario.

Editor "The Farmer's Advocate":

A stranger coming through this part of the country would think there were yet hopes of the urban population getting beef. Very little dairying is carried on here, except enough to supply the local demand, with the exception of a few farms within convenient distance of a railroad station. The Canadian Northern Railway, now constructing a line through the center of Whitby and Pickering Townships, may change this somewhat.

Among the largest feeders in this district are Jeffrey Bros. They are old hands at the business. Last fall they put up about eighty head. These were mostly purchased in the early fall at Toronto markets, and, having lots of pasture, went in winter quarters in good condition. They soil, prices permitting, when they have a carload ready. They fill five silos each fall with Compton's Early. This corn makes very rich silage, as they are never in a hurry to fill. The last silo they built may be worth describing; 2 x 4-in. uprights were used, and nailed to these were two thicknesses of 7-16-in. lumber, with building paper between. This makes a practically frost-proof silo, and is more inexpensive than others. It gives good satisfaction.

Steel silos have caused considerable discussion, although none are likely to be built, as they are but an experiment, and, also, it is not a pleasant idea to repaint every three or four years, and it is feared galvanizing would be destroyed by the effects of the acids of the silage.

Westney Bros. are feeding 26 steers, mostly purchased at Toronto market. These cattle are sold for May, and will weigh between 1,200 and 1,300 pounds. A silo 15 x 30 feet supplies a bountiful supply of silage. Leaming and Compton's Early, mixed in the ratio of 3 to 1, is used. The corn is left late before cutting, and is also left lying on the ground before putting in the silo. If then considered too dry, a small stream of water is let run in with corn. Silage made this way will never get sour. The manure is drawn direct from stable to field; between 300 and 400 loads have already covered 22 acres. With this method, much work is saved in spring. Cattle are watered by a long trough (galvanized sheet iron) in front. This is preferred to any other method, though very little exercise is given. From gains made (cattle are weighed each month), one might wonder if 'twas necessary.

A 4½-horse-power gasoline engine has recently been installed. At the request of the insurance company, a house 8 x 10 feet was built for the engine, entirely of steel, with the exception of framework. The power is then transmitted by shafting and belting where required. The engine is mounted on a stone-boat, and, being light (about 750 pounds), it is easily moved. This engine, omitting 25 per cent. of possible drives, will give a little more power than five horses on a sweep, at a cost for gasoline of 6½ to 7½ cents per hour, with gasoline at 16 cents per gallon. An accurate account of work done has been kept, and might not be out of place here to give it. In crushing oats (coarse) for horses, 35 to 40 bushels per hour, and one-half this grinding mixed grain fine; engine working as above, for very light work, the cost will not exceed 2 cents per hour—for instance, pumping water or running fanning mill. The hopper system of cooling gives the best of satisfaction.

Richard Guthrie & Sons are feeding a carload this winter. These will probably be sold for May. They do not use a silo, although they appear to have favorable views regarding them. They grow a large acreage of both the dent and flint varieties of corn, and, by careful curing, they get a large quantity of good fodder. We will give Wm. H. Guthrie's own words as to their method of handling manure: "There are two ways of caring for manure, and in my opinion only two. Haul direct from yard to root field, and heap about thirty loads in a heap, then use spreader, and apply as liberally as can be afforded. Heap neatly in yard, and, after harvest, use spreader for next year's root crop. This I believe to be the best."

Now, our agricultural professors would scarcely call this the most economical way of handling manure, the former too much handling, the latter too much waste, yet Mr. Guthrie is looked upon as one of the most progressive farmers of S. Ontario. He says there is no better way of watering cattle than to turn them out, thus giving the much needed exercise.

Across the road from Mr. Guthrie's is the McGillivray farm, presided over by E. E. Vanestone. He is feeding about two carloads, mostly for grass. They have abundance of pasture, and are mostly sold about July. No silo adorns the farm, but one will probably be built this summer; he is a firm believer in silage. His method of handling manure and watering is practically the same as Mr. Guthrie's. He deborns everything, and feeds partly loose, partly tied, slightly preferring the former.

"Everybody" says cattle will be sky-high

shortly. "Everybody" made similar remarks last fall regarding clover seed, but "Everybody" was fooled; but indications are that "Everybody" will not be so far out this time. Mr. Guthrie stated they were holding for 7 cents, while Mr. Jeffreys says they will need to realize 8 cents in July, if they buy at prices farmers are asking for grass cattle. A number of cattle are sold for May at prices ranging from 6 to 6½ cents. Stockers may reasonably be expected to be high next fall, as practically anything fit to feed was put up last fall. It is expected the supply will not equal the demand.

There are probably 500 cattle fed within a radius of five miles from the writer's place, and 85 per cent. at least, of these are brought from outside points. F. H.

Ontario Co., Ont.

#### The Call for Pork and Beef.

In season and out of season, if there be any such period as the latter, "The Farmer's Advocate" has steadily urged keeping more hogs, and a cessation of the foolish policy of rushing in wholesale when prices are up, and out of them when markets veer the other way. A year ago the specific counsel was offered to add several brood sows to the stock of every farm. Those who did so have been making good money, even at the high prices of feed. But the supply is falling off still. John A. Gunn, in the course of his address at one of the Macdonald College short-courses, again called attention to the declining weekly killings of hogs by the principal packers of Canada: 26,000 in 1907; 24,000 in 1908, and 19,000 in 1909, and this, too, in face of the fiercest competition, and with prices double what they formerly were; in fact, coquetting with the 10-cents-per-pound live-weight mark. Our fathers, observed Mr. Gunn, would have danced for joy could they have realized such prices as are now freely offered. The supply does not begin to approximate the demand, nor will it till farmers awake to the importance of the business. Mr. Gunn is associated, as the public know, with one of the most modern packing establishments in Canada, and, with close knowledge of the situation, he ventured the prediction that before the year was out the shortage prevailing in hogs would be more apparent in cattle, and that beef, instead of being a daily food, would become a luxury. In a country where farmers are so intelligent, this should not be, and is hard to understand. People will soon be asking themselves the question, Where are the cattle to come from?

## THE FARM.

#### Timely Road Repairs.

A drive over our country roads at this time of the year suggests the importance of heeding the teaching of the old proverb about "the stitch in time." For instance, one frequently meets the little stream that comes running down the space usually covered by the wagon wheel. This little stream is muddy enough, and tells the story of a wasting roadway, that will cost, in all probability, many a dollar before it is repaired. Then, again—and this refers to our gravelled roads, more particularly—one comes across many a small hole in the road, with its little pool of muddy water resting snugly at the bottom. One knows the result in this case; each passing vehicle will make the hole deeper and wider, till, in a few days, there is quite a mudhole.

Would it not be well for the local authorities to be on the alert to mend these defects in the road before they become serious? Each section of two or three miles should have a couple of men employed during the days when the first wheeled vehicles are on the road, to see that neither standing nor running water is allowed to do harm. Often, a few minutes will suffice to dig a trench that will turn the running water into a ditch or a culvert, and a few barrowfuls of gravel gathered from the sides of the wagon-track, or a barrowful of broken stone, will fill up an incipient mudhole. Indeed, the proper thing for municipalities to do is to leave the roads smooth and level in the fall, but this is very difficult, owing to the fact that late fall and early winter usually have their share of bad weather and heavy traffic, that test the qualities of even the best of roads. Railroad companies know the value of the section gang, whose duty it is to attend to smaller repairs. Would it not be well for each rural municipality to have a similar body of men, whose duty it would be to attend to such minor matters as have been indicated. A few alert men in each township would easily save their municipality the value of their wages many times over, to say nothing of increased convenience and safety in travel. J. K.

Wentworth Co., Ont.