

Some idea of the popularity of the Hackney horse in England may be gained from the fact that at the late London show there were two hundred and thirty-five entries of stallions, and one hundred and forty-eight of mares. Of these, fourteen stallions and twenty-five mares belonged to the pony class under 14 hands.

The creation of a live stock sanitary commission in the State of Texas is commented on by the Rural New Yorker in the following:—"Think of it! Actually insisting that the man to head this cattle commission must actually know something about the cattle business! In New York State such a section would be at once amended or killed entirely, because it might spoil the chance of putting some practical politician in a new place. In New York State, you know, a dairy commissioner can obtain all the dairy knowledge he needs in a lawyer's office. Why is Texas about a century ahead of New York in such a matter?"

Breeders from all localities report an active demand for pure-bred cattle; especially is this the case for young bulls. Whenever the prices of grain run unusually low, farmers turn their attention towards improving their stock. When beef, pork, butter and cheese are the products that are depended upon for cash sales, there will be found well-tilled farms that are yielding profitable crops. If manure is the sheet anchor of good farming, it is in the line of special stock feeding that best occupies the idle time of the winter season on the farm, makes fertile fields, produces paying crops, fills the coffers of those who arrange their farm operations by selling the products of their fields on foot, or in butter and cheese.

The farmers of a locality that we know have formed a Game Protective Association for the purpose of keeping at bay the city pot-hunters who usually range the fields and woods every fall. The association has raised funds to put up plenty of signs warning hunters off the different farms, and, if they still persist in coming, every one will be prosecuted for trespassing. That is right. These city hunters are a nuisance in any farming district. They tramp through crops, break down walls and fences, leave gates open, to say nothing of filling pockets and bags with apples or other fruits. They have no business on a man's farm, and we wish every farm community would form an association to keep in cheque this class of marauders.

Last November the *ADVOCATE* urged the adoption of a system whereby all live stock exhibits should be catalogued, so that visitors could, by comparing the number on the animal or pen with the catalogue, see at a glance the animal's name, owner and breeder, age, etc., etc., without having to hunt all over the fair grounds for the "man in charge." There should be no objection raised by exhibitors, as it would advertise their stock and save them an endless amount of inconvenience. We feel satisfied that even if a small charge was made for the catalogues, that they would be highly appreciated by both visitor and exhibitor. Why do not the representatives of the various breeders' associations endeavor to have this plan carried out at the coming exhibitions?

When the electors of an agricultural constituency are about to choose a candidate, "whatever their stripe of politics may be," would it not be better to select a representative man, one who would do battle in their behalf when occasion offers, instead of, as is generally the case, the candidate dictating to the electorate how they should meet the views of his party? The fact is the would-be representatives of the present day wish to cram down the throats of the electorate what they should want instead of studying the requirements of their constituents, which is our view of the duties of a representative. Yet the other course is the usual one pursued. Then how can agriculture hope to have any say in our legislative halls if city men are to direct the bill of fare, prescribe for their wants, and pull the strings which are to lead to the assistance of agriculture?

#### LEGAL QUESTIONS AND ANSWERS.

[Answers to legal questions of subscribers, by a practicing barrister and solicitor, are published for our subscribers free.]

To the Editor of the *FARMER'S ADVOCATE*.

DEAR SIR,—Will you kindly answer the following questions through your paper and oblige:—A bought a piece of land of a company and hired B to break, backset and put in a crop on it. B has not been paid. A offers B a first mortgage on this year's crop. If A gets into difficulties can B hold the crop against all comers (the company included) until it is returned?  
J. T. R.

ANSWER.—B's rights will depend entirely upon what agreements A has entered into with the company, and what rights A has given to the company. Before we can answer we must see the agreement or mortgage between A and the company.

#### Canadian Cattle Matters.

Pressure is continually being brought to bear by the representatives of a number of the cattle producing districts of England to at once and forever prevent further inland shipment of imported live cattle. Yet, judging by the tone of the discussions in Imperial Parliament, no permanent step is likely to be taken at present toward prohibiting Canadian stores or finished cattle from being shipped to inland points. It is true that the present restrictions are not likely to be soon removed, but at the same time there are so many British feeders, especially in Scotland, interested in this trade that there is undoubtedly a chance that the British authorities may be persuaded to release the obstructions as soon as they are assured that there is no danger of infection through our cattle.

We are perfectly satisfied that there is no shadow of a possibility that any kind of infectious disease can be lurking among the cattle of any locality in the Dominion. If such had broken out it would have been impossible to have suppressed the knowledge of its existence, and it would be contrary to reason if the news were not reported far and wide. But as yet no breath of rumor that any symptoms of such a calamitous visitation has come to light. It therefore behooves the Department at Ottawa to do two things:—First, to remove any possible chance by which infection may be introduced, either among our herds or among Canadian cattle in transit, and then to use every means to assure the British authorities that we never had and that there is no possible means by which it could be introduced into Great Britain through Canadian cattle. The latter the Department at Ottawa have endeavored to do to a certain extent, but could the Department expect to successfully plead their cause when they have been so lax in their regulations? And through this and nothing else have we nearly lost all hope of the freedom in a trade in future that we have so long enjoyed in the past. If Canadians think that the British authorities are not conversant with the regulations by which cattle are being shipped into and through Canada, they are greatly mistaken. In this particular they are kept far better posted than our people here, and it is no further use to deny that there has been a wretched laxity in our regulations, by which we have nearly lost a trade that is of the greatest importance to Canadian farmers.

Part of this has already been admitted. But what about the regulations while in transit? Canada has for years allowed Western hogs to be shipped through in bond, and once through the breaking down of a car these hogs were unloaded and hog cholera was introduced into a section of the country where it was never known before, and it took several years to stamp it out. In cattle transit more rigid measures are also required to be put in force, and much of the laxity has been caused by too great assurance of safety.

The trade has gone along for years, and although there have been occasional ripples on the surface through British inspectors giving false alarms, they have continued to pass our cattle, and Canadians have, like the boy and the wolf in the traditional fable, become so accustomed to the cry that they thought no danger was to be apprehended. However, we have at last awakened to the fact that there is a most dangerous foe lurking around, and it is now for us to find how to destroy the least vestige of its presence. Although none of our breeders and feeders have had any personal Canadian experience with these infectious diseases which have been the terror of British stockmen, they still have a pretty good idea how terribly contagious and infectious some of these are.

Many of our best breeders have had the experience before leaving their native England or Scotland, and the best opinions expressed go to show that there is always danger in buildings that have been occupied by animals that have had infectious pleuro—that such is the insidious nature of the contagion that sooner or later it will again break out, and many contend that nothing short of burning the premises where these forms of infection have existed will ever entirely keep the locality in safety.

Now if this is the case with buildings where the most careful and painstaking means have been practised to disinfect and purify them, what about ships and railway carriages where this duty is only carelessly performed at best?

The fact is in Canada we have no means of tracing how, when or where previous cargoes may have been handled by boats or railroad cars. And it would not be surprising if they could have been contaminated through some such means as these.

There is no sense in us taking chances of contagion being brought amongst us. It is quite possible for an outbreak to happen and a number of cars and boats become the very instruments for disseminating disease.

No particular care has been exercised. Cattle, through their sale and sale of their products, are now one of our largest exports—the chief means of bringing in money, considerably over \$20,000,000 of these having been shipped last year. This gives some idea of the calamity that would befall us if disease were really to break out. The Department cannot pay too much attention to this matter, which requires the most prompt action on the part of our Canadian authorities.

#### Against Clydesdale Interests.

At the late annual meeting of the Clydesdale Breeders' Association it was resolved that all horses of this breed foaled and reared in Canada will be considered Canadian-bred, this rule to come in force after the present year.

This motion, although passed, was strongly opposed, it being a question that has been brought up at previous meetings and always negated by a large majority of breeders. We consider this action quite against the interests of Clydesdale breeding, and cannot see the fairness in the decision. At our leading shows, as generally known, there have been classes for imported Clydesdales and another for Canadian-bred draught horses. The latter class is supposed to admit only such horses as have been crossed up, while the offspring of imported sire and dam have shown in the class for imported animals. Now, it is the men who have brought to such perfection the horses which compose this Canadian-bred class who deserve much of the credit of the advance made in Clydesdale breeding in Canada today. Without the assistance they have contributed through their patronage, there would have been no demand for imported stallions. And it is difficult to conceive that anything but a personal interest should have led the leading members to pass so discouraging a measure, which means turning loose the produce of the best imported mares obtainable to fight against a class that has been the whole support of the trade in imported horses. Again, it is these men who have made the Clydesdale Association what it is; without their annual subscriptions and annual registering fees, the finances and annual stud book would both make a very small showing. Now, the class for Canadian-bred Clydesdales with five or more crosses is of the greatest importance to the horse breeding interest of the country. It is from this class that the sales to the North-west have been made; in fact, it is from this class our sales in the past and our hope in the future lies.

There are several buyers in Ontario constantly buying and sending away car loads to Great Britain, and the future is still hopeful, if the Canadian farmer will but breed them larger and good enough; and what we have so often urged is to retain the best mares for breeding and sell the geldings, the demand for such is very good. In late years it was the young stallions and mares sold that brought the best prices; now the demand for stallions is passed by, and geldings are the best selling horses. And it would be suicidal not to encourage this class to the utmost. Any observing man who has taken any interest in the show of heavy horses of late years must have been wonderfully impressed with the uniform excellence of this class, and no men are more deserving of credit for the enterprise than the farmers who have yearly exhibited the splendid specimens that have been brought out, and the very fact that they (especially in the mare and filly sections) have always compared favorably with the imported animals is a proof that the prizes offered have assisted in developing this sort. Now that our draught horses are fast becoming the admiration of those who have purchased and used them in the cities of Great Britain is another proof that they should be further encouraged. Doubtless the hope of winning a prize in this class has prevented many an owner from accepting a tempting offer that would otherwise have taken the best mares and fillies out of the country.

We have no desire to prevent the encouragement of importing mares or breeding from them; these deserve all the assistance that can be accorded to them, but they have most of the younger sections to themselves, as few stallions or mares are imported and shown until three years old, and less of these will be imported, in all probability, for a few years to come.

Again, we consider, with the class of stallions and mares that have been imported, it is an admission of weakness in our breeding arrangements to admit that we cannot rear horses as well as the old country breeders.