



Boston T. and N. O. Construction Camp. Three Miles from End of Steel. Visited by the Legislative Inspection Party, June, 1906. Dining Hall.

construction in the district. More colonization roads is plainly one of the chief needs, and the long branch lines of the T. & N. O. R. should be extended out through the agricultural settlements as feeders for the main line. The Department of Agriculture will doubtless find scope for an experiment or demonstration farm in the Abitibi clay belt, over the Height of Land, and probably one for special purposes in the Temiskaming belt. Hon. Mr. Monteith, Minister of Agriculture; Mr. C. C. James, the Deputy Minister, and Mr. Thos. Southworth, of the Colonization Department, will investigate the subject during the present summer. Any suggestions which the readers of "The Farmer's Advocate" in this district may be prepared to offer, will be appreciated. The intelligent, self-reliant settlers in this country are its best hope. A speaker at the New Liskeard reception contrasted them with the unspeakable stream of "foreign," "assisted" element blindly passing through North Bay on the C. P. R. trains, en route for the Northwest. The conductor of the T. & N. O. R. train informed us that their trains were carrying up some 400 passengers per day, and, despite the floating character of mining immigration, he estimated that 70 per cent. were remaining in the country. Official figures show that, during the month of May alone, 11,652 passengers travelled over the line, compared with 1,107 in May, 1905. Freight has increased proportionately. It appears to us that farming in the clay belt of this district will make steady progress. The tourist and other business on the adjacent lakes, railway construction, and the phenomenal growth of mining and lumbering, creates towns which should constitute a profitable market for the food products of the "Clay Belt," providing efficient facilities and fair rates rule on the people's road—the T. & N. O. R. The series of engravings which we publish will afford the reader a fair idea of a few of the chief aspects of the country at the time of our visit.

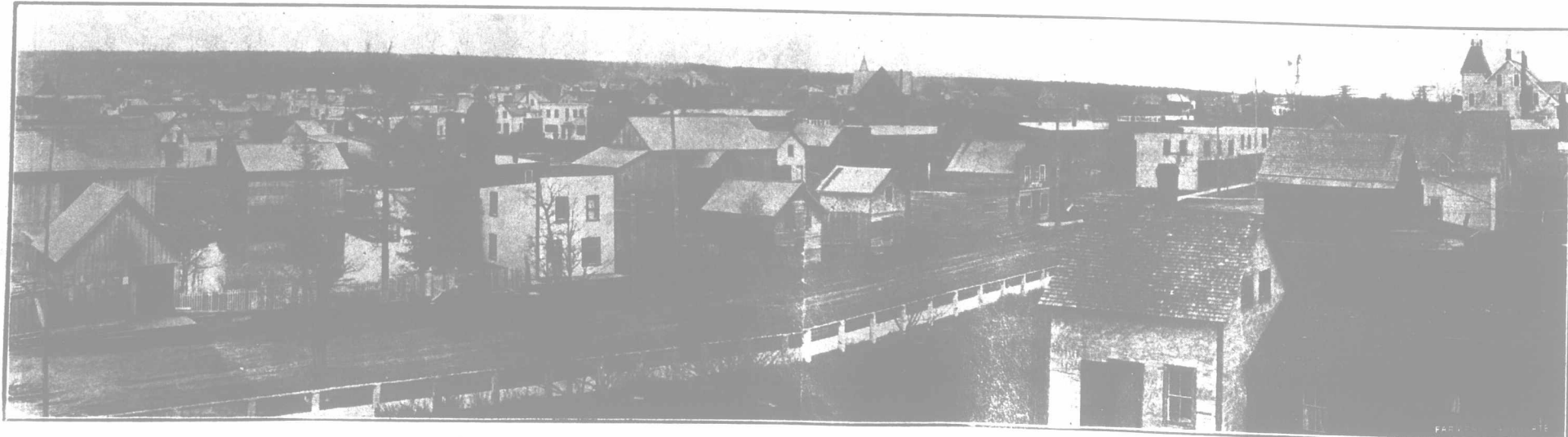
Sure, They Will.

Dear Sirs,—I have taken "The Farmer's Advocate" now from six to nine months, and must say I am more than pleased with it. I am endeavoring to get some of my friends to take same, which I think they will in the near future.

Elgin Co., Ont.

E. GILBERT.

That little book is all right. "Bright Ideas for Entertaining" is a splendid premium. Send us one new subscriber, and secure it now. We will deliver it post paid to your address.



The Town of New Liskeard. A Typical Illustration of Northern Ontario Progress.

HORSES.

American Horse and Vehicle Production.

The Hub, a vehicle paper at Boston, Mass., gives the following interesting statistics of horses and vehicles:

Stupendous are the figures for the number of horses in the United States for the year ending June 30th, 1905. All but an insignificant number are harness horses for "horse-drawn vehicles."

Constant reference to the passing of the horse is ludicrous to anyone having any real information on the subject.

The actual figures are that there has been a steady increase in the production of horses and their market value since 1899—the first year the automobile appeared in actual use—as the following table will show:

Year	Number.	Value.
1899.....	13,665,307	\$ 511,047,813
1900.....	13,537,524	603,696,442
1901.....	16,744,723	885,200,168
1902.....	16,531,224	968,935,178
1903.....	16,557,373	1,030,705,598
1904.....	16,736,059	1,136,940,298
1905.....	17,057,702	1,200,310,020

The number of horses and their value up to June 30th, 1905, were taken from the report of the Department of Agriculture at Washington. It is safe to assume that the numbers given will fall short fully 10 per cent., and their values 25 per cent. of the actual amounts, owing to the method used in getting this information. However, the figures, taken at their face, prove that, notwithstanding the advent of the automobile and trolley extension, the actual increase in the number of horses during the last six years amounts to 3,392,395, and the increased value to \$689,285,207.

The recent sales in New York, and the prices obtained at the Chicago markets, show that the demand is far greater than the supply for all kinds of horses; also that the real high-class horses were never so scarce, and never has the demand been so great. Yet we are told every day that the automobile will supplant the horse in a short time.

The total production of horse-drawn vehicles in 1889 was about 1,142,000; 1901 was a very prosperous year, since which time there has been a gradual increase in production, the total amounting to about 1,600,000 in 1905.

On Biting Horses.

The rule in biting horses should always be to bit them with an easy or mild bit. Horses that have been properly broken in and mouthed do not require severe biting, and go best in a mild bit, whilst for breaking in a young horse an easy bit is essential, a severe one being quite out of place, as the latter will inevitably spoil the animal's mouth.

A mild bit—either curb or snaffle—requires to have a fairly thick mouthpiece. A bit with a thin mouthpiece is more or less severe, because the latter has a cutting action which tends to hurt the horse. The thinner the mouthpiece of a bit is, the more severe is the latter in its effect upon the horse's mouth. A twisted form of the mouthpiece, or any grooving on it, add to the severity of a bit, as the ridges on a twisted mouthpiece and the edges of the grooves on a grooved one tend to hurt the mouth of the horse by cutting into the flesh. A smooth mouthpiece is the easiest and most comfortable for a horse, and it is therefore the best and most suitable.

In curb bits, the port must not be unduly high, as a high port means a severe bit. The port requires to be quite low in a mild or easy curb bit. Bits with high ports are neither sensible nor useful under any circumstances, and should not be used. A mouthpiece with a very low port is the best, and it is practically as mild and as easy as a straight mouthpiece.

In the case of snaffles, the form or shape of the mouthpiece is the sole factor which determines the mildness or severity of the bit. But in the case of a curb bit, its action on the horse's mouth is largely dependent upon the length of the lower cheek-ends. The longer these latter are in a curb bit, the more severe is it in its effects, because the amount of leverage that is exerted by the bit increases proportionately with the increase in the length of the lower cheek-ends. It is, therefore, essential that a curb bit should have comparatively short lower cheek-ends, if it is to be mild and easy. In the case of riding bits, the lower ends of the cheeks should not be more than twice as long as the upper ends (including the top eyes), and they may well be somewhat shorter. When the lower cheek-ends are longer than this, the bit is needlessly severe for ordinary use.

The action of a curb bit is, of course, to some extent, affected by the way the curb chain is hooked in. A tight curb chain adds to the severity of a bit, whilst the more loosely the former is adjusted, the less severe is the action of the bit. A properly-adjusted curb chain (being neither too tight nor unduly slack) should allow of two or three fingers being placed between it and the horse's jaw.

The More the Merrier!

"The more, the merrier." This is the way a large horse importer recently expressed himself when someone said that the large number of men now in business would spoil the profits of the trade. "It will really have the opposite effect," said the speaker. "I am a breeder, as well as an importer, and every good animal brought out only tends to increase the demand. People realize that blood tells, and as soon as that truth is thoroughly drilled into the hearts and brains of the people, there will be no market for the scrub breeding animals. I wish there were 20 importers to every one there now is, provided he brought across stock of the right stamp—stuff that was fit to win in the best of company. May the importer prosper and wax fat like a city alderman—that's my wish."