

worth \$30 to \$60 each. Calves sell at from \$2 to \$10 each.

There is a better demand for lambs and prices for these are higher at from \$1.75 to \$4.00 per lb. Sheep rule at from \$1.40 to \$3.50 for ewes, and \$2.50 to \$2.75 per cwt for bucks.

The hog market has not changed much since last writing. Prices remain steady at \$5.40 per lb. for select bacon hogs not less than 160 nor more than 200 pounds each, and \$5.15 for lights and fats.

HORSES

Trade in horses has been fairly good of late, there being a very good demand for heavy general purpose horses weighing about 1,400 lbs. These have sold at Grand's at from \$140 to \$187.50 each. The big sale of British Columbia ranch horses, consigned by C. H. Hadwin, sold fairly well. There were 100 in the lot and they sold at from \$15 to \$82.50 each, or an average of about \$17. The consignment of broken polo ponies from H. R. Middleton, at Hotchkiss, Alta., sold well. Prices ranged from \$100 to \$450 each. Trade at the moment is a little quiet and will be so till winter sets in when a large number of horses will be required for the lumber camps.

TORONTO JUNCTION

Tuesday is the big market day of the week at the new Union Stock Yards East. Tuesday there was a run of 79 cars. The bulk of the export cattle are sold on this market. The quality on Tuesday was fair to good with a few choice loads of exporters and butchers' cattle. Prices were lower for all kinds, especially exporters. The best at \$4.20 to \$4.65, with two extra choice lots bringing \$4.75 and \$4.85 per cwt. respectively. The bulk of exporters sold at \$4.25 to \$4.50 per cwt. and there are other kinds ruled about the same as at the city cattle market, reported above.

MARITIME MARKETS

Halifax, Oct. 26th, 1903.

Trade at this point is very active. All produce dealers report a good demand and the fall movement of grocery lines exceeds that of last year. Apple shipments are heavy, the Dominion Atlantic Railway having to borrow additional rolling stock to prevent a freight blockade at valley points. The trade outlook for winter is good excepting on the Atlantic Coast where the shortage in the fisheries is being felt by traders to some extent. The flour market continues very steady although jobbers report some of the Ontario mills disposed to shade their quotations of two weeks ago. Others are as firm as ever in their ideas. Manitoba flours are very firm and would be still more so only one jobber here secured a large stock of Ogilvie's before the advance and which he has been selling below the price lately asked by the mills. Corn meal is lower since the drop in corn. There have been no cargoes of P. E. I. produce at this port so far but several vessels are expected to arrive the first of the week. There have been considerable potatoes arriving by rail and steamer and the price has ruled high, but this is no criterion of the market conditions when the vessels come to hand. The Nova Scotia potato crop is almost over owing to the rot which has ruined all chances of further supply, but these coming on the market. In view of this prices are expected to be high and it is not likely that any Island cargoes will sell here this season under 35 or 40 cents per bushel. Oats seem to be going higher as present prices are below the parity of the Ontario and United States markets.

In dairy produce there have been some violent fluctuations. About two weeks ago cheese began to weaken and makers were compelled to accept a fall

cent less than previous offers. Buying orders by cable followed which again sent prices up and just at the moment there is quite a scramble to get possession of September make. Butter is firm and in only moderate supply. Eggs have again advanced and are now jobbing here at 19 to 20 cents for straight gathered stock.

Feestalls are firm. The Halifax city council last week accepted the following tender for one year's supply, viz.: Hay, \$13.00; oats, 43c; straw, \$8; bran, \$2; middlings, \$22. This is below the present market quotations on carload lots.

Codfish have advanced twenty cents per quintal, the summer catch of Bank fish now selling at \$5. Spring mackerel have advanced 50 cents per barrel and all lots offering are speedily picked up. There is great scarcity of cod and herring suitable for the grocery trade. A feature of the country market is the large quantity of venison which is much more plentiful than in former seasons and is sold at a low figure. Moose have been very abundant in Nova Scotia and New Brunswick and nearly all our local hunters have had little difficulty in securing two each which is all they are allowed to shoot in one season under the Nova Scotia law. A number of United States sportsmen have been in the province and the revenue derived from the license fees has been unusually large.

Breeding Draft Horses

The demand for good, sound, heavy draft horses is as keen as ever and likely to continue so. Though automobiles of various kinds have rapidly come into use in recent years, they have failed to drive out the horse for heavy draft work in the large cities. The great bulk of the automobiles licensed for use in the large cities are for pleasure and light transfer work. Motor cabs and carriages are perhaps less numerous than a couple of years ago. The largest concern using such conveyances for hire in Chicago failed not long ago, and similar failures have resulted elsewhere, even in Paris, France, where automobiles have been given a more thorough test than elsewhere. The question resolves itself into this, that while motor power may to a considerable extent supply the place of the driver and light delivery horse, it is not likely to seriously interfere with the useful and profitable employment of heavy draft horses in the cities. The demand for horses in the lumber camps is as keen as ever and with the development in the North country following the building of the new Grand Trunk Pacific, this demand is likely to be greatly increased. The farmer, therefore, will run no risk in breeding good and sound heavy horses, and the heavier the better.

The draft horse of to-day is a somewhat different animal from the so-called draft horse of a few years ago. The 1,500 pound horse used to be a drafter, but is not considered so to-day. To enter the true draft class he must weigh 1,600 lbs. up and if he goes over 1,800 lbs. so much the better. It is not an uncommon thing to-day to find teams weighing two tons, or close to that weight. The draft horse of to-day is the heavy horse of draft blood. He can only come from intelligent mating to heavy draft stallions and mares and by persistent following of such work for a number of years. The average farmer is most suitably situated for this work, provided he is willing to undertake it in an intelligent and persistent way. Referring to this question of breeding draft horses, Prof. Alexander, of the Wisconsin Experiment Station, says: "It is more sensible and profitable to start with heavy mares weighing at least 1,600 pounds and over and breed them to sound, deeply-bred, pedigreed

stallions of the same blood used in the formation of the mares used. Three or four mares of such weight and blood, intelligently mated should lay the foundation of a fortune for any farmer who will engage in this properly handled, break and finish in the market. Select mares that do not come up to the standard of weight and soundness and seek hereafter there until suitable mares are found, not grinding to pay a good price for the right article. Given the mares, see to it that the stallions used are of like quality, the same breed and absolutely sound.

"Starting with one breed stick to it through thick and thin. If the market is dull it will revive again. It will be lost by depreciating the sale stock by mixing breeds and so creating nondescripts. The purer in blood the grade stock can be made the better it will sell. Given the right type to start with and properly handled it should improve in quality and value right along and the selling of one good team will make a market for the next if it is equally good. This is better and safer business for the farmer who is engaged in than the production of trotters or even carriage horses. The latter classes of horses are a greater lottery. They require more expert handling, are more difficult to produce, are sales a bit slower, less likely to give uniform returns year after year. Draft horses on the other hand may be profitably worked on the farm. The brood mare may work right up to foaling time safely if not overworked or strained. Her fillets may be bred at three years of age, have two foals and still go to market at five years, selling at a profit if not found to be just what is wanted as brood mares. It is on the other hand little use for trotting bred mares at farm work and their progeny is profitable only when developed at great expense and at an early time on the track. Such developing takes too much time for the average farmer to spare and if he does spare it and go into the business he is apt to become a trotting horse breeder and his mares are rarely successful small farmers. Compare draft horse breeding with ordinary horse production in rural districts. Ordinary productions command an ordinary price. For the average ordinary farm horse, there is merely a local demand or the surplus if shipped is a drug on the market and brings an ordinary price. On the contrary the draft horse of full weight and superior quality is something out of the ordinary, in demand, scarce and therefore valuable.

We cannot foresee a time when there will be too many first class draft horses to command remunerative prices. There never has been a time in the last twenty years when ordinary, light weight horses of nondescript breeding have been much sought after and sales not occur at a low average. There will always be a sufficiency of such cheap horses, but the man who would improve his profits from horse breeding and at the same time benefit those who are to come after him should commence breeding the right class of draft horses and stick to the business persistently and earnestly."

Grotesque Frazled Fowl

Frazled fowls are the most grotesque members of the poultry family. Their name is applied to a certain number in which their feathers curve upward and backward at the ends, as if in defiance of nature's laws. This curving is the result of a conspicuous hackle and saddle feathers. As the feathers vary in color, there is no rule for judging their plumage except that it must have the peculiar upward curve; any other color is admissible. Frazled fowls are reported to be hardy, and very early and good layers.