THE FARMER'S ADVOCATE.

THE FARMER'S ADVOCATE

176

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A Railway Commission.

RECENT SPEECH BY JOHN M'MILLAN, M. P., IN THE HOUSE OF COMMONS, OTTAWA

As a farmer from Ontario, let me say that I have had conversations with a good many gentlemen just before the commencement of this Parliament, and business men and farmers alike are all strongly in favor of a railway commission. One of the reasons why that is so is that there is very great discrimination against both individuals and localidiscrimination against both individuals and locali-ties. In shipping apples to the Old Country we have found that wherever we have competition between the Grand Trunk Railway and the Cana-dian Pacific Railway we get a rate of five cents or ten cents less per barrel than where there is no competition. If the reduction is five cents it comes to \$9 per car, and if it is ten cents it comes to \$18 per car. In one case in which I was inter-neted a pailway compission would contain the have ested a railway commission would certainly have interfered. We shipped three carloads of cattle from Prince Albert to Montreal and we paid \$190 per car. We sold a carload of apples to my friend per car. We sold a carload of apples to my friend from Saskatchewan (Mr. Davis), and we were obliged to pay for these apples going west \$518 per single car. That is a case a railway commission would take cognizance of. I know a farmer who shipped cattle to North Bay, a distance of 190 miles, and he paid \$90 a car, whereas for a carload of cattle shipped 100 miles west of Chicago he only paid \$65 a car. Why should discriminations of this kind exist against the farmers of Canada? To-day we have free corn in this country, but in consewe have free corn in this country, but in consequence of this discrimination on railways we can bring corn from Chicago into Toronto just about as cheaply as we can bring corn from the counties of Kent and Elgin into that city. There is this dis-crimination against both the farmer who wants to purchase corn and the farmer in the western part of Ontario who should get the full price for his corn. Another matter which a railway commission ought to deal with is one which the farmers in the western part of Ontario have felt very keenly, that is drainage across railways. I have always felt that it would be useless for any farmer to bring his grievance before the Railway Committee of the Privy Council, for the railway companies send their well-trained solicitors there and everything a farmer might place before them would be set aside at once. But if we had a railway commission, at once. But if we had a railway commission, appointed by statute, in the same manner as our Auditor-General is appointed, independent of the Government or any corporation, the farmers could go before such a body and lay their case before it, with full confidence that it would receive attention and be dealt with in a satisfactory manner. When any matter relating to the farmers is brought before the Railway Committee they are generally in the press of business and have not time to

suffer under at the present time could be remedied. For instance, at present time could be remedied. For instance, at present we find that large corpora-tions can get shipping privileges which the farmers cannot. They can get a cheap rate for taking a carload of cattle from any part of Ontario to Mani-toba or to the Northwest. Why should not any breeder or farmer from the Northwest who comes to Ontario to purchase cattle get the same rate as the Live Stock Association without having to go through any formality or asking any favor from a railway corporation? All these are questions which a railway commission could deal with, and I think it is important that the Gommont should think it is important that the Government should take steps to appoint such a commission. Although it may be true that a railway commission could it may be true that a railway commission could not compel a railway company to grant running powers to another company, yet they could prevent discrimination against individuals. For instance, a small shipper of cattle from Western Ontario to Montreal is led to believe that he can get as good a rate per carload as anyone else, but a large shipper who sends eight or ten carloads gets a rebate. This I hold is an unjust discrimination against the small shipper, and it has the effect of driving our young men out of the country. I hold that our young men out of the country. I hold that if a man takes a full carload of any stuff he should get the same rate per car as a large corporation which ships a large quantity of stuff. Another thing the cattle shippers in Western Ontario have to complain of is that a shipper can go to Chicago and purchase his cattle there and ship them to Montreal at as low a rate as can be got from Western Ontario to Montreal over Canadian roads. This is a great injustice to our farmers and cattle dealers. All these are questions which could be dealt with by a railway commission. I have spoken on this subject with many farmers and business men of the County of Huron and almost every one was in favor of a railway commission, and I was urged to lift my voice in this House in favor of it. We be-lieve that a good deal of benefit has been derived by the people of the United States from the railway commission there. I have in my hand the railway rates as settled by the railway experts. In the United States they have six classes of freight, while in Canada we have ten classes, and I have placed them so as to make as fair a comparison as possible. The different rates per 100 pounds on similar classes of freight are as follows :

United States Rates. For 65 miles—	Canadian Rates.
1st class22c. 3rd class15c. 8th class 8c.	1st class
For 115 miles—	
1st class24c. 3rd class19c. 8th class84c.	1st class
For 160 miles—	
1st class28c. 3rd class20c. 8th class10jc.	1st class42c. 5th class21c. 9th class17c.

The lower rates in the United States may be due to competition, but I am inclined to believe that they are the result of the work of the railway commission : and I do not see why a railway com-mission in Canada would not be equally beneficial. If it did not generally reduce the rates it could at least see that outlying districts got equal rates for equal distances with those districts which have the benefit of competition. I think it is the duty of the Government to take hold of this question and appoint a railway commission. I am convinced that there is a strong sentiment in favor of it all over the Province of Ontario at least.

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A little later feed it some cow's milk, which hay. may be continued with excellent results until the colt is a year old, if one has the milk to spare. colt is a year oid, if one has the mink to spare. Milk is an excellent bone-producer, and with proper care and feeding, a colt may, with judicious hand-ling, be made pay its way after two and one half years. This fact lessens materially the cost of rearing heavy as compared with that of rearing light

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It is better, however, not to load them till they are four years old. Be particular with the barness, have it strong and comfortable. We had an ex-cellent team that did not know there was anything they could not draw, until one day when in a heavy pull the doubletree broke and the nigh mare fell upon her head, and never pulled as well after. Have everything strong, and collars close-fitting, as large collars are much more likely to injure and cause sweeny. Hard straw stuffed are much safer for heavy work in hot weather than after stuffed with curled hair and re-lined, as then they sweat and scald the shoulders much more readily. Have a light back band when plowing. This gives the draft in a better position on the shoulder, and saves the top of the neck. Do not use a and saves the top of the neck. Do not use a crupper, they are very uncomfortable, and no ad-vantage; use open bridles, they are safer, lighter and cooler; checkreins should be slack, if used at all. This class of horse must be allowed its natural position to work with best results. Keep the forelock trimmed, for there must be great misery to the horse and often sad results from allowing the bair to hang over the aves allowing the hair to hang over the eyes.

Now for the management or care and feeding of these horses: Give a liberal supply of bulky, nutritious feed; the old system of feeding hay and oats is too expensive, and wears out the horse too soon. Cut hay, not too ripe, good cut straw, corn or ensilage with crushed grain, carrots two or three times a week, turnips every day that one can get them, as they are excellent. Variety is good, but carefully avoid sudden changes; a great many horses are seriously injured in this way. Twice in the year at least—when turned out to grass in the spring, and when taken into the stable in the fallit is very important to see that proper succulent food is supplied. This, with well-ventilated stables, good dry, roomy—or, better still, box—stalls, with plenty of good dry bedding, and your horses will be a source of pleasure and profit. We will find a ready market for all we have to spare, at good prices; in fact, the buyers to-day will scarcely let a farmer keep a good fram of this type farmer keep a good team of this type.

It is the common horse which is deteriorating in value year by year, for the lines of work in which such horses have been employed are now largely performed by electricity, and, consequently, there is no longer a market for them, while such horses as we have described as desirable for heavy work will never be superseded by mechanical powers. Peel Co., Ont.

B. H. BULL.

Our Scottish Letter.

WANTED, CARRIAGE HORSES.

So much attention was bestowed in our last letter on horsey matters that the readers may be a little tired of that side of things. The improved tone of the horse-breeding interest in Canada may, however, warrant some further remarks on the subject — especially in view of the recent show of the Hunters' Improvement Society. This institution owes its existence to a conviction on the part of gentle-men like Sir Walter Gilbey, that the English hunter and carriage horse is of indifferent merit and can stand improve-No one who visited the recent show can doubt that ment. this idea is well founded ; while he must at the same time entertain some misgivings regarding the value of the average Thoroughbred as the regenerator of of the very best Thoroughbred there can be no doubt at all the race. Get a very good Thoroughbred stallion, scund in wind and limb and free from vice, and you get perhaps the very finest and most serviceable piece of horseflesh in the world. But get a weedy animal of the same race and there is not in all christendom a meaner blute. The scarcity of good carriage horses in this country is proverbial, and we believe it is largely due to the use on common country mares of weedy Thoroughbred stallions. The product is a horse of no sort, shape, breed or type, but a long-legged, worthless animal, devoid of symmetry, and probably vicious. The best hunt-ing and carriage horses in the world are reared in Ireland, but they are comparatively scarce, and one naturally looks to the English Hackney and Yorkshire Coach horse as the natural sires of harness horses. Of the latter we have little practical knowledge. He seems a handsome horse, but we should doubt his value as a sire, seeing that to begin with he is a mongrel, and the Thorougbred cross has to be introduced regularly to keep up the quality and grit. A combi nation of the Thoroughbred and Cleveland Bay, if well selected, will undoubtedly produce a good brougham horse, but that it will produce a sire of such is a point on which we are skeptical. Naturally a Thoroughbred is a galloping we are skeptical. Naturally a thoroughored is a galophing horse, and that is not wanted for driving purposes. Breeders and buyers, therefore, lock to the Hackney as the natural sire of harness horses, but some fanciers of the breed demand acceptance of the dogma that their favorites with the extravagant knee action are saddle horses as well. This theory has done the Hackney much injury. Thorougbred fanciers will have none of it for the self evident reason that the action of the horse is prima facie evidence that he was not designed to be ridden, and they therefore will not tolerate him at all. It is impossible not to agree to some extent with their prejudice. If Hackney breeders would develop in their tavorites the most serviceable kind of carriage action in the press of business and have not the to the the the total armage action attend to it properly, whereas if a railway com-mission were appointed, with ample power to deal with these questions, many of the grievances we very soon take a little oats and bran, also clover the they would undoubtedly disarm much of the antipathy now manifested towards them; if they would run the breed as here see in bothing else they would disarm opposi-

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tion and se present are The scar rally led bre around for a ata. I belie of the fines crossing the English Ha Royal Dan criticised, b horses-are cannot but l stallion whi conviction t horses like in the produ wear. The here is an a rich dark o or no white head; age mouthed, w vice. His must combi the "Rosad former type A horse of Glasgow,] would take produced,at Such horse chant princ St. Lawren the money f the aristocr horses from gest what n the belief t Canada. A imported h possible one from £50 to sale of Ame Glasgow to Co's yard. horse bred not a carrie 2.20 record the above. 4s. apiece, £47 5s api suited for v £29 to £45 farms and for more t reputation horses here and will no foreign, a horses are One or oth value of an long until is that may faked up a matter wh and their I

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The Farm Horse, His Breeding and Care.

The general purpose horse was a necessity when farm produce had to be hauled many miles to market, but now almost every railway station is a market, and the services of this horse are not so much required. The interests of the farmer to-day are very well served by the Clyde or Shire, the good chunky block, with a clean cut head, broad fore-head, full eye, arched neck, two heavy ends, and a strong, short middle, broad loins, well-sprung ribs, deep, thick girt, giving plenty of room for heart, lungs and dinner-basket, with heavy flat bone free from meat, strong sinews, and last, but not least by any means, good round, tough feet, which, under ordinary circumstances, will last a lifetime without shoes, if kept on the farm. A good hoof that has never been shod will not break, neither slip as easily as a hoof that has been shod, nor nearly as easily as a smooth shoe.

Very great care and much pains should be taken to train the young farm horse to walk, as its value all through life depends largely upon its gait. Generally speaking, the heavy horse is naturally a good walker, and, with proper attention, may be trained to walk very fast, and it will not often be found necessary to go at a quicker pace. The proper way for the farmer to obtain these

horses is to breed and rear them, all of which must be carefully done. The right type of a mare is a first necessity. Even if one has to pay what may appear to be a high price, it will surely prove to be a good investment; then, with a wise selection of a sire, one may expect good results. Breed early in the season, as we find a mare may be worked with more safety and better results with There is as agains year-old hundred dred por sometim ed the y poultryand dom of his de

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