

# FARMER'S ADVOCATE

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## EDITORIAL.

Reader, can you not, with advantage to your farm and direct profit to yourself, add a small flock of well-bred sheep to your stock for 1897? Utilize the practical series of letters on this subject by some of the foremost flockmasters in Canada just published in these columns.

Reader, can you not, by an earnest and systematic course of feeding, weeding, and breeding, make your herd of dairy cows a better paying part of the farm stock? More and better milk at less cost would be a good motto for 1897, whether the milk goes to the cheese factory, creamery, or is worked up in the farm dairy.

### The U. S. Secretary of Agriculture.

President-elect McKinley, of the United States, has chosen as Secretary of Agriculture, in his Cabinet, Hon. James Wilson, Director of the Iowa Experiment Station. Mr. Wilson is a native of Ayrshire, Scotland, where he was born in August, 1835. With his parents he came to Connecticut, at the age of 16 years, but in a short time they moved West. He received a public school and college education and was brought up a thoroughly practical farmer and stockman. He served in the Iowa Legislature, in Congress, on the Iowa Railway Commission, and on the boards of several important educational institutions. In 1891 he was chosen Director of the Iowa Experiment Station and Professor of Agriculture in the Iowa Agricultural College at Ames, where he is to be succeeded by Prof. C. F. Curtiss, whose visits to Canada to secure subjects for his famous sheep and lamb feeding experiments are well remembered by our readers. The work that Prof. Curtiss has already accomplished augurs well for his future in the more responsible position to which he has been called.

### The New Quarantine Regulations.

In pursuance of the memorandum of agreement between the Minister of Agriculture for the Dominion and the Secretary of Agriculture for the U. S., relating to quarantine of live stock, published in our last issue, a new set of regulations has been issued by each of the parties to the agreement. We append a list of points which have been declared quarantine stations:—

In Canada: P. E. I.—Charlottetown; N. S.—Halifax; N. B.—St. John; Que.—Quebec (Levis); Ont.—Point Edward (Sarnia); Man.—Emerson; N.-W. T.—Estevan, Wood Mountain, Willow Creek, East Milk River, West Milk River; B. C.—Kootenay, Bedlington, Waneta, Fort Sheppard, Osoyoos, Huntington, Douglas, New Westminster, Vancouver, Victoria.

In the United States the following points are designated: Maine—Vanceboro and Houlton; Vermont—Beecher's Falls, Island Pond, Newport, Richmond, and St. Alban's; New York—Rouse's Point, Ogdensburgh, Charlotte, Suspension Bridge, and Buffalo; Michigan—Port Huron; Minnesota—Duluth and St. Vincent; Washington—Port Townsend.

It will no doubt strike breeders of pure-bred stock, especially in Ontario and Quebec, that the number of stations in these Provinces is entirely inadequate for the probable requirements of importers, and that there ought at least to be facilities for inspection and quarantine, if necessary, at some point between Montreal and Quebec, and also at Niagara Falls or Fort Erie. We observe, however, a clause in the regulations providing that "the Minister of Agriculture is empowered to cancel, as stations, any of the places above mentioned, and to select such other sites in exchange for or in addition to the above as he may from time to time deem expedient." Time and experience will doubtless determine whether additional stations will be required, or other alterations needed, and intending importers from the Eastern States should state

their case to the Minister in good time so that it may have his consideration and decision.

If the cattle imported have been subjected satisfactorily to the tuberculin test at the point where purchased, which is the only wise course, there should be little difficulty in procuring a permit to enter at any railroad point on the frontier.

With regard to the importation of cattle from Europe, we are in a position to state that the interpretation of the Minister of Agriculture of clause 3 in the regulations published in our last issue is that there must be an understanding between the Canadian and United States governments before either can raise that quarantine. There is pleuro-pneumonia in England at present, and therefore we must maintain our 90 days' quarantine against England as against all other European countries. It has been removed against the United States because pleuro-pneumonia has been effectually stamped out there.

### Management of Swine, and a Warning.

We need offer no apology for devoting considerable space in this issue to the subject of hog raising. Considering the care they often get, and the quarters occupied, what farm animal gives, year in and year out, a better return for food consumed than swine? We believe it is also true that no animal requires greater judgment and care in feeding. With the growth of winter dairying more fall litters are being raised and more winter feeding done, and this is just the season when hogs are found crippled up and otherwise ailing from injudicious feeding. Several of our experienced readers are contributing on this subject; breeders of Berkshires, Yorkshires, Chester Whites, feeders and experimentalists being represented, and others will follow.

In this connection we would remind the proper authorities of the need for keeping a sharp eye upon contagious swine diseases. The *Iowa Homestead* puts the loss in that one State for cholera last year at the enormous sum of \$15,000,000. Other swine-raising States have been devastated in like manner and the authorities there are simply at their wits' end at the appalling magnitude of the task of "stamping out" before them. Let us take warning. With infinite care in breeding and feeding for the past ten years, Canada has built up a splendid reputation abroad and an industry has been developed which must not be jeopardized through any laxity either on the part of Government, feeder or breeder.

### The Outlook for Horse Breeding.

In consequence of the exceedingly low prices prevailing for horses in the last few years farmers generally have been so discouraged with the business that they have largely discontinued the breeding of horses. This was probably good policy on their part. It certainly was in so far as it applied to ordinary or low class horses, for the country was manifestly overstocked with that class, which mainly accounted for the great fall in prices experienced. The introduction of the trolley cars in cities has to a large extent removed the market for the scrub class, and they have consequently been a drag on the whole industry; but it is gratifying to find that there has been sufficient demand for them at some price to reduce their number to such an extent that the market for horses generally is experiencing an upward tendency in prices, and that the outlook, so far as really good horses are concerned, is decidedly encouraging. A review of the returns of the Ontario Bureau of Industries for the last three years shows a gradual decrease of the number of horses in the Province. The returns give the total number as follows: 1894, 674,777; 1895, 647,696; 1896, 624,749; a decrease of 50,028 in three years. There is one feature of the report which is specially worthy of consideration and should serve as an index for the guidance of breeders, and that is that the greatest proportionate decrease is in the num-

ber of breeding mares. This fact is confirmed by dealers everywhere throughout the country, who are agreed in the statement that it is steadily becoming more difficult to find a sufficient number of first-class horses in all classes to supply the increasing demand for such. It is confidently predicted by those competent to judge, that the crisis in the horse industry is past. A shortage of good drafters, drivers, and export chunks is reported by dealers right at the threshold of an urgent demand.

Perhaps no man in America has better facilities or is more closely in touch with the market for high-class heavy harness horses than Mr. W. D. Grand, of New York, who handles a large proportion of the horses of this class which find their way to "Gotham," and much interest naturally attaches to his opinion as to the available supplies as recently expressed through the *Rider and Driver*, from which we quote:—

"As differing from last and previous seasons, which saw large consignments from the West and Canada and the disposal of many high-class animals, the current year, according to information at hand, will witness much smaller shipments generally. While, without an exception, every consignor who has made shipments to this market in the past has booked dates for sales this season, the offerings will in every case be much lighter than heretofore, owing to the great scarcity throughout this country and Canada of horses adapted to this market.

"That this scarcity actually exists in all sections I can vouch for from reliable reports from the principal horse centers, and from what I personally observed on a recent trip through Canada and the West. Breeding operations having practically ceased some three or four years ago, when values dropped to such a low standard, and the drain upon mature stock having caused a wholesale depletion of material in the hands of breeders, it is not to be wondered at that those who cater to the market have great difficulty in finding horses of the quality demanded here.

"In view of this condition of things, it seems to me that it should be apparent to the more conservative breeders that it is policy, from a business standpoint, to replenish their stock and enlarge the scope of their breeding operations."

Subsequent reports from other dealers and sources re the state of trade, demand for and scarcity of suitable horses more than confirm Mr. Grand's predictions.

These remarks apply equally to the supply of really first-class heavy drafters. There is an increasing demand for these, and prices have improved considerably. Reports have reached us of high-class heavy draft mares and geldings having been sold for as high as \$150 to \$200 each, and we have reason to believe that more of this class would be taken at similar prices if they were available, but they must be strictly first-class and large, weighing from 1,500 to 1,800 pounds, with good sound feet and plenty of clean, hard bone. The wide range in prices, even for heavy drafters, shows very clearly the folly of being satisfied with the raising of average horses, which are bringing all the way from \$50 to \$70, while many are being sold for much lower prices, when we consider that it costs no more to raise one that will bring \$100 and upwards.

The lesson to be learned from these facts would seem to be clearly that those who have mares of a good class will do well to put them to breeding, and should be especially careful to mate them only with first-class stallions of the type to which they belong or to which they most nearly approach. These remarks apply equally in the case of heavy drafts and to the most desirable types of carriage, saddle, and driving horses, for there is little room to doubt that there will be a demand at fair prices for tops in all classes. Let it be a fixed determination in the mind of every breeder to let no narrow thought of a present saving tempt him to adopt a false idea of economy by using a cheap sire that is below the standard of first-class, but to use only the best, the services of which are now held at a reasonable rate.