

## INDEPENDENCE OUR UNDOING—ORGANIZATION OUR HOPE.

Above all, let us learn to stand together. Our boasted independence in the past has been our undoing. Our lack of reliable and sure organization has left us the easy mark of all properly-organized bodies. In the future let our motto be, "E pluribus unum." NEMO.

## OUR MARITIME LETTER.

## THE COMMUNICATION PROBLEM DISCUSSED.

Everywhere we went, in our tour over the country last month—through Nova Scotia, New Brunswick, Quebec, Ontario, and even the United States—we found great interest manifested in our transportation difficulties as a Province, and almost universal sympathy and support for the Tunnel. "What is being done, Father Burke?" was the commonest query we had to answer, and this is about how we answered it:

"Although the present Government have done nothing of any positive value so far to advance the Tunnel project, the work of Sir Douglas Fox, which is still the real substantial structure underlying it, being done by another administration, this great, necessary work is certainly growing on the public mind everywhere, and, as a prominent Toronto editor said to us the other day, instead of being something vague and visionary, as in the past, it is now brought down to the region of practical politics, and must be constructed within very proximate time, no matter the party in power. Some little justification, I am amazed to find, is being claimed by the procrastinationists in the Ministry, and out of it, from a sort of belief that the Island community itself was not united in this demand. They have no doubt, but that there are Tunnel enthusiasts down here—indeed, they could name a few—but they think the rank and file are passive and drifting, and they imagine, anyway, that the party whip can solidify the ranks, as of old. The people of Prince Edward Island, let me assure you, were never so completely at a unit on any question before. They want the Tunnel, and nothing but the Tunnel, as the only satisfactory implection of the special terms of union, as to communication, under which they were confederated. Sir Wilfrid and Mr. Borden frankly admit, too, that the terms can readily and naturally be construed to mean a tunnel. Sir Wilfrid is, or should be, too astute not to see that no sort of steamer can keep up continuous communication with the 'railway systems of Canada'; that the placing of rails under the Strait will alone satisfy the letter and spirit of the terms, and give my Province the same access to the centers of trade and commerce that the other units of the Union enjoy. Yes, yes, we know the Tunnel would do all you say to make the Island contented and prosperous; we know that ultimately it will have to come, too, say the powers-that-be, but just now we are building another steamer, and when we see what she can do, or cannot do, we have to make a move on the Tunnel. We are expending so much money now on other things that the Minister of Finance is sitting down hard upon the public chest."

This is very poor procrastination talk, even; it is eminently unjust and uneconomical. We have a pact unfulfilled, which the country is willing—I know it, from side to side—to fulfil as a first charge on the Treasury, provided it can be done reasonably; and we are not out for unreasonable things. We know that the present system is costing the country more than a tunnel, at ten millions, or even fifteen millions, and giving a service that will never be efficient. We know, too, that our little Province is paying its way handsomely with the Federal partner, and would be still paying its way handsomely if even a tunnel were constructed to-morrow. Since we have it in the bond; since bond or no bond, the fair-play of Canada wants to equip us with one ordinary, permanent and satisfactory system of transportation; since even any reasonable man can figure out the problem for himself, and see that the economics are largely on the side of the tunnel; and since it will not down until it is secured, it were foolish to further put off, especially in the face of recurring bills of damage for unfilled engagements, amounting already to millions, and the other fact that insufficient transportation is depleting an otherwise rich and promising Province of the Dominion.

Mr. Martin made an exhaustive and forcible utterance on the floor of Parliament last week, and commanded the undivided attention of the House. He was ably supported by the Island delegation, and Mr. A. A. Wright, of Renfrew, Ont., rose and said it was time the Island were treated decently in the matter of promised communication, which a tunnel alone could give, and he, as a Liberal and representative of Ontario, could say that his Province wanted it done without further vexatious delay. The Nova Scotia members, who enjoy patronage from steamer supplies, made a little division, touching the advantages of their respective ports as points of landing; and then the Prime Minister pleaded pro-

crastination, as there were heavy demands elsewhere, and Mr. Borden showed that our claim was a first charge, and should be satisfied by a tunnel, if unsatisfiable by the methods hitherto applied. It is evident that, after all these years—when we should have the most accurate information before us—the Government imagine that little Prince Edward Island, with her small representation, can better be pushed aside with the big demands which help in elections, than the other large communities, where votes are numerous. It may be good politics, but it is certainly poor justice, to thus trifle with us, and the other party to the Confederation contract—our own Local Administration—will possibly have to go again to the "Foot of the Throne" and represent our case and demand redress. There is no doubt of this; London, which advised so strongly before, will now urge more strongly than ever, and Ottawa will have to listen. We should not be compelled to do this; the people of Canada are with us in our legitimate demands, and Mr. M. J. Haney, of Toronto, a most experienced engineer and contractor, with whom I spent a day or two last week, is still satisfied that the Tunnel can easily and profitably be built for \$10,000,000. They will, therefore, save us great expense of energy and endless agitation by meeting our wishes at once, thus permitting our Province to prosper as it should, for we will have to keep up this agitation till success crowns our efforts."

A. E. BURKE.

## HORSES.

## BREEDING OF DRAFT HORSES.

Editor "The Farmer's Advocate":

As the mating season is about to commence, it has occurred to the writer that the breeding of draft horses might be thoughtfully and profitably considered through the medium of your valuable journal, whose columns are magnanimously thrown open to those who may think fit to avail themselves of the opportunity.

With regard to the breeding of draft horses, it is very probable that the merits and demerits of certain sires will be discussed in almost all localities where such may be found; and it is to be hoped, for the benefit of all concerned, that the question will be intelligently and thoughtfully considered.

There are some localities in which the Clydesdales predominate, almost to the exclusion of all other breeds. Where such is the case they are usually a success, and give good satisfaction. But in such cases it sometimes happens that a Shire stallion of a very superior type will happen along. Some would mate him with their Clydesdale mares, but the progeny would not be eligible for either of the studbooks. When this occurs it is sometimes a loss of no small account, which is entirely unnecessary.

It is the opinion of some, it is the opinion of the writer, that the studbooks of the Shire and Clydesdale breeds could be profitably and advantageously amalgamated.

Probably some breeders will say this is ridiculous. But why? Are they not practically the same breed? Both have the same characteristics—the heavy bone, the long feather, as it is called, around their legs; the heavy, flowing mane, and tail, although the latter is generally stubbed off. The markings, on the whole, may be somewhat different, but the color of good horses is of small or no consequence. The breeders of each are striving for the same purpose, namely, to produce a superior heavy-draft horse; and there can be no doubt both stand in the very front rank of heavy-draft varieties, and as union is strength, there can be no doubt the amalgamation of these two studbooks could not be anything but a benefit.

Some may say they have not been mated with same object in view—the one has been bred for size and the other for quality. This may be true to some extent, but there can be no doubt that each has a goodly portion of both size and quality. But even were this true it should not be an objection, and as all that is necessary to constitute a heavy draft horse is size and quality, why not combine them, provided type will allow, and it certainly will sometimes? And some may say, "as well cross the Clydesdale with the Percheron," but the latter have not the feather to which Clydesdale men point with so much pride (and, I would say here, it seems to me the feather becomes them, and perhaps it might be well to preserve it), but if judiciously mated with the Shire there is no danger of him losing any of his good qualities.

It may be contended that had they been of the same breed there would never have been two studbooks. To this I would say, that some thirty years ago, when the first studbooks were formed, it would have been difficult, if not impossible, to have formed a nucleus then, with only one studbook, as there was so much territory to be covered, in both England and Scotland, with information having to be gathered largely from memory, rendering it very tedious and arduous to obtain correct information with regard to pedigrees, and having had to be revised more than once, with an appendix added for all those approaching the necessary qualifications; hence the two studbooks were formed where one would have been impossible. But now that the initial stages of both these books have been passed, and they are well established, any one can look either of them up and find highly-bred, excellent draft horses fit to

stand in the very first rank in any competition; and I have no doubt an improvement could be reached and an advantage if they were combined. Englishmen and Scotchmen should not allow themselves to remain prejudiced in this matter. SUBSCRIBER.  
Hochelaga Co., Que.

## THE OFFICIAL VETERINARIAN AT HORSE SHOWS.

From an address by F. C. Greenside, V.S., read before the Veterinary Medical Association of New York County.

The position of the veterinarian in the show-ring is by no means always a pleasant one. Circumstances every now and then arise that make it extremely disagreeable, and if the official does not use good judgment he is apt to stultify himself, injure his reputation, and cause reflection upon the profession. The great thing is to be right in an opinion, for although it may annoy an exhibitor at the time to be decided against, he will respect the giver of the opinion all the more when he finds out he was right.

Many exhibitors who are not practical horsemen are apt to form erroneous opinions as to questions of lameness, practical soundness, or the height of an exhibit, and it is often difficult to prove to them the correctness of an opinion given, as their prejudice is apt to be the other way. We have already stated that it is very important that an opinion given shall be correct, but it is by no means an easy matter, if not sometimes impossible with the limited opportunities afforded in the show-ring for examination, not to fall into error.

For instance, if a judge suspects a horse of being lame and seeks the veterinarian's advice, the tactful official first of all tries to form an opinion without drawing the public's attention to the fact that an exhibit is under suspicion. Exhibitors, as a rule, are very sensitive about having the public's attention directed to the fact that a horse of theirs is under suspicion of being lame, whether rightly or wrongly, so that the veterinarian tries to save their feelings all he can, and simply observes the horse being driven or ridden in the most undemonstrative manner he possibly can. It is sometimes possible to come to a conclusion in this casual way, but as a rule it is not, and the official veterinarian is unwise to take the chance of making a mistake in any doubtful case simply out of consideration for an exhibitor's feelings. No experienced veterinarian would take the chance of giving an opinion as to whether a horse is going sound or not in a case of examination for soundness for a client without seeing the subject jog in hand. This, of course, is practicable in the show-ring only in exceptional cases, hence one of the difficulties of the position. One, then, has to take advantage of available means to endeavor to form a correct opinion. In doubtful cases the bearing-rein should be unhooked, and the horse driven with a loose rein at a slow pace, and it is often well for the inspector to take the reins in his own hands so that he can let the horse go in the way he wants him to. Sitting in the vehicle behind the suspected horse gives a more favorable opportunity to come to a correct conclusion than can be had standing on the ground, particularly if the lameness is thought to be behind.

We must not lose sight of the fact that horses "pulled together" with sharp bits, and borne up with tight bearing-reins, often get sore mouths which sometimes put them off their balance, causing them to "hitch," or it may be to go irregularly in front, giving observers the impression that they are lame. Irregularity of gait from this cause is intensified in small rings with sharp turns.

Some people take the view that a horse that shows irregularity of his gait either in front or behind should be considered as a lame horse in the show-ring. If this view were accepted judges would often find themselves in embarrassing positions towards the end of the show, when championship classes come on. I have seen at Madison Square Garden Show several of the candidates for championship honors out of a small class of three of four, "hitch" most of the time. They were "stirred up" to the highest pitch, "pulled together" by the driver to show all the action and style there was in them.

This being a little overdone is apt to put them off their balance and cause them to "hitch," especially if their mouths are sore.

A judge noticing irregularity of the gait of a horse is very apt to turn to the veterinarian and ask for a decision as to whether the subject is lame or not. If the inspector cannot satisfy himself one way or other when the horse is given a loose head, and driven at a slow trot, he is justified in giving the exhibitor the option of having his horse unhitched and tried in hand, and if he will not submit to that, he must be excluded as a lame horse. No fault can then be found with the veterinarian, as he has given the exhibitor a fair chance, and has not committed himself beyond giving the opinion that the case is a suspicious one.

It is very embarrassing to an official acting in this capacity to have condemned a horse as lame in the ring, shown to him going sound, on the outside, in hand. If a horse is not lame when jogged in hand, he can hardly be considered a lame horse. Irregularity of the gait, if it cannot be determined as arising from unsoundness, is for the judge to pass upon, not the veterinarian. If a horse's way of going is defective, and is not the result of unsoundness, it detracts from his merit, but does not exclude him from competition as lameness does.

The rules of nearly all horse shows only call for