

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

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DOMINION.

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from every enterprise in which he engages. We all need more enthusiasm in our business, and more confidence in the great agricultural resources of our country. Canada, as a whole, has never known a complete crop failure, and seldom has any single district experienced even partial failure of all its staples. Success in farming, as in other lines, is largely due to the determination to succeed.

Cleanliness is Profitable.

Each year one naturally wishes to do something in advance of previous years, and one of the small things about the farm that we should like to see all farmers adopt is the practice of thoroughly cleaning the stables, pens and henhouse, and of whitewashing the insides. It is not simply for the sake of the improved appearance that we advocate this practice, but because it destroys lice, germs of disease, and germs injurious to dairy products. First sweep down the walls, scraping off all dirt, clean out the mangers, and then with a spray-pump give the ceiling, walls and floor a good coat or two of well-prepared whitewash.

Interested and Instructed.

Since I have had a personal interest in farm management I have been an interested and instructed reader of all departments of your paper, and I may say that through the influence of certain articles published a few years ago, I determined to establish a herd of pure-bred Short-horns, and am much pleased with the venture. My wife is also a reader of the Home Department, and is much pleased with the articles and recipes that are published from time to time. I intend to be a subscriber to your valuable paper as long as I can raise the "necessary," and we both wish your success in your new venture of a weekly publication.

JAS. L. F. SPROULE,
Frontenac Co., Ont.

HORSES.

The Morgan Horse.

A reader asks for a short history of the Morgan horse, and to state if any are now raised in Canada. To understand the exact status of the Morgan horse one must be cognizant of the origin of the light horses of America. When the history of the horses of this continent began to be written about 1788, there were what were called native stock, owned by farmers and others. This stock, no doubt, originated from importations of horses from different parts of Europe, but climatic conditions and the nature of the work required of horses, all tended to the survival of a type particularly suited for American conditions. Horses of this type were active, clean-lined, strong and hardy, exactly suited for the work of pioneering. The heavy drafters were not required in those days, as oxen did most of the draft work, the fancy driver had no place in the pioneering days, and the roads and tracks were not sufficiently improved for the development of the trotter or the exercising of the fast runner. With the increasing of wealth and greater settlement, however, there arose a demand for a type of horse for the new conditions. In those days in this new land, towns and settlements were a considerable distance apart, and travelling by horse was the fastest method of transportation, but the roads at times were so soft and the distances so great that the English race-horse could not maintain his running pace sufficiently long, so a good-gaited trotting horse came most into demand. Naturally, then, any infusion of new blood would be sought from a breed that could trot fairly well and was prepotent. The most successful of such selections was that of Messenger, an English Thoroughbred, who was a particularly good trotter. This horse was imported in 1788 to Pennsylvania, and served in that and neighboring States for twenty years, founding a basis for the best trotting horses in the world. During the life of Messenger, many other Thoroughbreds, both stallions and mares, were imported, and their blood lines crossed in laying the foundation of the American trotter. In other parts of the country, from the St. Lawrence and Upper Canada all down the Atlantic Coast, similar lines of breeding to that described above were being followed, but the Thoroughbred was not always the leading figure. It was from one of the many good horses produced by the early breeders, either from imported or selected stallions, that the Morgan horses are derived. Justin Morgan, the founder of this family, for they are not a distinct breed, but merely a branch of a large family of similar type, was foaled in 1793 in Vermont State, and did stud service until 1821. His ancestors were never positively known, although it is pretty well established that the blood of the Thoroughbred predominated in his veins. From Justin Morgan several other strains of trotting horses sprang, such as the Morrills, Fearnoughts, Ethan Allens, Daniel Lamberts, Knoxes, Golddusts, and one of the strains of Black Hawk frequently called Black Hawk Morgan, to distinguish them from the descendants of Black Hawk by Andrew Jackson.

At one time, when the descendants of Justin Morgan possessed considerable of the old horse's blood, this family was highly prized, but with the indiscriminate use and careless neglect of this blood, its influence naturally became less pronounced. The foolish fad of placing speed above all other qualities in the trotting horse also tended to detract from the esteem in which the Morgans were held. At the present time, it is doubtful if there are any horses in which the blood of the old Morgans is sufficiently concentrated to make them valuable as breeding stock, although it is no uncommon occurrence to meet with a horse being travelled as a Morgan and doing considerable business on the strength of the enviable reputation gained by the first members of this well-remembered strain. In Canada, it is one of the most lamentable features of our stock-breeding enterprises that the best of our road-horses have not been selected and bred with the object of retaining the stamina, grace and beauty of form possessed by some of the progeny of the early matings of the Thoroughbred with the native or Canadian mares. Had breeders been sufficiently alive to the importance of maintaining such light horses as were quite common twenty-five to fifty years ago, they would not have left the task of establishing a pure breed with desirable characteristics to the shifting ideas of the patrons of the trotting track, but would have conducted breeding and registration in Canada systematically, with the result that to-day, instead of so many of the nondescripts which pass as Standard-breds, we would have had a breed of horses superior to any for stamina, style and usefulness. For the present, we know of no more laudable enterprise in which the admirers of light horses could engage than the resuscitating of the characteristics in our trotting stock of such well-known and admirable strains as the Royal Georges, Morgans, and others.

Guelph Horse Show.

The second annual horse show held at Guelph, under the management of President Lockwood, Vice-Presidents Reed, V.S., and J. M. Duff, Secretary C. L. Nelles and Asst. Secretary Dr. Dryden, with a zealous board of directors, proved to be the event of the season for the citizens of Guelph and surrounding counties. Thursday, June 9th, the opening day, being wet, gave the show a setback in attendance, and the rain of the two previous days kept several exhibits away, but notwithstanding these obstacles, the association is to be congratulated on having a very successful show, much larger in entries and attendance than that of last year. Many of the best horses that were at the Toronto and Galt shows were present. The saddle, hunter, light carriage, roadster, agricultural and draft classes were well filled, some very fine animals being brought forward.

The principal exhibitors were: Kidd Bros., Listowel; O. Sorby, Guelph; Miss K. L. Wilks, Galt; Mrs. F. M. McCoy, Toronto Junction; Geo. Pepper & Co., Boston; J. D. McGibbon, Milton; A. Aitchison, Guelph; Geo. Moore, Waterloo; Donovan & Robins, Seaforth; J. G. Wilson, Paris; Geo. Tilt, Blair; and others.

In the carriage class, 15.3 or over, Pepper & Co. won first, with Indian, a brown gelding; Mrs. F. M. McCoy second, with Flyer; G. F. Smith third, with Jubilee King.

In the class under 15.3, Pepper & Co. landed the first three prizes, with Creighton, Wiry Jim, and Little Creighton; the latter, although a very showy, intelligent horse, is, we think, a trifle under size for this class. E. Ducreaux came in fourth, with a very good one.

In carriage pairs, 15.3 or over, there were nine entries, only five of which were on exhibition. Mrs. McCoy, Pepper & Co., and G. F. Smith were the lucky ones, in the order named. In carriage pairs under 15.3, Pepper & Co. won the first and second, and R. Cunningham, Guelph, third.

The younger carriage classes were not very strong, but several good individuals came forward.

In the roadster class, Miss Wilks won the best of the prizes, but in the class for single roadsters, 15.2 and under, the judges divided on Miss Wilks' Lady Creceus, chestnut, and McGibbon's Zella for first place. Mr. Jos. Lovell, of Guelph, being called in as referee, gave it to Zella, a rather unpopular decision. In pairs under 15.2, Mr. J. D. McGibbon did not arrive in time, or else he would have figured in the winnings.

Saddlers and Hunters.—In this class Pepper & Co. had a very fine string of horses out, and won the best in sight. Kidd Bros., of Listowel, also had some very good ones. G. F. Smith, of Guelph, and Z. A. Hall, Preston, showed good individuals.

In the jumping classes, Pepper & Co. won about everything in the high jump; two of their horses cleared 7 ft. 2 and 7 ft. 6, respectively, on very soft ground.

In heavy drafts, Guelph and the surrounding country is noted for its good ones. In pairs, O. Sorby won first with Lillie Charming and Miss Charming, a team full of substance. A. Aitchison was a close second, with Royal Belle and Royal Princess, a nicely matched team, that has won first many times, but were not quite so large as their competitors. The third prize team, while not quite so well matched as the others, were looked upon by many as the real draft team of the show. They were a big, strong pair, shown by Donovan & Robins, Seaforth. Geo. Moore, Waterloo; D. McKinnon & Sons, Conningsby; I. E. G. Christ, Aberfoyle, also had very creditable exhibits in this class. In the single draft class, the same horses (as in pairs) competed. Sorby again won first, with Aitchison second and third. Mr. Sorby also won the championship for best heavy horse, with Miss Charming.

The agricultural class, or light draft, which would better define this section, was well filled with some really good agricultural horses, but mostly with light drafts, which generally get the preference from the hands of the judge. In pairs, W. W. Young, Binkham; R. Dickieson & Son, Guelph, and R. Cochrane, of Ayr, won in the order named. Some good ones were also shown in the colt classes.

The sensation of the show was the five-in-hand, owned by Pepper & Co., and driven by Peter Roche, an exhibition that, it is said, has never been performed in Great Britain or America before without a rider on the lead horse. On Saturday evening G. Pepper & Co. made a display of tandem driving, three single horses in a string. Indian was the wheel horse, Creighton in the center, with Little Creighton as leader, and a bonny leader he is. Mrs. F. M. McCoy also gave a free exhibition in tandem driving.

The judges were J. M. Gardhouse, Weston, Ont., heavy drafts; W. S. Spark, Ottawa, saddlers and hunters; A. R. Stevens, Cleveland, Ohio, carriage and roadsters. The citizens' band furnished music for the occasion.

The attendance the last two days was very good, considering the backward conditions of work on the farm, owing to so much rain of late, yet we would urge upon both the city and country people the necessity of attending a show of this kind; there is nothing brought forward of a doubtful nature. What is more interesting to us than the intelligence of the horse, brought out and cultivated by the skill of man? We bespeak for the management of this show the confidence of the citizens of Guelph, as well as increased patronage from both city and country.

The championships were won by: Heavy drafts, O.