

## REASONS WHY WE SHOULD ENCOURAGE POULTRY BREEDING.

Poultry Monthly.

There seems no occasion to offer any reason to justify the breeding of domestic fowls, and there is none to cover the ground of any such enquiry. Our desire is to increase the large army already actively engaged in the breeding and keeping of chickens, and ducks, etc., for flesh, eggs and pleasure. There is a vast amount of people, married and single, in town, city and country, who drag through life, without enjoying many luxuries and comforts within their reach; from this class, we urge attention to this article.

The care and attention necessary to keep one or two dozen hens in perfect health, is of very small consequence, and brains of the most ordinary kind are capable of the successful management of any small flock. The money required, to possess a few hens, is certainly within the reach of any man or woman, a shade above a pauper. A few chickens can be kept on very small space. Scarcely a back yard in the most crowded city, but that does afford light, air and space, sufficient to keep from six to twelve hens, in health and productiveness. The fermenting swill barrel, stowed away in some corner, drawing its army of flies to pester the household, and the stench arising from putrefaction of liquids from the table refuse, should never exist in this distasteful form, when a few fowls would daily devour all liquids and solid matter left from any ordinary family table or kitchen. This very objectionable scrap food, when allowed to accumulate and ferment, is, in its sweet state, the most wholesome and stimulating food, conducive to the large production of eggs, and almost necessary to supply animal food, demanded by all domestic fowls kept in confinement.

Many families part with or destroy enough scraps from the table and kitchen, to maintain two dozen fowls almost exclusively upon the waste of the household. A very small and cheap house will suffice for the comforts of a few hens.

From this expenditure comes a supply of one of the greatest luxuries of all tables, the fresh laid egg, that enters into a multitude of dishes, that are acknowledged to be both pleasing and wholesome. A tender "broiler" is a rarity with the many—the poor never enjoy this toothsome luxury—and it is part of the profitable and pleasurable results incident to keeping a few fowls.

Many families are situated so the keeping of a single cow is entirely beyond their reach; but nearly all families can keep a few fowls, and the surplus eggs will, on many occasions, buy milk that could be added to a few remaining eggs, to aid in the construction of some pudding or omelet that would add largely to the pleasure and health of any household. Wherever a cow can be kept, a few hens will live and thrive also. The many clerks and tradesmen, as well as professional men, who spend their leisure hours in some ill-ventilated billiard hall, or hotel office, the care of a few fowls will increase their interest in home and family, and as soon as a man or woman gets really interested in home, its progress and management, that man or woman is sure to live happily.

Many an "old drunk" of to-day, came from the ranks of young men who found no interest in home, and to be genial to their sympathizing company, contracted all the vices of the times.

Doctor Beard says, in his hygiene, "that potatoes make potato brains," and so it is with the feeding ourselves upon any one article of inferior diet. Americans are the most intelligent nation on the face of the earth. It has been demonstrated, the liberal feeding of the masses has had much to do with our general intelligence, and now, as the population of our country increases, the division of class becomes more noticeable; money steadily

tends to concentrate, and the luxuries of the past, promise less for the future. And, as we have noted variety of food is one element of national strength, it is fair to credit our domestic fowls, as one of the ready, and perhaps the most valuable factors of our national strength and superiority, as a people. C.

## CANADIAN VESSELS AT DULUTH.

Minneapolis Tribune.

Although the thing is not so simple and clear as is asserted in some quarters, it is probably true that Secretary Manning did not exceed his lawful authority in issuing the order by which Canadian vessels are estopped from taking cargoes at Duluth of goods destined for points in the United States, via Canada. Under the treaty of Washington, Canadian vessels were guaranteed the privilege of participating in the American coasting trade to the extent of carrying goods from one of our lake or river ports to another, provided a part of the route was by land on the Canadian side. That treaty has expired. Canadian vessels can therefore no longer claim it as their right to carry American grain or flour from Duluth to Port Sarnia, such grain or flour being consigned under bond to an American destination. But it does not of necessity follow that our laws made it mandatory upon the Government to exclude the Canadian vessels from further engaging in this trade. It is a question of construction; and we cannot agree with a contemporary that the language of the law "admits of but one interpretation." But that it does admit of the Secretary's interpretation can scarcely be controverted.

Several large Canadian vessels sailed away from Duluth without cargoes on Wednesday, having received assurances that there was no hope of a withdrawal of the order. They left large quantities of flour behind them, and there resulted something like a freight blockade. Fortunately, however, the mandate comes in the very last weeks of the navigable season. The Canadian vessels have put in a large summer's work, greatly to the advantage of Duluth as a shipping point, and incidentally to the advantage of the whole Northwest in tending to lessen transportation rates. The connection by Canadian vessels with the Grand Trunk road has afforded a wholesome competition with the New York trunk-line system, which is in practical control of the American vessels which carry goods from Duluth to Buffalo. It is, of course, at the instance of these American transportation companies that the treasury circular has been issued.

Undoubtedly the subject will have thorough ventilation in Congress this winter, and it is reasonable to expect that the laws will be so amended as to restore the accustomed order of things. The *Tribune*, while in general accord with a protective policy is under no embarrassing constraints or obligations to approve of any particular feature of the protective laws which it deems objectionable. It has frequently and emphatically criticised the navigation laws in their bearing on trans-oceanic trade, for the reason that ship-owning has now more relative importance for us than ship-building. This Duluth grievance, however, can hardly be made a legitimate occasion for a tirade against the navigation laws. All nations prefer to exclude foreign ships from their coasting trade, and most of them actually do so. This feature of our navigation laws has not often been seriously opposed or criticised. Canada's exclusiveness in this respect is as complete as our own. We must courteously dissent from the opinion of an esteemed contemporary that the strictly national character of our coasting trade, like that of civilized nations in general, is an "enormity" and a "remnant of barbarism."

There is in fact no need to overthrow the navigation laws in order to rectify the matter under discussion. The hauling of grain from Duluth to

a Canadian port, is not, except by legal fiction, any part of the coasting trade of the United States. The convenient arrangements by which either country may ship its own goods, via the other country, to a point in its own, without custom house charges or examination, does not alter the fact that the goods do actually traverse foreign territory. The ultimate destination of a part of its cargo cannot in reality make a steamer voyage from a port in Minnesota to a port in the Dominion of Canada a United States coasting trip. The law can readily be altered to clear away this objectionable legal fiction, which it is equally disadvantageous to both countries to have maintained.

## KILLING THE BEST COWS.

South and West.

Princess 2nd was a very fine cow, no doubt, "of the celebrated Coomassie strain," and endowed with what the Louisville *Courier-Journal* suggestively defines as "a talented appetite." It is said she was bought at auction for \$4,800, and that her owner refused, two years ago, an offer of \$25,000. The measure of merit in Jersey speculation having passed from consideration of color of hair and nose and various other fancy points to actual dairy product, this excellent animal—like many of her predecessors—was put under high pressure of heavy feeding, last April, and, as first result, "astonished the world" with the alleged yield of "44 lbs. 1½ ozs. butter" in seven consecutive days—which some doubting Thomases looked upon at the time as a tale for the marines. The second outcome, as might have been expected, was her untimely death, recently announced, and which her keeper, "an intelligent man," frankly said to the investigating State Veterinarian of Maryland, was due to "overtaxation of the system."

Value II., another noted cow, succumbed three weeks since to the same maltreatment, and an authority on such matters, familiar with all the facts, sums up the cases with the remark that "such severe tests must at all times undermine the constitution of the most robust animals, and these two splendid creatures were of that class"; the only matter for surprise is that they "stood it out so long." If a jockey were known to have driven a gifted horse to death to ascertain, for speculative purposes, how much go there was in him, he would probably be amenable to severe punishment. Abuse of cows, like these referred to, affords excuse for even more decisive action of the humane societies. These dairy animals being by nature or breeding endowed with exceptional qualities at the pail, should be fostered and multiplied. The gambling spirit to which so many of them fall victims antagonizes the law of survival of the fittest, which needs rather to be regarded to the full in its important relation to all farm stock.

## CHOLERA.

It is said that no American has died of cholera in Italy, though there is a large number of Americans in the cities where the disease is most prevalent. This is attributable to their mode of living and prompt action in cases where the epidemic has appeared. Nine of the crew of an American vessel in the port of Marseilles were attacked, and the cholera prescription of the late Dr. Valentine Mott of New York was used with successful effect in each case. We give the prescription, which embodies the results of Dr. Mott's experience in three successive epidemics of cholera, and was used by his son during the pestilence at Toulon in 1884 with most extraordinary results. Its formula is: Tincture of rhubarb, ten parts; laudanum sydenham, four parts; camphor, one-half part; syrup of ether, fifty parts; syrup of bitter orange peel, fifty parts. One tea-spoonful in a little water and repeat until symptoms cease.