

Toronto, left Ontario seventeen years ago, and arrived in the Western States without any capital, excepting his two hands and a goodly supply of that energy and determination which is worth more to any young man than gold. To-day he is a leader among the agriculturists of his adopted State, and has risen to opulence and independence in his business. Recently one of our western exchanges made reference to Mr. Gunn in a very creditable way, which has drawn our attention more particularly to him in this connection. There are numbers of similar instances in Canada to-day, and there is no need for any young man leaving his own country in order to engage in farming. Canadian agriculture affords every advantage that any young man of ability requires in order to find scope for his energies, and our advice to the rural youth is to stay on the farm. A new and brighter day seems to be dawning for the tiller of the soil. Canada is essentially an agricultural country, and what it will be ten or twenty years from now will depend largely upon the number of young men of ability and push who make farming their special vocation.

A Rival to the Horse.

The horseless carriage seems to have come to stay. It has only recently appeared upon the scene, and to many is yet a novelty. That it is a convenient and feasible means of transportation is established beyond a doubt. Its champions predict that it will be in general use before very long. At present the cost of procuring one is very high. This tends to limit their coming into general use, and permits of their being purchased only by the rich. But, like the bicycle, this will soon be remedied. When bicycles were first made they were very costly; but now they are so reduced in price that the poorest can buy it he wishes. So it will be with the automobile or horseless carriage. In a few years, by simplifying the method of production, prices will be reduced, and we may be as familiar with seeing the horseless carriage on our roads as we are now with seeing the bicycle.

The general introduction of the horseless carriage will, without doubt, injure the business of the horse breeder to some extent, just as his business has been injured by the introduction of the bicycle. The injury, however, will not be as great as many suppose. Like the bicycle, the horseless carriage must have good roads before it can do its work well. In our towns and villages, where the streets are in tolerably good repair, they can be used to advantage, but on many of our country roads, unless a vast improvement is made, that old reliable standby, *the horse*, will be able to do duty for many a day to come. Aside from this, there will always be a demand for a really fine carriage horse. The man who loves to drive a fine horse, and they are not a few, will be in no great hurry to relinquish that pleasure. There is really an inspiration to some men in riding after a beautiful, prancing steed that no other means of locomotion can give. The race horse, too, will likely remain upon the scene for many years. For ages the race tracks of nearly every nation under the sun have been graced by the horse, as, with the swiftness of the wind, he strove for a prize. And to-day the interest in this line of sport is not one whit the less. The annual meets in every city are largely attended, not only by those specially interested in running their particular steeds, but by a large crowd of the most fashionable people. True, there are trials of speed with the horseless carriage, but aside from the novelty of the thing, which will soon wear off, who will say that such sport will ever replace the good old-fashioned horse race. Then again, heavy horses will be needed for heavy teaming, both in the cities and country districts for some time to come.

The horseless carriage *versus* horse, a problem, therefore, resolves itself into this, that in future the scrub horse must go. It will be the work of the ordinary small driving horse that the horseless carriage will interfere with most, and our farmers will do well to bear this in mind in the breeding of horses. Only the finest type of horse will have a chance in

the keen competition of the future, when this new means of locomotion comes into more general use.

Mustard for Sheep.

One of our subscribers, who has been residing in England during the past year, writes that while on a recent visit to Lincolnshire he was surprised to find a large quantity of mustard growing among the turnips and rape. On making enquiries he found that the farmers in that section have been accustomed to sow mustard with turnips and rape, especially with the latter, for feeding sheep. Sheep and lambs are very fond of it, and, as our correspondent states, it helps to warm them up. The sheep are turned on the rape and mustard before the latter has time to run to seed, which prevents the mustard from spreading. This plan of utilizing one of the most obnoxious weeds to good advantage will be news to many Canadian farmers. Mustard grows too readily on many Canadian farms. We are accustomed to look upon it as one of our most injurious weeds, and every farmer who allows mustard to run all over his fields is considered by his neighbors to be shiftless and unthrifty. However, the evil things of this world may often be turned to good account, and we would like to know if any of our readers have ever tried pasturing sheep upon a field of mustard. If mustard is a good food for sheep it is another strong argument in favor of our motto, "Keep more sheep." The moral to be drawn is, don't allow your land to be overrun with mustard when the keeping of sheep on the farm will prevent the weed from going to seed. In explanation we might state that the mustard which our correspondent refers to is probably the white mustard, which is much grown in England for sheep, and is not so persistent as our yellow variety. Nevertheless, the experiment may be well worth trying in regard to our own variety.

Successful Shipments of Fruit.

It is a matter of considerable satisfaction to the Canadian fruit-grower to know that the cold storage system is going to make it possible for him to place his finer fruits upon the English market. The first consignment of fruit sent over in cold storage compartments, as a trial shipment, by the Department of Agriculture did not arrive in good condition. Having found out what was the cause of failure, a second shipment was made with these defects remedied. This shipment went to Covent Garden, London, and proved to be wholly successful excepting the grapes. The pears arrived in very fine condition, and are very similar to the English and French varieties and of a quality that will suit the English trade. The peaches, though not as large as the English hot-house specimens, are of sufficiently good quality to secure a large trade. The tomatoes were of exceptionally fine quality. If they had a defect, it was that they were too large. A medium-sized variety seems to take best in the English market. They were of such good quality that it is thought that they will surpass those sent from France. The buyers were exceedingly well pleased with the consignment, and expressed satisfaction at the appearance of another source of supply, and they also said that Canadian fruit would be able to compete successfully with continental supplies. The grapes were the only fruit that did not seem to stand the shipping all right. They seemed to be of too soft varieties and, although sound, fell off the stems. Since the report was received, other trial shipments have been reported, one at London and another at Glasgow. Both are reported to have arrived in good condition and sold for good prices. Cases of pears containing about a bushel sold as high as 15s.; half cases as high as 9s. 7d. Apples and tomatoes also brought good prices. The report, however, is again against the grapes, but it is hoped that further trials will prove successful.

This is, indeed, welcome news, but just such news as the fruit-grower wants, because only about one-half the fruit now set out is bearing, and unless some such market is opened up there will be serious times in store for the fruit-men. This is

some of the first fruits of the cold storage system, which, if wisely directed, is bound to be a good thing for Canada. Why cannot cold storage cars be fitted up to carry fruit to Manitoba and the Northwest?

NOTES AND IDEAS.

The Argentine wheat crop to be harvested next December is estimated by the *Liverpool Corn Trade News* at approximately eighty million bushels, subject to possible damage during the next two or three months. The crop a year ago was placed at twenty four million bushels.

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The "beer privilege" in the State Fair of Wisconsin, lately held at Milwaukee, sold for \$4,000. "All sorts of fakes and gambling devices were rampant." The farmers of Wisconsin are very much disgusted with the management. Wisconsin is one of the most progressive agricultural countries in the world; no wonder the people are indignant.

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Professor Henry Stewart speaks of "intensive farming" as the farming of the future. He says: "Think of what has been done in the rearing and feeding of cattle, which now at two years make as much as the old-time steers did at five, thus saving three years feeding! What is now wanted is the application of the same methods to our crops so as to make by intensive culture twice or thrice on the same land as is now made by the ordinary methods."

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Mr. J. F. Sears, B.H., has accepted an engagement with the Nova Scotia Fruit Growers' Association. Mr. Sears is a graduate of the Iowa Agricultural College, Ames, Iowa, and will take up the work as director of the Nova Scotia School of Horticulture at Wolfville. Professor Faville, who has had charge of the work for some years, and who has been very successful, resigned last summer to take up similar work at one of the leading American experiment stations.

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Our readers have often seen the name of Messrs. Burgess & Son, Wenona, Illinois, as the breeders of prize-winning heavy horses and Hackneys. They will regret to learn that the Messrs. Burgess' stables were lately destroyed by fire, and that in them thirty Shire and Hackney stallions, many of them the winners of the first premiums at the late Illinois State Fair, were burned also. The insurance was but small. This is a sad loss, and all Canadian stockmen will, we feel sure, sympathize greatly with the Messrs. Burgess in their misfortune.

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Illinois has stepped into line in respect to Farmers' Institute work. A "Superintendent of Institutes" has been appointed (Mr. Oliver Wilson), and the intention is to organize the whole system of local institutes somewhat in the way in which the local institutes into one system as those in Ontario have been organized. The State provides, at its own expense, lecturers for the county institutes as is done here. The object, as Mr. Wilson states, is "to build up a systematic series of successful institutes in every county in the state."

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New York, having one beet-root sugar factory, now wants others. Meetings are being held in the "sugar beet belt" for the "purpose of making the sugar beet industry a success for farmers." These meetings are being called by Mr. F. E. Dawley, director of Farmers' Institutes for the State of New York, and are being addressed by Mr. Wilson, United States Secretary of Agriculture; Mr. Payne, chairman of the House Committee on Agriculture in Congress; Congressman Wadsworth, member of the Ways and Means Committee; Professor H. W. Wiley, of the Uni-