

The Horseless Age a Dream.

In Buffalo, N. Y., a few days ago, at a meeting of automobile dealers, one of the men who attended was Robert L. Winkley, of the Pope Manufacturing Co., which has seven plants in various parts of the United States for the manufacture of automobiles. To an interviewer Mr. Winkley said:

"The more I travel through the various cities of the country, the more am I convinced of the great possibilities of the automobile. The horseless age is at hand. The horseless carriage is invading every field of industry, and it is impossible to predict the infinite number of uses to which the automobile will be put within the next few years."

Some 18 or 20 years ago, when the bicycle came into general use, the arrival of the horseless age was first hailed, but, for some unexplainable reason, horses remained in use. A few years later the adaptation of electric motors to street cars was the cause of another great outcry that the horseless age was about to come. Again were the prophets wrong, and as soon as the market righted itself to release from the drudgery of street-car work of the cheap class of horses employed in it, values on the better classes of horses began to advance. Then came the automobiles, and this time the assertions that the horseless age was upon us became more positive. It is now some four years since the automobiles were perfected enough to become reliable and useful road machines, and if Mr. Winkley or anyone else interested will take the trouble to look over annual reports from the great market centers for horses, it will be found that with the close of each year horses have brought higher prices than they did the preceding year. More than this, more high-class carriage, road and draft horses have been sold in the big market centers than were sold in the days before the advent of the bicycle, the trolley car or the automobile. If these facts indicate to Mr. Winkley or his associates that the dawn of the horseless age is at hand, they are welcome to the opinion, but the conservative thinker who weighs the evidence of the markets, knows full well that the horseless age is a dream, and that it will never become anything more substantial than a dream. Horses will be relieved of a great amount of drudgery by motor-driven vehicles, but as long as the human race exists the love for the horse and his use as a servant and companion will remain.—[Horse World.]

The Trotting Horse.

What the Thoroughbred horse is to the Englishman, the trotting horse is to the American; the breeds are the national horses of their respective countries, and, as the Thoroughbred has been the great leavening power in developing English breeds of light horses, the trotter may bear the same relation to the horse stock of America.

The trotter is found throughout the country wherever horses are raised, and any improvement in this breed affects in time the entire horse industry. The light market classes can be supplied from this source, and there is no more effective way to provide a supply of suitable cavalry horses for the army than by showing how the native horse may be improved.

That the trotter has faults no one will deny, and that the speed idea has been responsible for many of these faults, and has caused many a man to become bankrupt, is equally certain. If a horse can trot in 2.10 or better, it is reasonably certain that he will make his owner money, and it matters not how homely or unsound he may be; but if the horse has bad looks and unsoundness, and also lacks speed, he will be unprofitable on the track and cannot be sold at a profitable price on the market; while, if used in the stud, his undesirable qualities are perpetuated. On the other hand, if the horse has moderate speed, but is sound, handsome and stylish, with a shapely head and neck, a straight, strong back, straight croup, muscular quarters and stifles, well-set legs, possesses good all-round true action, and has abundant endurance, he is almost certainly a profitable investment. This is the kind of light horse the market wants and will pay for. If of the roadster type, he sells well as a driver; if more on the heavy-harness order, as a carriage horse.—[Live-stock World.]

Sadie Mac, 2.06½.

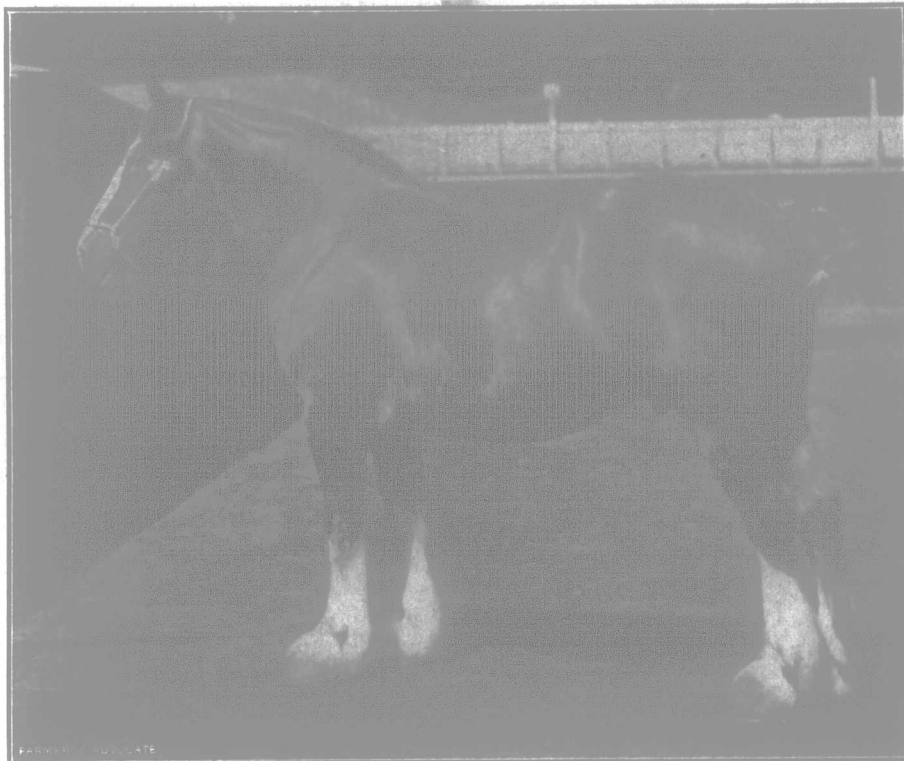
The performance at Detroit last week of the five-year-old mare, Sadie Mac, owned by Miss K. L. Wilks, of Crookston Stock Farm, Galt, Ont., and driven by Harry Stinson, in trotting in 2.06½ in a winning race, stamps this great daughter of Peter the Great (2.07½) as one of the greatest trotters in the history of the turf, and indicates that she may, in the near future, lower this splendid record. It is said that Mr. E. E. Smathers, of Cleveland, Ohio, who sold Sadie Mac last fall to Miss Wilks for \$15,000, is preparing to re-enter the racing game, and has, through his

trainer, Geo. Spear, offered \$30,000 for the mare, and that the offer was refused. Sadie Mac is one of the level-headed, non-fretting kind, and her stamina and good manners are in her favor and contribute to the probability of her making sensational marks. The dam of Sadie Mac is Panella, whose record is 2.13, a daughter of Arion 2.07½.

STOCK.

A Scotchman's Advice.

Mr. Sydney Fisher is a very sensible man. He appreciates better than some loud-mouthed advocates of over-sea stores among us the strength of the opposition to the amendment Act of 1896 in this country. But, while this is so, Mr. Fisher, in a recent letter, makes use of terms which ought never to have passed from a responsible Minister of the Crown in a British Colony. He does not like the idea of a Canadian statesman being embroiled in a political agitation at home. The remedy is obviously in his own hands; let him keep out of this business, and leave those responsible for the management of internal affairs in this country to do what they see to be best for the well-being of the country. Naturally, Mr. Fisher, as a Canadian politician, desires the removal of the embargo, and there is no harm in him saying so. But he goes out of his province, and meddles with what he knows not, when he says the existence of the embargo is unnecessary for the protection of the health of live stock here, and is proof of a lack of friendliness and consideration for Canada on the part of the people of this country. That is altogether denied, and no responsible Canadian statesman should make such remarks.—[The Scottish Farmer.]



King Harry.

Champion Clydesdale gelding, Highland Society's Show, Glasgow, 1905.

Argentina Leads in Exporting Dressed Beef.

It is a notable fact that the Argentine Republic has risen to the top place as a supplier of fresh beef to Great Britain. Since the establishment of the industry, or at least after the first few shipments by Argentina, which started the chilled-beef trade in the Friquique, a vessel specially fitted up for the purpose, the United States has been an easy first until last March, when the former country came to the front, sending us 214,891 cwt., against 194,356 cwt. received from the latter. The position thus reached has been maintained in each subsequent month; but it was not till June that the quantity of fresh beef was greatest from Argentina for the period of the year ended with any month. But now for the first half of the year we find that country credited with 1,183,375 cwt. of fresh beef, against 1,124,888 cwt. received from the United States. The latter country for many years had shipped to us more than half our foreign supply, and Argentina has sent nearly half in the last six months. The increase in the Argentine supply has been very rapid, from 481,753 cwt. in the first half of 1903, to 657,827 in that of 1904, and to the quantity named above in the last six months.—[Live-stock Journal.]

FARM.

The Silo.

Several reasons why it is advisable that every stock-raiser should have a silo are given by the Illinois Experiment Station in a bulletin which has been recently issued. These are as follows: (1) Because of their peculiar digestive apparatus all animals that chew the cud require juicy food, and during that portion of the year in which green pasture is not available silage has been found of great value. (2) The silo has been found economical because (a) it contains more dry matter per cubic foot than the hay mow; (b) in eating corn which has been put in the silo the cattle chew up the kernels with the roughage, while in eating the whole corn they fail to digest many of the kernels; (c) by silage there is no waste from weathering, both stalk and grain being in good condition. (3) Silage saves labor during a busy season, as it may be used to tide over the bad pasture time of summer, thus saving the work of cutting green feed and hauling it to the cows. (4) Corn produces a large amount of feed to the acre, and by using it for silage the cattle get it when it is at the right stage of maturity. Silage crops, on the other hand, must often be cut while immature, and so at a loss.

It must be remembered, however, that corn silage is not a complete and balanced ration in itself. Steers cannot be finished on it alone, neither can cows give their best yield of milk on it; hence it must always be fed with some dry roughage, of which a legume hay, such as alfalfa or clover, is the best. Cows giving not more than two gallons of milk a day may be economically fed thus, but if they give a larger yield grain should be added to the daily ration.

In Illinois, corn was found to be the best single crop for the silo, but a mixture of peas or beans grown with the corn and put into the silo along with it, was found to produce a much better fodder than when corn alone was used.

Harvesting.—To secure best results, corn should not be cut until the most of the kernels are glazed and hard, and the ripest corn should be cut first and put into the bottom of the silo. The best method is to cut the corn with a corn binder, which throws the corn into bundles and so renders it easier to handle. If enough horses are used on the binder to keep it moving at a good pace, the corn can usually be cut as fast as it can be put into the silo. The silage cutter should, preferably, be of large capacity, in order to save labor in feeding, and to do away with the necessity of cutting the bands

of the bundles. Besides, a small cutter, if used with a large engine, is likely to be dangerous, unless great care is exercised in managing the power. In elevating the cut feed to the silo, the chain elevator is still used, the single chain being the best; but a more satisfactory way is to use a blower.

Silo-filling.—If ensilage is to keep well it must settle evenly, hence the leaves and heavier parts of the corn should be kept thoroughly mixed. Great care should also be taken to tramp the silage very firmly next the walls of the silo, where it is likely to be less compact. Every time three or four inches are added this tramping and packing about the sides should be done. If the corn is so ripe that none having green leaves at the bottom of the stalk can be obtained to finish the last four or five feet at the top of the silo, the corn for this depth should be thoroughly sprinkled. If the corn is green, only enough water need be used to soak the upper six inches of silage. The silo may be covered by the same material with which it is filled, or by stalks from which the ears have been taken, or by running enough straw, chaff or weeds through the cutter to cover the silage from four to six inches deep. The top must be thoroughly soaked once, and the whole surface tramped every day for a week, and especially well about the sides, to exclude the air as much as possible. If water is not added to the top the heat dries out the