

head are kept. They are a big beast, with fine, level, well and evenly laid on flesh, and the cows carry a very big udder with their teats well placed. Now those teats are black, but the udder is white. The cattle have four black feet, black rings round the eyes, with long, dark lashes, black noses, and a black end to their tails. The bulls' horns are straight but the cows' horns are upturned, being white to grey but tipped at the end with black. Captain Mathias' father, who formed the herd at Letterston, and another at Lamphey Court in the same County, took the notion that he could strengthen his Park Cattle by crossing them with white calves that came from Welsh Black cattle, as white calves do sometimes come, a reversion to their ancient white forefathers. To-day young Mathias has a fine, robust herd of cattle, as pretty as a picture, and an adornment to the sylvan settings of Wild Wales.

Hereford cattle are very popular on the borderlands of Wales, but it is noticeable that there is a fine line of distinction drawn as to crossing. The Welsh Black breed does not lend itself much to crossing, which is just as well, perhaps.

ALBION.

The Yorkshire Breed of Hogs.

Of the various breeds of swine the Yorkshire is undoubtedly the most popular in Canada. It is a large-framed, prolific, comparatively easy feeding breed, and is rivaled only by the Tamworth as a producer of the desirable bacon side. It is one of the largest representatives of the porcine tribe and as a rule carries a smooth shoulder, medium width of back, long side, and large but trim ham; all of which are ideal for the production of the famous "Wiltshire side" for which there is a great demand on both sides of the Atlantic.

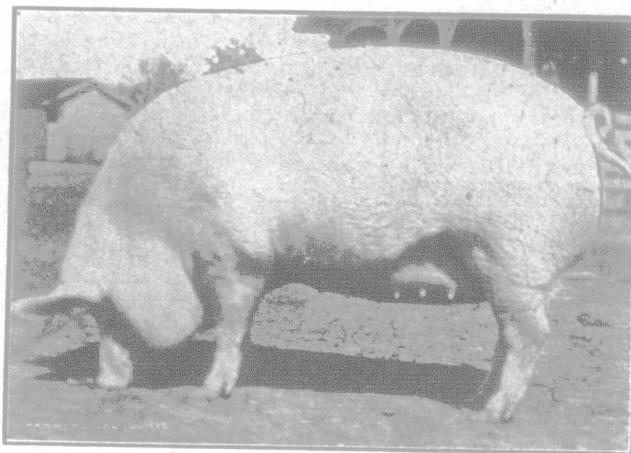
The Yorkshire was not always the trim, smooth, fine-quality animal that it is to-day. Its history dates back a century or more, and it is believed to be descended from a race of large, rough, coarse-boned, leggy animals. These pigs were common in Yorkshire County, in England, from which the breed evidently derived its name. Within the past century a great improvement has been worked on this large white breed of hogs. By crossing with pigs of finer bone and easy fattening propensities the size of the Yorkshire was somewhat reduced and quality added. The breed known as the White Leicester mated with the Yorkshire was the first step in improvement. The Small White breed of England is also believed to have been crossed with the Yorkshires, resulting in an improvement in quality and smoothness. By careful selection of breeding stock, Yorkshire breeders have established a type of hog that while large is a comparatively easy feeder and dresses out well. When around six months of age representatives of the breed will not show the same thickness of fat as some of the lard breeds, but then they should not be compared with the thick, fat breeds. Their forte is as a bacon producer, and the proportion of lean to fat in the carcass, together with the great length of side, make it particularly acceptable to the consumer. They furnish the quality of meat which is sought after in the most exclusive markets. Tests have shown that in economy of feeding it compares favorably with other breeds of swine.

The breed is widely distributed, being found in practically every stock-producing country. Yorkshires have gained a strong foothold in Canada, and occupy an important place in Denmark. In fact, in all bacon-producing countries the Yorkshire hog is firmly established. Mating a Yorkshire boar with a sow of the fat class produces progeny that grow rapidly and finish smoothly. The fixity of the breed character is shown by the white color invariably predominating. Yorkshire sows are noted for being prolific and good mothers. On pasture, or when pen fed on mixed grains, this breed gives good returns for feed consumed. While some individuals of the breed may be faulted for being somewhat leggy and narrow-chested, the breed as a whole has well-proportioned, smooth bodies with strong constitutions. As a result of one breeder having a somewhat different ideal from another, slightly different types of Yorkshires will be seen in the show-ring. However, size, smoothness and length are usually found

with this breed. Characteristics of the Yorkshire, as given in "Types and Breeds of Farm Animals," by Plumb, are as follows:

The head is medium long and should have but little upward curve. Some prefer a lengthy head, but modern ideas object to too much extension. A broad, strong underjaw is desired. The ears incline to be heavy and droop forward. They should be fine, of medium size, and be carried well upward and only slightly pointing forward. Loppy ears are objectionable. The body should have considerable length. The back is not broad like that of the Poland China, but should be of fair and uniform width with considerable depth, the sides being long and deep at the flanks, and full between shoulder and hip. The hams are not expected to be extremely fat and heavy, but should be of good size and thickness, with the thighs well carried down. Thin thighs and cow hocks are very common with this type of hog.

The color of the hair should always be white on every part of the body. Bluish or blackish spots occur occasionally on the skin under this white hair, and while objected to by fanciers, do not affect purity of breeding, neither do they disqualify registration. The skin should be pink and healthy.



A Typey Yorkshire Sow.

Yorkshires commonly attain the weight of two hundred pounds at six months of age. This is about the weight desired by butchers and packers. As with other breeds there are litters which require seven or eight months' feeding to bring them to the above weight. Mature breeding animals weigh upwards of six hundred pounds, while instances are on record of ten and even twelve hundred pounds being attained. At exhibitions where there are classes for bacon hogs, representatives of the Yorkshire breed capture their share of the prizes.

Marketing Finished Stock.

Selecting or rearing and then feeding and finishing a steer, pig, or lamb is one thing—marketing is another. Some who are expert at picking out a good doer and estimating its weight are not able to carry that animal along to an economical and profitable finish. Others have the knack of feeding and even a comparatively plain animal thrives under their care. The marketing of the stock is one end of the live-stock business which must be watched and studied closely in order that the best price be secured. The bulk of the finished stock is marketed through the local drovers, some of whom work on a commission, while others buy and sell to the highest bidder on the market. At one time practically all the drovers followed the latter plan; the cheaper they could buy, the greater margin they obtained. Buying by the dollar rather than by the pound was also a common practice. To-day, however, the bulk of the stock is purchased by the pound and the stockmen following the markets as published in the press are able to demand a just price and all that commission houses will pay. Competition between drovers sometimes assists in raising the price five or ten cents per cwt.

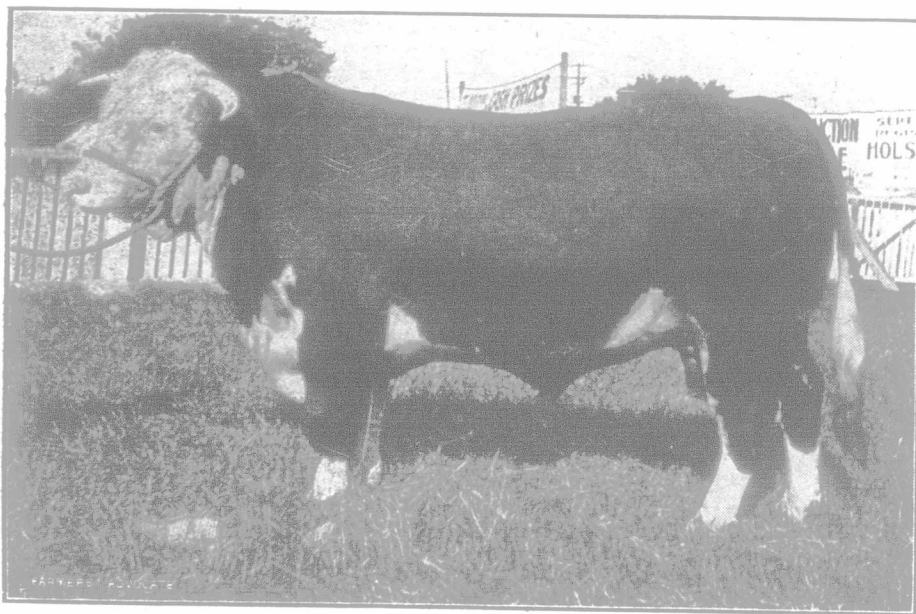
Some stockmen have found it to their advantage to ship their stock direct to a commission firm at Toronto, or other market centre. Sometimes they accompany the stock, but at other times they merely consign it. A number of farmers' clubs are making a practice of shipping live stock for their members. A club with a large membership is able to ship a carload or two of a stock every week, or at least every two weeks. This is a line of business which is returning the members considerably more for their stock than they could secure through the dealer. At Paisley, live stock is shipped co-operatively and the Manager, Wallace Megraw, writes as follows regarding the organization, the shipping and selling of the stock:

"Our live-stock shipping club is as yet in its infancy, although up to the present it has proven to be a very hearty infant and gives promise of developing into what we trust will be a distinct boon to the raisers of live stock. The club is composed of the members of different farmers' clubs, having Paisley for their market centre. The president of each of three clubs is a member of the Board of Management. Our club joins with a like organization at Port Elgin, of which Duncan McKenzie is manager, in the making up of car lots for shipment. We started shipping hogs direct to the packer on an f. o. b. basis. This method has proven so satisfactory that we have continued and send forward shipments on the same day each week. In July when the supply of hogs was not quite sufficient to fill a car, we finished a load with fat sheep, selling them over long-distance telephone for a price equal to that on the open market. In August we shipped two loads of lambs in a like manner, netting the farmer 18½ to 20½ cents per pound, respectively. The price of the hogs and fat sheep gave a net price to the farmer in excess of anything offered by the local dealers. On August 30 we commenced shipping cattle to the Union Stock Yards, Toronto.

"Through our local paper the farmers in the community are made aware of when certain classes of stock are to be shipped; then we use the telephone a good deal. When the farmer brings in his stock we give him what is virtually an order on the bank, which gives the seller's name, the kind of stock, and the price per cwt., signed by the Manager, in exchange for the weigh ticket. These weigh tickets are then turned over to the bank, and they in turn issue a draft on the firm buying the stock. Besides selling stock, feed is purchased for the members at a considerable saving to them."

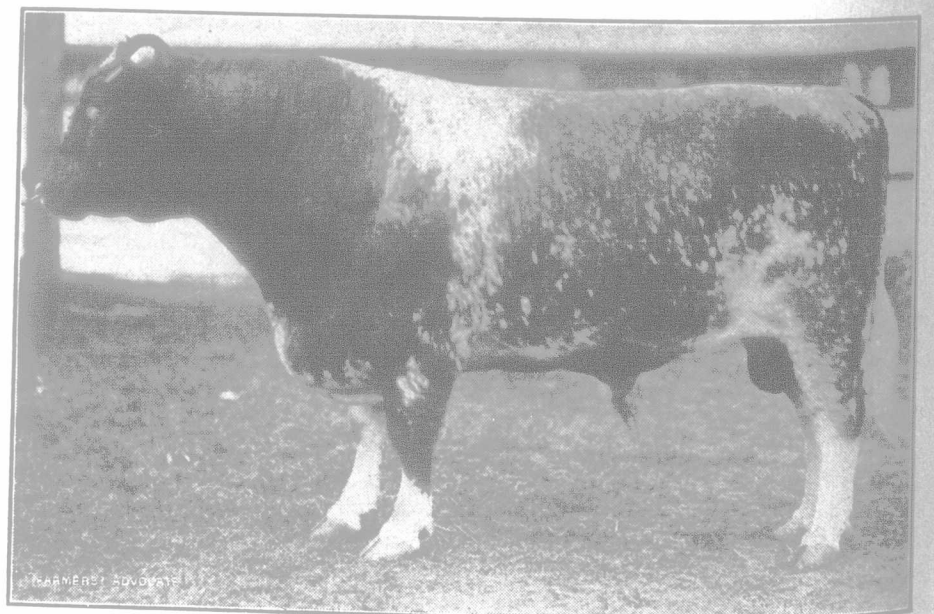
In more than one locality co-operative shipping is being carried on successfully. Packing houses and commission firms are, we understand, making a bid for this business, which facilitates the business of shipping. It is not necessary that the sales manager journey to the market with the stock, although it is advisable to do so occasionally in order that he get acquainted with the men he is dealing with. The arranging for the payment on day of shipment has been an obstacle with many shipping clubs. Stockmen prefer to have the cash on delivery of their goods, and many are willing to take slightly less for their stock in preference to waiting a week or more for returns. Drovers, buying on their own initiative or for a packing firm, have a line of credit and pay cash. If a co-operative selling club has credit it also can pay cash. The system followed by the Paisley club is simple and has proven highly satisfactory to the members.

Some hogs are worth considerable more than others, but yet the custom is for the drover to pay approximately the same price for all. The car lots are usually graded at the market and the price set accordingly, which may balance with what was paid at point of shipment, but if the majority of the shipment were choice the purchaser would stand to gain to that extent. The co-operative selling club could institute a system of grading at shipping point and pay according to quality. This, of course, would not please stockmen with inferior stuff and they might leave the club, but grading will tend towards improvement of quality. If the long, deep-bodied, trim bacon hog is worth more at the packing house than the thick, fat kind the producer who raises them should receive the extra price and vice versa. When produce is purchased on quality basis it will not take long for the majority of feeders to



Bonnie Ingleside 7th.

Champion Hereford bull at Ottawa for W. Readhead, Milton, Ont.



Belmont Beau.

Senior champion Shorthorn bull at London for T. E. and H. C. Robson, Ilderton, Ont.