

stock foods sold and made in Canada. These foods will be tested to hogs only and the results noted. Tests will also be made with tankage, blood meal and various green feeds. The cattle feeding experiments begun three years ago, will be continued. Last year's work, as stated in the annual report, does not show much profit for the feeder. In fact, a loss is reported for nearly every experiment. This is largely accounted for by the fact that stockers and feeders were high in price and the price had dropped materially when the market animals were ready for market.

A most interesting feature of the experimental plots is the growth of clover. A plot of Sanfon shows most marvelous growth. Mr. John Fixter, Farm foreman, and who also has charge of the Experimental Farm apiary, thinks this plant will revolutionize the bee-keeping industry. This year the plants began to bloom on May 28th, and the blossoms were most vigorous looking on June 15th. It blooms much earlier in the season than the ordinary clover, and is thus of value for honey purposes between tree blossoming time and the period when the common varieties of clover come into bloom. In addition to this quality, Sanfon is of great value as a fodder crop, being very much similar to alfalfa in this respect.

The poultry department is progressing under Mr. Gilbert's direction. The incubator hatch this season has been exceptionally good. This delicate piece of mechanism, as operated at the Farm, has discounted the hen in the percentage of eggs hatched.

Dr. Fletcher and Mr. F. T. Shutt were absent, the former in the Maritime Provinces and the latter in British Columbia, and in special work connected with their respective departments of entomology and chemistry. J. W. W.

Before the Railway Commission

The newly appointed Railway Commission met in Toronto last week and heard representations from a variety of sources, touching mostly on freight rates and railway equipment. The railways were largely represented by prominent members of their staff and by council. The grievances as set forth by those representing the agricultural interests, chiefly the fruit trade, have been frequently referred to in these columns. In opening the case of the fruit growers, Mr. W. H. Bunting, President of the Ontario Fruit Grower's Association, made a most admirable appeal. He did not ask for too much, but stated in a plain and concise manner, the difficulties under which the fruit trade is laboring and which, from the impression made upon the members of the Commission, seem in a fair way to being rectified. In fact, the case was well and strongly put by all the fruit growers' representatives. Mr. Bunting asked for redress, as follows:

(1) A reduction of the classification of fresh fruit in less than car lots, from first to third class, and of car lots from third to fifth class; (2) that apples and pears, boxes and barrels should be in the same classification; (3) that car lots of fruit should not contain more than 20,000 lbs.; (4) that the cost of icing of cars en route be changed from a flat rate to one covering the actual cost to the railways for this service.

Mr. E. D. Smith, M.P., Winona, Ont., followed, and he emphasized two special needs, which the fruit growers, or better, shippers, required to be supplied by the railways: (1) quicker transportation; (2) and cars when wanted. Severe losses resulted

from the shipper not being able to get cars when wanted. In regard to the movement of freight, they had not much to complain of so far as car lots were concerned. The greatest grievance in this respect was with less than car lots. There appeared to be no system about the moving of this kind of freight. He estimated that fully 25 per cent. of the fruit going in less than car lots is delayed en route. Better accommodations at railway stations for storing fruit should be provided.

Mr. R. J. Graham, Belleville, specially representing the apple shippers, emphasized the need of better equipment of cars for fruit, and especially for apples. He made a strong point by stating that he was not so much concerned about freight rates as the producer had to pay that. It was equipment and quick transportation that concerned the shipper most. A great deal of fruit was seriously damaged because of lack of equipment, and Canadian railways are very much behind in this respect. He considered one week was a sufficient time to order cars ahead. Both ventilated and frost proof cars were wanted. Another serious grievance was the trouble in getting a clean receipt for goods shipped, especially at the smaller stations. The usual custom was to give one with shippers' load and count by which the railways could not be held responsible for the exact amount of the goods shipped. It was also hard to get tracing of cars when one had gone astray.

Mr. Dawson, Toronto, took up the question of unpaid claims. This was a serious grievance. Very often the shipper had to wait a year or longer before a just claim for damage to goods or a rebate was made.

The railways replied to these demands, admitting some of the grievances set forth and denying others. They stated that some of the remedies asked were unfair, especially was this true in regard to the demands respecting classification of freight.

Mr. J. Lockie Wilson, Alexandria, took up the question of rates on behalf of the farmers generally. The tariff of rates should be published. He also asked that all special rates and rebates be published. In the case of cats, the grower was discriminated against in favor of the miller. The Canadian farmer was also discriminated against in regard to cattle. The Canadian farmer should be placed on the same plane in regard to railway rates as the American farmer.

On the whole, a strong case was presented, which should make an impression upon the Commission, whose decision will not be rendered on most of the counts for some time at least.

Are Young Stallions Overworked?

Many farmers complain of the difficulty of getting their working mares in foal. If properly managed, a mare ought to do her share of the work and raise a colt every year. Dealing with this difficulty, "Wallace's Farmer," in a recent issue, says:

"The owner of the mare is no doubt partly to blame. Farm work is usually pressing during the breeding season and the time required to take the mare to the stallion is grudgingly given. She is driven to the horse as quickly as possible, bred, trotted home, and worked the remainder of the day in the field. If she settles to the service after this sort of treatment it is the exception rather than the rule. If it is worth while taking the time necessary to breed the mare in the first place, it is worth while to take a little more time and endeavor to settle her at the first service and

not be compelled to return her two or three times. After the service she should be put in a stall away from other horses and allowed to remain there quietly for an hour or two, or longer, if possible, and then driven home slowly and kept quiet the remainder of the day. If it is the intention to get a colt if possible nothing should be allowed to prevent returning the mare for trial not only at the end of the first period but the second as well.

"To the pernicious practice of overworking the stallion, however, is due, more than to any other one thing, the small percentage of colts. One of our readers who was in the office last week spoke incidentally of having taken a mare off to the stallion at 4 o'clock the morning before, and on being asked why, said that the horse was being permitted to serve two to five mares per day. How can a horse that is abused in this manner be expected to get a reasonable percentage of strong colts? This reprehensible practice is more common with company horses than those owned by individuals. There is some regard for their horses and as a rule refuse to allow them to be seriously over-worked and debilitated. The members of some companies, however, seem to think that having invested two or three thousand dollars in a horse they must make him earn it the first year, and as a result they prematurely injure the horse in many cases, and get considerably fewer colts than they would under a less greedy policy."

Sore Necks and Shoulders

Writing on the above subject, Dr. A. S. Alexander says:

When shoulders tend to become sore see that colts fit well, is kept clean, always dried at noon and never allowed to remain on horse during meal times. Sponge shoulders with solution of half an ounce of tannic acid in half gallon of water three times daily to toughen shoulder skin. Saturated solution of alum, strong salt water, are also useful in same way. If shoulders swell and have sore spots from collar, paint enlargement twice daily with solution of one part tincture of iodine and three parts extract of witch hazel. Should large sore, or sore tardy to heal, form on shoulder, back or back of neck, keep it clean, and three times daily apply the following ointment: Iodoforn, one dram; tannic acid, two drams; lanolin or lard, one ounce; mix. When top of neck under collar becomes sore, never clip off the hair. That only leaves a lot of stout bristles, which the collar forms into the sore, making it worse. Keep part clean, cut out dead skin, then apply above ointment. Zinc pad under collar sometimes helps in the condition. When hard tumors form in shoulder, or at treatment is to dissect them out and afterwards treat the place as a common wound. This also applies to boggy tumors and large, flat, fungus sores on shoulders. In clipping horses never remove hair from parts on which harness rests, as under saddle and under collar in heavy horses. Best have harness fit well at first than have sores to heal afterwards.

Canada's Trade with Australia

In 1903 Canada exported to Australia, goods to the value of \$2,000,000 and imported from that country goods to the value of \$12,000,000. A large share of the exports were made up of agricultural machinery, timber, and manufactured goods.