

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE
DOMINION.

PUBLISHED WEEKLY BY
THE WILLIAM WELD COMPANY (LIMITED).

TWO DISTINCT PUBLICATIONS—EASTERN AND WESTERN.

EASTERN OFFICE:
CARLING STREET, LONDON, ONT.
WESTERN OFFICE:
IMPERIAL BANK BLOCK, CORNER BANNATYNE AVE. AND MAIN ST.
WINNIPEG, MANITOBA.

BRANCH OFFICE: CALGARY, ALBERTA, N.-W. T.
LONDON (ENGLAND) OFFICE:
W. W. CHAPMAN, Agent, Mowbray House, Norfolk Street,
London, W. C., England.

JOHN WELD, MANAGER.

5. THE FARMER'S ADVOCATE is published every Thursday (52 issues per year).
- It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most profitable, practical, reliable information for farmers, dairymen, gardeners, and stockmen, of any publication in Canada.
6. TERMS OF SUBSCRIPTION.—In Canada, United States, England, Ireland and Scotland, \$1.50 per year, in advance; \$2.00 when not paid in advance. All other countries, 12s.
7. ADVERTISING RATES.—Single insertion, 20 cents per line, agate. Contract rates furnished on application.
8. THE ADVOCATE is sent to subscribers until an explicit order is received for its discontinuance. All payments of arrears must be made as required by law.
9. THE LAW IS, that all subscribers to newspapers are held responsible until all arrears are paid and their paper ordered to be discontinued.
10. REMITTANCES should be made direct to this office, either by Money Order or Registered Letter, which will be at our risk. When made otherwise we will not be responsible.
11. THE DATE ON YOUR LABEL shows to what time your subscription is paid.
12. ANONYMOUS communications will receive no attention.
13. LETTERS intended for publication should be written on one side of the paper only.
14. CHANGE OF ADDRESS.—Subscribers when ordering a change of address should give the old as well as the new P. O. address.
15. WE INVITE FARMERS to write us on any agricultural topic. We are always pleased to receive practical articles. For such as we consider valuable we will pay ten cents per inch printed matter. Criticisms of Articles, Suggestions How to Improve the ADVOCATE, Descriptions of New Grains, Roots or Vegetables not generally known, Particulars of Experiments Tried, or Improved Methods of Cultivation, are each and all welcome. Contributions sent us must not be furnished other papers until after they have appeared in our columns. Rejected matter will be returned on receipt of postage.
16. ALL COMMUNICATIONS in reference to any matter connected with this paper should be addressed as below, and not to any individual connected with the paper.

Address—THE FARMER'S ADVOCATE, or
THE WILLIAM WELD COMPANY (LIMITED),
LONDON, CANADA.

amount to stamp out that disease that hog cholera has called for (two years ago, about \$40,000 was expended for hogs slaughtered on account of cholera in Western Ontario). We have, however, sufficient confidence in the administrative ability and integrity of the head of the Health of Animals Branch to leave the matter of compensation in his hands, provided he is not hampered by political influences, which, unfortunately for all sections of the Dominion, are too rampant.

Manitoba's Fruit Supply.

The recent experiment of the Ontario Department of Agriculture in shipping fruit to Winnipeg under the supervision of Prof. J. B. Reynolds (Professor of Physics and Literature, O. A. C., Guelph) was signally successful. The fruit arrived in good condition, although brought by freight in two refrigerator cars—one the C. P. R. (Bohn system); the other, the Hanrahan refrigerator car. The significance of the arrival of this fruit in good condition is seen when it is remembered that whereas the express rate is \$2.10 per cwt. on fruit from the St. Catharines and Grimsby districts, by freight the rate is 66c. The California package was used, but the packing leaves much to be desired, according to appearance and the testimony of Prof. Reynolds. Some of the packages were not filled full—a loose package increases the risk of damage to fruit—others were packed with too thick paper, and others with excelsior. The growers seem to be afraid to spend a little money, especially for a decent-sized stencil or stamp of their name and address. Grapes were shipped in the box, holding thirty pounds net, which sold at auction (wholesale) at prices ranging from \$1.10 to \$1.75. The peaches shipped were Albertas and Crawfords, and although the latter is a soft variety, both arrived in good condition, and brought from 95c. to \$1.20, the package being approximately 18½ x 11 x 5 inches. Tomatoes, in similar packages, brought 65c. to 85c., and were in good marketable

condition. Pears also, although graded as over-mature when packed, arrived O. K., Bartletts bringing 90c. to 95c. The opinion was advanced by a prominent man, under whose supervision lots of the fruit consumed in Winnipeg comes, that the Californians packed their fruit the best, the B. C. people being second, the Ontario men third. In Manitoba and the Territories is a market well worth striving for, and one from which we hope to see the F. C. and the Ontario growers dispossess the Californian, but, in order to do so, the fruit must be tiptop, of even quality, straight goods, and well packed. Ontario can put in a better-flavored fruit than can California, and B. C. can do the same, and it's up to our Canadian growers to oust the American from the home market, which should be theirs, not only because it is a Canadian market, but because they can supply what that market calls for. No good Canadian should want his brother to consume Canadian goods merely because such are Canadian, the right stuff always gets the market.

The Deadly Railway Crossing.

Nearly every day, intelligence reaches the "Farmer's Advocate," through the medium of the newspapers, and otherwise, of persons being maimed or killed by trains at railway crossings, to say nothing of the valuable horses and vehicles destroyed. It does appear that the number of these terrible occurrences is increasing, and since a large proportion of the fatalities are among the families of farmers, the subject is deserving of special attention in these columns. In this connection, also, a reader asks us, "What are the legal obligations of railway companies in safeguarding the public (walking or driving) at railway crossings?" In brief, the answer to that is simply this: They must erect and maintain "Railway Crossing" signboards at level crossings, and they are also required to have the locomotive bell, or whistle, rung, or sounded, at the distance of eighty rods from every crossing, and kept ringing, or sounded, at short intervals, until the engine has crossed the highway. Such are, generally speaking, the regulations required to be observed by the railway companies.

It is a matter of common observation that the approaches to many railway crossings, both in country and town, are dangerous, through the presence of banks, bush, high, close fences or buildings, which obstruct the view of persons approaching the tracks, and if trainmen neglect to observe the precautions required above, and where no watchmen are provided, accidents are certain to be of frequent occurrence. The Canadian Railway Commission is performing efficient service in looking after the material interests of the people by regulating freight rates, but it does appear to us that more adequate provision should be made for the protection of the lives and bodies of our people. By the improvement of view at the approaches, the more generous employment of efficient watchmen, and the use of electric crossing bells, which are made to ring automatically by the approaching train, we believe the chances of accidents could be very materially reduced. In the meantime, a word of caution to the public is necessary. Greater vigilance should be exercised, both by daylight and dark, on approaching the crossings. Drivers should be sober, and should assure themselves that no train is approaching, not taking it for granted that the engine whistle or bell will sound, because trainmen are sometimes negligent in the use of steam and bell-rope. Persons whose hearing or sight is defective should be doubly cautious; in fact, should always be accompanied by someone whose senses are acute. Again, no chances should be taken. Cases have come under our attention, where, to save a few moments' time, by getting ahead of an engine or train, persons have risked and lost their lives, and property at the same time, by such contributory negligence, releasing the railway company from its obligations in the way of damages, which would be most helpful to a possibly dependent family bereft at one fell blow of a relative and supporter.

Enjoys the Weekly.

I enjoy the weekly issue of the "Farmer's Advocate" very much. CHAS. STAFFORD
Grey Co., Ont.

HORSES.

Mr. Beith on the Horse Industry.

On the occasion of Mr. Robert Beith's triumphant return from St. Louis, where he was so successful with his Hackneys in the World's Fair show-ring, the people of his native town, Bowmanville, Ont., gave him a reception, at which the honored guest made the following remarks anent the horse-breeding industry, as reported in the Canadian Statesman:

"I have said that the day of the horse is not over. Radial railways will soon run along our main roads, joining village to town, and farm to village; electricity will multiply our home comforts and our farm conveniences, yet the horse will live and flourish through it all as a necessary beast of burden, and as a luxury to the rich. It will be good business to cultivate the best and highest breeds. The farmer will find the good horse a safe and sure source of revenue, and young farmers in Ontario should make a specialty of horse breeding. I do not, by any means, place the horse in rivalry with other farm interests. The farmer needs every avenue open to him for producing revenue, and no good line should be neglected. I am a firm believer in the dairy, the orchard, in developing the trade in cattle, sheep, etc. But this is an age of specialization, and I wish to impress on the young farmers of this country that profitable careers are awaiting them in horse breeding if they determine to work on right lines. In developing the horse-breeding business, the same consideration must be taken into account by the farmer as a merchant would take into account in purchasing his goods. The merchant studies the requirements and the tastes of his fellow men; in other words, he studies his market, and he buys so as to sell to advantage. So with the farmer. He should be a close observer of affairs, should study conditions at home and abroad. The barometer of trade should be as familiar to him as to the merchant or man of commerce. It will never do for him to be circumscribed by the limits of his 100-acre or 1,000-acre farm; his outlook must be wider, so that he may be able from the facts of his knowledge to forecast the market, and to prepare for it accordingly. It may be difficult, I admit, but by no means impossible, for the farmer to gather current facts of business.

The British market will always afford a good market for suitable horses—a good Hackney cross, for instance. Canada could raise thousands of horses for cavalry purposes, which would yield good profit, and furnish a source of supply on which the Imperial Government could rely. Attention has not been sufficiently drawn to this market, nor has anything like organization been instituted among our farmers with the view of breeding suitable cavalry mounts. It is worth while getting into line and making an effort to secure this trade.

Two classes of horses will always prove marketable. The heavy draught horse is coming to the front in the expanding farm lands of the West. The construction of railways is going on rapidly, lessening the distance from farms to the railway depots, and as one result making it better business to haul few heavy loads, with heavy horses, than many light loads with light horses. The strong, well-bred, heavy horse, as the farm is improved, and stabling and feeding improved with it, gives the best service, and naturally supersedes the light draft, ill-bred horse, and the extent of the Western market cannot now be even estimated. This line, you may depend upon, will, in our generation at the very least, not diminish in demand in the home market, and capital invested that way will have every chance of producing safe profits. Not less certain seems to be the outlook for the beautiful Hackney horse. Throughout the length and breadth of the land there are signs of a great industrial awakening. Our factories are busy; our mines are yielding their wealth; our fisheries are flourishing, and an urban population is being formed, which, as in older and richer countries, will demand the luxuries of horseflesh, beautiful to the eye, smart and graceful, for road and ring, and which our Hackneys can well supply. For these and other breeds the Ontario farm ought to prove a fruitful nursery.

The field, not the stable, is the place on which to develop the good points of a horse, and on the farmer's love for the animal and his knowledge of the art of rearing him, much of our success as a horse-breeding country will depend. There is room for us all at the top of the ladder; very little room, indeed, for any at the bottom. My remarks are thus directed in a desire that the farmers of this Province shall strive to reach the top, shall be inspired by a laudable ambition to excel, and be stimulated by the example of those who have succeeded, not beyond their hopes, but sometimes beyond their own expectations."