Second Section

The West.

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THE COLOR OF HORSES

A Study of the Color of Horses — Why Horses Are a Certain Color — Various Theories and Opinions.

If you should chance to ask a friend if he ever saw a white horse he would surely reply that he had, and the chances are that he would be wrong—quite wrong. Why? Because a white horse is a white horse and most horses which people think are white are not white at all. They are merely grey horses, which with advancing age, have grown lighter and lighter in color until they seem to be white. Nevertheless they were not born white, never were white and never will be white. I have known red roan horses turn whiter—if the term is admissable—than any grey one I have ever seen, but, even they were not white, though the reason why they should be more nearly white than *those* originally grey is not hard to give.

Now, did you ever see a horse that was born white? In an experience which covers the best part of four decades I have had personal knowledge of two in widely separated portions of North America. Five others I have seen which I know must have been born white. Horses that are really white are Albinos and come into this vale of tears as pure sports of nature or as the immediate descendants of such freaks.

The Pre-historic Horse

Perhaps to the horseman, the subject of equine coloration may not be of much practical interest in dollars and cents, but as a field for academic speculation and research it is fertile in the extreme. In the rockies we can trace the evolution of the horse from his original ancestor (Phenacodus primaevus, ancestor of all ungulate animals) to the Pliocene form in which he had assumed a horse-like appearance, if not size. His earliest history is as plain as if written, up to that time, but of course his color must remain a mystery. Fossils tell nothing about the liveries worn by animals of an age prior to the advent of man on this round earth.

For many years a great gulf remained fixed between the pre-historic and historic horse, but the Russian explorer, Prjevalski, solved the mystery. In the Altai Mountains in Mongolia, he discerned what is considered to be the original type of horse—a mere pony in size but a true horse in specific characteristics. Prjevalski's horse has been captured, reared in captivity and thoroughly studied. He breeds true to color, and that color is a light dun or clay bank. Therefore it is accepted as true that dun—a yellowish sort of color—was the hue of the original equine coat, and it is a very persistent color to this day, so much so that in range bands "yallers" are very unwelcome indeed. A "yaller" sire will make a "yaller band in a comparatively short time, and "yaller" is not a popular color now-a-days.

Starting with this yellowish or dun color as the foundation, we are confronted with the curious fact that the Tarpans, which before Prjevalski's discovery were believed to be the earliest equine type available, were mouse-colored. This race is now probably extinct—Western Asia was its habitat—but a very curious fact is that the only specimen of the Tarpan ever captured, so far as I can find out was mouse-colored with one bay foreleg: This may or may not throw light on the following contentions, but there is surely some unknowable connection between the dun and the mose color.

The Bay Horse

Bay is the general name bestowed on the equine color in which the foxy red predominates. No good reason has ever been advanced why this color should have been called bay. When you come to think of it, the term has no real derivative significance, save by common consent. Lexicographers of undying fame in every clime and nation give but halting definitions and derivations of the word. However, we all know what a bay horse is, but why a horse is bay we take on trust. Once upon a time a man undertook to prove that the word bay referred originally to the location of the region in which the color was evolved—somewhere around a bay—but the gentleman was unknowing of the antiquity of the historic horse and its original mountain habitat.

Be the derivation of the term bay whatever it may, delvers in the dusty lore of the past are agreed that toward that hue—the foxy red—was the first variation in equine coloration. A red horse is more attractive to the eye than a dun one. Reading your Darwin you learn how variations in color are perpetuated—they attract the female and so survive. Foxey red (bay) then, was the first improvement on the dun, later the golden chestnut, or golden sorrel as it is commonly but erroneously termed. But still we have no greys and no blacks. These came as sports—accidental exponents of Albinism and Melanism. Whether the dark chestnuts and browns came as the result of the coupling of the black with other colors, or the black came as a sport from these darker hues, need not bother us. After the white and the black came on the earth, whether after the domination of the horse by man or before it, the equine race could run the full gamut of color-tones. As bearing somewhat on this situation the fact remains to this day that white and black horses are the hardest to breed true to color.

The White Horse

So now we return to our white horse. Really white horses— Albinos —are foaled white, with pink pigmentless skins. Grey horses are foaled black. Black horses are foaled a rusty brown. Dun horses are foaled dun. Red roans, bays, browns and chestnuts are foaled much the same color—more or less of a rusty red. A foal will begin to shed around the eyes the coat that was born on him. There you can first discover his true color. The domesticated horse is such a composite that exceptions to all rules are frequent, but the facts as detailed hold good in the main. All of which gives us quite a clear insight into the evolution of color in the equine subject. The grey was a later color than the black, the black later than the red, the white a freak, the dun original, the other common colors nearly contemporaneous with each other.

If a grey horse is foaled black and later turns what is called white, it is perfectly plain that he is not a white horse, because if he is foaled black he has a black skin, and black his skin remains to his dying day. On the contrary, if he is foaled white he has a skin which is devoid of pigment and the hair must be white. Then we have a really white or Albino horse. Parallels drawn in any sort of a dissertation anent the horse are usually easily shattered, but this one is ventured. Incidentally, the horse is the meanest thing on earth in this regard, as he is the noblest, if the least intelligent, in many others. Paying particular attention to this matter of coloration I have noted men with hair on their heads "as white as the driven snow," yet with a hirsute adornment of the hands as black as the ace of spades. Which proves that the whiteness of the poll is an accident, a result, an effect of post-natal environment. So with the everyday white horse of the streets.

So far I have taken no account of piebalds and skewbalds, or of the white markings common to most horses, more especially to the Clydesdale, Shire, Hackney, Thoroughbred and other well-known breeds, nor do I propose to here. I invite no controversy, but if we take Captain Hayes' word for it we can account for the parti-colors easily enough. He says that the Batak ponies in Sumarta were originally a mouse-colored breed. An Albino stallion, however, was foaled within the domain of a certain native potentate, which was commandered as a sort of royal prerogative, as it were. This white pony was used in the "royal" stud, with the result, the fashion being set, that the Batak ponies are now a piebald race. Piebald means black and white; skewbald some other color, such as bay or chestnut, and white. If, as Dr. Andrew Wilson was wont to drill into us at the Edinburg university in the days of long ago, "the present is the key to the past," we know how the parti-colors originated. And yet there are other theories and opinions. Perhaps the true gospel of the evolution of the coloration of the horse has not yet been preached. As I began with a question let me finish with another—just to keep interested people interested:

Did anyone ever see a grey horse which had not, at the least, either a sire or a dam of that color?

Will Abolish War

London, May 2—T. R. Phillips, a Liverpool engineer, says he has invented means of controlling and directing aerostats by electricity controlled etherically. He gave a demonstration at the London hippodrome yesterday afternoon with a twenty foot Zeppelin air ship and showed his ability to raise, lower, drive, stop and turn it at will by manipulation of the kep board of a transmitter.

Mr. Phillips says the principle is applicable to man carrying airships and aeroplanes, but is primarily intended for aerial torpedoes.

"I can sit in an arm chair in London," he says, "and make an airship drop a bunch of flowers in a friend's garden in Manchester, Paris or Berlin, and with equal ease I can make it drop explosives wherever I like.

"I believe it will abolish the existing methods of warfare. I have offered the invention to the British government who will inspect it shortly."

A Bad Practice.—The little colt shouldn't be allowed to tag along in the field. He becomes a nuisance, gets too much exercise and chafes worse when he must be kept in.

THE SASKATCHEWAN FARM RECORD AND REVIEW

WHY OATS ARE CHEAP

Saskatchewan Man Deals With This Question — Market Not Manipulated — Demand Very Light.

In a letter to the Free Press, a Saskatchewan farmer deals with the question of the price of oats in the following manner. The cause of the low price of oats is explained.

"There is an opinion amongst farmers here that the oat market is being manipulated in some way which causes the very low price at present; in fact it does not pay to grow this grain at present prices, and a number are thinking of taking their teams off the land which would naturally be sown in this grain and putting them to work at railroading, for which there is a good demand.

"There is nothing to indicate any attempt at manipulation of the oat market. Receipts are liberal and demand light.

"There are several causes for the low prices. 1st—The west raised about 160,000,000 bushels of oats last year, which means that there was at least 100,000,000 bushels for export out of the country. 2nd—In the early fall it was expected that there would be a very heavy demand from Ontario for oats. This Ontario demand has not materialized to any great extent. There has been a steady but limited movement of oats to Ontario all winter and spring, but not sufficient to make much of a hole in the exportable surplus of the west. 3rd—There has been a light but fairly steady demand for export to Britain since the price dropped, but the bids show clearly that this trade would cease at once if the price advanced, in fact exporters find that even at present prices it is not possible to work over a certain number of loads weekly. The present trade does exceed 60,000 or 75,000 bushels a week. The market resolves itself into the ancient one of supply and demand, and the present outlook it not encouraging for higher prices.

As to oats not paying at present prices, which at the point from which the letter comes would be about 23c allowing for freight and handling charges, that would depend entirely on the number of bushels per acre. This particular district was rated last year as having as average of from 60 to 65 bushels to the acre and at that yield the gross return would be $14.95 per acre, allowing $6.50 per acre for cost of production, which would include working of land, wages, seed, cost of reaping, etc., there would be $8.45 per acre of profit, out of which would have to be allowed wear and tear on machinery, depreciation of horses, etc. This would hardly amount to more than $1.45 an acre leaving a clear profit of $700 for 100 acres (few men have less than 100 acres of oats. This, while not a gorgeous sum, would certainly pay a modest profit.

The difficulty probably lies in producing less than 65 bushels per acre, whereas the average should be 85 bushels per acre. In the Yorkton district, where they give oats precisely the same cultivation as they do wheat, many of the yields went over 100 bushels to the acre, while 85 was the average of the district. With an average of 85 bushels to the acre 23 cents per bushel would pay and pay well. There is a way, however, that oats can be made to yield 25 per bushel in any year, and that is by feeding them to stock and selling the stock. One of the most experienced feeders at the Regina convention of agricultural societies last January where there were over 200 delegates, declared that he could always make oats pay him 25 cents per bushel, by feeding them chopped.

It may be, taking everything into consideration, that it will pay the men in this particular district better to use their teams for railway work rather than for planting oats. That is, of course, a question they must decide for themselves, but the above facts they might find it profitable to look into.

Intense Farming.—Japan feeds 52,000,000 people from a cultivated area of 26,000 square miles. On that basis the United States could support, without increasing its tilled lands, a half billon souls.

An Important Fact.—The cow stall should be kept clean all of thetime. There is no place about the barn that needs more attention.

THE WHEAT ACREAGE.

An Estimate of Acreage of This Year's Wheat Crop.

The new and the old are beginning to blend in the gossip of the grain exchange these days. Some are still figuring on the crop of the season that is past. Others are calculating on the crop of the season that is to come.

According to the estimate of W. H. McWilliams of the Canadian Elevator Co., and others, about eight and a quarter million acres in the three provinces will be sown with wheat this year, which if productiveness is at all on a parity with ordinary seasons, should bring forth a crop considerably greater than any yet harvested in the history of the country. All such calculations, particularly at this stage, are, of course, guess work only.

Of last year's crop, in the official estimate of Chas. C. Castle, Dominion grain commissioner, the amount of wheat still to be marketed, aggregates about 9,966,715 bushels; 77,733,285 bushels have already passed inspection for export, 1,000,000 bushels are in transit west of Winnipeg, 300,000 bushels have been sold to mills in Winnipeg, 5,000,000 bushels to country mills, 17,000,000 bushels are being held for seed, and 9,000,000 bushels are in store in country elevators.

Mr. Castle speaking of the returns last week stated that 92 per cent. of the wheat inspected had graded No. 3 Northern and better. Only a very small proportion of it was rejected for wild oats and smut. As regards quantity, quality and price it was the best crop ever marketed in the Northwest. Out of nearly 25,000,000 bushels of oats inspected to date, said Mr. Castle, upwards of 20,000,000 bushels have graded No. 2 Canadian Western o better. Considerably over 30 per cent. graded No. 3 C. W. or better, and possessed milling value.

The quality and quantity of the oat yield, said to be the best ever produced in the country, are in large measure explainable by the importation of seed oats, made under Mr. Castle's supervision from the old country.

The grain of last year's crop inspected to date is tabled as follows:

	Cars.	Bus.	Total Bus.
Wheat	72,989	1,055	77,733,285
Oats	12,839	1,900	24,394,100
Barley	3,273	1,200	3,927,600
Flax	3,255	1,000	3,255,000
Rye	18	1,000	18,000

ONTARIO FARMS

The Change That is Taking Place in Proprietors

The Galt Reporter says that in one corner of the township of North Dumfries eleven farms have changed hands within the past twelve months, the former proprietors having succumbed to the lure of the West. Their places have mainly been taken by young men from other parts of Canada. In another case a young Englishman from South Africa was the purchaser. This last purchase, says The Reporter, gives us a hint of what is coming. The North Dumfries farmer who buys a piece of land in Western Canada will likely in the near future sell his Ontario holding to either an English or Scotch farmer. This locality, so much like rural England in its topography, and so well served with railways, steam and electric, is one to attract the Britisher, and if its advantages are laid before the British homeseeker no difficulty will be experienced in disposing of well-kept farms at satisfactory figures.

Another sort of change is coming too. It is computed that in the last nine years, 57,000 Italians have come to Canada, mostly through the States and that the inflow this year will be larger than ever before. Most of these Italians have come to work on railways, but in time they will turn towards the land just as their fellows are already beginning to do in New England; and it will be Older Ontario not the West, that will attract them.

Farmers May Join Forces

St. Louis, Mo., May 5—After the session of the farmers' convention yesterday, it appears probable that the American Society of Equity will merge into the Farmers' union. The Farmers' union will make no change of name or of rules and policies, which to spell the fact that the union will absorb the name, members and good will of the younger, but very vigorous organization. It is also evident that there will be some general working agreement between the union and the Federation of Labor. It will be only an agreement. There will be no offensive and defensive alliance upon the public questions. Whenever the union and the federation entertain the same views on a public policy of a public issue, they will work together in harmony to make it successful.

PROGRESS IN PROVINCE

Hon. W. R. Motherwell Deals With Wonderful Progress in This Province in Ten Years — Grain Marketing.

(Hon W. R. Motherwell in Canadian Farmer)

The first decade of the real development of the Province of Saskatchewan has just drawn to a close and we may be said with its completion to have passed the first mile-stone in the agricultural progress of the province. During that decade the grain production of Saskatchewan as measured in terms of bushels increased thirty-fold in the case of wheat and sixty-fold in the case of oats, the exact figures of production being 3,400,000 bushels of wheat in 1900 and 90,200,000 bushels in 1909, 1,600,000 bushels of oats in 1900 and 105,400,000 bushels in 1909.

This is a rate of agricultural development which, we believe, it would be hard to duplicate in the annals of the civilized world, yet there is nothing whatever to prevent this record from being repeated or even surpassed during the second decade of our development. The land is here, fertility is abundant in it, and the markets of the world are calling for wheat. All that we need is a sufficient number of incoming settlers of the right kind. Corresponding to the increase in quantity produced, there has been an increase in the price on the farm of the leading agricultural products of Saskatchewan. This increase has been from about sixty cents per bushel for the highest grade of wheat ten years ago to about ninety cents during the year 1909. These are prices after the freight charges and other costs of marketing have been deducted.

Marketing the Grain

Another feature of the development of agriculture in this province during the past decade has been the marked improvement effected in the conditions under which grain crops are marketed. A considerable amount of competition has been infused into the grain trade. Freight rates have been reduced, grading methods have been improved, transportation facilities have been extended, and in a number of ways the interests of the large body of individual producers have been protected and conserved.

Coincident with the increase in production, enhanced prices, and improved marketing facilities in the grain trade, has been a development of certain branches of the live stock industry. While the rapid extension of farming and of the settled area has gradually lessened, to some extent, the importance of ranching, which formerly constituted the only system of agriculture in the province, there has been an ever increasing interest taken by farmers in some of the forms of live stock production that the ranchers are gradually being forced to abandon. A large stretch of park-like land extending in a north-westerly direction across the province and embracing a strip of territory several hundred miles in width has been found to be admirably adapted to the pursuit of what we know here as "mixed" farming, but what to the British agriculturist would appear as only normal farming. Thus, while the wheat-raising activities of the southern, central and western portions of Saskatchewan are making the province famous, the industries of dairying and cattle raising are being fostered by the government in the northern and eastern portions of the southern half of the province. The settlers who have taken up land within this area are mainly those to whom this kind of farming is more attractive than exclusive wheat growing. Co-operative creameries fostered and supervised by the department of agriculture are being operated successfully within this belt of park country and the work is gaining ground each year. In 1909 the combined output of these creameries approximated half a million pounds of butter.

Grasses and Clovers

Various meadow grasses and several of the clovers are proving to be well adapted to the soil and climate of this province and one of the features of agricultural educational work at the present time is a provincial contest in the growing of alfalfa or lucerne, the most valuable fodder plant known to man. Certain varieties of this plant have been found to be well adapted to growth in Saskatchewan and to encourage their more rapid adoption and use by the farmers of the province several thousands of dollars will be distributed in cash prizes for the best ten-acre fields of alfalfa growing in Saskatchewan in 1914. The agricultural press and one of the railway corporations are contributing largely to this fund, while the farmers themselves through the medium of the agricultural societies, are also co-operating with these agencies and with the department of agriculture in this important, novel and interesting contest.

No survey or review of agriculture as today exemplified in Saskatchewan would be at all complete which did not record the wonderful change that has taken place during recent years in the methods of cultivation employed on the farms of the province and particularly in that vast stretch of open prairie which was once thought to be quite too deficient in rainfall for successful or probable grain farming. Thanks to the intelligent and untiring efforts and experiments of a band of pioneers from Eastern Canada and the Old Land, of whom Mr. Angus MacKay, now for twenty-one years superintendent of the world-famed experimental farm at Indian Head, Saskatchewan, is the honored leader, millions of acres of the lands of this province have been given high value as wheat-producing areas, which, but for the secrets governing success in grain growing under our conditions of soil and climate, gradually wrested from Nature by them, would still have been classified as ranching lands. As such their average producing power was a steer worth, say, $75, for each twenty acres every fourth year; as arable land their producing power is two crops of wheat each worth on an average $15.00 per acre every three years. Thus, by scientific principles of soil cultivation applied to practical farming by intelligent and persevering men, has the potential value of millions of acres of its kindliest and most easily worked soil been increased ten-fold to this province, and, consequently, to the bread-eating world—for this is of imperial significance. At the same time, all of this land that has not already been entered for or is not reserved from entry is still available to whosoever will at the old familiar price of $10 for one hundred and sixty acres.

FARM IMPLEMENTS.

Manufacturers Deny Statements Regarding the Prices in Europe.

A resolution recently passed by the Saskatchewan Grain Growers' Association, contained the statement that the Canadian Manufacturers were charging more for their agricultural implements in Western Canada than in England. This alleged condition was the subject of caustic criticisms by the members of that organization. Since the resolution in question was brought to our attention we have made careful inquiries of manufacturers, and we are now able to state positively that the conditions complained of do not exist. It is regrettable that in the resolution passed by the above body protesting against what they maintained was an unjust discrimination against them, no specific instances were brought forward, so that the fallacy of the charges would be definitely fixed. A general error, however, in comparisons of the cost of implements in the west and in the east, or in other countries consists in a neglect that larger and better machines are used on the prairies than elsewhere. Six and seven foot binders are common in Saskatchewan, but are unknown even in Ontario and much more so in England. It argues no discrimination that the English farmer is charged less for his four foot implement than the western farmer for his implement almost double the size. So, too, better and stronger plows are necessary for the extensive operations carried on on the big farms of Canada, than in the cultivated gardens of England, and there what in some cases may look like a lower price is explained by a different quality. But we have the assurance of those who are selling implements, both in Canada and Great Britain, that, grade for grade, Canadian farmers get the better price. It might, however, be pointed out that there are very definite reasons why the British farmer should get a loose figure on his farm machinery. To use but one example, it costs ten dollars less per machine to ship binders from Ontario, where the factories are located, to London, Eng., than from Ontario to Saskatoon. This same condition holds in the case of all other implements. In every case freight charges are less from Ontario to England than to western Canada. More sales are made in England on from thirty to ninety days time, while in western Canada payments are distributed over two or three years. We feel sure that the Saskatchewan Grain Growers had not all these facts before them when they entered their criticism.

A Kentuckian has invented a circular canvas platform, supported by stakes, to surround a tree and catch without bruising fruit that falls from it.

THE FOREST PRODUCTS

Immense Timber Production of Canada—Where Produced and in What Quantities—Lumber Produced in This Province.

Lumber

The production of sawn lumber is shown by the figures to be in the neighborhood of 3,348,176,000 ft., board measure, per annum, valued at $54,338,036. In this Ontario leads with a production of 1,294,794,000 ft., valued at $24,398,077, Quebec being second with 690,135,000 ft., of the value of $10,338,608, and British Columbia third with 647,977,000 ft., worth $9,107,186. The other provinces rank in the following order: New Brunswick, 308,400,000 ft., valued at $4,081,402; Nova Scotia, 216,825,000 ft., of the value of $2,873,730; Saskatchewan, 91,166,000 ft., valued at $1,576,820; Manitoba, 56,447,000 ft., value $867,969; Alberta, 41,382,000 ft., valued at $593,244. The total production of wood pulp is 363,079 tons, made from 482,777 cords of wood and valued at $2,931,653.

Shingles

British Columbia easily leads in the production of shingles, producing 724,652,000 of the value of $1,391,306. Its nearest competitor is Quebec, which produced 406,440,000, valued at $849,787, and then follow, in their order, Ontario, with a production of 223,533,000 valued at $461,155; New Brunswick, 109,913,000, worth $325,865; Nova Scotia, making 33,141,000, valued at $69,370; Manitoba, turning out 1,125,000, worth $3,150, and Saskatchewan, which produces 592,000, valued at $1,363.

The total production for the Dominion was 1,499,396,000 shingles, the aggregate value of which was $3,101,996.

Laths

In the manufacture of laths Ontario takes first place with 263,241,000 to her credit, valued at $612,856. Little more than half that number, namely, 138,991,000, is made by her nearest competitor, New Brunswick, the value of whose product is $286,088. Quebec made 92,914,000 laths, worth $189,076; British Columbia 86,862,000, worth $208,255; Nova Scotia 62,638,000, worth $136,893; Saskatchewan, 18,477,000, worth $40,173; Manitoba, 7,370,000, at a value of $10,200, and Alberta 1,069,000, worth $3,584.

The total number of laths manufactured was 671,562,000, of the value of $1,487,125.

Railway Ties

During the year the railways purchased 13,978,416 cross-ties for which they paid $5,281,685. Of these the steam railways (47 in number and having a total of 25,772 miles of track) bought 13,738,157 paying therefore $5,189,674, and the electric roads (numbering 32 and having 818 miles of track) purchased 240,259 ties costing $92,011. Cedar (including under this term both the easter nand the western cedars) is easily the favorite wood for ties, twice as many ties being of this species as of any other, while hemlock and tamarac in about equal numbers take next place.

Poles Used

Reports as to the poles purchesed were received from 46 telegraph and telephone companies, 151 electric light, power and railway companies and 19 steam railways owning their pole lines. These represent 66,544 miles of line, supported by 2,433,245 poles. These companies bought a total of 185,807 poles, paying for these, at the point of purchase, $284,549. Of these 185,807 poles 162,211 were of cedar, other woods used being tamarac, spruce and Douglas fir.

Disappointed Settlers.

It is rumored that the steel for the C.N.R. between the Soo line and Bell will not be laid before the season's crop is ready for delivery. If this is rue it will be a great disappointment to whose who are intending to build stores and residences in the new town, as they had fully expected to get the necessary lumber without having to haul it from Weyburn. It seems to the settlers hereabouts that as Bienfait had railway accommodation, that the steel employed to connect with that town might more appropriately have been used in making connection with Bell. But Hugh Sutherland's interests were more to be considered than that of the poor mossbacks of the Souris valley.—Mercury.

Not Always His Fault.—Good roads are sometimes, but not always, the result of entire neglect on the part of poor road makers.

A web filament two and a quarter miles long has been taken from the body of a single spider.

China will hold its first great exposition, national in character, at Nanking from May to October.