

THE FARMER'S ADVOCATE
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DOMINION.

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showing cattle. The careless and apparently indifferent manner in which some men show their animals is vexatious even to a disinterested on-looker, who often feels that injustice is done a good beast by the thoughtlessness of the attendant, who, one would expect, should take sufficient interest in his charge to see that it is shown to the best advantage when under the judge's eye. Doubtless, many a prize has been missed through just such carelessness.

What Our Provinces Are Doing.

The Statistical Year-book of Canada for 1904, which has just been issued, is a commendable monument to the work of Mr. George Johnson, D. C. L., F. S. S., Ottawa, assisted by Messrs. J. Wilkins and J. Skead. Its statistical information re Canada is very complete. Population, exports, imports, the amounts realized from each industry, acreage and returns of the various kinds of crops, etc., etc., are presented concisely and clearly. In addition, there is much information re land settlements and land regulations which will be of value to intending settlers. An item which may be interesting is the summary of the total income of the various Provinces, based on the last census, and other returns in fish, stock, fruit, forest and furs, field crops, dairy, manufactures, wool and eggs, and which is as follows:

Ontario	\$478,063,133
Quebec	284,941,487
Nova Scotia	63,926,680
British Columbia	51,801,119
New Brunswick	44,621,582
Manitoba	38,766,782
Northwest	22,871,085
Prince Edward Island	10,332,440
Total	\$935,321,308

A SMALL ADVERTISEMENT IN OUR "WANT AND FOR SALE" COLUMN WILL DO THE TRICK. ADDRESS: THE FARMER'S ADVOCATE AND HOME MAGAZINE, LONDON, ONT.

The Horse and the Automobile.

All classes of the community are more or less afflicted with selfishness, and are inclined to consider certain rights or privileges as exclusively theirs. Horsemen are largely imbued with this idea as regards their right to the King's highway. Considerable allowance should be made for them, as the roads were made especially for horses, and very largely by labor performed by horses, and were used exclusively by horses and pedestrians for centuries. Hence, the horseman may be to some extent excused if he considers he, by right of centuries of undisputed possession, has a prior if not an exclusive right. At the same time, the reasonable horseman, upon consideration, is willing to share or divide his rights with the reasonable man who travels by other means, but trouble arises when either party is unreasonable or selfish. We speak of reasonable horsemen, and think we are correct when we say that a large majority of horsemen are reasonable; but some are not, and will not willingly put themselves or their horses to inconvenience, even to allow another horseman his share of the road. We frequently observe the same spirit of selfishness among pedestrians, especially in towns and cities, where sidewalks are built especially for their convenience. If a horseman rides or drives on the walks during muddy weather there is at once a protest, and probably he will receive an invitation to the police court and be forced to disgorge to enrich the town treasury for daring to walk his horse on the sidewalk. But when the walks are covered with ice or sleet, and unsafe or unpleasant to walk on, we notice those who a few months before were the hardest on the horseman, will leave the walks and walk on the streets that have been made safe by being cut up by the horses' calkins, and they act as though the streets were made especially for them and horses had no right there. Instances to illustrate selfishness in all classes could be cited, but we return to the original subject, "The Horse and the Automobile."

Horsemen have just about abandoned the idea that they have, or should have, any exclusive rights to the roads or streets, and those who travel in autos, on bicycles, or other conveyances, never had any reason to consider themselves especially privileged. There is room enough for all, if reasonable skill, care and intelligence be exercised in controlling the motive power of each. When bicycles were first used they were considered a nuisance and unsafe, but now it is very exceptional to observe a horse that will take any notice of one. The same conditions will soon exist in regard to automobiles if reasonable care be taken, and, in the meantime, few accidents will occur; but if the same disregard for the rights and privileges of others, as is now noticed in many drivers of those machines, be continued, there will be a continual warfare, and many serious or fatal accidents. The onus of avoiding an accident rests to a much greater extent with the driver of the machine than with the horseman, as the machine, provided it is in good condition (and if not it should be in the repair shop), in all cases responds promptly to the action of certain levers, etc., while the horse, notwithstanding his education and usual good manners and willingness to obey the word or pressure upon the bit from his driver, will, as every horseman knows, under certain conditions of fear or excitement, exercise a decided will of his own, and do exactly what his driver wishes him to not do and vainly endeavors to prevent him from doing. Hence, we claim that selfishness, or carelessness of the safety of others, is much more reprehensible in a chauffeur than in a horseman. Certain rules and regulations are laid down by the Legislature for the government of chauffeurs, which, if strictly observed, would, in most cases, avoid accidents; but, unfortunately, these are frequently violated, and the violation is often hard or impossible to prove. So much depends upon a person's judgment of pace, space, distance, etc., that we find, when a case goes to court, the evidence given by one side is in direct opposition to that given by the other. This difference in evidence may be accounted for, to some extent, by the witness' idea of pace, etc., but (while it may seem uncharitable to say so) is largely governed by his desire to make the facts appear as favorable as possible to his side of the case. Hence, it is oath against oath, and it is not always possible for the judge or jury to get at the facts of the case. In my opinion, no person should be allowed to drive one of these machines until he or she has taken a certain course of instruction, and undergone an examination which demonstrates his or her ability to control the machine under all conditions. It is not sufficient to know which lever to move to stop or start the machine, to go slow or go fast, to go forwards or backwards, to guide, etc., etc., but he should

have sufficient knowledge of the workings of the machinery to do any of these things promptly in case of emergency. If this point were attended to and the rules governing the driving of machines strictly observed, the time would soon come when it would be exceptional for a chauffeur to need to stop his auto or lead a horse by. As before stated, there is room enough for both, and it rests largely with the chauffeur to make things pleasant for both himself and the horseman. The latter will not (with very few exceptions) show selfishness. This may not be due to any particular virtue on his part. He is forced to act unselfishly, as the chauffeur has the advantage; his machine, in most cases, is the stronger, and if a collision occur the horse and trap are likely to fare the worst, and, while many horses do not become alarmed on the approach of an auto, there are few that will not get out of the road of one, even though he has to go in the ditch to do so. Hence, we claim that the pleasure of both parties is largely dependent upon the action of the drivers of autos, until horses become so accustomed to them that their fears will be overcome.

"WHIP."

The Morgan Horse.

In the New York Sun of July 7th appeared the following letter by Walter Beverly Crane, relating to the Morgan family of horses, which will interest many horse fanciers in Canada, where, at one time, the Morgan horse was highly esteemed:

"The report from Washington that the Morgan horse is to be restored is a very important piece of news. All New Englanders will hail it with delight; the whole Union as well, for the Morgan 'made good' in days gone by.

"The report is that Secretary Wilson has had several conferences with Senator Proctor, of Vermont, on the subject of undertaking, by a series of breeding experiments similar to those begun at Fort Collins, Col., to establish a coach breed. Senator Proctor, who has been a lifelong admirer of the Morgans, first brought up the matter, and appealed to the Secretary to consider whether he could not rescue the noted family of horses from utter extinction, or, if it has really been extinguished, restore it by scientific and judicious breeding from selected sires and dams.

"The plan is said to be to buy one representative Morgan stallion and ten mares for the initial experiment, and later to add another stallion and more mares, as they can be found. The aim will be to adhere to the type of short-backed, strong-boned bay and black horses, weighing from 1,000 to 1,250 pounds, such as the Morgans were.

"Let horsemen get hold of D. C. Linsley's premium essay on 'Morgan Horses,' published in 1857 by C. M. Jaxton & Co., and read about the origin, history and characteristics of this truly remarkable American breed of horses. I have heard my grandfather praise the Morgan. Here follows a short history of the Royal Morgan, once the property of a Crane:

"Foaled in 1821; the property of Mr. Aldrich, of St. Johnsbury, Vermont. Sired by Sherman; grandsire, Justin Morgan; dam, known as Aldrich mare, and sired by Justin Morgan. She was a dark bay, of remarkably compact form, with great powers of endurance. She produced and nursed a colt the summer after she was 29 years old. Linsley says: 'He is 13½ hands high, and when in his prime and in high condition weighed 1,000 pounds. It is said that in July, 1844 he weighed 1,020 pounds. He is a dark bay, with black legs, mane and tail, and a small star in the forehead. It has been said that he was not sired by Sherman, but by the Batchelder horse.' The Batchelder, or Bachelder horse, was sired by Sherman; grandsire, Justin Morgan; dam, a fast-trotting gray mare, half French. This horse was of dapple gray color, and 14½ hands high. Left some excellent stock.

"The facts seem to be that the dam of Royal Morgan was coupled with the Batchelder horse early in the spring of 1820; but the following July, the mare not proving in foal, Mr. Aldrich sent her to Sherman, and the following year paid for the services of the latter horse. Mr. Aldrich sold him when a colt, and he was taken to Maine, where he was known as Morgan Rattler. In 1829 he was taken to Derby, Vermont. A few years after this he became the property of Mr. Crane, who owned him several years and became much attached to the horse. Says Linsley: 'A short time previous to his death, Mr. Crane directed that the horse should be carved on his tombstone.'

"Mr. Linsley saw Royal Morgan in February, 1856, and says of him: 'He was turned loose into a yard with several young colts, and, although 35 years old, he seemed to trot as readily and easily as any of them, exhibiting much of that elasticity and nervousness of step which characterized him when in his prime. His head was not very fine; ears only medium; eyes beautiful; neck, crest, withers, shoulders and chest, excellent; back, loins and hips, good, and limbs unsurpassed; mane and tail thick and long, and a little long hair about the limbs.'