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Death of Mr. Amos Cruickshank.

Shorthorn breeders everywhere will learn with regret of the death, at the ripe old age of eighty-seven years, of Mr. Amos Cruickshank, of Sittytton, Aberdeenshire, Scotland. The late Mr. Cruickshank was born within five miles of the farm on which he, for fifty-two years, carried on successfully the business of breeding Shorthorns. In 1837, he and his brother Anthony first started farming. They soon saw the necessity for improvement in cattle, and, therefore, rented the farm of Sittytton and other lands until about 1,000 acres were under the supervision of Mr. Amos Cruickshank. Shorthorns were the breed selected for his operations, the foundation for the herd having been obtained in England and from the best herds in Scotland. The scale on which breeding was conducted may be inferred from the fact that the annual crop of calves numbered 120. Annual sales of young bulls were held, which were much appreciated by local breeders. From 1870 on large numbers of Cruickshank cattle found their way into Canada and the United States, their great merits bringing them to the front.

In 1889, Mr. Cruickshank sold out his entire herd to Messrs. Nelson, of Liverpool, the intention of these gentlemen having been to export them to Argentina. Owing, however, to the enterprise of Mr. Duthie, of Collynie, and Mr. Deane Willis, of Bapton

Manor, who purchased the best of the stock, the cattle were saved for Great Britain.

The deceased was a man of a quiet and homely disposition, and led a simple life, being one of the Member of Friends. His name will last as long as Shorthorns are known in the world.

To Importers of Draught Horses.

The coming boom in draught horses, that has even now begun to show itself, will be certain to cause a revival of importations of sires, and probably of a number of mares, from the old country. It will, therefore, be in season to give importers a word of advice. During the height of the importations a few years ago, importers did not exercise sufficient care in the selection of stallion animals. Anything would do, provided it had a pedigree and was cheap enough. The magic prefix of *imported* attached to a stallion's name was deemed sufficient, and, in fact, did prove sufficient, to cover up all deficiencies for a time. By and by, though, the day of reckoning came, and when those who bred their mares to such sires found that the stock from them were such as no one wanted at any price, the revulsion in feeling went a long way towards killing the heavy horse trade.

That trade is once more on a letter basis. Let us try and keep it so. Let us see that nothing is imported to this country but what is calculated to improve, and not to damage, horse breeding. The breeding of horses must be conducted on business lines, the same as other undertakings. If our importers will keep this in view, they will do the country and themselves a great service.

Loading Cars of Stock in Hot Weather.

A great many animals die every summer in the cars on their way to the various places where they are to be sold. This mortality is not infrequently caused by the greed of the drover, who, in order to save freight charges, overloads the car by crowding into it more animals than it can properly accommodate. Oftentimes, however, the farmer who has sold the stock to the shipper is to blame. He drives the animals on the hoof to the station, and, as he is pretty busy about this time, hurries them on, in order that he may get back sooner to his work. In consequence of this, the stock, which are generally full of feed and water, arrive at the station in an overheated and exhausted condition, and, not having time to rest and get cooled off, suffer dreadfully while standing in the hot cars. During the hot spell that we had in the early part of May several animals died in the cars before reaching Toronto, solely from this over-driving.

Now, it is to the interest of the farmer to land his stock at the station in as fresh a condition as possible. If he does not do so the shipper will not be likely to patronize him again, or, if he does, he will be very apt to quote him a low price on his stock. The other dealers, too, will soon get to know of it, and the farmer will find himself, as in a manner, boycotted.

The most convenient way of conveying stock to the market or to the station, if only two or three animals are to be taken, is in waggons fitted with high sides. When you have your animals in and secured firmly, there is no further trouble, unless the animal is cross or timid.

All the running up side roads and into other men's yards in pursuit of your stock where gates have been left open, is avoided in this manner, and your stock arrive in good shape at their destination. Buyers will consider this in the price of the stock when they next come to you. If any of our readers have not tried this method of taking one or more animals to market let them do so now and they will be convinced of its advantages.

Keep the Lambs Growing.

The lambs should not be neglected during the summer season, even if haying and harvesting do call for most of our attention during that period. If we want to push our lambs along, it will pay us to feed them a little grain every day. At first, they may be fed along with the ewes, if they do not seem inclined to eat the grain; but once they have taken to it, they can be fed alone.

In order to keep lambs growing, both they and their dams should be kept on good pasture, and they should be changed from one field to another from time to time. By good pasture we do not mean tall, luxuriant grass, for sheep do not care for it. A short, thick pasture is what they prefer and do best on.

Remember to keep a lump of rock salt always in the pastures for the sheep. Sheep will take salt regularly, and are the better for it. We have found rock salt far better and cheaper than common salt in the pastures, as it will not waste and the sheep cannot take too much of it at a time.

Another important requisite is good, clean water. Foul water from a slough is the cause of many diseases in sheep, and they should not be put in a field where that is the only water of which they can avail themselves.

We are not sure whether it would not be better to put sheep into fields without water than to put them where their only drink is foul water. Both practices are decidedly wrong. Sheep must have water, and they should have access to the purest water only.

Swine Toples.

There has been a change lately in a downward direction in the price of hogs, but this is due to warm weather and an increased supply coming forward at one time. We believe that pork will hold its own for some time yet, and that pigs will be a good paying property for farmers to handle. Swine do, indeed, reproduce their species faster than other domestic animals, but nature always seems ready with some expedient in the shape of disease, or in some other way, to prevent their becoming too numerous on the earth. It was thought by a great many people that, owing to the great number of farmers who have gone into the breeding of pigs during the last couple of years, pigs would have been a drug in the market about this time, but such has not been the case. It is not likely that they ever will be a drug. We have never yet seen them so low in price that the intelligent feeder could not make some money out of them, even if it were not much.

Last winter was a severe one on swine, owing to the long, protracted cold weather. From all over the country came reports of swine crippled by rheumatism, brought on either by their sleeping in cold quarters, or through lack of exercise in consequence of the severe weather confining them to their pens for so long a period. Nor did the trouble stop here. The rheumatic symptoms seem to have affected, among others, not only such

sows as were carrying their young, but also the young pigs themselves, and, among the early litters of this year, hundreds of young pigs died. They seemed to be all right at birth, but gradually sickened and died. Later litters, however, were, as a rule, all right, and have done well. These rheumatic symptoms were, strange to say, not confined to pigs in cold, draughty, and wet pens, but were to be found even in the best modelled piggens in the country, and must, therefore, be ascribed to the very continued cold weather of last winter. Such a state of affairs is not likely to occur often, and need not alarm breeders. Should next winter prove a severe one, much can be done, by regulating the food, to prevent rheumatism. Should symptoms of it appear, it will be best to stop feeding all grain foods of a heating nature, and to use shorts and bran for a time. Saltpetre and sulphur in the food are also good, but care must be taken not to give too much of these to sows in pig.

Canadian Horses in Great Britain.

Canadian exporters are doing a good trade in horses shipped to Great Britain, and it is certain that the shipments this year will largely exceed those of 1894. In fact, the only bar to a great augmentation of the trade is that we have not, in this country, enough of the best kinds of horses, such as are always in demand over there at remunerative figures. Commenting on some of the horses sent from here and the United States, a London dealer says: "There is no sale for leggy, narrow horses. As these are often fast, they are worth as much in America as here, where pace is not so much sought after as strength, and a short-striding horse is better adapted to London paving than the other class. Horses sent must all be quiet in harness and sound, with as much weight as can be got, and on short legs." Another dealer writes: "Sizable carriage horses, 15.2 to 16 hands high, suitable for private buyers and our London job masters, realize from \$200 to \$500, according to size and quality. The stronger class, called 'machiners,' here used in our omnibuses, trams, and van work, fetch from \$150 to \$250. The age should be from five to six years. They must be quiet in harness, or to ride, as the case may be, and without any brand marks."

It will thus be seen that what the British market calls for in carriage horses are matured horses with plenty of size, but not too long in the leg. Speed is not so material over there as here, and a horse with fine, strong action, provided he has the requisite conformation and quality, will be selected, in nine cases out of ten, in preference to one having more speed but less action.

Weight is also required over there in horses for lorries and heavy teaming. Big prices will be paid for horses weighing from sixteen hundredweight to twenty hundredweight. Most of the draught horses shipped from this country are only suitable for vans and omnibus work, and the prices paid for such are small in comparison with those given for horses for lorry purposes.

In breeding for the British market, then, farmers should bear these facts in mind. Don't breed a mare to a stallion simply because she is a mare and you want to raise a colt out of something. Breed only your best, and have a definite object in view. If you have not got a mare good enough for the purpose required (whatever that purpose may be), it is far better not to breed her than to