

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL
IN THE DOMINION.

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JOHN WELD, MANAGER.

Agents for "The Farmer's Advocate and Home Journal,"
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1. THE FARMER'S ADVOCATE AND HOME MAGAZINE is published every Thursday. It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
2. TERMS OF SUBSCRIPTION.—In Canada, England, Ireland, Scotland, Newfoundland and New Zealand, \$1.50 per year, in advance; \$2.00 per year when not paid in advance. United States, \$2.50 per year; all other countries 12s.; in advance.
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teaching and managing a school, is richer in professional improvement than two months without any background of experience.

The foregoing are some of the arguments advanced by those who hold that the combined county Model and Normal School method is not only easier financially, or, as it is sometimes put, "easier for the poor man's child," but also, and of more importance, is actually a much more efficient system of teacher-training on the whole than the other one. Those who favor the third—i. e., the single Normal School term system—have to admit that the double training, with an interval for actual practice, will yield a higher degree of proficiency for those who take it, but they claim that, in consideration of the number who drop out before completing the course, it will raise the level of the average to compel all to go to the Normal School at the start.

The alternative of abolishing the county Model Schools, or of restoring them under the county boards, with the improvements that twenty-five years' experience of them has suggested, is a very important question, and of the highest importance to the rural and agricultural communities. We invite a discussion of this subject in "The Farmer's Advocate," for the reason that no other subject is of greater importance to the future of agriculture than the education of those who will in years to come conduct our farms and occupy our farm homes. It is vital, for it will largely determine the success and satisfaction of farm life, and whether or not rural population will continue to be abnormally drained into the towns and cities.

For the Farmer's Interest.

I think it is a good thing that the publishers of "The Farmer's Advocate" have a farm of their own, which enables them to know more of the obstacles which confront the farmer than would otherwise be possible, and I hope "The Farmer's Advocate" will long continue to fight for farming interests, and not party politics, as the farmers do. All we accomplish is to kill one another's vote, while the man who works for "money interests" chucks to himself and carries the day at the farmer's expense.

GORDON MACGREGOR,
Northumberland Co., Ont.

Build Solidly.

We were much impressed by this sentence in a prominent American contemporary: "We, have too long been jerry-builders on the American farm—borrowing that term from our English cousins, who use it to deride the builders of flimsy structures." Perhaps the indictment does not apply with equal force to Canadian practice, but is there not a measure of application in it for many of us? Farm improvements should be solid, enduring, serviceable structures, which, when completed, may be entered on the ledger at actual cost as permanent assets. It is poor satisfaction to put good money into flimsy construction, only to find, after a few years, that the buildings do not serve their purpose adequately, or are falling to pieces and must be repaired, rearranged, or constructed anew. There is no economy in that, and yet economy is the plea familiarly advanced to justify cheap construction. Don't build structures with which you are bound never to be content. Build as though you had faith in your business. Of course, sometimes one is so cramped financially that he has to pare down the cost of urgently-needed improvements, but, as a rule, it is better to make shift without certain facilities until he can afford good ones.

One proviso: Before putting money into expensive permanent improvements, be sure you have carefully considered not only present, but future needs. For example, an implement shed that will hold all the machinery you now have may be quite insufficient to accommodate conveniently the large new ones you keep adding from time to time. A silo that would suffice for your present stock may be too small to serve the larger stock which corn silage will enable you to carry. Great care should be exercised in planning a layout of farm buildings.

In brief, we would say, while regarding prudently the state of your finances and credit, make it a point to do well everything undertaken. Plan carefully and look ahead. Place each gate or building not for to-day, but for the future. If means will not permit heavy outlay, erect buildings that can be subsequently extended without marring the plan. If the silo cannot be roofed, build it this year and roof it later. Consider your circumstances always, but don't put good money into structures that will not satisfy you when completed. Build solidly and well.

Where the Money Goes.

"Since the Confederation of Canada, forty-four years ago, the Federal Government has paid out in railway subsidies the sum of \$607,000,000; for military purposes, \$83,000,000; as bounties on the iron and steel industries, \$17,000,000; and on agriculture, \$14,000,000. This can scarcely be credited, but it was made on the floor of the Commons at Ottawa, and may be easily verified.

"Six hundred and seven millions to build great railways which are now owned by private corporations; \$17,000,000 to establish a half-dozen iron and steel industries, which perhaps employ 10,000 men; but \$83,000,000 on our militia.

"Some say the militia is necessary for protection. When has it been essential in the past forty-four years? Untrained men who went to South Africa were as effective, and in some cases proved better soldiers than the trained product; \$14,000,000 for agriculture in forty-four years—16 cents for every dollar spent in preparing for war.

"What would Canada have been to-day, agriculturally, if even \$40,000,000, or half that sum, had been spent in building roads and bridges, in establishing agricultural colleges and libraries, and in other ways making Canada the best country in the world in which to live?"

Our attention was arrested the other day by these startling figures, published editorially in the B. C. Commercial Review. We did not remember ever having seen the totals presented in quite this way before. Impressed with the item, we thought it worth while to verify the statements. Having done so, we find them substantially correct. Archibald Blue, Chief of the Census and Statistics Branch, Ottawa, assures us that the figures of \$17,000,000 for iron and steel bounties, and \$14,000,000 for agriculture, are approximately correct. J. Lambert Payne, Comptroller of Statistics for the Department of Railways and Canals, discusses the question of aid to railways, objecting to the liberal use of the term subsidies, but conceding that the aid of Federal, Provincial

and municipal aid to railways would probably reach six hundred million dollars. We quote as follows from Mr. Payne's letter:

"The cash subsidies paid by the Dominion since Confederation amount to \$148,217,072. Perhaps I should not have said "cash subsidies." That amount covers the aid given in cash, some of which was in the form of loans. In addition, however, the Dominion has given 32,004,486 acres of land, and has provided guarantees to the amount of \$52,439,865. Government is also building the Eastern section of the Grand Trunk Pacific, on which the expenditure up to 31st December last was \$110,679,297. Some writers have thought it fair to add to these sums the \$95,000,000 spent on Government railways.

"It is quite impracticable to state in dollars and cents what has been the contribution of the Dominion Government toward railway construction, since a definite value cannot be assigned to either land grants or guarantees; but I have no doubt that a fair estimate of all the forms of aid since Confederation would reach \$600,000,000.

"The various Provinces have given cash aid to the extent of \$35,919,360, while municipalities have given \$18,042,824.

"I always regard railway subsidies as something definite, and it is a popular error in that regard to speak of all the forms of aid as cash contributions. I have given you the facts, however."

HORSES.

In breeding light horses, avoid all heavy, clumsy, ill-bred, rough, cold-blooded mares, and breed to produce bone, muscle, sinew, action, conformation and energy.

The value of the light horse on the farm cannot be entirely estimated by the work he does. Speed in driving is a great consideration, and the recreation afforded the family by having at their disposal a good driving horse cannot be calculated, as it is of more than money value.

Still a Place for the Light Horse.

A writer in "The Farmer's Advocate and Home Journal," Winnipeg, Man., states that never was there an opening in the horse trade such as there is for sound light-horse breeding in the Canadian West at the present time. If the opening is good there, it should be equally good in Eastern Canada, for, as has been the case in heavy-horse breeding, can we not expect a market for some of our light horses in the West, and the remainder will find a ready sale to the local trade. While the time for almost incredible prices for the stylish horse for city and town use has to a great extent passed into history, there is still a demand for these animals, despite the encroaching of the motor car. As stated by the writer, most farmers in the Prairie Provinces are fairly well to do, and able to keep a good driving horse. What is the case there is true in perhaps greater degree in the East.

What kind of horse is necessary? The Western writer favors such weight and speed as will make an average of eight miles per hour where the roads are somewhat heavy. A horse, to do this, would not need to approach the pony class, but would require to be a big, strong animal, with a generous amount of staying power, and in the breeding of such, stallions combining size and speed are necessary. What is there at hand to improve the present type of light horse? We have the Hackney, Thoroughbred, Standard-bred, Coach and Morgan blood. The writer referred to does not state a definite plan to follow, but he rightfully condemns the practice of intermingling the blood of the different breeds, and urges that each district stick closely to one breed. Cross-breeding is just as detrimental in the breeding of light horses as in that of the heavy horse, and should be discouraged. The weight proposed was 1,100 pounds, which insures ability to carry a reasonable load at a fair pace, regardless of the state of the roads.

The market for heavy horses the past few years has been so good that most farmers have entirely disregarded the possibilities of the light-horse industry. Many times a light mare has been bred to a heavy horse, the resulting offspring being neither a drafter nor a suitable road horse, and generally a misfit. This is a mistake. Light mares suited, when properly mated with a stallion of one of the light breeds, to the production of high-class road horses, should never be crossed with a draft stallion, no more than a draft mare should be bred to a Thoroughbred or Hackney sire.

While not advocating the wholesale production of light horses on the farms, we believe that, where one or two light mares are kept for the driving and lighter and faster work on the farm and on the road, they can be at the same time