

without running the chance of overlooking important acts relating to those he is examining, a great change in the direction of economy, simplicity and efficiency would be effected, and the decennial task of revising and consolidating the statutes very much reduced.

OUR MARITIME LETTER.

NOW, ABOUT THE ROADS.

Without any doubt we are all very much interested in the movement for better roads, and the relation of the split-log drag to this important work may be quite intimate, but so far away is the competition in progress that it is hardly likely its influence will reach these regions for many days to come. We have little or nothing done for our roads at all here. Indeed, if we had not a good porous soil, which quickly sheds the rainfall and dries up satisfactorily, we might for a chance eternally wallow in the mire. No systematic attempt is made in Prince Edward Island to maintain the public thoroughfares in any sort of efficiency. The roads constitute the staple complaint. We have no municipalities. There is a Road Act which allows everybody to put in his "statute labor," as it is called. That means to go out on the road and put in a day with his horse, and escape the tax otherwise collectable. It is a delusion and a snare—a sort of story-swapping occasion, when nobody hurts himself with work, nobody has any sort of authority to compel work, and when the more is done, usually of the kind of work afforded, the worse is likely to be the condition of the highway for months to come.

Even with professionals, it is wonderful, they tell us, how few men are really good roadmakers. Only one in a hundred understands his business. If that one could be pressed into the service persistently, and the others made to do his bidding, all would be right; but, with political management, it is usually some "heeler" who has the "bossing" to do, and knows how to spread it over a period likely to exhaust the terms of the grant, whatever it may be, as well as the patience of those who have to find the money. The millennium will likely approach before the people throw off the yoke of partizanship and conduct their road expenditure as a business matter entirely. Roads and bridges afford the jobs with which so many hirelings are whipped into line at election time; that it will take a great deal of missionary work, in the political as well as in the moral spheres, before men let enough light into the dark corners of their practices in this regard, to be able to see what fools and knaves, too, they have been, degrading and compromising their own better natures, and proving recreant to the public cause.

If we cannot hope to effect in the circumstances a revolution in our road service by means of municipal control, and a contract system for maintenance the year round, we may at least look forward to some little improvement in the public labor which communities collectively afford. The official direction, if it be worthy the name, permits of the men of the settlement concerned doing something extraordinary, even in the way of experimentation. This drag, which is just now engaging the attention of Ontario by means of "The Farmer's Advocate" competition and advocacy, should prove of incalculable benefit here, where mud roads are the rule, and not the exception; and we must see to it that a trial is made in the leafy month of June, when the call to arms comes to our farmers to get out and take a well-earned recreation, after cropping, by putting a horse in the road machine and watching him hoist it forward, or turning a furrow in the ditches and delicately casting the earth from it into the center of the road, to the pleasant chatter of neighbors' gossip and an odd and acrimonious debate on the excellencies of the political parties. We must have a split-log drag made, and see how far it may save the patience and preclude the many-sided naughtiness of the sore-tried wayfarer. A. E. BURKE.

A. N. Ross, Renfrew Co., Ont., one of the competitors in our split-log drag competition, writes that he made and used a split-log road drag last year, and found it to be the best road leveller for the cost that he has seen. He thinks it would be a good plan for every two or three miles of clay road to have one.

HORSES.

THE HACKNEY HOLDS ITS OWN.

Judging from reports of shows and markets in the Old Country, the Hackney there seems to be more than holding its own. The prepotency of this breed, when tested on females of mixed breeding, is not so evident in Canada as in Great Britain, due to the fact that the light mares in this country are of mixed lineage. At the recent show in London, the color of winners was, in the majority of cases, chestnut. The best results in the use of Hackney blood for the breeding of salable horses have been obtained where the mares contained some hot blood, generally Thoroughbred, and occasionally Standard-bred, and where the stallion was from aristocratic lineage on both sides of the house, which ancestry also showed Thoroughbred blood well up. The Rawlinson stud at Calgary, to be dispersed in June next, is an illustration of our contention, and of the suitability of the Hackney for breeding light horses of a useful, profitable and marketable type, when ordinary care and selection are given. A person who has an opportunity of viewing the breed in large numbers in Great Britain, makes one or two comments which should be of use to men intending to invest money in stallions of this breed:

"The Hackney still maintains its reputation as the soundest breed we possess, and with only some four per cent. of animals submitted to veterinary inspection rejected. This result must be regarded as highly satisfactory. There is a tendency in the stallion classes to get away from stallion character, and the variety of type was certainly very prominent throughout the show. It is a hard thing to find, nowadays, a really

owners of mares having a bit of blood. It will be wasted time and effort to use Hackney stallions on dunghill mares or those heavily charged with draft blood."

MORE WESTERN OPINIONS ON STALLION ENROLMENT.

We give below a few more views of Western horsemen regarding the working out of the several systems of stallion enrolment in force in the three Prairie Provinces of Manitoba, Saskatchewan and Alberta. We are not selecting these at all, simply taking them as they appear in "The Farmer's Advocate," of Winnipeg, our aim being to place before our readers a representative opinion of horsemen who have had experience with the working of an enrolment law.

ENROLMENT ORDINANCE BENEFICIAL.

The important points touched in some of the following questions I shall endeavor to answer:

(a) What is my opinion of the system of stallion enrolment?

(b) How is it affecting the breeding of horses in the district?

(c) What suggestions have I to make regarding the use of unsound stallions?

(d) What are my suggestions by way of improvement to the present enrolment ordinance?

My opinion of the system of stallion enrolment is that it is a good one, and is certainly a move in the right direction. I think everyone will admit that a farmer or owner of a small bunch of mares is not always in a position to know whether the certificate produced by the owner of a stallion is a genuine one, or, if genuine, of any value.

But there can be no doubt about the certificate issued by the Department of Agriculture, for every stallion owner is required to forward the pedigree certificate of his horse to the Department for examination. If it is found to be in a reliable studbook, a certificate is issued by the Department stating that the horse is a pure-bred animal.

If the pedigree certificate forwarded is not in a reliable studbook, or the owner cannot produce one, no matter what claims he may make, only a "grade" certificate will be issued. The owner of a stallion is also compelled to post a notice containing a copy of the Department's certificate on the inside and outside of the main door of every stable the stallion stands in. Also, all advertising issued must contain a copy.

The object of this compulsory enrolment is to protect farmers and stallion owners against unwarranted claims of horses as being pure-bred and registered when they are not.

It is certainly having a beneficial effect on the breeding of horses in this district. The majority of farmers know now that it pays many times over to breed to a good horse, and they consequently seek out one of pure breed. The result is that the pure-bred horse is now getting all the trade and the grade stallion is going out of business. The result is that more pure-bred stallions are now being brought in. I could mention several that have been imported during the past year. Many of the so-called pure-bred stallions before the ordinance came into force have now mysteriously disappeared. I am looking forward for a great improvement in the horse-breeding industry in this district.

With regard to the use of unsound stallions, their use can only be detrimental to the horse-breeding industry.

As regards improvements to the present enrolment ordinance, the only suggestion that I have to offer is that I don't think it goes far enough; as a further protection to the farmer, I believe every owner of a stallion should be compelled to have his horse examined once a year (before the season opens) by a qualified V. S. for any defects or unsoundness, and that a copy of this report should appear on all bills or advertising issued.

JAMES SALLOW.

SCRUB-STALLION EVIL WILL WORK ITS OWN CURE.

On this question of stallion enrolment, my



Administrator (8047).

Hackney stallion, chestnut; foaled 1900. First-prize over three years and reserve for champion, London Hackney Show, 1907.

first-class stallion with strong masculine characteristics. The tendency of all close breeding has throughout the ages been to obliterate the dividing characteristics of the sexes in point of external appearance. The more finely-bred the animal, as a rule, the more effeminate the appearance. One is thankful to see occasionally a stallion possessing a strong masculine outlook, and the power of limb substance, and the character which will inevitably stamp him as one amongst his sex. It is satisfactory that the tendency to breed more for size in the Hackney is receiving encouragement, but it is very rarely indeed that a pure-bred Hackney reaches the sixteen-hand standard without losing some of the breed's sweetness and character. It has been suggested that the blood of the Hackney should be diluted with Thoroughbred blood, the idea being that by so doing bigger horses and better (solid) colors would be secured, thus making the breed more acceptable for carriage purposes. Breed enthusiasts fear that by so doing its soundness may be impaired, the action spoiled, and the impressiveness of the stallions lost. This impressiveness, while not very marked on Canadian mares, is still quite evident, especially when plain-looking mares of an angular type are bred. The Hackney gives a rotundity and shapeliness which was previously lacking. The average person no more prefers a bony, angular type of horse than did one of Shakespeare's characters, as revealed in the words, "Let me have men about me that are fat." Hence the Hackney is likely to grow more and more in favor with