

have settled into the production of commodities suited to the designs of nature, it becomes imperative that every semblance of waste in the movement of crops and merchandise be eliminated. It is realized that the cost of moving goods by rail is a heavy tax upon the nation. All over the land where it costs \$7.50 to carry a ton of wheat one thousand miles by rail, one dollar will move it the same distance on water. Doing away with waste is the great problem of the day, and strange as it may seem, the waterways generally move a given bulk of freight in less time than it takes the railway.

All this leads up to our own problem. We haven't yet got the cheapest means of moving our grain from west to east nor our heavy merchandise from east to west. Transshipment at Georgian Bay ports and reloading at Montreal constitutes a tremendous total of expense chargeable against the commodity which in turn comes out of the producer's pocket, if it be farm produce, or out of the consumer's purse if it be merchandise. This is the reason why we want railroads by the shortest possible routes to waterfronts and canals wherever it is possible to cheapen the cost of transportation. Under these heads comes the Hudson's Bay railroad and the Georgian Bay canal. Neither one of these alone is sufficient. The northern route will, no doubt, make European goods much cheaper at western points and should make grain higher in price on local markets, but with continual increase in trade between east and west, the advantage of a longer season and the saving in expense in hauling from upper lake ports to Ontario, Quebec and maritime points there should be a continuous flotilla of vessels on the canal during the season of navigation. To be able to move our wheat from Port William direct to the Old Country, or to many eastern mills without any additional handling would effect nearly as much saving as we now make by hauling wheat to the railroads in wagons rather than carrying it in bushels. Our agitation for increased railway facilities must shortly be given over, and the necessity of the Georgian Bay canal urged upon the government. It may probably be the next plank that our political parties will seize upon to go to the country, but if the work is delayed until after our next election it will be an expensive delay.

High Protection and Wages

It is a favorite argument of high protectionists that the higher the tariff wall which they raise around them the higher will be the returns for labor employed in that country. That is, that protection, in the way of import duties levied against manufactured commodities from without, will stimulate domestic industry, create profitable employment for workmen, especially for skilled artisans, develop a large home market for the farmer for his grain and animal products, and benefit the country all around.

Now, when the manufacturer sought protection from his foreign competitor, he did not suggest any roundabout way by which the industry he was interested in should be protected. He proposed, most practically, to shut out foreign competition by levying an import charge against the foreign commodity. That was the only kind of protection that seemed capable of serving the purposes of "protecting" our manufacturing industries. And it has fulfilled its purpose certainly most satisfactorily to the manufacturer. But more lately we have been told that what results from shutting out foreign competition helps Canadian labor and is profitable to the Canadian farmer. If Canadian labor requires protection as Canadian industries are held to require it, why is labor not protected in the same way as the manufacturing industries have been? Why is labor admitted into the country free? Why do the manufacturers not advocate protection for the laborers they employ as well as protection for the commodities they produce?

A laborer has one commodity—labor—to sell, and with that he has to purchase everything he requires. He sells his one commodity in a market open to the world. He purchases in a market where practically every commodity is taxed for the protection of the manufacturer who produces it. Yet the manufacturers blandly call this protection for the working man. If it is it is a much less direct way of affording the laboring class protection than is the imposition of import duties on foreign commodities a means of protecting the manufacturer. It would be a mistake of course, to believe, much less suggest, that any restrictions whatsoever should be placed upon

the free entry into this country of people from all countries, or at least from such quarters as immigrants come who are not undesirable for reasons of national policy, or because their coming would lower our nationality. But it is a greater mistake to proclaim that that which enables one class of the community to enjoy special advantage at the expense of another class is beneficial to those who are taxed that the other may be protected. That the wages of artisans and mechanics in this country are any greater actually than the wages paid for similar labor in other parts of the world is extremely doubtful. That high protection, with its tax on nearly every necessity of the working class, can ever increase the actual returns of labor, is more than extremely doubtful, it is, in fact, unreasonably absurd.

HORSE

Size and Weight a Misleading Basis for Comparison

EDITOR FARMER'S ADVOCATE:

In your issue of October 14th an article appears, "The Suffolk Horse" written by Mr. Norman Jaques. I read it with a good deal of amusement

smallest place in his heart girth, which I am quite prepared to prove. As for him being weighed he has never been on the scales in Canada and I am not certain if he ever was in the Old Country, where they do not gauge a horse's goodness or usefulness by his gross weight, which never concerns a good judge who is quite able to size up and balance an animal and know what he is intended for. When the question is asked as to how much an animal weighs, the thought immediately strikes us as to how much the enquirer really knows about a horse. Although an animal might be the heaviest one in the world, he could be easily entirely useless for any commercial purpose—except for the owner to feed at a big expense to be able to go around and tell the public how much he weighed.

An animal's usefulness is gauged only by his weakest point. Did it ever occur to people like Mr. Jaques that the heaviest and fattest man is the strongest, and would it not be very ridiculous to compare them as such. The main essential point in any draft animal is constitution, ambition, courage, perfect conformation, good, close, true action and flexing every joint in motion, and above all, wearing qualities, which go along with hard, flat bones, firm joints, and not the least the foundation of strong, sloping pasterns set on good, open, deep, large feet. In action all his movements should be in perfect unison with every part of his body. Horses of this description



A TYPICAL IRISH HUNTER

and did not think it worthy of a reply, but as a number of draft horse breeders have asked me to comment on it, I will do so now.

"Perhaps it may turn out a song,

"Perhaps a sermon"—as Burns says in his "Epistle to a Young Friend." The tone of Mr. Jaques' letter, and the comparisons he makes with other breeds of horses are odious, and written in a wrong spirit to educate breeders of draft horses to his way of thinking. In the first place he tackles the Clydesdale stallions at the Dominion Fair and strongly emphasises the superior points, measurements and even weight of his three-year-old Suffolk Punch stallion. That animal was exhibited there, and while going around the ring at the time of the judging of his class or while going through the stables afterwards, I never even heard a comment about him, nor anything wonderful said of him, nor would I have known that there was such an animal exhibited. In fact we would not know now, if it were not for this coming from his owner.

In the first place he states his girth is seven feet four inches (measured by Mr. Jaques himself). Whether around his belly or the smallest place in his heart girth, no one knows.

He also states he measured all the winning Clydesdales at the Dominion Fair. Perhaps he weighed them also. Now if Mr. Jaques was desirous of acting in a fair, gentlemanly way, he might at least have requested the consent of the owners of those animals before taking the trouble to measure them to suit himself and his own desires. Now the first prize aged Clydesdale stallion girthed seven feet, six inches at the time of the Dominion Fair in thin condition at the

will not require any odious comparisons for the purpose of recommending their usefulness to the public, and after all the public are the better judges. If any breeder is desirous of making a financial success of his business he should endeavor to breed the animal the majority of the public demand and not try to influence and educate others to his own narrow way of thinking.

The Clydesdale men and other draft breeders are not worrying the least about the merits or demerits of the Suffolk. I would suggest for Mr. Jaques' benefit that he should widen his knowledge a great deal more before he rushes into print and make such statements that "the Clydesdale is unknown in England save in the Scotch borders." What about the largest breeding establishments in Britain, viz: The Seaham Stud owned by the Marquis of Londonderry? They breed nothing else there in the way of draft horses but Clydesdales, and there are others in England as far South as Kent, too numerous to mention. It will also widen his knowledge that some of the principal brewers in London possess nothing else but Clydesdales for their drays. In Liverpool more than one-third of the draft animals on the streets are either Clydesdales or with Clydesdale breeding in them. Liverpool market is the best one the Clydesdale breeders have for their heavy geldings.

The "Suffolk" as Mr. Jaques states "is unchanging with each generation." Well I would not like to make that statement about any breed of animals. Take our mode of transportation for instance, to keep up with the times we must progress and not stand still. It is the same in breeding. There must be improvement in this