

## HORSES.

## WE STILL NEED THE HORSE.

where the ground slopes upward from the water for miles, and to a perpendicular height of hundreds of feet, the land is planted principally to grapes. All other crops combined do not equal in area that devoted to this fruit. This, as well as the growing of cabbages in the more level and fertile sections, is an instance of the increasing attention given to the growing of crops specially suited to the locality. In our own Province this specializing is to be seen in the large vineyards and peach orchards of the Niagara and Leamington districts, and the quantities of apples produced in the counties bordering on Georgian Bay and the lower lakes. Around Paris, Lynden and Galt carloads of Swede turnips are grown and shipped to the other side to be manufactured, it is said, into fruit jams and jellies. Onions are grown in field quantities near Hensall, and in the Brantford district. Oxford County is noted for its cheese; Essex for its corn and hogs; and, coming very near home, Caradoc Township, Middlesex County, for its fine potatoes. It is well to take note of this trend in modern agriculture, and to fall in with and profit by it.

## DISTINCTIVE FEATURES OF THE LANDSCAPE.

Some of the things that strike the eye of the Ontario visitor because of their strangeness are the absence of fences along the roadside, crops in many instances being grown right up to the edge of the road grade; the style of farmhouses—not a brick dwelling to be seen—some wretchedly mean and shabby, but most of them large, old, white frame houses, in the colonial style, having wide eaves and pillared porches, and kept carefully painted; and the large proportion of barns and other outbuildings, that are also kept well painted. There does not appear such an even average of prosperity as with us. Some farmers are wealthy—moneyed men, in fact—many are in comfortable circumstances, and some old families have more land than they can work, and are obliged to rent it out on shares; and, in consequence, a good deal of the land is worked by tenants, nearly all of whom are poor, and many of whom are not of much account as farmers, or in any way.

## COMPARISON OF LAND VALUES.

Land has been rising in value of late years, though scarcely selling for as much yet as the same quality would sell for in Western Ontario, but a few years ago a very dull feeling prevailed, and farms could be bought for the value of the improvements upon them.

A changed estimate of the advantages of country life seems to be making way in the minds of rich city people. A wealthy Buffalo man a few years ago bought a fine farm near Geneva, and has made it one of the most beautiful places to be seen anywhere. As showing the freedom with which money has been lavished in fixing things up, a macadamized road nearly a mile in length was built across the farm, with magnificent entrances at both ends, at a cost of \$20,000. This city farmer lives on the farm, runs a dairy in the town, a part of the milk supply being from his own herd of pure-bred Guernseys; grows magnificent crops, has two automobiles, and is said to be making the place pay. Such an example is bound to raise the opinion farmers have of themselves and their business, and will do its part in hastening the day when the farm, in public estimate, will have come into its own.

When the airship succeeds the automobile as a plaything of the rich; when the railroad, the trolley and the motor-car have relieved the drafter of some considerable share of his present duties, man will still find the horse his favorite means of pleasure-conveyance. The marvels of mechanism, the delirium of speed, the infatuation of novelty, appeal in turn, but in vain, to divert human interest and affection from the horse. So it has ever been, so it is now, and ever shall be, if we mistake not greatly. The uses of horses may change, but the rider and driver remain—yes, and the work-horse remains—for as yet all means of locomotion that threatened to annihilate the horse seem but to provide him new duties to perform. The railroad has taken the burden of the pack-horse off his back, but his descendants haul freight to the depot. Latterly, the electric van and the motor-omnibus have been employed to distribute loads of passengers and merchandise, but the ramifying processes of production and distribution still leave many a sphere of equine usefulness. The day may come—in fact, seems ever coming—when further utilization of motor-power on highway and on farm will materially restrict the numbers of draft, express and agricultural horses, but that day, like the horizon, recedes as it is approached; and in a region of winter snows its arrival must needs be more distant than dreamers anticipate. We still need the horse, and there is money in breeding the right kind.

## RE EXCLUSIVE USE OF NAMES.

Editor "The Farmer's Advocate":

The Secretary of the Clydesdale Horse Association of Canada invites comments on the proposal to grant to various persons the exclusive right to use certain words in the names of Clydesdale horses. This ruling has been made in a few cases by the Clydesdale Society of Scotland, which, for example, granted the exclusive use of the word "Gartly" to Mr. McMennie; "Montrave" to Sir John Gilmour; "Silver" to the Seaham Harbour Stud Co., and "Scottish" to a Mr. Scott. Lately the exclusive right to use the word "Baron" has been given to the Messrs. Montgomery, the owners of Baron's Pride. Against this last concession, however, one of the members of the Council of the Scottish Society recorded his protest, his objection being that the word "Baron" is in every-day use, and had been applied to many horses long before the advent of Baron's Pride.

The Canadian Society is now being asked to endorse the action of the Scottish Society, and the whole question should, therefore, be very carefully examined. I suggest the following points for special consideration:—

(1) That it is desirable to permit breeders to enjoy the exclusive use of certain registered names, hardly admits of argument. Such distinguishing names as "Montrave" and "Gartly" are in the nature of trademarks, and their use should be encouraged and protected. The mere name "Montrave" indicates that the animal in question was bred by Sir John Gilmour.

(2) When, however, we turn to words which are in no way connected in the public mind with any one individual, or with his farm or place of residence, most persons will consider that the circumstances are

radically different. No one would be permitted to adopt as a trade-mark for any manufactured article some word which had already been frequently applied to such an article by other manufacturers, and it would seem but right that the same rule should apply in the registration of names of animals.

(3) To allow any person to monopolize the word "Scottish" in naming horses of the Scottish draft breed was clearly an error of judgment on the part of the Scottish Society, even though the applicant was named Scott. There are few who will consider that the Canadian Society should follow such an example.

(4) The Clydesdale world is certainly under the deepest of obligations to the Messrs. Montgomery, for their services to the breed have been beyond measurement. Any application from them should be given the most careful and sympathetic consideration, but it is doubtful whether it would be wise to grant, even to them, the exclusive right to use such an every-day word as "Baron."

(5) The Secretary of the Canadian Society points out that in Vol. XIV. there are sixty animals registered with the name "Baron," many of which are not closely related to the great sire of Netherhall. In like manner, Vol. XV. has 58 "Barons." To my mind this statement merely shows how general the use of that word has become, and how unwise it would be to limit its use to the animals owned by one particular firm. The great majority of such animals would probably not even have been bred by the Messrs. Montgomery, but would have been merely purchased by them.

(6) The Secretary speaks as though the proposal were to limit the use of the word "Baron" to animals having much of the blood of Baron's Pride. This, however, is by no means the intention. I understand that any horse owned by the firm in question could be called "Baron," whether closely related to Baron's Pride or not, and that, on the other hand, even a son of Baron's Pride could not be thus named unless owned by the Messrs. Montgomery. If the proposal were to limit the use of the word "Baron" to horses descended from Baron's Pride, it would be much less objectionable, possibly even desirable, but that is not the purpose.

(7) If it is right and wise to give to one person the exclusive authority to use the word "Baron," it can hardly be denied that it will be equally right and wise to give to the owner of Sir Hugo the exclusive right to use the prefix "Sir"; to the owner of Lord Ardwell, or of some other horse, the exclusive right to use the word "Lord"; and to the owner of Royal Favorite the exclusive right to use the word "Royal." Are Clydesdale breeders prepared to allow such every-day names to be made the exclusive property of individuals?

(8) If such names as I have mentioned are to be allotted to individuals, the society must be prepared to allot in like manner such other names as Prince, Duke, Governor, Chief, etc.

(9) The registration and exclusive allotment of distinguishing names is certainly very desirable, but the question really at issue is whether only such words shall be allotted as are not in common use; or, at least, have not been already applied more or less extensively to horses owned by other breeders.

(10) If it should be, however, considered desirable to make a special rule limiting the use of the word "Baron" to descendants of Baron's Pride, no matter by whom owned, no serious objection would probably be taken to such a recognition of the outstanding merits of that great horse.

A. W. RICHARDSON.  
Frontenac Co., Ont.



Breaking the Prairie in the Saskatchewan.