

and active as to make it impossible for the unfortunate sifter to faithfully carry out the natural instinct. Then came the query, "And how do you rid the nests of lice?" And almost discouraged I go over the old ground once more and conclude by advising the reading of a good agricultural paper, with a live poultry department, or a first class poultry journal and by all means the Experimental Farm reports.

SOME OTHER QUESTIONS ANSWERED

"A propos" of the subject of the proper treatment, cure, and housing of the young chicks, here is a letter that should be carefully read.

Bluovale Ont., 5th July, 1896.

Manager Poultry Dept.,
Experimental Farm,
Ottawa.

DEAR SIR,

I have had several chickens and young turkeys die from a disease the symptoms of which are as follows: They begin to gasp when I feed them. Any exertion seems to make them gasp more. They grow worse, are hardly able to swallow any food and die in two or three days. I feed the chickens boiled wheat and the turkeys bread and scraps. They are out all day. Oblige me by telling what is the ailment and what to give to cure them?"

The foregoing is a very intelligent description of a case of "gapes" or the lodgment of the gape worm in the throat of the chickens and turkeys. The worm fastens itself firmly on the sides of the windpipe, increases in number, and if not removed finally chokes the victim to death. The chick gasps frequently in its effort to breathe, hence the name "gapes." What is the cure? One way is to remove the worm or worms by a piece of horse hair with a loop on the end so that the worm may be caught in it and jerked on of the throat. But that requires more than ordinary skill. Another and easier way is to strip a small stiff feather, leaving a small piece of feather at the tip. Dip the end of the feather in sweet oil and gently—put it down the throat of the chicken and by a quick turn and jerk remove the worm or worms. But that will be tedious in the case of a number of alling ones.

Another plan and which on one occasion was successfully operated in the case of three Hamburgs, by the writer, was as follows. Place a box full of small holes in the bottom on the top of another box without any cover. Put a hot brick in the lower box and pour a few drops of carbolic liquid on it. Place two or three chicks in the top box and fit it closely on top of the box with the hot brick in it. The object is to allow the fumes of the carbolic liquid to get to the chicks in the top box. As the fumes reach the chicks they will gasp and cough and sneeze violently and in so doing both inhale the fumes and expel the worm or worms. At any rate the fumes will soon make short work of the gapes and worms. (1)

Care must be taken that the chickens do not get too much of the fumes or they will be choked to death. A small glass in the top or in one of the sides of the top box will permit of the chicks being watched during the operation. The foregoing may be a crude but it is an inexpensive way. Of course it can be improved on.

(1) With tobacco-smoke, blown into a box like the above, the editor saved 10 out of 11 chickens that were suffering terribly from this fell disease.

Extract of Spigolla or Pluk Root in the proportion of a teaspoonful to a quart of drink water has been recommended.

In the case of gapes immediate action is necessary on the first symptom being noticed. It spreads rapidly and is fatal in a short time.

The exact cause or causes of the gape worm has not been decided but it is more frequently met with where the same ground has been used for many years, dirt and dirty premises. Where the ground is limited, air slaked lime should be sprinkled on the ground and houses. The earth should be ploughed occasionally.

It was my intention to have answered one or two more queries but my letter has already reached its limit.

DEAR SIR,

You have an immense quantity of hay observed the visitor at the Clover Meadow Farm. Ya-as, said farmer Redneck "but there is a dang thing to feed it to but bicycles" (C. Gent.) July 26th.

For the last couple of years, breeders of horses of any kind, have had to listen, in patience, to the dire prognostications of the man who wanted to buy a horse cheap, (not a cheap horse,) as to the consequences of electric trams, and bicycles, in their relation to the use and value of horseflesh, in the very immediate future. It is quite certain that by going to the sales at Fosters in Montreal, this summer, a farmer could get a very fair horse for work on the farm, for about \$30 or \$40. I myself saw a very nice bay gelding, 16 hands, 6 years old, apparently perfectly sound, and certainly well-broken, as he was twisted in and out of the crowd, ridden on the curb only, by a boy, who did not look like an artist of the first water, sold for the sum of \$71. I noticed that he was picked up by a dealer, buying horses to ship to England. He will certainly fetch 30 or 40 pounds there; a good many horses are going to England, and have already been shipped, this summer, from Montreal.

The annoying thing about having to listen to the arguments of the man who wants to buy the good horse cheap, is that he knows quite as well as you, that high class carriage horses, were never used on trams, and that the people who have been accustomed to ride good hacks, do not give them up for bicycles. As for hunters I have not yet met the man with cheek enough to assert, that we shall soon be crossing country on automatic "gees." I read things in the papers that would seem to indicate that the arguments of the man who wants the breeder to give his horses away, are getting rather played out.

If the bicycle would only bring us good roads, I should hail its advent with unmitigated delight. It would do more to encourage the breeding of high class horses than anything else.

It is said that there is a marked decrease in horse-breeding, and estimates are made, which may not be reliable, that 300,000 are canned annually (why not if young enough, horseflesh is most palatable?) that the annual death rate of the worn-out is, 1,000,000 and that with the large export added, a large deficit is already evident. It is quite certain, however, that there will be a paying demand at fair prices for really good horses suitable for road and draught purposes, and for cavalry horses to go to Europe. (Country-G.)

There is an interesting article on the horse industry, in the Star of July 11th, which I must quote at considerable

length "Vous pouvez en prendre et en laisser." It is from an American source of course. "A year ago, those farmers and there were thousands of them who had been making most of their money raising common or railway horses—were about the bluest class of men in the United States. Now they are beginning to go into business again, their pastures and paddocks are once more being brought into use and these are satisfied that the outlook is full of promise.

This most desirable change in the status of a great industry, has been brought about so gradually that few persons not directly engaged in the horse business know anything about it. Its cause, according to Mr. Wm F. Doerr, one of the best known horse dealers in the United States, has been the appreciation,—somewhat tardily shown to be sure,—by the English, of the facts with regard to the horse-market in the United States.

It was some time last year "said Mr. Doerr, that our friends on the other side began to send their buyers over here. They had never done so to any extent before. Possibly this was in some degree because they did not favour American horses, but chiefly for the excellent reason that American horses could never before be bought nearly so cheaply as those of foreign breeding. The first English agent went at his buying, perhaps with some hesitation. But he soon became confident, for he found not only that the prices at which he could buy here were much below the current prices abroad, but also that the American horses were hardier, more enduring, and, grade for grade, better looking than the English animals. The first shipment of consequence was sent over rather early last year, and, as soon as the horses were seen and tested, then a rush of English buyers to the States began. Ever since then the shipments have been constantly increasing.

A good many horses, have been sent from Montreal, over 5,000 up to date, this year, and I know of one French Canadian dealer in the East End of Montreal, who has now a partner residing in England, who receives and sells the horses, as they are sent over.

Most of these horses, the American ones, are shipped from Boston. It costs \$17.50 to send a horse across the water on a steamship.

Many of the English buyers are at present making Chicago their headquarters and are much in evidence at the big daily horse sales there. The scenes at these sales are full of interest, and the various contrasts afforded by the mixing together of western horse-breeders, and their men, Chicago selling agents and cockney horse buyers, produce crowds not entirely without value to the discriminating observer of types."

Although the breeders of horses have begun again in earnest; continues Mr. Doerr, "it will take four years at least before the effect will be much felt on the market here. In the mean-time, prices will go up, they will be higher in my opinion than they ever have been. I do not mean that railway horses will bring much higher prices for reasons which you already understand. In fact in a few years there will be no railway horses to speak of for sale here, since the new horse breeding era is to be conducted along other lines. American breeders are at last finding out what fine horses are. They have been learning from the horse shows, whose influence has been exceedingly far-reaching. They have been learning, too, from bitter experience. When the trolley came,

and with it the bicycle, and, with them both the slumps in prices of the cheaper grades of horses, the prices of first class horses never wavered. In fact, handsome, sound carriage and coach horses were never so high as now in this country. They are almost impossible to get. This is because the folks who have money to spend use horses now just as much as they ever did. They may have their wheels all right, for fun, but they want their horses and carriages for solid show all the same, and they want better ones than they ever wanted before. Why, there are plenty of beasts now going abroad to haul cars that would have been thought elegant carriage horses ten years ago. Good coach horses range now from \$800 to \$2500 the pair. Those that can be bought for the lower of these figures are not considered of much account, either, and there is no lack of buyers for any that may be offered at more than the highest rate named. Five thousand dollars carriage teams are snapped up without delay wherever they are offered; the trouble is that there are so few that are really of this grade to be offered.

In spite of the high prices commanded by coach-horses I can hardly say that it is a surely profitable business as yet. It often happens that the colt is bred and reared with the greatest care only to turn out practically worthless as a coach horse, to the great disappointment and damage of the breeder.

Mr. Caspari said that while the English might not be buying coach horses in America at the present time the Parisians are purchasing such horses quite freely, and that about the lowest prices paid by buyers is \$1000 a pair the highest figure being about \$2500 a pair on this side, to which of course must be added the various expenses of getting them across. This increases their price materially in Paris."

Much might be done for the improvement of the breeds of horses in the Province of Quebec, and I venture to submit that it is a matter of sufficient importance, to be entitled to recognition in the scheme of general agricultural improvement. Among one or two suggestions that might be made, could not our High Commissioner in London draw the attention of the authorities in England to the exceeding excellence, and low price of the Quorn ranche, and any other ranche horses if equally good, as remounts. No better troop horses could be got anywhere. Want of handling and breaking, is the only thing against them. They would get all they want of that, at the depots.

We are going to have an agricultural Exhibition in the autumn, as usual. More prizes I think, should be given to farmers, who have not the time to handle their horses much, and prizes given to classes judged on conformation alone and more especially in the young classes, as in England. One would think, that the object of an agricultural Exhibition is to encourage farmers and breeders rather than dealers and livery stable keepers. The farmer has often to bring his exhibit from a long distance, while the dealer and livery stable keeper, is put to little or no expense in this matter. Living in the city, he has only to send his men, with the horses, from a few blocks.

Other things being equal, I have not seen so much difference in the housing and feeding of horses, as I had expected to find, between Ontario and Quebec, and while in Quebec, I regret to say, there are a good many farmers, for whom the best sort of horses is the \$30 horse, bought at an auction sale in Montreal, there are plenty of farmers