

suspensory ligament, or involves the knee joint. Splint lameness sometimes appears very suddenly. A horse may be driven a journey and go perfectly sound, and after a rest, when taken out to drive home, may go very lame when asked to go faster than a walk. Treatment should be directed to allay the inflammation. Of course, the horse must be given rest. The seat of the splint should be showered with cold water several times daily for two or three days. This is often all that is necessary, and he will go sound, and after a while the enlargement will be noticed. In other cases lameness is more persistent, and it becomes necessary to apply a blister. A second or third blister is sometimes necessary, and in some cases it is necessary to have him fired by a veterinarian. In rare cases the lameness is persistent, and a long rest is necessary, and, as stated, lameness may be permanent. When lameness does not exist, it is seldom considered necessary to treat. Friction or blistering has a tendency to hasten absorption of the enlargement, but in most cases nature effects this without extraneous assistance. As a simple matter of fact, there are few horses that have done considerable road work that are free from splints, although they may never have gone lame, and there is no visible enlargements. Unless a splint is very large, double, or very close to the joint, it is not considered an unsoundness.

"WHIP."

AN OHIO HORSEMAN'S OUTLOOK.

The farmer who expects to breed horses in the future will no doubt ask what class of horses he should produce, and a study of the future demand for the different classes is highly advisable. In the opinion of Chas. McIntire, writing to the Ohio Farmer, there are three classes of horses that have a bright future before them. These are the draft, carriage and saddle classes. If proper types of these classes are produced, there is sure to be a good demand, and paying prices can be expected. But it will be well for the farmer to consider carefully which one of these classes he is best situated to produce. He should remember that there is a wonderful difference in the horsemanship required in producing and marketing the three named classes of horses. The general farmer, though he will seldom admit it, is not a horseman. Consequently, he should produce a horse that requires little expert horsemanship in the production and marketing. Every practical horsebreeder knows that a draft horse can be produced, fitted and marketed with less skill than can a carriage or saddle horse. This, together with the increasing demand for draft horses, is my reason for rating him first of all as the horse for the farmer to produce.

Draft horses are produced at a certainty. When the right kind of foundation stock is used in breeding, there are very few misfits. After the foal is two years old, it will pay its way by doing light farm work, and without injury to itself, if properly handled.

Blemishes and minor defects are not considered by draft-horse dealers to the extent that they are by dealers in other classes. The drafter goes on to the market or sells well at an early age, and now, when many farmers are feeding or fattening draft horses instead of cattle or other stock, the young, typical drafter does not even have to be fat in order to bring a big price. Draft brood mares make satisfactory farm teams, particularly if the colts are foaled in the fall, rather than spring. All things considered, the draft horse is undoubtedly the horse for the general farmer to produce who is raising horses to sell.

The carriage horse is a grand animal, and once secured, properly fitted and marketed, there is scarcely no end to the price which he will bring. But, unlike the draft horse, he is produced at an uncertainty, and, in order to be produced at a certainty, must have generations of uniform ancestors back of him. The mating of animals of uniform types has been found to be absolutely necessary, if matched teams are to be produced. This means that the successful breeding of carriage horses is a lifetime business; but if a young man is a natural horseman, loves the business, is willing to make it a study, and becomes an expert horseman (and none others will succeed in the breeding of carriage horses), there is a bright future before the carriage horse and the man who produces him. There is one qualification which is likely to be overlooked in the breeding of carriage horses, and that is size. Without size, success in the business is not assured. There are sure to be misfits in the breeding of carriage horses, but if these misfits have size enough and good disposition, they make grand farm teams and good users,

and can be disposed of readily for this purpose. Size, however, must not be had at the sacrifice of quality. A 17-hand carriage horse is no longer wanted; 16 hands being a little too high, 15.2 hands is better. The breeder of carriage horses should not use a brood mare weighing less than 1,100 nor more than 1,200 pounds. The stallion should weigh from 1,150 to 1,300 pounds, and both sire and dam should be highly bred, sound, with size, action, color, substance, perfect dispositions, and always of the approved type. The man who produces this type of horses, fits them perfectly, builds up a market for them, and does an honest business, will be engaged in a well-paying business in the future.

People almost everywhere are learning to appreciate the saddle horse, and he is growing in popularity. If many city folk would take less medicine and more horseback rides on a gaited saddle, they would be far better off. Horseback riding is invigorating, health-giving, and fascinating. A famous Eastern physician has said that horseback-riding is the noblest form of exercise—almost ideal. "It keeps the body, the figure and the heart young. It teaches self-control, develops the will-power, strengthens the heart and all the organs. It promotes animation, improves the appetite, invigorates digestion. The green-apple complexion gives way to blooming cheeks; poise and grace of carriage develops, and a new zest of life is felt. Are you thirty-five, and wish to appear twenty? Then, ride horseback. Do not say 'can't'—it means 'won't'."

As horseback-riding is becoming rightly appreciated, it is up to the farmer or someone to produce the horse. It must be remembered, however, that the breeding and training of gaited saddlers is a difficult proposition, and only an occasional individual will make it a success. The farmer who could make money producing draft



Marjorie.

First-prize yearling Shorthorn heifer, Royal Show, 1907. Bred and exhibited by His Majesty the King.

horses, might make a hopeless failure at producing saddlers. The plain-gaited or walk-trot-and-canter saddler is easily trained, but the people who are willing to pay the price want gaited saddlers that can go all of the five gaits and do it well. To train a horse to go all these gaits requires a great deal of effort and ability. But to the man able to produce him, the saddle horse assures a well-paying proposition, and must be classed among the profitable classes of horses to-day.

Now is an ideal time to begin the improvement of our horses, as outclassed horses can be readily disposed of at fairly satisfactory prices. Good stallions are to be found almost everywhere, and the horse-breeder of the future should aim higher than to simply produce a horse. He should give careful consideration to the class of horses he is to produce; should study himself and find out if he is really a horseman. He should study his farm and his market, and be careful not to make a mistake as to what class he is best qualified to produce.

The number of horses exported from Great Britain during the seven months ended July 31st, was 31,473, against 31,121 last year. Of the number exported this year, 14,433 went to Belgium, 11,804 to the Netherlands, 1,315 to France, and 3,891 to other countries. The value was £558,361, against £646,485 last year. The number of horses imported was 8,928, as compared with 11,271. Of these, 414 were from the United States, 99 from Canada, and 8,415 from other countries. The value was £226,130, against £301,857.

LIVE STOCK.

PACKING-HOUSE INSPECTION.

The Government of Canada did a wise thing last winter in passing the "Act Respecting the Inspection of Meats and Canned Foods," which went into effect on September 3rd. Seventy-five thousand dollars in money have been appropriated, and forty men, chosen from the ranks of qualified Canadian veterinarians, were specially trained for the work at Chicago, to the end that all the large Canadian packing establishments be brought under official oversight. The public conscience has been thoroughly aroused to the imperative need for a thorough inspection of the animal foods of the people, both at home and what is intended for export, because Governments in all lands, including Great Britain, are on the alert for defects, and their discovery might any day result in an embargo on Canadian products. New packing-houses and abattoirs are going up in all leading centers, and these must be placed and kept under rigid Government supervision. According to the new regulations, all establishments having inspection shall be suitably lighted and ventilated. All appliances, such as tables, trucks, vats, machines, containers, etc., must be kept clean and sanitary. All steps in the course of production shall be carried on carefully and with strict cleanliness, and under the supervision of an inspector. Rooms in which carcasses, parts or products thereof are prepared, shall be frequently whitewashed or painted, and shall contain facilities for cleaning all equipment. Employees of the establishment engaged in handling foods must be free from tuberculosis or other communicable diseases, and must observe such general rules as to the sanitation as may be deemed necessary by the inspector in charge. No

carcasses or parts thereof entering into the production of food shall be allowed to come into contact with anything that will contaminate or deteriorate them. Coverings used by employees to protect their clothing or persons shall be of material easily cleaned. Dressing-rooms and lavatory accommodations shall be ample, sanitary and fully equipped, and shall be entirely apart from any room or compartment used for the production or storing of food. The yards and pens belonging to or used in connection with any establishment shall be maintained in a clean, comfortable and sanitary condition, and shall not be used for the fattening

of swine or other animals, nor shall any offal or other refuse from the establishment be utilized for feeding purposes. Inspectors in charge of each establishment will suggest to the manager or owner any needed changes in the sanitary conditions, and will be required to report weekly to the Veterinary Inspector-General as to the general observance of this section. Inspectors are authorized to refuse inspection if sanitary conditions are not observed.

Carcasses from the United States marked "U. S., inspected and passed," carcasses from other countries certified to have passed Government inspection there, and other carcasses of animals killed in Canada, with the vital organs in place, can be packed after they have passed another Canadian inspection. No clearance from a Canadian port will be granted to a vessel carrying meats, unless the carcasses and parts are marked "Canada, approved." Transportation companies cannot accept shipments intended for export unless accompanied by a certificate that the meats or foods have been properly inspected and marked. The words "Canada, approved," cannot be used except on packages that have been officially inspected. Offences are punishable by fines to the extent of five hundred dollars.

The London omnibus horses are fed with crushed grain and chopped feed, on the idea that the grinding of the grain can be done more efficiently and cheaply by machinery than by the molars of the horse.