

FARMING

VOL. XVI.

SEPTEMBER 27th, 1898.

No. 4.

Cheese and Butter Makers Meet

The Board of Directors of the Cheese and Butter Makers' Association of Western Ontario met at London on September 17th. There were present: President T. B. Millar, G. E. Goodhand, John Brodie, E. Agur, James Morrison, T. D. Barry and W. W. Brown, secretary, Attercliffe Station. The meeting was called to ratify an agreement between the association and the cheese and butter-makers, the association having secured the requisite number of signatures the agreement now becomes binding. The object of entering into an agreement of this kind is to further the interests of dairying and to induce patrons to take better care of the milk supplied by them for cheese and butter making. A form of agreement for use between makers and factorymen was also adopted.

Active preparations are being made for the annual convention of the association to be held at Listowel, Ont., on February 1st and 2nd next. Makers are urged to do all they can to make this meeting a grand success. Cheese and butter makers are also urged to become members of this association and be governed by its rules.



Canadian Horses in Great Britain.

In his report for 1897, Professor Robertson, Agricultural and Dairy Commissioner, says:

"I found that Canadian horses were used largely on omnibuses and for grocery and delivery wagons. The only complaint which I heard against some of them, was that when used steadily on the hard pavements of the cities, occasionally their feet became tender and lame during the first three months. If they passed that period safely, they were most satisfactory animals. I do not know whether the Canadian practice of paring the soles of the hoofs severely, leaving them comparatively thin, may not be a cause for the development of this weakness, when the horse is put constantly on hard pavement. No weakness or injury would be evident on the ordinary roads or streets of Canada.

"The horses which are wanted are sound animals, weighing from 1,100 to 1,250 pounds. They should be well broken to drive in single harness; and a smooth, rounded appearance is a much better quality than exceptional speed. In carriage horses, showy action is considered more valuable than great speed. There is a good demand in Great Britain for horses for cavalry remounts and also for artillery. I was not able to carry investigations into that subject far enough to offer any opinion on how that trade can be developed. But if stallions entirely suitable for the breeding of that class of horses could be obtained, it would seem to be a desirable policy to afford every encouragement to agricultural societies or other bodies, to use such stud horses in their locality, either by premiums, substantial prizes, or some other adequate means."

The information contained in this extract should prove of value to Canadian farmers. Our export horse trade is capable of much greater development than the past few years have shown. But to enlarge this trade our farmers must be in a position to supply the kind of horses the British dealer requires. Quality counts in the export horse trade as well as in any other line of export, and unless many of our farmers change their methods and breed only the right kind of animals they had better expend their energies in some other direction than that of raising horses for ex-

port. To go on in a hap-hazard fashion, without any system or definite object in breeding, other than to procure a horse, is to court failure both at home and abroad. To procure horses suitable for the British markets or any other market, some definite and fixed line of breeding must be followed and animals selected for the purpose of a kind that will produce the type required.

A very important point touched upon by Prof. Robertson is the proper training of a horse or the fitting him up for the market. How many farmers have real skill along this line? We question whether one quarter of the farmers who are to-day breeding and raising horses, with the hope of selling them at a good figure, know how to train a horse properly for the market. We do not make this statement in any disparaging sense, but merely to point out what we believe to be the real condition of affairs, and with which, we think, the majority of those who have had anything to do with the horse trade of this country will agree. A great many otherwise good horses are spoiled for carriage and driving purposes because of not being properly broken and trained when young. Many of the bad habits of horses, such as shyness, being easily frightened, etc., and which are sometimes looked upon as belonging to the animal's make-up, are due to nothing else than bad training. It therefore becomes a necessity, even if we are able to breed the right kind of horses for the British markets, that these horses should be properly broken and trained. But how is this to be done, if the person who raises the horses is not capable of doing it? The remedy would seem to be to have some middleman properly qualified to train the horses and fit them for the market. Especially is some better method than the one now practised needed in fitting up carriage horses and drivers. We do not think we are far astray when we state that the value of a good driver or carriage horse may be increased at least one quarter by being properly broken and trained. The purchaser who takes a fancy to an animal will give considerably more for that animal if he has been properly broken and trained than if he has been badly trained and has to be broken over again. All this is something that should be considered in endeavoring to develop our export trade in horses, and more particularly in those designed for carriage and driving purposes.

The suggestion in the above extract of encouraging agricultural societies or other bodies to use such stallions in their localities as would be suitable for the breeding of the class of horses required for the British cavalry and artillery is one that should be acted upon. Horses for cavalry and artillery purposes require to be of a certain standard, to produce which a special line of breeding is necessary. If we can produce the kind required there is no reason why a large trade in this line should not be worked up. It has been our contention for some time that some plan should be evolved whereby farmers might at comparatively little cost have the services of stallions of the right type. In some European countries, such as Italy, very rigorous measures have been adopted along this line. A law has been enacted whereby all stallions are subjected to a rigorous inspection, and not allowed to be used for breeding purposes except under a special license. Under these regulations a great improvement has been effected in the quality of Italian horses. This country may not be ready yet for such rigorous measures, but some modified form of licensing or controlling the stallions used for breeding purposes might have a beneficial effect. It has been suggested that a