

HORSES.

Would the stallion you have selected to breed your mares to this season pass an examination by a competent veterinarian for soundness? If not, make a new selection.

A draft mare that would be a desirable breeder is lost to the breeding business when sold to do the work of a gelding in the city. Think what such sales mean to the industry. The entire country needs more good horses. There is no way to get them save by the breeding of the good mares to desirable sires. Do not sell the mare. Keep her and breed her this season.

General-purpose horses are in fair demand, but let no owners of mares think it advisable to cross heavy and light breeds in order to produce this class of animal. There will be enough misfits for this demand if no cross-breeding is resorted to. There is no greater folly in the breeding business than violent crossing. Once decided to raise colts, raise either drafters or light colts, not a combination of each, with the type of neither.

Spring is approaching, and with it the rush of work common to the season. No more strenuous time is experienced by the horse than that which follows his long period of comparative idleness. Give him as much exercise daily as possible, also as much light work as you can. It will be a benefit in hardening him for the steady spring plodding. Feed must also be increased. A thin horse gets thinner during the sowing of the crop, and, while a fatter animal will lose flesh, he has more reserve energy, and his constitution is not nearly so likely to be injured.

Half Rates on Mares for Service.

There has been and will continue to be many districts in Canada which have not ready access to first-class breeding stallions. Other cases arise where a breeder has a high-class mare of a particular breed which he believes will nick well with a certain famous stallion standing for service, in another district. It may mean dollars in his pocket if he can secure the service of this particular sire, and there is only one alternative, and that is to ship the mare to the stallion-owner to be bred, leaving her there until reasonably assured that she has conceived. In fashionable horse-breeding circles, particularly in light horses bred for speed, this has been quite extensively practiced. Now, there is no reason why many farmers owning good grade or pure-bred mares, and wishing to secure the best sires to mate with them, with a view to improving the class of horses in the country, should not be induced to make a wider use of this means where the right kind of stallions are not available locally. Some districts have no really desirable stallions in them, and many mare owners, if the expense were not so great, would readily send their mares to the well-known breeding barns to be bred to the best stallions. These stallion-owners would be glad to get the increased trade, and the very fact that they are getting it would place their business on a financial basis which would aid in bringing more of the best sires into the country. The increased volume of business done would so augment their profits that they could afford to invest more money in improving the home business. Better sires would result, and such a move would go a long way toward eliminating the scrub stallion.

This would not be the only benefit. Those districts in which only a few good mares now exist would gradually grow into good horse-breeding localities. A few mares bringing forth the right kind of colts would soon lead other owners to try the method. It would prove a stimulus to the industry, and many parts of the country are in need of it. It is a shame to be compelled to breed a good mare to a poor horse, because of having no alternative. Owners of mares should be given every opportunity to get their mares served by the best stallion available, and anything which will spread the good work of noted sires over a wider range should be encouraged.

A step in the right direction was taken by the recent National Live-stock Convention in passing a resolution urging the railways in Canada to make provision for lowering the cost of shipping mares to be bred. The convention asked that, when full freight rates are paid on a mare shipped to be bred, she should be returned free of charge. This is cutting the rate in half, and would doubtless encourage many more to take advantage of this means of horse improvement. The railways would doubtless get greater returns from this branch of the business than they do at present, owing to the increased numbers carried, and it is to be hoped that, for the good of the horse-breeding industry, and those men so situated as not to have access to desirable stallions through any other means, the railways will see fit to adopt this plan at an early date.

The Ontario Stallion Act.

An act known as The Ontario Stallion Act has been introduced in the Ontario Legislature by Hon. Jas. Duff, Minister of Agriculture. This Act provides for the appointment of a Stallion Enrollment Board of four members, with the Director of the Live-stock Branch of the Department of Agriculture as secretary. The Minister of Agriculture may appoint inspectors under the direction of the Board, and every inspection must be made by a committee of three. According to the Act, no stallion shall be travelled or offered for use until his name, description and pedigree is enrolled. The Board furnishes stallion-owners with certificates which must be renewed annually. The Board is to keep a register of enrollment, and every stallion is to be enrolled in the name of the owner, and, in case of transfer of ownership, upon satisfactory evidence, the Board shall furnish a transfer certificate. Stallions over eight years of age only require to pass one examination, and the annual renewal certificate is to be granted year by year on this examination, while, in other cases biennial inspection will be followed. Notice will be given by the Board as to time and place of inspection, and persons desiring to have stallions inspected must submit them, together with the evidence of breeding and ownership, to the committee which reports on the same. In case there is a division of opinion in the Committee, the owner can apply for a new inspection by a new committee, the majority to rule. Provided the stallion passes the inspection, he is to be duly enrolled in a register, and his enrollment certificate shall form a part of the printed advertisement of the service of the stallion, whether it be in newspaper or poster form. Where not advertised, the owner of the mare must be shown the certificate at time of service. The fees are placed as follows: For enrollment, \$2.00; for inspection, \$5.00; for renewal of enrollment, \$1.00, and for transfer certificate, \$1.00. The penalty placed on those not complying with the Act shall be not more than \$100, and not less than \$25, the Act not to come in force before August 1st, 1912.

This Bill received its first reading in the House, February 16, 1912. Horsemen are convinced that such an Act, properly enforced, would prove a great good to the horse-breeding industry. It is a movement in the direction of the elimination of the nondescript type of sire, and the sooner the Bill receives its final reading and is passed and enforced, the sooner will our horsemen be encouraged toward greater improvement.

Our Horse Trade.

Few people realize the remarkable advance in the price of horses which has actually taken place during the past decade. Canada's horse trade has surely shown a steady, yes, rapid, rise, as far as values are concerned, when we consider that, as shown by J. H. Grisdale, Director of Experimental Farms for the Dominion, in reviewing the horse

trade on Toronto market for the past twelve years, at the recent live-stock convention held in Ottawa, heavy-draft animals in 1900 brought an average of \$150, general-purpose horses \$125, and drivers \$160, and in 1911 heavy-drafters brought an average of \$325, general-purpose \$250, and drivers from \$350 to \$400 each, it must be conceded that the horse, despite the rapid advance made by motor cars and other means of transportation, has not only held his own, but has grown in favor. The increase in value being, as it is, so great, practically eight per cent. in all classes combined, also indicates that the class of horse offered for sale must be to some extent, at least, improving. It cannot but be gratifying to horse-breeders to know the real status of the market, as compared with a few years ago. Every Province in the Dominion needs horses. The Maritime Provinces are just awakening to the importance of the industry, and, where there were only two or three heavy-draft stallions in Nova Scotia in 1900, there are now nearly one hundred. Quebec is just commencing the breeding of Clydesdales, Percherons and a few Belgians. Over \$7,000,000 worth of horses were imported from Ontario into Manitoba in 1910, and \$3,000,000 more was expended by the latter Province in purchasing horses in the United States. The other Prairie Provinces have, with their great amount of land still to be settled, practically an unlimited market for draft horses. British Columbia has a strong demand for both draft and light horses of the most approved type. Do these conditions indicate that the horse business is likely to decline? Nothing augurs better for home-breeding than the high market prices and the scarcity of the right kind of animals. We need more good horses and fewer culls. There seems to be no reasonable doubt as to the future of the business, and owners of good mares can do nothing better than to select early a desirable sire with which to mate them and breed as many as possible.

LIVE STOCK

Dairy Shorthorns in Ireland.

In a recent issue of the Irish Farming World, reference is made to the dairy Shorthorn herd of H. F. H. Hardy, of Maynooth, who started his herd with a beef type of Shorthorns which proved unsatisfactory in the dairy, and, with his steadfast purpose of establishing milk-record cattle, he started his dairying herd about four years ago. It is now entirely a utility dairying herd, and any animal that does not come up to a certain milking standard is eliminated and drafted out. The bulls used have been selected from English herds that have been bred for milk production. The bull in service at present, like the one preceding him, is a grandson of Darlington Crawford 5th, who won so many leading prizes in English show-yards, and averaged over 9,000 pounds of milk in ten years. One of the matrons in the herd is the fine roan seven-year-old cow Sylvan,



Royalette (imp.) (30803).

Clydesdale mare, in recent importation of W. W. Hogg, Thamesford, Ont., included in auction sale advertised to take place March 7th. This mare, sired by Royal Edward, by Baron's Pride, was first, and reserve for the Cawdor Cup at the H. & A. S. Show, in July, 1911.