

Sunday morning. Then there are mid week meetings in the homes of the people. These are scattered over the whole parish, and are attended only by those who live near-by. Other meetings of the church combine religion, social life, and something to satisfy the craving for knowledge and for fun and frolic. He has started agricultural classes, singing schools, Bible classes, and even athletics. He considers a baseball game fully as uplifting as a sewing circle, and believes that the Sunday baseball problem in the country is solved by letting the farm boys have an occasional Saturday afternoon off, and a place in which to play. The results have justified his belief. The Plainfield church, which ten years ago was nearly dead, with only enough members to fill the necessary offices, with two-thirds of the Sunday School teachers coming from one family, which supplied, as well, most of the officers of the church, a church of 500 members has been built. A new \$10,000 church building has been erected, and the Plainfield church has become the center of the community socially, as well as religiously. The dance hall that formerly occupied the attention of the young people has been forgotten, and the young men are interested in, and promoting the welfare of the community.

Jordan's Grove Country Club, and how in less than three years it has united the community, helped the church, furnished social life, and even started a township boosters' committee which is looking after the improvement of the roads, schools, and other interests of the community, was described by its founder, Rev. R. A. Smith of Jordan's Grove Community, near Central City, Iowa. Prof. P. G. Holden and L. N. Taylor told of the community spirit, and helpfulness that Clubs and Granges and similar organizations have engendered near Oskaloosa, where there are ten Granges, with 900 members, in one county. Prof. Holden pointed out, also, that in Michigan, where there are many Granges and Clubs, there is a strong community spirit. The Canadian Northwest is not being settled by farmers from the Grange districts of Michigan, but from Iowa and Illinois, where organizations are few and community spirit lacking.

J. B. Burrows, of Decatur, Illinois, told of his work in introducing agriculture in some of the country schools of that State. He thinks that the work should be simple, dealing only with what can be demonstrated, and going slowly and carefully until teachers are trained for the work.

Ole Rikansrud, a farmer and business man, of Kanawha, Iowa, told what had been accomplished in stopping petty graft and waste in school funds in his district. Using the money saved in this way, better teachers were hired, and better equipment and more comfort for the children were secured. Better salaries were paid, more books bought, and improvements made in the school-houses. Admitting the advantages of co-operation, organization, and the establishment of club and church, he showed the fundamental need of better education, in order that the farmer might take advantage of all these "means of grace."

Next year the summer school will probably cover a longer period, and plans are being laid now for an even better and larger conference for next year in connection with the summer session.

## HORSES.

Some drivers are more afraid of automobiles than their horses are.

If the oat bin is getting too near empty, buy a little bran and mix it with the oats to make them last until the new crop is ready.

The use of the whip on the frightened horse is seldom justified. If there is no reason for the animal to be frightened, this will serve as one, and only adds to the horse's fear.

Remember that the draft horse is not intended for speeding purposes, and, when teaming on the roads or hauling in the crops, do not push him beyond his capabilities.

It is no pony's work on the hayfork rope. A good solid horse is required, and in some cases, where the pull is extra hard, a team should be used.

The horse used for pulling up the bundles of hay or grain should be kept shod, for it is heavy work, and there is some danger of his slipping. Slips are always dangerous, and all risk of them should be avoided.

A steady pace, if kept up, will accomplish more than excessive speed, followed by delay to rest the horses. It is not the amount of work which fatigues the horses, but the speed with which they are compelled to do it.

If an excellent coat is desired, cause the horse to sweat frequently, and after each sweating give a thorough cleaning. This sweating aids in the removal of dirt, and in the production of gloss and smoothness of hair.

The price of automobiles grows less each year, while that of the horse soars higher and the demand increases. Horse-breeders need not fear that the horseless carriages and drays are going to kill their business as long as this is the condition of affairs.

Now that automobiles are so common, there is no excuse to endeavor to keep the horses from seeing them. Better by far cause them to become accustomed to these conveyances by passing them whenever possible, rather than turning up some bad road to avoid them.

Grease the wagons frequently during the summer. This is a great saving on horse energy and will aid in keeping the horse in better condition, as well as being of great value in lessening the strain and wear and tear on the wagon. Axle grease is cheaper than wagon material and horse flesh.

### The Driving Horse.

Very few farms can well afford to do without a light type of horse, to be used as a driver. A few years ago, many farms did not possess this useful and very valuable asset, and the hard-worked agricultural or heavy-draft horse was used between the buggy shafts to make trips to town or village during the evenings, either for pleasure or business, and could not even get a day's rest on Sunday, but was again brought into commission to do the entire family's Sunday driving. Horse-owners gradually began to see that this procedure was too much for the heavy horse, and that he was suffering greatly by the continuance of the practice. Labor became scarcer and time more precious as years rolled on, until, at the present time, speed is one of the main considerations in all commercial enterprise. No other business has felt the need of rapid growth to a greater extent than has agriculture, consequently the slow, heavy, work-horse driver has given place to a horse of one of the lighter breeds on most farms. Many farmers keep more than one light horse where there is sufficient driving to warrant this, and every farm of any size should have at least one horse suitable for this purpose.

Many think that they cannot afford to keep a horse to do nothing else but driving, and this is one of the places where the general-purpose horse gets his innings. The general-purpose horse is usually of a type suitable to do considerable road work, and at the same time is heavy enough to be of use in doing ordinary farm work. There are so many different types of general-purpose horse that perhaps a little explanation is necessary as to which is the most suitable type for the purpose indicated. Agricultural horses are often classed as general-purpose, and vice-versa, but no horse-

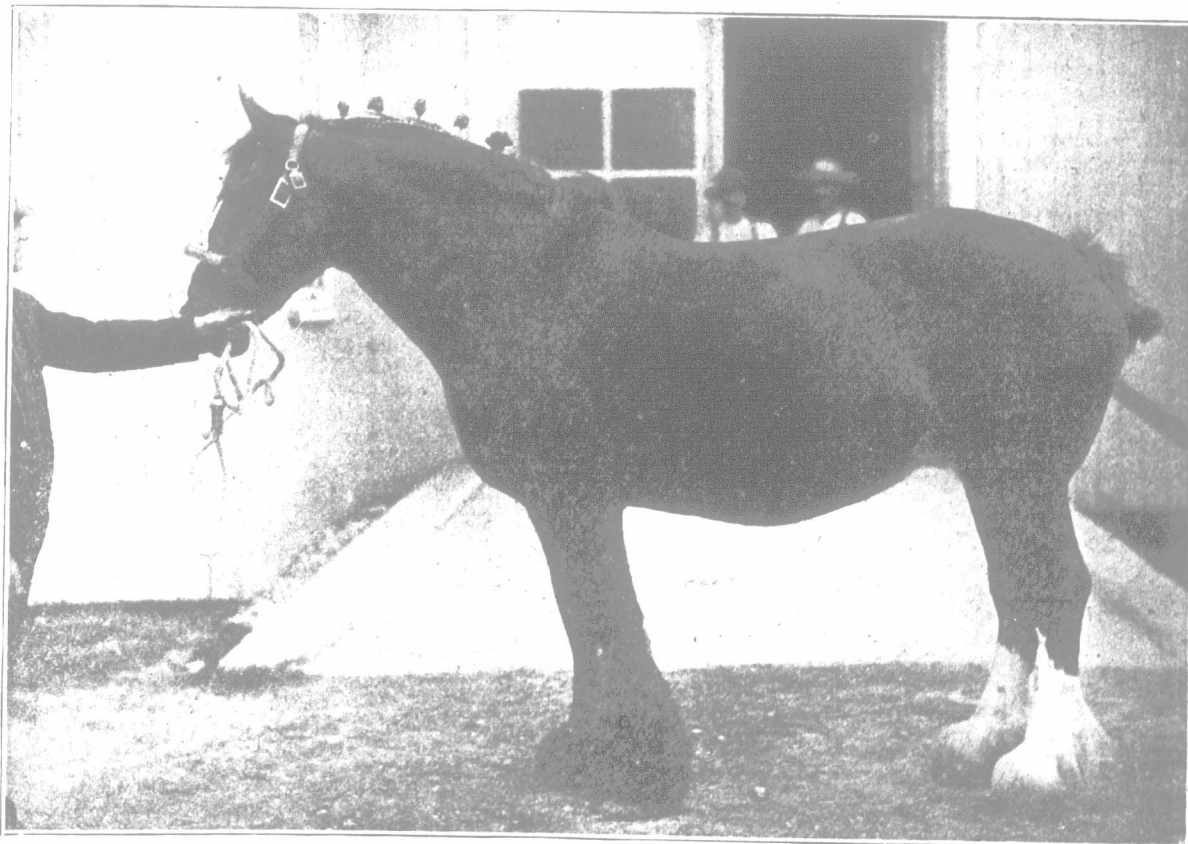
man, if he is keeping a horse for a general-purpose horse suitable for roadster purposes would think of buying a blocky agricultural animal, but would rather prefer the clean-limbed, rangier type, with a little less weight. The agricultural horse is generally understood to be a horse of draft type which is not up to great enough weight to place him in the heavy-draft class, while the general-purpose horse is a horse of the roadster type, but large enough to use on the wagon or on the farm, or, in fact, for almost any purpose for which he may be needed.

Whether a person keeps the light driver or the general-purpose horse for this work, can only be decided after considering their conditions. Where there is sufficient driving to warrant it, the light driver is advisable, but where the amount of driving is comparatively light, and the horse can be used to good advantage in the fields, the general-purpose horse may be profitably handled. While the general-purpose horse can travel easier than the heavier beast, it must be remembered that he should not be expected to do six ten-hour days' work in the field per week, and at the same time do the evening business and pleasure driving, as well as the Sunday trips to church. If a horse is kept for driving purposes, let this be the first consideration, and use him for farm work only when he is not getting sufficient driving, rather than keeping him as a general work-horse, with the driving thrown in. When a horse is kept as a driver, style and speed are essential. When using the horse for business, no time can be lost, and when in use for pleasure an attractive, speedy individual is required.

Many horsemen prefer a gelding for a driving horse, and in many respects they are desirable; but if one purchases a mare, he has a chance to redeem any loss which he might sustain by accidents or otherwise, by breeding her. A driving horse's period of usefulness is usually short, consequently this is a somewhat important consideration. Speaking of not being able to afford a driving horse, it is only under exceptional conditions that the farmer can afford to be without one. They are a source of satisfaction, as well as a profitable investment, and those who own them would not care to do without them, while those who have not as yet kept a driver would find it a profitable and satisfactory departure.

### A Warning.

That care should be taken in handling of liniments or other preparations containing strong alkalies, and especially ammonia, was well brought out some days ago, when a London (Ont.) teamster nearly lost his eyesight by a bottle of liniment of this kind exploding while he was preparing to apply it to a horse's leg. The slight agitation caused by simply taking the bottle from a shelf caused the liquid to fly in all directions, a large amount of it being blown into his face, and had it not been for his presence of mind in thrusting his face into a pan of milk which was near at hand, he would probably have lost his sight. Horsemen and others should take warning from this, and use care and judgment in



Linlithgow Lass [15912] (20870).

One of Dr. McEachran's Clydesdale brood mares, at his Ormsby Grange Stock Farm, Ormstown, Que. Sire Everlasting. Dam by Sir Everard.