

cross bred animal is to be bred, the breeder is undecided what class of sire to select, and the strong probability is that he will be disappointed in the progeny. Hence, we repeat, if the breeder looks forward to success as a breeder, he must "Stick to Type and Breed."

"WHIP."

Stallion Control in Victoria.

A system of Government control of stallions standing for public service was inaugurated in Victoria, Australia, in 1907, directed, primarily, to secure soundness from an hereditary standpoint, and also that they conform to a reasonable standard of excellence as regards breed, type and conformation. During the first season, the scheme provided for the purely voluntary submission of stallions for examination. During the first three years, about one-fourth of the stallions submitted were refused the Government certificate, and one may not unreasonably infer that those not presented would have shown a very much larger percentage of rejections. The examinations have shown that over 15 per cent. were rejected for hereditary unsoundness, and that a considerable number were unfit for the purposes of sires by virtue of their mongrel characteristics. These two facts have made clear to the authorities the need for completing the scheme by legislative enactment. The submission of the horses for examination took place at public parades at local centers, attended by veterinary officers of the Department of Agriculture. During the first year, 918 stallions were forward for examination, or about one-half of those standing for service; and, despite the number of rejections, they continued to come, because of the pressure of horse-breeders, who realized that it was to their ultimate advantage to patronize certificated horses. In order to further strengthen the scheme, the next step taken by the Government was to make it a condition of the grant to agricultural societies that a Government certificate must be held by all stallions three years old or over, competing. Practically all the agricultural societies receive the Government subsidy, so the compulsory condition became operative for the whole Province. Provision is made for an appeal against rejection, but though 486 horses have been rejected, in no instance had the opportunity been taken advantage of. In 1908 there were 118 inspection parades, 995 horses submitted for examination, and 253 rejected. In the 1909-10 season, 751 were examined, and 223 rejected, the greater percentage of rejections being due to the adoption of a higher standard of breed, type and conformation. During the three seasons, 2,664 stallions were examined, 1,973 certificated (74.07 per cent.), and 691 rejected (25.93 per cent.). Of these, 442 were rejected on the ground of hereditary unsoundness, and 269 as being below standard in the other respects. Of the total examined, 269 had sidebones, 60 ringbones, 34 spavins, 25 bog spavin and thoroughpin, 31 curbs, 1 cataract, and 2 roarers. It is further noteworthy that, whereas over 25 per cent. of the draft horses submitted were rejected for unsoundness, only 9 per cent. of the light horses were so rejected, and, of ponies, but 3.5 per cent. On the other hand, more ponies (16.28 per cent.) and light horses (10 per cent.) were rejected as being below standard, while only 7.4 per cent. of the drafts were so rejected. The report on the subject points out that the drifting policy of leaving to breeders to determine the matter of type, breed and conformation would be folly, if quality of progeny is to be maintained, and that it is necessary to carry out fearlessly a system of Government control. Regulations for the examination of stallions and lists of certificated horses are annually published. A similar scheme has been adopted by the three neighboring Provinces, New South Wales, Queensland and South Australia, with reciprocal arrangements with New Zealand.

Covets the Western Horse Market.

Editor "The Farmer's Advocate":

I see that you are boosting reciprocity, and, according to your idea, none of those who are opposed to it know what they are talking about. As I have made my living by horse-breeding, I am deeply interested in the effect of the tariff on the horse market. I don't see why you and the Government can't let the horse business alone. We have had a gold mine in the Western market these last few years. This year two-year-old colts were selling for from \$180 to \$200, and fillies from \$200 to \$250—that is, good, ordinary colts. And now the buyers who used to buy tell us frankly that they won't come here any more, as they can get their supply in the Western States, and as I see that horses are cheaper in Chicago than they are in Toronto, it is evident that we are in the soup. You quoted figures to show the cost of shipping horses to the West, and then blandly told us that we were only making dividends for the railroads by shipping West, that we had better ship East. Now, what I want to know, is what difference does it make to us whether we ship East or West? The question

is, which will pay most money at our stable? If you wished to deal fully and fairly with the question, why did you not quote prices in the East and show us that there was some prospect of sale for our surplus horses, as we have gone extensively into the horse-raising business in this part of the country? I cannot understand how the East is going to be permanently a good market, as it's old-settled, and if there is such a demand they will soon supply it from the unlimited territory which they have in the States suitable for horse-raising, whereas the West is not suitable for raising horses; at least, they don't try to raise them, and at the rate of immigration and railroad building, the market there will be unlimited for a long time. What was the matter with the Government anyway? Why could they not let well enough alone? The condition of us farmers was ideal; we did not want any change. Was it the Western delegation that scared the Government? If any one will be benefited it will be them; but we don't hold a brief for them. There is no danger but that they will look out for themselves. When we had permanent markets and transportation routes established, and had adjusted ourselves to conditions, would it not have been better to abide the ills that be than fly to ills we know not of? In dealing with the States we are not dealing with the innocent, generous individuals that some of the articles that we read in the newspapers would have us believe; we are dealing with a people who are ever ready to try a skin game if they can, and I don't think that we are going to get the start of them this time any more than in the past. Of course, it is impossible to say what on the whole will be the effect of the tariff, but with the advantage in climate which they possess, and their facilities for transportation, I don't understand how we will be any better off than we have been under the old tariff. I always had great faith in "The Farmer's Advocate," but I think it's off this time. If the new tariff comes in force, and horses are as good a price as they are now a year from now, I will apologize for this letter.

Elgin Co., Ont.

A SUBSCRIBER.

Want Market for Three-year-olds.

Horse-breeding interests in this country are to be fostered, by the expenditure of £40,000 per annum. The idea is to encourage farmers to breed what are called half-bred horses. No doubt the question of the horse supply of the world is seriously menaced by the rapid extension of motor traction. It scarcely admits of doubt that before many years are over the cab traffic of cities will be wholly carried on by motors. The cab horse is being rapidly supplanted, and the same is true of the light van or express traffic for parcel-delivery work. On the other hand, those who have given the relative merits of horse and motor traction for heavy work a fair trial declare that horses will hold the field there, being more economical and serviceable. The decay of the light-legged horse means a problem in respect of the supply of army horses, and it is the deficiency here which has given rise to Government activity in the matter. It is, however, doubtful whether the £40,000 will do much to encourage horse-breeding, unless there be a market at remunerative prices for the horses which are bred. Hitherto this has been the great drawback. Farmers could not afford to breed horses for which there was no market until they were five years old, at £30 to £40 apiece. What is wanted is a three-year-old market at these prices, and if this be secured the farmers will need no external inducement to lead them to embark in horse-breeding. They are open to embark in any enterprise which means money—and the conditions named would mean profit for all concerned.

"SCOTLAND YET."

Stuffed with Hay.

Editor "The Farmer's Advocate":

I notice lately there are a great many writing on the cost of horse power. In your issue of January 26th, 1910, is a letter by Mr. Symons, who figures 75 pounds of hay per day for one team of horses. Now, you can put six sheaves into a threshing machine if you like, but it will digest the grain much better if you feed it right. I consider that from 40 to 50 pounds of hay per day is sufficient for any ordinary team, when getting a gallon of oats each meal. But if horses are poor, and not very well coupled up, they will eat a lot of hay. Two hours a day would hardly be enough time for one to feed and clean stables for a team that would eat 75 pounds of hay per day. I think it would be better to put 25 or 30 pounds of this hay into the calves; if it is clover hay, the old sow would be very thankful to have a little of it. Also, Mr. Symons has charged the horse up with \$5.00 a load of straw for feed and bed. Now, I was always taught that it paid to keep the straw at home for manure. If so, 's the horse not doing the farmer a favor to get this straw into manure, whether he eats it or tramps it? Anyway, a horse ought to be worth his bed just to look at—if you didn't feed him too much hay.

Grey Co., Ont.

J. H. HAWTON.

LIVE STOCK.

Australian Snapshots.

WOOL NEWS AND OTHER ITEMS.

England is Australia's best customer for wool. Last year the trade in this line amounted to ten and a half million pounds sterling, or almost as much as France and Germany put together. In addition, she bought three-quarters of a million worth of sheep skins. During the past five years, Australia exported wool as follows: 1905, £20,000,000; 1906, £22,600,000; 1907, £29,000,000; 1908, £29,000,000; 1909, £25,500,000.

One of the most interesting features of several Victorian agricultural shows is the boys' judging competition in the draft-horse arena. The youths must make out their awards in writing. It is surprising how the young students handle their subjects.

The Laboratory of Tropical Diseases, established in North Queensland, is commissioned to inquire into the worm nodules in Australian beef. An experienced pastoralist declares that there is no justification for any fear in England about the cysts. English beef was killed so much younger than Australian and the cysts are not seen so often, but they exist, all the same. The Q. M. E. Company is not now exporting the briskets, for the worms are more prevalent in that part of the beast than any other.

CLAIM TO BEAT THE SCOTS ON AYRSHIRES

It is generally pretty well recognized now that Australia has evolved what is a distinct type of Ayrshire to that which scores the blue ribbons at the big shows in Scotland. Possibly the climate has had something to do with this development, but it is more likely to be due to the effect of breeders striving after utility animals. Every stock-buyer who goes to Scotland to pick up this sort of fresh blood comes back with the same story, that he saw nothing better than he could have got in Australia, and when he did get that, it was mostly from the small farmers. The bigger herds do not seem able to get away from the blunder of breeding for fancy purposes, and making utility a secondary consideration. R. G. Keys, a well-known breeder of stock in Victoria, was eight months searching the shows and herds trying to get satisfied. He found that many of the animals were pure-white in color, and did not carry the milk vessels seen in colonial products. He said that he would not buy a Scottish prizewinner to bring to Australia, as they were opposite to the Australian type. The best of the breed were to be found, he unhesitatingly declared, on the Scottish dairy farms. So Bonnie Scotland will have to look to her laurels.

ALLEGED BRAND MARKS TRANSMITTED.

Dr. Wilmot, M. R. C. V. S., Government Veterinarian of Tasmania, who is conducting laboratory examinations at Campbelltown, in regard to some obscure disease in stock, reports a strange freak in breeding. Mr. Clark, of Quorn Hall, bought a cow some time ago branded with swallow-tail ear-marks on both ears. She was a half-bred Alderney. She had given birth to a calf three years in succession, and each calf was born with swallow-tail marks on each ear. The first of the three calves, a heifer, grew up, and has now a calf to a Hereford bull, and this calf has also swallow-tail marks on both ears. The scientist contends that this proves how an artificially-acquired abnormality may be continued for at least three generations, and probably permanently—a question which has caused so much criticism. He contends it should be of interest in connection with the subject of dehorning cattle, as it opens up a large question of the possible heredity of acquired abnormalities. Dr. Dawson, Inspector of Stock in New South Wales, adds his experience of a cow having several calves born ear-marked as she was. Another case that came under his notice was that of a pure Shorthorn bull. He bore a plier's ear-mark, and he sired a percentage of calves so marked. He was a red bull, and it was remarkable that only the red calves were marked.

[Note.—Without in any way impugning the veracity either of our correspondent or of the learned M. R. C. V. S., we suggest that our readers take these swallow-tails with salt. Is it established beyond doubt that the marks on the cow's ears were originally brands?—Editor.]

CONTRACT SHEARING.

A correspondent asks me to explain a few facts about the new system of contract shearing in vogue in this country. Most of the work is now done either by contractors' gangs, or by men who are working together on the co-operative plan. These gangs travel from one shed to another, mostly in motor cars. They carry their own plants, ranging up to thirty stands of shears. If there are no housing sheds for them, they erect large tents, but it is seldom that this is necessary, as the required housing is now compulsory by law, even to the providing of bathing accommodation. Their plants include battens, sorting pens, and boards for flooring. The rates by law are 24 shillings per 100, and, as some gangs aver-