

then give him five or six miles gentle exercise, either in harness or on the line. Rub him down well after you fetch him back to the stable, and put him in his stall (we assume you have a box stall of reasonable size for him). Give him water again before his midday meal, which should consist of about 4 pounds hay, 7 pounds rolled oats, and 2 or 3 pounds raw roots, either carrots, turnips or mangels. Give him water again about an hour after his meal. At noon, his evening meal should be prepared. It should consist of about 7 pounds cut hay, 6 pounds rolled oats, and a tea-cupful of linseed meal. This should be mixed in a water-tight box or vessel of some kind, over which boiling water should be poured, and the mixture then covered tightly. This allows the mixture to become well steamed, practically cooked, and is very palatable, and gives good results. About the middle of the afternoon he should again be taken out to exercise, and given five or six miles, as in the forenoon. As he becomes accustomed to exercise, the distance may be gradually increased. It will be good practice to rub him down again after this exercise, before putting him into his stall. In the evening he should be again watered, before giving him the meal that has been prepared. In about an hour after he has finished his evening meal, he should again be given water, and fitted up for the night.

As to the amount of bulky food that should be given a horse, I may say this must to some extent be regulated according to individuality. I have given about the amount the ordinary horse of 1,400 pounds should be fed. If you find that it is more than he will eat with apparent relish, you should reduce the amount; but I do not think it would be wise to increase the amount, even though he would eat more, as it would probably give him "too much middle."

The potency of a sire probably depends as much upon his general care as upon the food he eats. One of the chief reasons why many sires are not as potent as they should be is the fact that they get practically no exercise, except during the stud season, hence the necessity of daily exercise, as recommended. In fact, a horse makes a better sire if he gets regular exercise at all times.

"WHIP."

Horse Prospects and Stallion Values.

Editor "The Farmer's Advocate":

Whilst the horse market to-day demands four distinct classes of horses, heavy-draft, carriage, saddle, and roadsters, the draft horse offers to the farmers of Canada the best chance, from a financial standpoint. One advantage he possesses over the breeder of the lighter classes is that he has fewer sacrifices to make on account of blemishes and imperfections, very little allowance having to be made for a small blemish on him. But if a road or carriage horse has a deformity, however slight, as a splint, or throws out a small curb or spavin, it invariably detracts greatly from his selling value. The draft horse is ready at three years of age to earn his own living. He is more tractable, and more easily trained. He can be raised for \$100, or less, and will sell at from \$200 to \$300, according to soundness, quality and weight.

Few departments of agricultural industry of this great country are more important than that of draft-horse breeding, and prices never ruled higher than they do to-day. The demand for first-

class geldings and mares of suitable age, weighing 1,400 pounds and upwards, is in excess of the supply; in fact, all kinds have had a market value. Good ones have sold high, while poor ones have paid well enough to encourage the scrub and low-grade producer to continue his work.

There is a growing consciousness that a great many of our horses are not what they should be, and every breeder should feel it his duty to assist in improvement. We should not breed in a way to add to the unmarketable product. If, through penuriousness or ignorance, we still insist upon perpetuating the low-grade animals, by mating to poor sires, or, in the case of men who have road and draft mares, breeding to the same horse, and that often a horse of neither class, we must expect to be in possession of plenty of nondescripts.

Perhaps the present high-grade draft horse is the farmer's ideal horse. Many doubtless consider him the best horse for general-purpose in the world, while others might prefer a lighter and swifter-moving horse for farm work, and for long-distance travelling. I am inclined to think that the ideal general-purpose horse, or horse suited for all kinds of work, is almost impossible to raise or buy. Yet, we have very many useful horses that can only be classed as general-purpose, unless someone is uncharitable enough to say that such are only scrubs and nondescripts, yet these horses will often, in the ordinary farm operations, especially plowing, harrowing, and such work, on soft ground, tire out the heavier-footed draft horse.

There is nothing in the character of the present horse market that seems suggestive of radical changes in the future. We are no more going to return to the horses of twenty-five years ago than we are to other styles and methods of those days. The Canadian people do not progress in that way. The coming trotter must fly; above 2.20 cuts no figure now. Not many will raise phenomenal trotters. Good roadsters, weighing 1,100 pounds and upwards, will be good-paying products for the next few years, at least. We shall always want plenty of good draft horses, and the best-paying type will never be lighter or poorer than the market standard of to-day.

In general, the type of draft horses demanded to-day are, of weight, 1,500 pounds and upwards. They must have good feet; sloping pasterns; clean, flat bone, without any tendency to beefiness about the legs; a good strong, short back, with a well-sprung rib; and the more ambition and action and quality he possesses, the more valuable he will be.

The cry that the horse will soon be put out of business has been raised so often that it is ancient history, almost as old as the horse. In the advent of the railway, the cry was raised that the day of the horse would soon be over. Instead of the railway supplanting the horse, it has increased the sphere of his usefulness. Next came the tram or electric cars, then the cry was there would be no market for horses in cities; it was well known the horse cars used up a lot of horses. Now we have the prototype of those theorists saying to breeders that their realm has been invaded, and the horse must make way for the automobile. Yet, his usefulness and money value goes merrily on and up. He continues to improve in type, to grow strong and fat, and increase in numbers.

There is a growing demand for Canadian-bred draft stallions and mares, and there need be little fear of its stopping as long as Canadians endeavor to conduct their business on a fair and legitimate

basis. That this course has not always been pursued, we know full well. There are few parts of Canada that have not been visited by the "stallion syndicate promoter," and many syndicates have suffered thereby, although most of these "promoters" sell their stock as "imported." Many who buy do not know whether such is the case or not, or whether the papers and pedigrees produced would stand as correct if examined at the National Records Office at Ottawa. A number of horses sold in the Maritime Provinces at prices ranging from \$1,200 to \$2,200, proved utterly useless as stock-getters. That they were imported, there is no doubt; bought for a song on account of some imperfection, in France or the British Isles, they are shipped here, and sold at handsome profits.

An excellent article from the pen of Dr. D. C. Smead, in the Tribune Farmer, deals with this question in a way we like. He says, in part:

"Where do they get these horses they sell? They buy some of them of breeders of renown, who sell the horses to them for nominal sums, by reason of their being faulty in some way. In breeding horses of the highest type, there will always be an occasional colt foaled that is defective in some way. The breeder himself does not like to sell him direct to a customer, who might later on 'put up a kick,' and injure the breeder's reputation. He, therefore, is willing to sell to a promoter, who can jockey up and fatten up, or even dose up, an inferior colt or horse so that he will look like a good horse. The price paid is usually from \$200 to \$300 to the breeder, occasionally \$500. This is the limit. Then the promoter starts out prospecting. He locates in some business center in a rural district, where he has learned there is a desire among the farmers to secure a draft stallion. He gets introduced to some men of influence in this district, and then he plies his art. He uses lots of palaver on this man by saying he has been directed to come to him as a man of note in this county, and a man whose word carries weight with it. He desires to engage this man for a compensation to assist him in the good work he is doing by installing a first-class stock horse in that section of the country. A liberal fee per diem, with a share of stock thrown in, induces this 'influential man' to introduce him to farmers, and he arouses their interest by telling him he has a stallion of the finest breeding ever known in France, Belgium, England or Scotland. He has purchased him for about half his real value, and could barely get out by selling him to the company for \$2,500 or \$3,000. He was a dealer in horses, and yearly bought several thousand horses for city use, and he only sold this stallion at so low a price by reason of his expecting in a few years to come to that section to find horses to buy of this horse's get, for which he would pay from \$500 to \$1,000 a pair. He would be glad to buy four-year-old half-blood geldings at \$300 a head if he could only find them in this section, but he of necessity had to go to some other locality for them, and get poor stock at that. Thus it was he was offering this remarkable fine-bred stallion for so low a price. If the farmers here would not readily take hold of this matter, he should take his horse further West, and there sell him quickly for \$5,000."

We do not think it is at all necessary to pay fabulous prices. There are firms in Canada and the United States selling stallions, better far than some of the ones referred to, at half the price. As Dr. Smead says, further, "Farmers can just as well go to some reliable breeder and buy as good horses of any draft breed in the world at from \$500 to \$1,000," and further adds that two or (possibly) three men are enough to form a company in owning any one stallion.

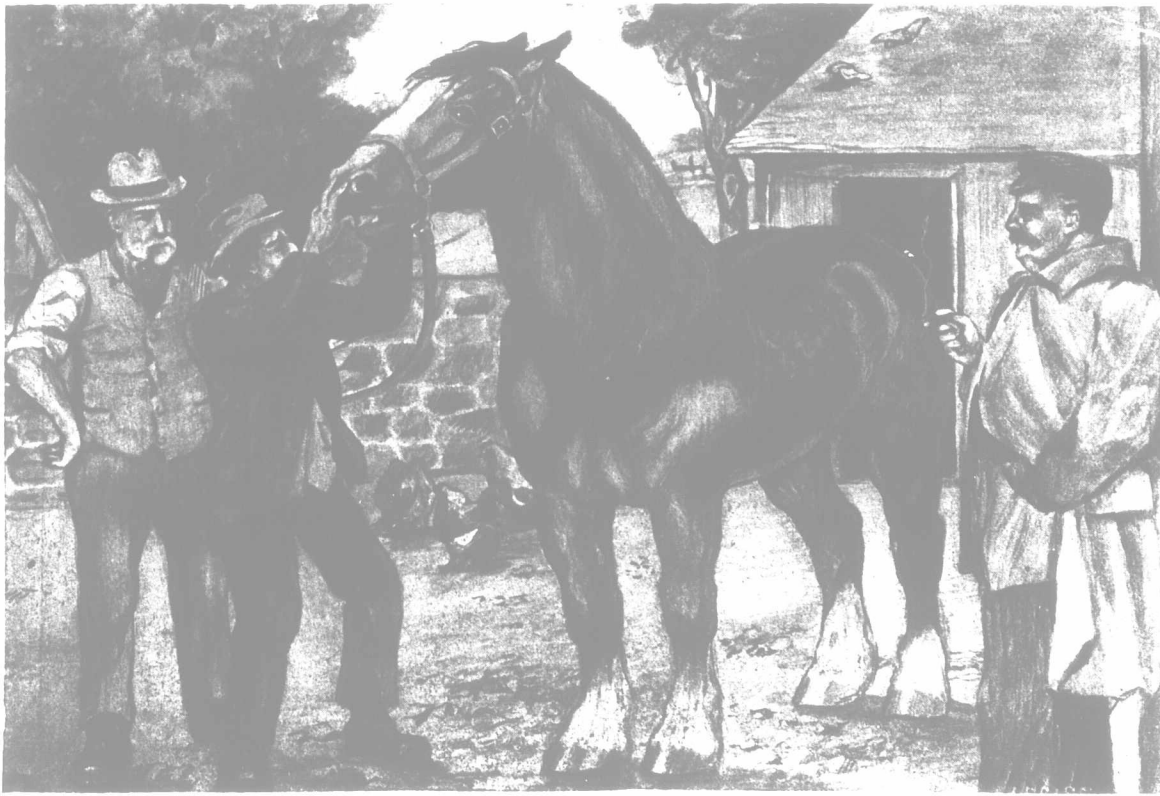
In conclusion, would say, if farmers will only keep their best mares, or, if they have no good ones, try and get them, breed them to the best draft stallion—if they do this consistently, and use ordinary care and judgment in this business, they can hardly fail to make a success of, and profit from, the breeding of draft horses.

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Transmissible Diseases Among Horses.

One of the interesting lectures before a class of farmers recently at University Farm, in Minnesota, was by Dr. Lipp, of the Veterinary Division, on the subject of Transmissible Diseases Among Horses. He divided spavin and kindred bony diseases into two classes. In the first class he placed those that result from injury, and in the second those that result from faulty conformation. A sound horse, of proper conformation, that receives a kick, and then develops a bony disease, would clearly belong to the first class. There would be little danger of such disease being transmitted to offspring. On the other hand, if by reason of faulty conformation, a horse develops a spavin, when employed at ordinary work, the offspring from such horse would not inherit spavin, but would be predisposed to the disease on account of an inherited faulty conformation. He then applied the same reasoning to various other diseases and showed that the disease itself is not



The Hoss Buyers.

(Drawing by Jas. E. Price.)