

with said they had not known of any injury to any child. They said the regulations required them to wait for the children at any house for a period not exceeding two minutes; that as a matter of fact, it was rarely necessary to wait one minute, and that a case where the children missed the van or were left from being late was very uncommon. The average attendance at the schools confirmed all that.

THE SCHOOL WORK.

Mr. R. H. Cowley, Inspector of Schools for the County of Carleton, Ont., accompanied me; and through the courtesy of the Principals of the three schools we were enabled to obtain some information not hitherto recorded. That included, among other matters, the free expression of the opinions of the pupils themselves on the relative merits of the old and the new. Mr. Cowley summed up these points as follows:

"About five per cent. of the pupils preferred walking to the old school rather than riding in a van to the new school. Almost without exception these were pupils who now have four to six miles of a drive in place of a former walk of one mile or less. At the same time these pupils expressed a decided preference for the work of the consolidated school. The evidence of both pupils and teachers goes to show that riding in the vans is alike comfortable and free from injury to even the youngest children. The increased enrollment of pupils and the very high percentage of regularity in attendance struck the visitors as remarkable. For the past three months the daily average attendance at the Kinsman school, which is in that respect typical, was 91 per cent. of the number of pupils enrolled. More striking in this connection is the fact that the percentage of regular attendance among the youngest pupils—those of five, six and seven years—was as high as that of any other class.

"The three lowest grades overtake the work ordinarily covered by the public schools in Ontario. The highest grade goes as far as our continuation class, Grade A, being competent to accomplish about three years of high-school work."

The large classes and larger schools seemed to meet the social needs of the children better than the small isolated schools. The older boys and girls, grown into young men and women, had opportunities for going on with a high school education without going away from home. There was said to be, and there appeared to be, a great development of a spirit of co-operation and of mutual goodwill and friendship from the wider and closer acquaintance of the children of the locality, and from the new interests created and recognized as being common to all and for the common good.

SUMMARY OF ADVANTAGES.

The carrying out of the plan for the consolidation of rural schools and the free transportation of pupils affords many advantages.

(1) It ensures the engagement and retention of some teachers of higher qualifications and longer experience in rural schools.

(2) It creates conditions for a proper classification of pupils and for such a grading of the schools as permits the pupils to be placed where they can work to the best advantage for their own improvement.

(3) It permits the time-table to be so arranged that teachers can give each class and every pupil in the class more direct help and supervision.

(4) It makes it practicable for rural schools to enrich their course for all pupils, by nature study, manual training and household science, as well as by better music; and for advanced pupils, by instruction in agriculture, horticulture and allied subjects.

(5) It provides the beneficial influences of fairly large classes of pupils of about equal advancement, (a) by more companionship; (b) by friendly rivalries to excel; (c) by children learning from each other; and (d) co-operating under careful discipline; and (e) by class enthusiasms.

(6) It results in the attendance of a larger number of the children in the locality, particularly of those under the age of eight years and of those over fifteen years.

(7) It brings about a more regular attendance of pupils of all grades of advancement; and encourages punctuality and promptness. The school van calls at a stated hour; instead of that being a cause of trouble in families it has been found a decided boon.

(8) It guards to a greater extent the health and welfare of the children. Transportation in covered vans protects them against wet feet, wet clothing and consequent sickness.

(9) It makes it convenient for boys and girls in rural districts to obtain a high school education without leaving home. That keeps boys and girls suited for life in rural localities in those localities.

(10) It leads to the erection of better school buildings and more satisfactory equipment in all the requisites of a good school.

(11) It stimulates the interest of the parents and the public in the schools, and brings to the people of a township an institution in which all can have an equal interest and a worthy pride.

(12) It establishes greater sympathy between the homes and the schools, enlarges the influence of the school, identifies it with the best efforts and aspirations of the people, and leads to the formation of reading circles and clubs for mutual improvement.

(13) It may lead to an improvement of the public roads in the country parts.

(14) It would facilitate the rural free delivery of the mail.

The Questions and Answers Department.

To our numerous new subscribers we extend a very cordial invitation to make use of the "Questions and Answers" department of this magazine. Scores of testimonials at present on our desk testify to the practical value of these columns have been to our readers in the past. No expense is spared in securing the very best advice possible. The answers in the veterinary columns are given by practical veterinary surgeons whose reputation for skillful diagnosis and treatment of animal disease is beyond reproach. Inquiries having a legal bearing, if coming from Manitoba, are answered by a most reliable lawyer in the city of Winnipeg, and if coming from the Territories, they are dealt with by a responsible legal firm in Regina. Those of a miscellaneous character are, according to their bearing, dealt with by specialists in the branches to which they belong, and nothing is allowed to go into print until the editors of the "Farmer's Advocate" have become satisfied that the answer is as satisfactory as it can possibly be made to the enquirer. None may, therefore, hesitate for a moment in carrying out the instructions given.

Sometimes it requires a little time from the date of receiving a question at this office until it can be dealt with by the proper authorities, but in every case demanding immediate attention all possible speed is made use of. We cannot agree to answer questions for those who are not subscribers, as this department is carried on at considerable expense. Some publications require their subscribers to enclose one dollar in cash when an answer by return mail is required, but to those who will enclose a stamped envelope, addressed for reply, in cases of evident urgency, we shall supply all possible information free. Further instructions will be found at the head of the column in question.

Horses.

Lameness in Horses.

At a recent meeting of Bird's Hill Farmers' Institute, Dr. Martin, Winnipeg, gave a very interesting talk on lameness in horses, to an appreciative audience. "All lameness," he said, "is due to an unbalanced foot." Charts showing the anatomy of the foot, under both normal and adverse conditions, were exhibited. In a perfect foot it was shown that the weight was carried down through the center of the shaft or leg, while if the toe was too long, or the heel too high, the weight was thrown upon a part not intended by nature to carry it, and nature has certain fixed laws which cannot be broken without causing a certain amount of suffering.

Of the diseases arising from the toe being too high, navicular disease, ringbone and thoroughpin were mentioned. Those coming from high heels: Corns, cracked heels, knee-sprung and sidebones. It was pointed out that navicular disease was the bane of horseflesh. At one time it was regarded as being in the chest, but now all agreed that the foot is the seat of the trouble. By some it is regarded as hereditary, but the best scientific researches have failed to prove that claim. It is noticed, however, that certain breeds show a greater predisposition to it than others. Corns come from treading too much on one part of the foot. They are simply bruises of the sensitive membrane or secreting organ that covers the bone. The first indication of their presence is the appearance of a reddish or brown spot in the sole of the foot. Knuckling, also, a comparatively common malady, the Doctor declared is due to long toe calks in horses wearing shoes, and in colts, to the toe being too high, causing the weight to be carried far back. This, like many other troubles, is much easier prevented than cured, but too many farmers make no effort toward a remedy until it is too late.

While an hereditary predisposition toward spavin existed in horses having short, upright hocks, yet it was often due to the inside of the foot being too high. As for ringbone, they could be had whenever desired. Some large breeding stables in the New England States, where nature's laws were always observed in the care of the horses' feet, had never had a foot go wrong, while in other stables it was necessary to have a sale of the useless ones every year. The same rule applies to every farmer who is breeding and raising horses, for without a sound foot it is impossible to have a high-class horse.

Syndicating Stallions.

To the Editor "Farmer's Advocate":

The communication from "Nomad" in your issue of January 5th, "Dollars and Cents in Horse Breeding," brings out some facts worthy of more than casual notice. However, there is another side to the subject, for the value of a stallion includes a great deal more to his owner than service fees. The result of a stallion's work, be it good or bad, does not end with his existence, but bears fruitage for many generations in the progeny of his get, hence the importance of greater care in the selection of a sire.

It is by no means necessary to pay from \$3,000 to \$4,000 for a first-class stallion, although many inferior ones have found a market at these prices, owing to crooked means being employed, which, when found out, have been the cause of disgusting many farmers who are desirous of breeding good horses, but who now look with distrust upon all sellers of pure-bred stallions.

I recently ran up against one of these syndicate workers, and took one of my fine Shire stallions into the town, where he for a month had been trying to sell his common one, and, in fact, had nearly succeeded, for the sum of \$4,000, through giving away several shares, and offering a large cash bonus to some of the more influential farmers who would sign the joint note.

In two days I had my horse sold to a small company for \$1,800 cash; several members of the other company pulled out as soon as they compared my horse with the other. I believe in small companies, for then the farmers are better acquainted and have more confidence in each other. I have satisfactorily sold many horses to such.

My advice to men who want to form a syndicate, is to get together, without the aid of a horse salesman, and decide what sort of a horse will be most suitable, then appoint a committee of one, two or three men (never more than three), and send them with the cash to some reliable importer, whom they know will make his guarantees good, and drive with him as close a bargain as possible for the horse that suits their taste. By shaking the money in his face, the lowest cash price will be accepted and all commissioners' bribes saved. A company formed on this plan will, by good management, make it a very profitable investment through the improvement of their stock alone, and can count all outside money taken as clear gain, which should be set aside as a sinking fund to purchase a fresh horse as soon as needed. I take exception to some of "Nomad's" figures, and give the following as being a more correct basis to work upon:

Groom's wages and board, 3 mos., at \$45.....	\$135
Shoeing—2 new sets, and 6 times reset.....	12
Cost of feed, 6 mos., summer and fall, at \$12.....	72
Cost of feed, 6 mos., out of season, at \$8.....	48
Extra for keep during fall season.....	30
Insurance, 1-3 value at 10%.....	60
Interest on \$1,800 at 6%.....	108
Advertising.....	5
Veterinary services.....	10
Collection.....	20
By earnings of summer season, 60% of 100 services at \$15.....	\$900
By earnings of fall season, 60% of 30 services at \$15.....	270
Balance.....	670
	\$1,170
	\$1,170

These figures are based on my thirty years' experience of handling hundreds of high-class stallions, where feed costs more than in Canada. The \$670 will purchase a new stallion every three years. If the stallion is owned by a company, they should add something to the credit side on account of improved value of stock, which may safely be put at \$15.00 per head for every colt they get, above amount of service fee. I based the shoeing expense on the quality of feet a good stallion should have. If he has proper feet he may go barefoot out of season, but if his feet are bad fifty per cent. should be deducted from purchase price, which will reduce interest and insurance.

Some people think there is an immense profit in the importing business, but when they do, risk of transportation is not taken into account. I lost eight out of twenty-four in one shipment; have lost from three to five several times. One importer lost fifteen out of seventeen. To this should be added losses due to acclimatizing, which are considerable, and usually our most expensive horses succumb first; due largely to the fact that they are generally in higher condition, and thus naturally more susceptible. GEO. E. BROWN.
Brandon, Man.

Lots of Valuable Information.

I have enjoyed reading the "Farmer's Advocate" ever since I have been old enough to peruse its pages. There is lots of good valuable information in it for any farmer.

Melita.

W. H. THOMSON.