

wares to city housewives and needs one now. Users of horses are frequently finicky about their looks and there will be in co-operative loads of grade draft geldings horses which can only be got rid of by a real operator through his peculiar knowledge of the trade.

There is a vast advantage in handling draft geldings through a large central market. The consumers of this class of horse reside principally in the great cities of the east. The buyers are city men, accustomed to city facilities and city bright lights. They use the extra-fare trains in order to cut down the time which they are obliged to spend in railroad travel. If they had their way they would have all the big horses lined up in one big barn for quick handling and to save themselves a few rods of needed exercise.

On the Chicago market horse dealers do business with one another like brokers upon the stock exchange. Without the scratch of a pen thousands of sales are made; few disputes arise, and no lawsuits. Horsemen never go to law; that is, seasoned ones never do. When a legal luminary announces that his client is a horseman a ripple of amusement circulates through the court room. Even the spectators know the answer before a single juror is sworn. I know a market horseman of responsibility who will not sell, nor even recommend, a horse to an upright business friend. He knows that if the horse turns out badly from any cause he will lose his friend and his money. Yet that same market man will trust a penniless horseman with several thousand dollars with which to buy horses for him in the west, or with a load of valuable horses to sell for him in the west.

There seems to be no other line of trade in which such skepticism exists as between horse buyer and farmer as to the fairness and honesty of the party of the second part. I never yet talked with a horseman who did not violently asseverate that the farmer got full value for every horse that he (that particular horse buyer) had purchased. Few farmers, on the other hand, are convinced that any horse buyer gives them full country value for their live stock.

In marketing a co-operative shipment of drafters in Chicago the first item of expense is the freight, plus yardage and terminal charges. There may be feed at an unloading station to count, if the shipment takes more than 36 hours. Next is the per diem market feeding charge; then the commission upon each sale. To these charges there must be added those incurred to make the horse extra presentable—such minor items of expense as sacking, braiding and special wiping or cleaning. A shrewd Minnesota horse buyer figures that his horses must advance \$15 each over country cost before he can hope to see a profit.

The demand for the grade draft horse stock comes soon after Jan. 1 in each year and lasts until the end of May. There have been years when there was a special demand for this class of horse in the summer months. It is an easy matter for the market authorities to notify the co-operative farmers when to ship loads which have been collected.

Perhaps the best way to get this co-operative marketing of draft geldings started right would be to hold a special sale. Have the sale well advertised; in fact, make a gala day of the first sale so as to get both ends of the horse movement into close touch with each other. Just prior to making a co-operative shipment there should be a little co-operative feeding and co-operative judgment passed on the availability of the co-operatively shipped horses, and a shrewd selection of a capable co-operative representative to attend to the business.

Not since 1906 has the market for domestic horses been so active as it has been this year. The eastern buyers flock to Chicago demanding big horses. "Where are they?" they ask. "Are there none to be had in the country? It seems as though no one knew what a real draft horse was any more." It is useless to try to appease these would-be buyers by showing them horses under size, say around 1,400 pounds, or those weighing 1,700 or over but with serious defects. And let me say here, when this co-operative marketing of draft geldings is attempted send in none with back hocks, bad wire cuts, splints, sidebones, curbs, or the aged, bad-eyed, windy or crampy kind, and expect a sound horse price. On the present market, real drafters are selling for from \$225 to \$350. These prices mean a genuine horse, full-aged, sound and right.

Farmers must breed horses, and breed and breed. They cannot keep up with the coming demand for grade draft geldings. They will never breed them fast enough to keep down the price.

Never was so glorious an opportunity for the improvement of the horse stock of America. Hundreds of thousands of them have left our shores never to return. In single file they stretch from the Mississippi to the tip of Cape Cod and there is no end of the demand in sight. This war's work of destruction is not yet half done. The citizenry of those countries have given their best. They have given their horses, their geldings, their stallions and their mares. The horses shipped from here do not meet their ideals even for war horses. After this conflict they must and will seek the world over for grade draft geldings to work and for grade draft mares to breed. Their buyers will come here to get them. Will we have them? There is time enough to breed them if we delay no longer. The time is short in which to do the work. It is sufficient if

no time is lost. The foreign buyers will demand pure-bred, registered draft mares.

Already orders for agricultural horses have been placed here, delivery being contingent upon the conclusion of the war. The domestic trade is good; the export trade will be.

We must keep our horse breeding ideals ever before us. When our ideals perish our horse breeding industry shall die from the earth. Breed to the best, not to the nearest. Breed for quality, not for quantity. One will have enough bad things thrust upon him.

Great men die and their after usefulness to the world is to point morals to tales to school children. A great horse never dies. Darley's Arabian, Hambletonian, Justin Morgan, Brilliant, Baron's Pride, all of them live in their numerous progeny. I find no eugenists, looking for a strain of blood from Saladin or William the Conqueror, but horse breeders in all countries seek eagerly even the most attenuated strain of the blood of the horses upon which they rode.

LIVE STOCK.

A change of pasture is good for both the pasture and the stock.

If possible, when the pasture begins to brown and get short separate the sheep from the other stock.

If you want to make pork cheaply make use of plenty of clover, alfalfa, rape, or some other form of green feed.

Beef raising has come back to its own and the dairyman is not the only man who can show a profit from his farming operations.

This is an opportune time to keep all the good females for breeding purposes. The outlook for live-stock husbandry never was brighter.

The average amount of milk supplied to calves at this season is by no means enough to quench their thirst. See that they get water besides.

The man, or group of men, not showing enough interest in good stock to purchase and look after a good pure-bred sire will not likely make the best of a sire given to them for nothing.

A little grain and a little summer silage would not come amiss now on most farms. Grain-fed stock usually produces more milk and better gains when the pasture begins to dwindle.

Don't forget to keep the watering trough well filled. An animal will do better with a comparatively short pasture and an abundance of water than with plenty of pasture and a poor supply of this necessity.

Where sufficient feed is assured for winter it might be better to keep the stock up in condition by pasturing the second crop of clover on one field rather than let them down to save the crop for later use.

Keep the calves in at least during the day time. If they must be out, let them have the run of a grass paddock at night. Nothing will retard the growth of the young calves more than fighting flies in the hot sun.

Diarrhoea in Young Pigs.

Diarrhoea is quite a common disease in young pigs, and is the cause of considerable fatality, especially in the spring.

Causes.—The nature of the food is a frequent cause. If the dam be in a unhealthy or feverish condition the first few days after the birth of the litter, her milk becomes unsuitable for food for the young, and diarrhoea is the usual result. Improper feeding of the mother during pregnancy and after farrowing is also a common cause of the disease. Feeding of decomposing, rotten or frozen feed to the dam will result in poisonous material in her milk, which irritates the stomachs of the young and causes the trouble.

When the dam and litter are kept in close, damp quarters, diarrhoea is very liable to develop. The young pigs require light, airy quarters, with room for exercise, and plenty of sunshine. On many farms the sow about to farrow is placed in an overheated, damp, dark building. In such cases we cannot be surprised if the pigs commence to die at a few days of age. Diarrhoea is especially liable to appear if the weather be damp and chilly. Cold, wet spring weather is especially favorable to the development of the disease in newly born pigs. The youngsters get out in the damp grass and become chilled, which reduces their strength and vigor, and renders them susceptible to the actions of any poisonous substances that enter their stomachs in the milk.

On general principles we may say—that the young pig, in order to be healthy must have the milk of its own dam. In cases where the sow dies, or refuses to nurse her young, and an effort is made to raise them on cows' milk, diarrhoea is often noticed in a few days. The same condition is often noticed when the young are nursed by another sow that has farrowed a week or two before the dam of the pigs. The milk appears to commence to change a few days after farrowing and gradually becomes stronger. For this reason the milk of a sow that has farrowed two or three weeks previously is not suitable for newly born pigs, and they seldom thrive well on it. The age at which the disease appears varies from the first day after birth to several weeks. In some cases the disease is noticed so soon that it almost appears to be congenital. In cases where the pigs are of considerable age before the disease appears, the diarrhoea is preceded by a few days of constipation. In some seasons the disease is very common in some sections, which tends to indicate that it is of an infectious nature.

Symptoms.—The most prominent symptom is the evacuation of liquid, or semi-liquid faeces, sometimes noticed shortly after birth. The excrement is almost watery in character, usually of a grayish or grayish-yellow color, and with disagreeable, foul odor. The longer the disease continues the more liquid the discharges become and the more foul the odor. They also irritate and stain the tail and hind quarters.

At the first the appetite is often good, and it may remain so for a day or two, but the desire for food is soon lost, and the patient rapidly loses strength and flesh. The animal becomes weak, stunted in growth, stands with head down, tail drooping and the abdomen tucked up. The hair becomes rough and unhealthy in appearance and the animal often evinces pain by squealing and grunting. If the disease be not checked the patient usually dies in a few days. The results are especially bad where the disease appears during the first few days of life. The younger the animal the less probability there is of recovery.

Treatment.—As in most diseases, prevention is of more importance than medical treatment after its development. The pregnant sow should be kept in clean, healthy quarters and her feed and water should be of good quality. Arrangements should be such that she will be practically compelled to take



Women are Doing all Kinds of Work in England.

This shows the wife of a British soldier shearing sheep in North Hants. International Film Service.