

### Enrolment Laws Should Be Enforced.

In the three great prairie provinces there are on the statute books acts or ordinances calling for the enrolment of all stallions, purebred, crossbred or grade, under varying but easy conditions. Such laws are bound to have a beneficial effect on the horse breeding industry if enforced, but are of little value unless all are made to live up to the regulations. The man or company owning good horses is usually found observing the law of enrolment and it bears hard upon them if others are allowed to travel the country without any restriction whatever. There is very little money in keeping a good stallion for the public use, and it appears to us that considering the interests of the country and the production of high class horses, what little fostering of the industry the enforcement of an enrolment act will afford, such should be given. It has been urged, and with some reason, that the Government cannot be expected to look after the enforcement of the act, and there is something in that contention. It appears to us, however, that the several horse breeders' associations, and the agricultural societies, the former particularly, should make it their business to see that the law is enforced, and they might do worse than devote some of their funds to this particular purpose. The laws pertaining to horse breeding are good, do not bear unduly hard on any portion of the community, and should be enforced. Notify the secretary of your provincial horsebreeders' association of infractions of the law; secure him the necessary evidence; and then have the association push the charge home.

### Would Farmers Suffer if the Grain Exchange Closed Up?

The agitation against the Grain Exchange has had some good effects in showing some of the hindrances that the farmers have to contend with in selling their grain; yet while the farmers have been in many cases unjustly used, it is a question if the real cause of the outcry during the present marketing season is the conduct of the body of men known as the Grain Exchange, or rather the lack of transportation. It is well known that many farmers have their wheat yet, are unable to market it, and yet owe money to merchants, implement men or the banks, and perhaps to land companies. Not only are the transportation companies responsible, largely due to lack of motive power, for the crop not being moved out, but such are also responsible for the strong position occupied by the line elevator companies in giving them a monopoly of the field, and inviting them in return to invest a large amount of money in elevators. The commission field is well filled; in fact it has been stated, too well filled; more men being engaged in the business than it can legitimately stand, even at the present rate of charges, one cent a bushel. Even at that rate men in the business claim there is little in it, the business is cut up so; oftentimes a farmer loads a car and ships it, sending on the bill of lading to the commission man on this; the farmer gets an advance of possibly five hundred to five hundred and fifty dollars, and if the car is delayed three weeks en route, the commission man is out of the interest on the advance. In some cases, of a ten dollar commission five or six are used up for interest. It is reasonable to suppose that if the Grain Exchange lost its charter there might no longer be an open market to commission men. The line elevator men would be powerful enough to close them out, which would in the end react to the farmer's detriment. In the U. S. we understand the farmers use the elevators almost entirely. For some years they loaded cars, but apparently are now satisfied that a charge of 2½ to 3 cents per bushel of wheat is a reasonable deduction to make from the market price to pay for elevator, cleaning, storage, and insurance charges, and for cost of selling, inspection and weighing. We are setting forth these suggestions for farmers to think over before deciding to press for any radical changes. It will not be a good policy to force action, which later on may be regretted, or that might necessitate going back to the old order of things. The Grain and Inspection Acts have only been arrived at after a lot of careful consideration. That such are perfect even yet few will claim, but moderation in the handling of the Grain Exchange will we think commend itself to all thinking men. It is for the farmer, individually and collectively, to answer the question put forth in the heading.

### A Point to Consider When Talking Interior Elevators.

It has been stated that the elevator capacity is ample for the requirements of the farmers generally speaking, if proper facilities could be had for moving the crop. At some points elevators are being taken down and rebuilt at places where facilities are lacking, evidencing that the capacity for storing at some points was far greater than the actual need—a condition due either to a falling off in production or a cutting off in the source of supply due to new towns growing up. Thus it seems that in the older districts a readjustment is taking place; towns that did a big grain business are dividing it up amongst smaller places more convenient to the farmer, necessitating shorter hauls and in the end, therefore, less expense for marketing. During the adjustment some persons are bound to be inconvenienced and may protest, but the adjustment is inevitable and desirable, as it ensures the farmers more time to put in on the land, an advantage not to be despised in this country of short seasons. It would appear, therefore, from a study of the grain business, that in the end it might be economy to keep the storage facilities elevators, rather under than over the mark, because readjustments are bound to be made later, and such cost money, which everyone must admit comes out of the grain; in other words out of the pocket of the producer.

## HORSE

The breeders of heavy horses in the West are having their innings; have just hit it right. Reports from Eastern centers are similarly optimistic, work horses in good demand.

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The objection to the use of the Thoroughbred by many people is based pretty largely on the fact that they had not access to the kind likely to impart bone to their produce. Unfortunately many people have only seen the weedy, light boned type and have judged all by that standard.

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During February Great Britain imported twelve horses from Canada at an average declared value of \$195.

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The English horse breeder seems quite satisfied to submit his horses to veterinary inspection previous to entering the show-ring. Such inspections are very severe, especially with regard to the wind and eyes, yet must have an undoubtedly beneficial effect on the breeds so tested.

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Never buy a horse from a friend or from any man that has nothing to lose.

F. T. BARTON. M. R. C. V. S.

### The Hackney Holds Its Own.

Judging from reports of shows and markets in the Old Country the Hackney there seems to be more than holding its own. The prepotency of this breed when tested on females of mixed breeding is not so evident in Canada as in Great Britain, due to the fact that the light mares in this country are of mixed lineage. At the recent show in London, the color of winners was in the majority of cases chestnut. The best results in the use of Hackney blood for the breeding of saleable horses have been obtained where the mares contained some hot blood, generally Thoroughbred, and occasionally Standardbred, and where the stallion was from aristocratic lineage on both sides of the house, which ancestry also showed Thoroughbred blood well up. The Rawlinson stud at Calgary, to be dispersed in June next, is an illustration of our contention, and of the suitability of the Hackney for breeding light horses of a useful, profitable and marketable type when ordinary care and selection are given. A person who has had an opportunity of viewing the breed in large numbers in Great Britain, makes one or two comments which should be of use to men intending to invest money in stallions of this breed:

"The Hackney still maintains its reputation as the soundest breed we possess, and with only some

4 per cent. of animals submitted to veterinary inspection rejected, this result must be regarded as highly satisfactory. There is a tendency in the stallion classes to get away from stallion character and the variety of type was certainly very prominent throughout the show. It is a hard thing to find now-a-days a really first-class stallion with strong masculine characteristics. The tendency of all close breeding has throughout the ages been to obliterate the dividing characteristics of the sexes in point of external appearance. The more finely bred the animal, as a rule the more effeminate the appearance. One is thankful to see occasionally a stallion possessing a strong masculine outlook, and the power of limb substance, and the character which will inevitably stamp him as one amongst his sex. It is satisfactory that the tendency to breed more for size in the Hackney is receiving encouragement, but it is very, very rare indeed that a purebred Hackney reaches the sixteen hand standard without losing some of the breed's sweetness and character. It has been suggested that the blood of the Hackney should be diluted with Thoroughbred blood, the idea being that by so doing bigger horses and better (solid) colors would be secured, thus making the breed more acceptable for carriage purposes. Breed enthusiasts fear that by so doing its soundness may be impaired, the action spoiled, and the impressiveness of the stallions lost. This impressiveness, while not very marked on Canadian mares, is still quite evident, especially when plain looking mares of an angular type are bred. The Hackney gives a rotundity and shapeliness which was previously lacking. The average person no more prefers a bony, angular type of horse than did one of Shakespeare's characters as revealed in the words, "Let me have men about me that are fat"; hence the Hackney is likely to grow more and more in favor with owners of mares having a bit of blood. It will be wasted time and effort to use Hackney stallions on dunghill mares or those heavily charged with draft blood.

### Foaling Time.

Occasionally one hears of early foals, and in the hands of thorough horsemen satisfactory results being obtained, but the rank and file of those breeding mares prefer to have the foals come the latter end of seeding or after the rush is over. In a country where seasons are so short and the spring rush so marked and where the mares are of necessity worked, it would appear as if the May foal would be most acceptable. This point will need to be considered by farmers when returning mares this season, as some catch the ninth day after foaling, and thus gain three weeks on the previous year.

Almost invariably better results are obtained from working the mares right up to foaling time. The udder is thus kept from becoming hard and inflamed, and thus mares are less likely to be irritable with the foal, and the foals are rarely constipated. The writer has taken mares out of the harrows to foal and the offspring were invariably strong and lively. Many people are puzzled as to the signs of immediate foaling as the record kept from the service is frequently inaccurate. In addition to the increasing pendulousness of the body, two signs are pretty reliable; viz., the waxing of the teats, usually appearing within two or three days of the act and the drooping over the rump due to the relaxation of the ligaments, one of nature's provisions for the safe outward passage of a large body as the result of expulsive effort on the part of the mare. Some mares run milk for days before foaling, a sign not at all welcome by horse breeders, who claim that such usually portends bowel trouble in the foal. If the mare has been fed a laxative diet, a little boiled flax seed and bran and limited amounts of hard grain, as well as being worked, little trouble need be feared regarding constipation in the foal. When it does occur it needs very careful attention. A homely practice on a stud farm well known to the writer, was the giving of a teaspoonful of unsalted fresh butter to the foal as soon after foaling as possible. Whether that had a beneficial influence or not, we are not prepared to say, only constipation troubles in foals were never experienced. The foaling box needs to be roomy and should be dry and well bedded, and if one is forced to use a box stall in which a foal has had navel trouble, the same should be disinfected, well sprinkled, walls and floor, with formalin or a strong lime solution.