

### Abattoirs for Cities

The establishment of public abattoirs has been receiving considerable attention on the part of city councils of late. The city of Peterboro has taken an advance step in the consideration of this great public question. At a recent meeting of the council, the question of establishing an abattoir in the city by means of which the citizens would be assured that all meats offered for sale would be pure and free from disease was dealt with. The plan considered was one submitted by Mr. P. Kennedy, which was as follows: To establish a public abattoir whereby all meats offered for sale in the city of Peterboro might be inspected on foot, before being offered for sale, by a competent inspector. That there should be one central abattoir and the city to engage a competent inspector who would be placed at this abattoir, and that everything in connection with this plant be made subject to his ruling and the approval of the council.

While in Ottawa recently on a deputation to interview Hon. Sydney Fisher, Minister of Agriculture, and Dr. Rutherford, Veterinary Inspector-General, Mr. Kennedy was given the following information from the Government records, showing the number of carcasses of cattle, sheep and hogs condemned since Government inspection was enforced on September 1, 1907. The period covers seven months, up to March 31, 1908:

Total number of carcasses condemned on account of disease 4901  
Total number of carcasses condemned on account of immaturity 1473  
Total number of carcasses held on suspicion . . . . . 5477

Besides the above there were condemned:  
Portions of hogs . . . . . 52,372  
Portions of cattle . . . . . 10,505  
Portions of sheep . . . . . 7,612

The attention of the council was drawn to the fact that on account of Government inspection being placed on all houses doing an export business, the tendency is to market all suspicious animals at local markets where there is no inspection in force. Consequently, in a city like Peterboro, since Government inspection went into force, a larger percentage of diseased cattle are doubtless on sale locally, than was the case previous to September 1, 1907.

It was stated that parties were willing to form a company to establish an abattoir suitable for the requirements of the city of Peterboro,

and to have all the details in connection with it, subject to the approval of the council. They claim to be willing to slaughter the stock for the public at the following maximum charges:

Cattle . . . . .	Per Head.
Hogs . . . . .	\$1.00
Calves . . . . .	25
Sheep and Lambs . . . . .	10

This charge would cover the cost of slaughter and cold storage for 24 hours. Parties having their slaughter done would receive of the offal, the hide, heart, liver, tongue and fat. In cases of any animal being found diseased, the carcass and all offal would be held by the inspector and converted into fertilizer, the loss falling on the original owner. It was estimated that for a city the size of Peterboro the foregoing charges would be most reasonable, as they are the rates now in force in the city of Toronto where the quantities being slaughtered are much larger.

It was stated that the company taking up this enterprise would require to be insured the protection of the city council, and would want a by-law passed that no meats be allowed to be sold in the city unless bearing the stamp of the city inspector or the Government official stamp. They would also want a franchise to protect their business for a term of from 15 to 20 years, with a clause in the agreement that the plant could be taken over any time after five years by the city at a valuation.

### Necessities in Profitable Horse Production

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For several years good horses have brought profitable prices. Prospects indicate better prices in the near future also that a higher class animal will be demanded. The opening up of a large area of new farming districts, as well as the building of railways and the working of mines together with rapidly growing cities all require considerable horse power. From this it would appear that horse production will continue to be profitable if carefully managed.

#### THE DRAFT HORSE

The best class of horses for farmers to produce generally is the draft horse. To produce him it is expedient that the breeder knows what constitutes a desirable draft horse. He is an animal standing sixteen

hands one inch to seventeen hands and a half, and weighing from sixteen hundred lbs. up. He should be well proportioned in every part, his action straight and springy, quality fine, free from unsoundness and of kind disposition in and cut of harness. One should carefully consider the several draft breeds and decide which one fills these requirements in the highest degree and which possesses the highest percentage of desirable animals. If there is a considerable number of that breed being produced in the district so that suitable sires can be conveniently secured, then select that breed, and stay with it. Never cross out or mix breeds. There cannot be anything gained in this way and much is sure to be lost as has already been the case.

#### NEVER BREED TO A MONGREL

Mongrel breeding has been a great injury to the horse breeding industry and is continuing to injure it now in too many sections. Therefore it is advisable to select a pure bred sire, and also a pure-bred dam if circumstances will permit. If not then a pure-bred sire and as good a draft grade mare as possible. Be sure that the dam is of a long line and one to insure progeny. Be sure that his line of breeding is through desirable families. Then condition him well, and it will be well to remember that it is impossible to condition a horse without considerable exercise. Each day along with that, there must be clean standing, pure air, good water and sufficient nourishing food. Then make them, and after the mare has conceived nourish her well. After the birth of the foal nourish it well also, as good feeding is necessary in conjunction with good breeding to insure success.

#### SECURE CONTINUOUS GROWTH

Good feeding does not consist in giving excessive quantities of food, but rather in giving only sufficient quantities of well balanced food. Feed regularly to insure continuous growth. Avoid excessive fattening in youth, good growth and action are wanted. Fatten afterwards for the market if necessary.

As to a desirable breed, the Clydesdale is popular in Ontario. The same is true everywhere else where good ones have been introduced. There are three times as many Clydesdale stallions in Ontario as any other draft breeds together. I notice the Government of one of the horse producing States has selected Clydesdales and Shires to cross breed, to produce a desirable American draft horse. But let the breed be which it may, care in selecting only the best, and producing good ones, is all that is needed to make horse production profitable.

#### DRAFT HORSES RECOMMENDED FOR FARMERS

I recommend the draft horse for farmers generally, to produce, because they can be worked while young to the horse's advantage, and are not so liable to injure themselves. Besides a slight blemish is not so detrimental, and only few people have the time and skill necessary to breed, raise and educate high class light horses.

But any one who does possess the necessary skill and applies it to the successful production of high class light horses will be well compensated for their trouble. Good ones of the lighter classes, are in demand at good prices. If the desire is to produce roadsters, the best breed is the Standard-bred. Select good size in both parents, good form, extensive prompt action, a cheerful disposition, and pleasing appearance.

### TO PRODUCE THE CARRIAGE HORSE

Then if it is carriage horses that are wanted the Hackney frequently possesses the desired intensive trotting action. Pure bred are desirable, although very satisfactory results have been obtained by a combination of Hackney Standard bred and Thoroughbred blood. Occasionally a light infusion of draft blood does no harm, although it is only when the prepotency of the light horse overcomes the draft blood that quality enough is produced.

If a fast racer is desired then the Thoroughbred is the only breed that should be used. If a saddle horse is wanted, the Thoroughbreds when possessing size up to weight carrying, make pleasing saddlers. Many times combinations of Thoroughbred blood mixed with Hackney, Standard bred, or draft produce good saddlers. However, in all cases aim for good size and good action. One should possess the special desired characteristics it may be useful for some other purpose.

#### THE GENERAL PURPOSE HORSE DEFINED

Lastly, there is the general purpose horse—a useful animal in many places. A general purpose horse is one that can be comfortably ridden, driven single, or double, to a buggy, or carriage, put to all work required about a farm. In other words, not a special purpose animal for any one purpose. He should be of the form of a large carriage horse, not possessing extremely high action. To produce them the aim should be a large carriage horse, such as is occasionally produced out of good grade draft mares by mating them to a good big "harness typed" thoroughbred, or a Hackney of good size and fine quality, or a Standard bred of good form and action and breeding. After you have obtained him, grow the colt to get as much size as possible.

I wish to emphasize special care in selecting the stallion. See that he is pure bred, of good form and action, fine in quality and masculine in appearance. Never use a mongrel stallion or any one that possesses an hereditary unsoundness, and see that he is well conditioned. This applies to all breeds.

### Shall We Have the Statute Labor or the Commuted System?

As the time is fast approaching when farmers will be called upon to do their annual road work in sections where statute labor has not yet been commuted, we thought the present an opportune time to give some attention to this subject. Statute labor, directly affects the farmer. All systems of providing for the up-keep of our highways have strong supporters. The two systems with which we have most to do are the statute labor system, and, where the statute labor has been commuted, the money being expended by a road commissioner or other official employed for the overseeing of the highway. Here I want to say a few of our correspondents have to say about this question.

#### WHERE STATUTE LABOR FAILS

The Statute labor system is still in force here. If it were commuted and the money spent by a reliable commissioner it would be better. In some sections, where the statute roads can be kept in very good shape by statute labor. The following will give some idea of how unfairly the system sometimes works out:

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