

Horse

Illinois Stallion Law

The first report of the Stallion Registration Board of Illinois formed to enforce the stallion law of 1910 has just been issued. This law went into effect January 1, 1910. Since that date there has been issued 9,370 licenses. Of this number 5,140, or 55 per cent., were for purebred animals; 4,225, or 45 per cent., were for grade animals, and 5 were for crossbred animals.

The Illinois stallion law is carried out by a board of five members, consisting of the secretary of the board of agriculture, the state veterinarian, the president and secretary of the Illinois Horse Breeders' Association, and the president of the farmers' institutes for the state. License is granted to owners of stallions producing a signed affidavit from a licensed veterinarian to the effect that he has personally examined the stallion and that the said stallion is free from periodic ophthalmia, bone spavin, ringbone, bog spavin, curb, when accompanied with curby formation of the hock, or any contagious or infectious disease. The owner also furnishes to the registration board the animal's certificate of registration. Three kinds of certificates are granted—purebred, grade and crossbred. Licenses are for one year, and a fee of two dollars is charged for each enrollment.

Cost of Horse Labor

A reader states that the estimate of the cost of horse labor on the farm offered by the Minnesota State Experiment Station, and published in a recent issue of THE FARMER'S ADVOCATE is altogether below the mark for this country, and offers an estimate of the cost of maintaining a horse in working condition for one year. He figures that the average working life of a five-year-old horse is not more than ten years, and sound draft horses of that age sell now at around \$300 each, making the charges for depreciation \$30 per year. Feed and other items also are figured above the Minnesota estimate. The items are as follows:

Depreciation, ten per cent.	\$ 30.00
Oats, 140 bushels at 30c.	42.00
Hay, 2½ tons at \$8.	20.00
Straw.	4.00
Labor.	12.00
Harness repairs and veterinary fees	2.00

Total. \$120.00

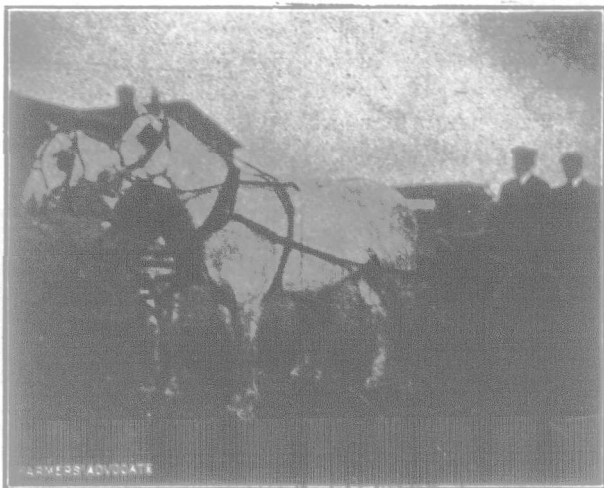
He estimates that the average farm horse works from 1,200 to 1,400 hours per year, making the cost of horse labor from 8 to 10 cents per hour.

By way of comment on the foregoing, it might be pointed out that while the sum mentioned may be within the mark for the Canadian West, it is doubtful if the average farm horse costs \$120 per year to his owner. On a farm where a number of mares are included in the horse force, foals may be raised, and their value materially affects the cost account of horse labor. In fact, we have known farmers who kept nothing but mares, who were able to prove that the colts raised more than repaid the cost of keeping all the horses required, and that horse labor cost them nothing. At the same time we would like to have other estimates of the cost of keeping horses and the cost of horse labor; important questions just now in view of the claims being made by traction engine manufacturers that mechanical power costs less per hour for the time it is used than does animal power.

Higher Horse Prices

Conditions in the horse industry in the Canadian West, from the standpoint of the farmer who has horses to sell were never better than at present. For the man who has to buy, the outlook is not quite so gratifying. Work horses are scarce. Even now they are selling at unusually high prices, and before demand reaches its height in February and March horses will be bought and sold at prices higher than have

been paid any previous spring. A few days ago at an auction sale in Manitoba we saw ordinary farm horses selling at from \$500 to \$575 per pair, and the buyers seemed glad to get them at the price. • They were common farm horses, weighing around 1,400 lbs., showing evidences of Clydesdale descent, but with no particularly outstanding draft qualities. Geldings or mares, it makes no difference which; the public want horses, and are prepared to give a good long price to get them. If these prices for this kind of horse obtain in November, what will big heavy drafters sell for before spring? It looks very much as though it might be a wise plan for farmers needing horses to buy them now. Certainly they will be no cheaper in the next five months. The scarcity of horses is a world-wide one. The horse supply of every civilized nation is short of the increasing demands. All Europe wants more horses: drafters for the city and farm work, cavalry for the great armies, and coach and carriage horses, in spite of the automobile. All of these horses are in urgent demand at higher prices than ever before known, and the growing cities and short supply of good horses has forever banished cheap prices. America is the only country that can increase the supply for an export trade. We have introduced all of the improved breeds of Europe and are improving



A SOUTH AFRICAN VETERAN FARMS A SECTION NEAR WASECA AND KEEPS GOOD HORSES

our several million farm horses up to the world's market demands. The prices for draft horses impel the farmers to breed drafters, and when the military authorities pay prices to justify, the farmers will raise the cavalry horses in type and numbers to meet the demands. France and England are eager for more cavalry horses, and France pays higher prices; but the draft horse demand is so urgent and prices are so high that even the high priced coachers are neglected and all of the French provinces are raising Percherons for the American trade and high city markets.

About Grade Stallions

EDITOR FARMER'S ADVOCATE:

Being interested in the stallion question, as an owner of a stallion used for public service, I will give my experience particularly in the matter of competition of grade horses. Your question refers to the number of mares bred to grade stallions. In this district last year between 175 and 200 mares were bred to unregistered horses. Those who cannot secure the use of a purebred stallion cannot be blamed for using a grade, but for those who use a grade stallion chiefly because they can secure his services for less money than they can the service of a purebred, there is no excuse to offer. Service fees cut quite a figure with some people. In my own experience I have known several cases where only two more "crosses" were needed; in one instance where only one more cross was required to make the progeny eligible for registration, yet they have reverted back to grades because they thought the service fee of the registered stallions available was too high.

While there are some grade stallions that sire good colts, my experience is that the best is none too good, and that breeding has a lot to

do with the kind of colts left. I once travelled a stallion that was little better than a grade. He had just sufficient crosses to give him registration papers. When I saw his papers I was not long in passing him along. If I could have afforded to castrate him I would have been doing much better service to the horse-breeding industry. Like all grades he was too sure.

To remedy the evil of using grades is rather hard to get at, for those using grades are doing so chiefly on account of the price of service. You may preach, write and lecture all you will, there will always be some who will go for a cheap foal. One thing I would suggest is that no agricultural society should award prizes for foals not sired by a purebred stallion. Other means such as premium stallions assisted by the government might be considered, yet in a young and new country like this such a course is a little premature. Considering the price of horseflesh I consider the present service fee of purebred stallions is well within the mark. For most purebred stallions the service fee to insure runs from \$15 to \$20.

Sask.

S. HODGSON.

Feeding the Driver

There is more general knowledge about feeding the draft horse amongst farmers than there is concerning the proper method of feeding a driver. Bulletin 48 of the Cornell Reading Course, discusses this subject in the subjoined paragraphs. One suggestion given, that of reducing the feed when a horse is to be idle, may be a little difficult to reconcile in some instances with the warning good horsemen offer against giving an idle horse extra feed the day he is taken out for a hard drive. How to feed the irregularly-driven roadster is, indeed, a problem requiring judgment, and sometimes compromise.

"The driving or carriage horse is more difficult to keep in condition than the work horse. The periods of enforced idleness occasioned by lack of business engagements of his master or by inclement weather, are often followed by long drives and hours of over-exertion. This irregular work weakens the constitution of the driving horse, which generally has but a brief career. When daily driving cannot be practiced, under-feeding is considered the safe course.

"In feeding this class of horses, the same general plan that has been suggested for the work horse should be followed. When the horse is not taken from the stable during the day, the concentrates, or grain part of the ration, should at once be reduced by one-third, and the normal allowance should not again be given until the work is resumed. Carriage horses are usually overfed, because of the desire of the owner to keep them in the pink of condition. This over-feeding and irregular exercise is the cause of most of the ills of the driving horse. Oats leads easily among the grains. When it is fed, the horse exhibits mettlesome as from no other food. If at any time the animal should seem constipated, a bran mash should be given. While a certain amount of roughness must be fed to give bulk or volume to the ration, in order that the digestive functions may be properly maintained, yet we must remember that a large abdomen cannot be tolerated in a carriage horse. Another factor that the feeder of this class of horses must ever be on his guard against is the feeding of laxative foods, such as clover or alfalfa hay or bran, in too large quantities, for, when the horses are put on the road and warmed up, they will prove very draining on the system, as well as disagreeable to the driver. Style and action are perquisites, while economy in feeding standards, and oftentimes the health of the animal, are held but secondary."

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The value of the horses in the Dominion is greater than that of all other farm live stock combined. The average value of horses, three years old and over, for the entire country, is \$150. In Manitoba, the average value of horses, three years and over, is \$187; in Saskatchewan, \$180; British Columbia, \$165, and Alberta, \$150/