

## HORSES.

### Weaning the Colts.

At the age of five or six months, provided it has been previously taught to eat, the foal may safely be weaned; though, in case the dam is not working hard, and has plenty of milk, it may as well be nursed a month longer, for no other feed can fully take the place of mother's milk. But if the mare is carrying another foal, and is working hard, in thin condition, or giving but little milk, the foal may as well be weaned any time after it is four months old. It should be kept in a clean, light box stall, where it has been used to feeding with its mother, and where a little chopped oats and bran has been kept in a box while the mare has been at work, so that it has learned to help itself. If there are two foals on the farm ready to wean about the same time, it is a good plan to keep them together for company, and to avoid fretting and loneliness. If the mare has a flush of milk, the weaning may well, for both, be done gradually, allowing the foal to suck twice a day for a while, and then once a day for a week, before cutting off the supply. To make the best growth and development, it is good practice to teach the colt to drink cow's milk, and a quart or two of sweet skim milk twice a day from weaning time till it is a year old cannot be used to better purpose, as milk is a bone-builder, as well as a flesh-former. The milk should always be given in a cleaned vessel, and the quantity may be increased with the age of the colt, but it is well to avoid overdoing the practice, as "too much of a good thing is good for nothing." Ordinarily, well-saved clover hay and oats and bran, as much as he will clean up, is the standard feed for a colt, and it pays to keep the youngster growing steadily from birth, never losing its foal-flesh. A colt stunted by insufficient feeding, it is safe to say, will never make a horse of as large size or good shape as it would if kept in thrifty condition and constantly growing. After the foal is weaned, it should have regular exercise every day in a yard or field, in order that its legs may be kept in good condition. Its feet should also receive attention, being kept in proper form by means of a rasp, as the hoofs are liable to grow out of shape in winter, when the colt is kept standing on an accumulation of litter and manure. The colt should be trained to submit to handling and to lead by the halter when it is quite young, which will greatly lessen the process of breaking to work when required.

### Ladies' Driving Class.

For a number of years one of the leading attractions at the fall fairs have been the lady drivers. In many respects this was useful, as well as an attractive part of the show, for it showed to many of the ladies who watched the performance, either some mistakes to avoid or some actions to copy. Lately, in some places, a new feature has been added to this class, viz., the lady is required to harness, hitch, drive, unhitch and unharness the horse.

In some cases this has shown that the lady has thoroughly understood the whole performance; in other cases it showed that the lady could fasten the horse and buggy together in some shape (if the horse did not grow too old to be useful while she was working at it), and she might, with some horses, even be safe in venturing on the highway. Some ladies managed to leave about half the hair of the tail on each side of the crupper, go to the wrong side to unbuckle the belly-bands, buckle the belly-bands crossed, hitch a trace over a rein, buckle the reins to the shoulder-strap or to the check rings in the bridle, and other just as dangerous errors.

Now, is any woman safe in driving on the public road if she cannot harness, hitch, drive, unhitch and unharness her horse, as well as detect at once any disconnection of any kind to any part of the harness. Yes, and with so many autos, with their speed, dust and bad odor, trying to "set the fences on fire," should the driver not be qualified to unhitch or unharness a horse which is "down," in a ditch, perhaps, or against the fence, as the result of fright and accident. Unless the driver can do this, she should keep off the road with her horse until she has made herself acquainted with the harness.

But, you say, "I have seen men who were not careful about harnessing." So have I, and they ought to know better, or else learn better at once. A few simple rules of direction will clear up much of the difficulty.

Not long ago I heard the second-prize lady driver ask the judge (a man who has acted as

judge of horses at the exhibitions at Ottawa, Toronto, London, Chicago, and many smaller places) in what way the first-prize driver outclassed her. The answer was: "In harnessing, hitching, unhitching and unharnessing the horse." She further asked how to do all that right, and received the following reply, the judge using, as an example, her horse, which he harnessed, hitched, unhitched and unharnessed while he was speaking.

"Assuming that the horse is tied or held by someone, first see that its hair is brushed to its natural position. Place the back-band on the horse's back from the left side of the horse, leaving the breeching and crupper hanging on that side. Place these in position, draw the whole harness a short distance back, put crupper on, being careful to put all the hair through. Take hold of the crupper with your right hand, and hold it secure while you walk up to where the back-band rests. With left hand draw the back-band well forward, and then buckle the belly-bands—inside one first. Place the breast-collar in position on the neck, and then remove the halter and put the bridle on, being careful to draw the fore-top (if one exists) well forward, and leave it smoothly laid under the top of the bridle. Fasten the reins to the bit, if they are done up in the rings of the back-band, or, if they are done up on the bit, put them back to their place through the rings in the back-band. Put up the check-rein. Place the horse between the shafts, and enter shafts into shaft-holes. Hitch one trace, and then hitch the hold-back strap on the same side. Hitch the other trace, and then the hold-back strap on that side, keeping the reins handy to hand at all times.

"In driving, change position of the hands on the reins at each turn made, and don't jerk them nor slap the horse with them. Whether making a



Bleddga Tell Tale.

Welsh Pony mare. First and champion, Royal Show, 1909.

round forward turn or backing to turn, do not let the wheel scrape on the buggy-box. If you are using the whip lightly to quicken the pace, it should be held in one hand, along with one rein—a rein in each hand, mind. If your horse is "acting-up," and you are using the whip to prevent him running backwards, it may be necessary to take both reins in one hand, in order to have a free hand for the whip for a short time. If the reins are both held in one hand (usually the left), the rein on the right side should be held between the thumb and first finger, and the other rein held between the first and second finger, as this hold is much more convenient in guiding the horse or in changing position on reins, or in taking the reins back in both hands again—the top one simply is seized by the right hand.

"When the horse has stopped, step out of the buggy, still keeping the reins in hand. Undo the hold-back strap, then the trace on one side. Undo the other hold-back strap, and then the trace on that side. Do up the reins in the rings of bit or of back-band. Undo the check-rein, and lead the horse to stall. Remove bridle and breast-collar, and then tie the horse. Undo the belly-bands, and remove the back-band, by taking it backwards over the horse—not sideways."

I believe that if each society which has a class for lady drivers would instruct the judge to act according to the above, we would have a great deal better driving done, and far fewer accidents. It would also add very much to the attractions. But its chief value would be the same as any other class at the show—an education to the onlookers.

A. DOUGLAS CAMERON.

## LIVE STOCK.

### English Correspondence.

#### CROP PROSPECTS IN ENGLAND.

In spite of persistent rains, little sunshine and low temperatures, the cereal-crop prospects are the best for years. Storms have laid the grain in many places, and will make the cost of harvesting greater. The spell of warm weather, which has broken the long monotony of cold and wet, will do untold good in filling the ears and ripening the grain. Wheat is undoubtedly the crop of the year, with barley a good second, and oats rather a bad third, though in many districts oats will be a fair average crop. Now that the hay harvest has been practically completed, the result is far better than seemed probable earlier in the season. Potatoes are promising, though there is some complaint of rot, and a continuance of dry, sunny days is needed. Garden produce is abundant, peas being very plentiful and cheap. Cabbages are poor this year. Turnips promise to be a good crop, but mangels are patchy, and much in need of sunshine.

Strawberries have paid very poorly, and thousands of acres were never gathered. Home-grown apples are on the market, and a fairly abundant crop will probably be gathered.

Harvesting of all crops will be later than usual, and much depends on favorable weather from now on. If they can be safely gathered, the cereals this year will belie the saying that a late crop is a poor crop.

#### CHINESE PORK.

There is a good demand for beef, and prices show a tendency to rise. Mutton, too, is in better demand, and sheep are bringing slightly higher prices. Store cattle are not selling well, farmers being reluctant to buy animals for wintering, in face of poor hay and high prices for millfeeds. Dairy cows are selling well, and newly-calved cows are bringing from £23 to £26. Butchers complain of the scarcity of pigs.

The multiplicity of Britain's sources of food supply is shown by one of the latest consignments to Smithfield market. A shipment of frozen pork arrived from China, and was sold quite readily at from 1s. 4d. to 1s. 5d. per lb., about 1d. less than English wholesale. Higher prices would probably have been realized if the inspector would have allowed the shipment to be sold in the frozen state, but he insisted on thawing for inspection. Should Chinese pork prove remunerative, it is said there are large supplies to be obtained in China, and a big business will speedily be established. On the same steamer was a large consignment of all kinds of frozen game and wild fowl.

#### PEDIGREED STOCK SALES.

Good prices were realized at the auction sale of the Coomberlands Berkshire pigs, owned by D. E. Higham. Seventy-eight lots were sold at an average of £6 6s. 8d. The top price was 36 gs., for the sow, Polegate Dejanira, sold to W. J. Collinge.

There were 297 entries at the Totnes sale of South Devon rams. The demand was not equal to the supply, and very uneven prices resulted. The best rams brought spirited bidding. The highest price was 40 gs., for a ram out of J. S. Hallett's offering. In all, 180 were sold, ranging from 4 gs. to 40 gs., and averaging £9 7s. 10d., nearly a pound less than last year.

Forty-nine Oxford Down rams, from the famous Maisey-Hampton flock, were sold at Cirencester Ram Fair. Bidding was brisk, and the total realized was £1,024. A fine ram brought 100 gs., after a keen bidding contest. The buyer was J. F. Moore, of Bourton.

Suffolk horses were entered in goodly numbers for the annual sale at Ipswich. The attendance of buyers was good, and fair prices were realized, foals selling unusually well, making up to 32 gs. The highest price was 84 gs., for R. Eaton White's