

price, while the farmer, who, of all men, has a certain moral right to liberal land credits, finds himself hopelessly outbid by those who are looking for easy profits instead of the legitimate rewards of industry.

In time the real-estate frenzy will run its course, and land credits will get back to a normal basis. The values of Ontario farms can hardly shrink, for they have been too low for years, and farm mortgages will always be gilt-edged, as they are now. The question is whether some more extended system of farm credits is necessary, something in the way of twenty-year loans, repayable by instalments, at a minimum rate of interest. If so, some new credit mechanism is needed. Co-operative Loan Societies are found in Europe, and might be established by farmers themselves; but one must go slow in advising farmers to embark in any sort of business they do not understand. It is just possible that the chartered banks, with their far-flung country branches, might be able to handle business of this sort to the best advantage of all concerned, but the first step would be to give them the necessary legislative authority to do so.

Canadian banking is undergoing a great change. The outlook is wider than it was ten years ago, the banks are getting closer to the people, and farmers' sons are getting into the banks. The old type of city-bred banker is giving place to young men who know the land and the people. Soon there will be hundreds of bank managers whose whole experience has been rural, except for the regulation service in city branches, and this will have a most salutary effect upon banking generally. But, in the meantime, it is not fair to blame the banks for failure to provide credits which they are not authorized to grant.

WILLIAM Q. PHILLIPS.

Bartram's Sandpiper.

Editor "The Farmer's Advocate":

In Peter McArthur's letter on page 1150 is a reference to some interesting birds which he has "decided are rails." These happen to be a much more unusual bird than the rail, namely, Bartram's sandpiper, or field plover, as they are often called.

This is a rare bird in Ontario, and is certainly an agreeable addition to the life on any farm. They are exclusively insect eaters, and are believed not to take grain at any time.

These birds nest on the ground, like all others of their tribe, and hide the eggs in a tuft of grass. They have a very pretty habit when alighting of stretching the wings full length above the back and slowly drawing them down to the position of rest. One of their calls is quite weird being given on a chromatic scale ascending and descending. Another call bears a close resemblance to the sound made by air bubbling out of a bottle whose neck is under water.

Mr. McArthur may be congratulated on having these birds located at his place. They are worth dollars to any farmer, and were I a farmer I would be willing to pay dollars to have them live with me, even if they were of no economic value.

They are apt to frequent large pasture fields with a very few trees in them. Two pairs live in such a field about six miles south of London. Another pair was seen last summer about fifteen miles southwest. There are also a few pairs near Ilderton, and last summer I saw one between Adelaide and Arkona along the line of the Sarnia Gravel.

These are all that are known by the London bird students just now, though they are doubtless scattered all over the country at rare intervals.

W. E. SAUNDERS.

THE HORSE.

Appetite is the best indicator of the amount of feed necessary for most young horses.

Hot, dry weather makes brittle hoofs, requiring more frequent shoeing than during cooler, damper seasons.

New importations are arriving now from Scotland, England, and France. If in need of a good imported stallion or filly, it might be worth while to look through the breeders' stables early and make selections before the various lots have been picked over.

There has been considerable discussion going on in the British agricultural press regarding the practice of docking horses. Walter Winans, a prominent owner and exhibitor of fancy horses, in a lengthy letter in the Live Stock Journal says: "The fashion has changed for riding horses, and now a docked horse is of less value for riding purposes. Very shortly the fashion will also change for driving horses, and the dock-

ing iron will only be seen in museums (its proper place), alongside thumbscrews, racks and other instruments of torture of the middle ages."

A subscriber to "The Farmer's Advocate" recently informed us that colts are as thick as calves in his district this season. Either calves must be scarce or there must be a large number of exceptionally sure breeding mares and stallions in his district. He also believes that "The Farmer's Advocate" is making a mistake in advising farmers to breed their mares. If a man has a really good working brood mare, there seems to be no very good reason why he should not make an endeavor to raise colts from her. What do our readers think?

Give the Stallion Work.

Now that the heaviest of the stallion's breeding season is over, there are many farms upon which he could profitably be put to work. Where a large stud is maintained on a small farm, or where no land is worked in conjunction with the horse-breeding operations, work for the stallions is impracticable as no stallion owner would think of letting men other than his own work his horses, but there are many draft stallions in this country, owned by practical farmers who keep a stallion largely for use on their own mares and those of the immediate neighborhood. This class of stallion owner is in a good position to keep his horse in first-class condition. By "condition" is not meant fat, but rather vitality. The horse should be kept fit to stand a hard day's work, if it is necessary that he be called upon to do it. This will ensure his getting exercise, and work is the best exercise. His legs, if he is the right type, will keep clean, and his muscles will not waste through lack of use. The farmer stallioner is very often more neglectful of his stallion than is the large breeder and importer who makes "horses" a business, and always has in his stables a number of experienced grooms to look after the welfare of his horses, because he is usually not too well supplied with labor, and very often a man is just hired for the two months of the breeding season to care for the stallion, after which the horse is placed in his box stall and compelled to remain there with a

valuable inheritance which come from regular exercise in the collar? The small farmers in La Perche keep stallions and work them continually, and some of the world's best stallions are to be found in that district. There is really no good reason why a stallion should not work to earn his keep, and also to develop and maintain a strong, vigorous physical condition. As with all other horses his training should begin during his earlier years of life, but with a good-tempered horse, rightly handled, little trouble should be experienced if he is a little older than the usual "breaking" age. Preferably, he should be broken as a two-year-old and driven enough that year to become handy in harness, and to understand what is expected of him. As a three-year-old his work may be increased to the amount which a gelding would do at that age. Never forget that he is a colt at this age, and, no matter what his age, always bear in mind that he is a stallion. Handled properly he will work in the team with a mare or a gelding, although it is generally preferred to work a stallion with a mare. Firmness is necessary, though no roughness on the part of the driver can be tolerated. It is often necessary to fasten a stick or staff from the stallion's bit to the hame of his team-mate to prevent crowding or biting. A little judicious persuasion will soon teach him to keep his place. Work gives the stallion less time to acquire bad habits due to idleness, tends to improve his temperament, ensures regular and proper feeding, for he gets his rations when the other horses are fed, and tends to keep all his organs in a normal, healthy condition. He should be a better breeder than the idle horse.

The Horse Indispensable.

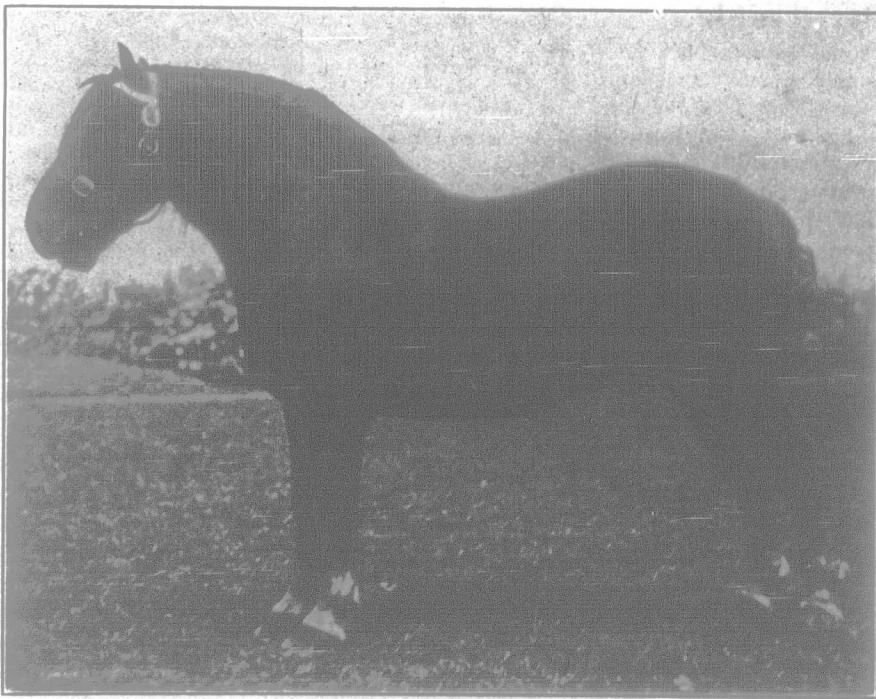
While standing with one of the District Representatives of the Ontario Department of Agriculture a few weeks ago watching the heavy draft teams haul the dirt out of the basement then being dug for the new twenty-storey sky-scraper, in course of construction, at the corner of King and Yonge streets, Toronto, Ontario, the latter remarked that it would be a long time before the motor truck could be utilized to get the earth out of such places. At that time the men were digging down

some twelve or fifteen feet below the street level, the dirt being loaded directly into large wagons, the heavy teams being doubled up to pull the heavy loads up the steep, improvised bridge leading to the ground level. There is a good deal in our friend's statement, and thinking over the horses' position, one has little difficulty in coming to the conclusion that the economy of our country is such as to give the noble animal a permanent and prominent place for years to come. The auto and the motor truck have their place, but the horse can go where these are practically useless, and for this reason he cannot be dispensed with.

Starting with the pleasure and recreation end of the horse's usefulness, many of the wealthy people are sure to maintain stables of fancy hunters, saddlers, carriage, and trotting horses. They have their automobiles, but still enjoy a ride in the saddle on a springy horse, or the excitement of taking the jumps following the hounds, or perhaps riding behind a speedy roadster, or a fancy high-stepper. It is a change, and the animal life connected with the outing adds to its charm.

Then the driving horse must for years and years to come be the means by which the average man's carriage will be propelled. His cost is less, and his efficiency meets the demands of the masses of the people. The greater portion of the city parcel delivery (especially groceries and the like) is still done by horses. There never has been so much agitation as at present for the breeding of more army remount horses. The light horse still has his duty to perform.

Turning to the drafter, the case of the horse is still stronger. While many light or general-purpose horses are used on the farms, the draft horse does the bulk of the work. Tractors are an advantage on some very large farms as are operated in the West, but even where they are used horses are necessary to haul fuel for them, and to



Bawdsey Laddie.

This Suffolk-Punch stallion was recently sent from England to Australia at a record price for the breed.

little feed thrown to him two or three times daily. There is no time to give to grooming and exercising anything but the work horse. There are scores of stallions being kept right now under just such conditions. Their owners are busy men, and the rush of summer work compels them to let the stallion take more or less "pot luck." Why not make him a work horse? If he is quiet and tractable, he should be able to help with the work and let one of the other horses have a much-needed rest and a run on grass. The work horse would make good use of the time, and the stallion would benefit from the change. There is a widespread impression among horsemen that a stallion should not work. It is no disgrace to a stallion to show the marks of the collar on his massive neck and shoulders.

Horsemen put a premium on size and strength in the draft animal, yet stallions of these breeds live a life of idleness and confinement. We demand muscle, yet we rob the horse of the best means of developing sinew. Can enforced idleness add to the usefulness of the stallion, and is it fair or wise that the mare should be expected to give to the progeny all those important and