

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

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DOMINION.

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1. THE FARMER'S ADVOCATE is published every Thursday (52 issues per year). It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most profitable, practical, reliable information for farmers, dairymen, gardeners, and stockmen, of any publication in Canada.
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open mind on the subject, and time will tell what he proposes to do about it, and whether in his judgment the service to be rendered would justify the great expense involved. The "Farmer's Advocate" believes that the business of the Postal Department is not to accumulate surpluses, but to give the people cheap and efficient mail service. Judged by the Indemnity Bill, etc., there should be no lack of funds for such purposes.

Now, there are many communities in every Province receiving but a semi-weekly or thrice-a-week mail, and in our judgment the surplus would go further and do more good, benefiting especially those whose interests have hitherto been neglected, if applied in the direction of providing every rural post office with a regular daily mail, rather than in a half-hearted attempt at free delivery to farmers' homes.

While the country will not regard it as a bad sign that Mr. Aylesworth is cautious in making promises, we shall be rather more exacting in expecting him to keep them, and while in many respects he will find in his predecessor a worthy example, in others we shall expect improvement, and particularly in respect to the notorious starvation of the mail service in rural districts.

IF YOU WANT TO SELL YOUR FARM, WHY DON'T YOU LET THE FARMERS OF CANADA KNOW IT? OUR "WANT AND FOR SALE" ADS. ARE READ EVERY WEEK IN OVER 30,000 FARM HOMES. THAT MEANS ABOUT 150,000 READERS. THEY'RE THE BEST FARMERS IN CANADA, TOO. SOME OF THEM ARE SURE TO BUY IF YOU TELL THEM ABOUT YOUR FARM. SEE TERMS UNDER HEADING, "WANT AND FOR SALE," IN THIS PAPER, AND SEND IN YOUR ADVERTISEMENT AT ONCE TO THE FARMER'S ADVOCATE AND HOME MAGAZINE, LONDON, ONT.

HORSES.

Care of Harness and Vehicles.

That the life and appearance of and the satisfactory service given by harness and vehicles depend greatly upon the care and attention they receive, is a fact that none will deny. At the same time one is astonished at the utter want of care these articles receive in many cases. This want of care is noticed more in the common, everyday work harness, etc., than in the harness and rigs of better class that are used only on special occasions. In order that the best and most satisfactory service may be got from a set of harness, whether it be plow, wagon, carriage or other harness, it is necessary that such be cared for by some sort of system. A periodical supply of oil must be given, in order to keep the leather pliable and comfortable for the horses, as well as for the teamster. The oil that is in the leather when the harness is new soon escapes and the leather becomes dry and cracks, unless fresh oil is supplied. Harness that is in daily use should be oiled at least once in three months, and the method of oiling should be thorough. While the application of oil under mostly any circumstances is better than none at all, the best results can be obtained only when the leather is properly prepared. The harness should be taken to pieces, every strap unbuckled and put into a tub of warm water—not hot water, as this practically burns leather and renders it useless. After soaking until all dirt is softened, say an hour or two, each strap should be well rubbed with a sponge or cloth, and, if necessary, a dull knife used to scrape the dirt off, and then hung up in a moderately warm place to dry. It should not be hung close to a stove or other artificial heat where it will dry quickly. This process should be slow. In warm weather the temperature of an ordinary building is sufficient, but in cold weather it is not. When almost dry it should be given a thorough coat of oil. There is probably no oil more suitable for this purpose than neat-foot oil, the addition to which of a small quantity of lampblack improves the appearance of the leather. Oil manufactured for the purpose, and called harness oil, is kept for sale by most harnessmakers and hardware dealers. This is a composition, and usually gives good satisfaction. After being oiled the straps should be again hung in a moderately warm place, and the oil allowed to gradually penetrate the leather without evaporation, which will occur if the temperature be too high. One coat is usually sufficient for harness that has had proper attention, but if the leather absorbs it readily and still looks dry, a second or even a third coat may be necessary. After a few hours all unabsorbed oil should be rubbed off and the harness put together. If it is desired to have the harness look well, it should now be given a coat of harness dressing, which can be purchased from the dealers mentioned. This gives a gloss to the leather, and tends to prevent the evaporation of the oil. Another preparation that can be purchased from harnessmakers, etc., is harness soap. This can be applied in a short time with a sponge, without taking the harness to pieces, and, if regularly done, say weekly, it keeps the harness looking well all the time and containing a percentage of oil, it keeps the leather pliable, and harness that is soaped regularly does not require oil so often as a set that is not. The buckles and all parts where metal moves on metal should be given a little machine oil each time the harness is oiled. This lubricates, facilitates motion and prevents rust. Where the leather and metal of harness receive such care they will last longer, look better, and be more comfortable for both horses and driver. Any person who has ever had occasion to change the size of a set of harness, that has been neglected will appreciate the advisability of giving reasonable attention to it. The care the mountings of harness require, depends, of course, on their nature. For ordinary work harness, on the farm, where time is often valuable, the ordinary black mounting, that requires little attention, is probably the best, but where appearance is looked for, probably none can equal brass. We are not taking into consideration very expensive harness, on which the mountings may be gilt or gold plated. Brass mounted harness, properly cared for, looks as well as gold, but if not given considerable attention, looks worse than common black. Brass tarnishes very quickly, and requires polishing almost daily. Hence, the person who selects this mounting should calculate to spend considerable time in keeping it bright. Silver plated, solid metal or nickel line mounting looks well, and does not require nearly so much attention. Hard rubber mounting is also fashionable, especially in light road harness. It, of course, looks like the gold, and is very satisfactory. In order to keep harness at its best, it is necessary that it be not left hanging in the stable, especially in the winter, as the gases formed by the excrement of the horses, and the cold, have a very injurious effect on the leather. It is better to keep the

compartments removed from these influences, but where this is not expedient a closet (not a dark or damp one) should be used, if possible.

As regards vehicles, they, of course, should be kept under cover when not in use. They should be kept as clean as possible, as the paint is injured by allowing mud or other dirt to remain on them for a long time. They should be kept well painted, not only that they may look better, but they last much longer, as the paint prevents the admission of water into the joints, hubs, runs, runners, etc., etc. The owners can purchase prepared paint, prepared especially for the purpose, from the hardware merchant and apply it himself to his common vehicles once every year. It is probable he will want a better job made on his buggy or carriage, and if so he should get his carriage-builder to do it. So far as practical purposes are concerned, probably his own job is just as good, but does not look so well; but either should be done regularly, possibly not yearly in all cases, but so soon as the wood on any part of the vehicle begins to show.

Wheeled rigs should, of course, be oiled regularly. The ordinary method of oiling rigs, viz., taking the wheel partially or wholly off the arm, putting a more or less plentiful supply of oil or grease on and replacing the wheel, is both dirty and slovenly. It pays to take a little more time at this job. The axle should be jacked up, the wheel removed, and, with a cloth, all oil or grease should be rubbed off the arm and axle, if any be there. The same should be done to the hub and the nut; in fact, all old grease, no matter where it is, should be removed, then a little fresh applied—a little is as good as a pint—and the wheel put on. If this care is taken, there will never be an accumulation of dirty, black oil or grease, mixed with dust, hay seeds and other dirt, on the hub, to soil any and every thing that comes in contact with it, as is so often seen, not only on heavy wagons, but on buggies and carriages. The hubs, nuts, etc., of a vehicle should at all times be free from such an accumulation, and it requires little time and attention to keep them so. Of course, in light rigs it is necessary to keep the arms and nuts supplied with washers of the proper size, and to keep all nuts well tightened, in order to prevent noise or rattle and keep the rig from going to pieces. "WHIP."

Scarcity of Draft Mares.

An expert dealer having a commission to purchase a score of heavy-draft mares four to six years old, after scouring the country for hundreds of miles, writes:

"I found that there is a great scarcity of mares of the ages most desirable for immediate use—four, five and six-year-olds—and that there is a noticeable lack of size everywhere. Two and three-year-olds there were in plenty, and quite a few aged horses; yearlings, also, were much in evidence, but if the system of working youngsters is carried out there will be a still greater scarcity of sound ones by the time these get to a serviceable age. Quality is another thing that is very scarce, and in all my trips I did not see a dozen (or any six) that were high-class, and of these three were in one stable, presided over by a man who is prominently connected with the show-ring business. There appears to be more 'class' and quality among the stallions than the mares, and it would take considerable time to buy a band of a dozen mares, four to seven years old, sound, of high grade and good color, bays or browns. The present scarcity of young mares means that the two and three-year-olds now in the country will be used up as soon as they come to a serviceable age, and there appears to be a sure market at good prices for high-quality horses for several years to come; it is virtually impossible to get anything at all, unless it is quite old or unsound."

National Horse Records.

We have received the following from the office of the Canadian National Live-stock Records, Ottawa: "Secretary Henry Wade, of the Canadian Horse-breeders' Association, has been requested by the Canadian Live-stock Commissioner to start a register for Thoroughbred, Trotting and Pacing horses. Mr. Wade's idea is to work with the American Studbook and the Trotting and Pacing Yearbook. In other words he does not propose to set up a Canadian Studbook for these breeds, but will start a register for them. It is to be hoped that Mr. Wade will be supported by his co-workers to bring it to as successful an issue as he had already done with the registration of Shorthorn, Ayrshire and other breeds of cattle, as well as Clyde, Shire and Hackney horses. The O. J. C., through Secretary Frazer, has been keeping a register of foals in Ontario, and Mr. Wade proposes to embrace a wider area, embracing the whole of Canada. It is a very laudable idea, and will doubtless be one of the most important for discussion at the next meeting of the Canadian Horse-breeders' Association." The records so far obtained is intended eventually to be published in the National Record Yearbook, and will be of great value to the Association.