

truest sense of the word until these conditions are measurably realized, and until the ability of the pupil to build a gas engine, construct a dynamo or make a difficult chemical analysis is as highly recognized as the ability to translate Virgil or Homer, or demonstrate a tough proposition in geometry."

THE HORSE TRADE.

The rapid growth of Canadian cities and towns, the unprecedented expansion of business enterprise, and the rush for settlement of our new farm lands, are all factors in the continued demand for work horses in greater numbers than at any other period in the history of the country. Those who are fortunate enough to have horses to sell are reaping a rich harvest; those who have to buy are paying very high prices for the horse-power they need, and there is every prospect that an active demand and stiff prices will continue for years to come, as in the present state of affairs there is nothing in the nature of a boom but the demand, and the prices are the legitimate result of the conditions of trade and the movements of immigration and business projects. There are only two sources from which the stock with which to supply this demand may be derived, namely breeding and raising the colts on our farms or importing from other countries. The latter course is clearly impractical of accomplishment with profit, since prices rule quite as high and the demand is quite as great in the neighboring country, and also in Europe. The only recourse, therefore, open to us appears to be the raising of the stock to meet the requirements. And, with present prospects, there is reasonable encouragement to Canadian farmers to breed and raise colts of the classes best suited to the market and likely to bring the best prices. We have a healthy climate, and can grow in abundance the necessary feed for this class of stock at a minimum of cost of production.

While the demand and the market prices at present are good for both heavy-draft and light horses, and men who are competent judges of the latter, and whose fancy runs in that direction have a large and profitable field for their effort in producing them, the average farmer is certainly safe in breeding and raising the heavy class, which come into use and profit at an earlier age, and are less liable to be discounted in value by slight blemishes or accidental injury, since they may, despite these handicaps, make satisfactory workers.

The great lack in this country, however, is the scarcity of suitable mares from which to breed the class of heavy horses that command the best price. Enterprising importers are bringing from Great Britain and other countries, in considerable numbers, young mares of the needed class, which are being sold at auction at the buyers' prices, and are being secured at figures not much higher than good geldings bring in the market. These should help to supply the lack of good brood mares, while heavy-draft stallions of good breeding and quality, in much larger numbers than in former years, are standing for service, and the good, young, home-bred mares coming of breeding age, if judiciously mated, will help, in the near future, to supply in large numbers the class of work horses called for, so that the prospect is by no means discouraging, but rather the opposite.

JUNE: AN IMPRESSION.

June is the month when the face of all nature is glad. The grass is the freshest, trees are the greenest, the dew sparkles brightest, and the fragrance of clover perfumes the air. In the fields and on the roadside graze sleek herds of cattle, while the horses' coats shine with a glistening sheen. The flocks on the hills browse in glad some contentment, and the dog gambols merrily out on the lawn. Dame Nature rejoices, and man studies his gratitude, glad that he lives in the venture of spring. The children are merry, the mother is happy, and the girls look their best in the freshness of June. The bare-footed schoolboy finds a new joy in Nature, and answers the birds as he answers the bell. There is joy in the meadows, there is joy in the woodlands, there is joy in the new forms of beauty on hillside and dale, there is joy enough to be living; the joy of existence, the intoxication of sense and of mind.

HORSES.

WHAT THE HORSE HAS OUTLIVED.

Since the days when steam power was utilized for locomotion, the doom of the horse has been predicted, says a writer in the Horseshoer's Journal. With each subsequent invention of appliances for the help of locomotion, this same talk has been heard. When the first passenger train ran on rails, stage-drivers and teamsters shook their heads and sighed for the fate which seemed

panionship of a horse. He never gives advice unasked, nor does he "bellow forth his soft complainings" when the road happens to be a little rough; he simply remains with you, faithful, silent, uncomplaining, ready to ride at your bidding, even to death, if need be.

AMERICAN CARRIAGE-HORSE CLASSIFICATION.

The United States Department of Agriculture, in co-operation with the newly-organized American Association of Trotting-horse Breeders, has drawn up a proposed classification for American Carriage horses, as a guide for the establishment of such classes at leading State and National fairs. The classification is the work of the above Association's Committee on heavy-harness horses, composed of Joseph Battell, registrar of the American Morgan Horse Register, Middlebury, Vermont; General John B. Castleman, President of the American Saddle-horse Breeders' Association, Louisville, Kentucky; A. T. Cole, Wheaton, Illinois; H. K. Devereux, secretary of the American Association of Trotting-horse Breeders, Cleveland, Ohio, with Geo. M. Rommel, the Animal Husbandman of the Bureau of Animal Industry, U. S. Department of Agriculture, as chairman. Prof. C. F. Curtis, director of the Iowa Experiment Station, was also consulted in regard to this classification, and had a great deal to do with formulating it. This classification has been submitted to the secretaries of the leading fairs throughout the country, and several of them are giving the matter consideration. We append a copy of it as drafted:

TYPE.

The type desired for the American carriage horse is as follows: Not under 15 hands for mature horses; smooth, compact and symmetrical conformation; neck of good length, inclined naturally to arch; sloping shoulders; well-set legs of medium length, sloping pasterns and good feet; short, strong back; well-sprung bayrel, or middle well-ribbed up to coupling; smooth loins; full flanks; straight croup, with well-set tail; full, round buttocks.

CONDITIONS GOVERNING ENTRIES.

Classes open only to horses of American blood. Stallions in Classes 1 to 5, inclusive, must be registered either in the American Trotting Register, as standard; in the American Morgan Register or the American Saddle-horse Register, and certificate of such registry must be shown in the ring, if required.

Entries in all classes for mares, entries as get of sire in Class 5, and produce of mare in Class 10, and entries in Class 11, must be sired by a stallion registered as above, but the dams of such entries need not be registered mares; the breeding of dams, however, as far as known, must be given when entry is made.

No mare having any draft cross will be eligible. Any exhibitor falsifying the breeding of entries will be barred.

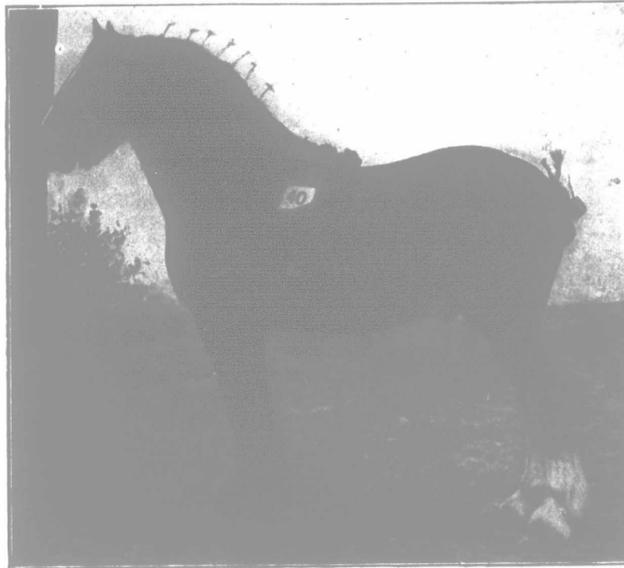
Entries in all classes must be practically sound.

JUDGING.

Entries in all classes to be judged on conformation, style, action and manners, as a suitable type of carriage horse. Special attention will be given to truthfulness of action. Good knee and hock action are desirable. Entries in all

classes should trot and walk straight and true, and judges will especially avoid horses showing any tendency to mix gaits, paddle in front or sprawl behind.

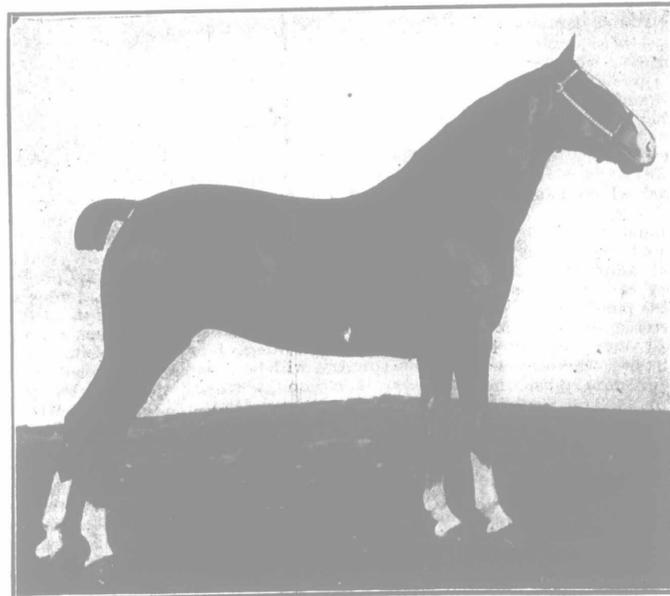
The following percentages will govern judges in Classes 1, 2, 3, 4, 6, 7, 8, 9: General conformation and all-round suitability as a carriage type, 60 per cent.; style, action and manners, 40 per cent.



Clan Forbes (12913).

Clydesdale stallion, brown. Winner of junior premium (three-year-old), Glasgow Stallion Show, February, 1907. Sire Clan Chattan, by Mains of Airies, by Prince of Wales (673).

in store for the horse. The opposite proved true, and the demand for the services of the horse was increased instead of diminished. The bicycle was going to do away with the horse, and now comes the automobile, and again is his fate sealed. The motor comes in closer competition with the horse than did the locomotive, but still the horse will stay. It is not unlikely that naphtha, gasoline or electricity will relieve the horse of some of his heavier burdens, but the horse reared for man's pleasure will remain. Certainty of his faithful services on the one hand, and of comradeship in



Boquhan Sunrise.

Hackney mare, chestnut; foaled 1902. Sold in England for \$2,750. Sire Rosador (4964).

tight places on the other, have endeared the horse to man with a bond of sympathy too strong for any whiz-wagon to sever. As long as there is pleasure in the exercise of one intelligence over another, so long as beauty, strength and animation challenge admiration, so long will the horse remain in the place which he is destined to fill, and will remain as the companion of man.

There is something irresistible about the com-