

been very clearly demonstrated during the past month or two when the snow-storms, which are common enough all over Canada, penetrated as far south as New York and other American cities where electric vehicles are largely in use. These vehicles were practically useless as a means of locomotion when the streets were covered with a foot or two of snow, and the old-time horse had to be brought into requisition till the refuse in the streets was cleared away. We are therefore safe in stating that on the northern half of this continent at least and in the countries of Europe where snowstorms and snow blockades are more or less frequent there will be need of man's old friend, the horse, for many years to come. Take the city of Toronto as an example, and outside of street railways and pleasure driving, supposing all the grocery and milk delivery wagons, the delivery vans, the cabs, the railway trucks and such like necessities in large cities were operated by electricity, and a snow blockade should come along such as we had in the early part of the present winter, what a predicament would the city be in! The butcher could not supply his customers with meat, nor the groceryman his with sugar, tea, etc. The baker would have his bread in his bake-shops, and, in fact, business would be completely stopped for the time being, and the citizens might have to do without a square meal for a time. Last summer a large retail business house in this city purchased an electric wagon for delivering goods. This vehicle seemed to do excellent service, but we noticed that as soon as the snow made its appearance it was put by till the hard pavement was dry and smooth when spring-time appeared.

All this goes to show that for many years to come, and perhaps for all time, the useful horse will be needed in carrying on the general business of our large towns and cities. But there is a wider field for the horse than this. In the realm of pleasure and of sport the horse has as strong a hold upon its constituency as it ever had, and in some respects a stronger one. A few years ago it was thought the bicycle would drive the riding horse out of existence; but wheeling only proved to be a very transitory kind of sport, and it is fast receding from the place it attained as a means of giving pleasure to the leisure classes. Hunting, horse-racing, riding and driving are just as popular among those who spend their time for pleasure as they ever were, and the demand for horses suitable for these purposes is better than it has been for many years. Then the demand for draft horses, horses for cavalry purposes and heavy teaming of all kinds is stronger than it ever was. In fact, the demand for high-class horses suit-

horses, the demand for the ordinary horse, or the so-called "scrub," is very little better than it ever was and without the prospect of anything better in the future. It is this stamp of horse that electricity, automotors and such like are driving out of the market, and which it will never pay our farmers to breed.

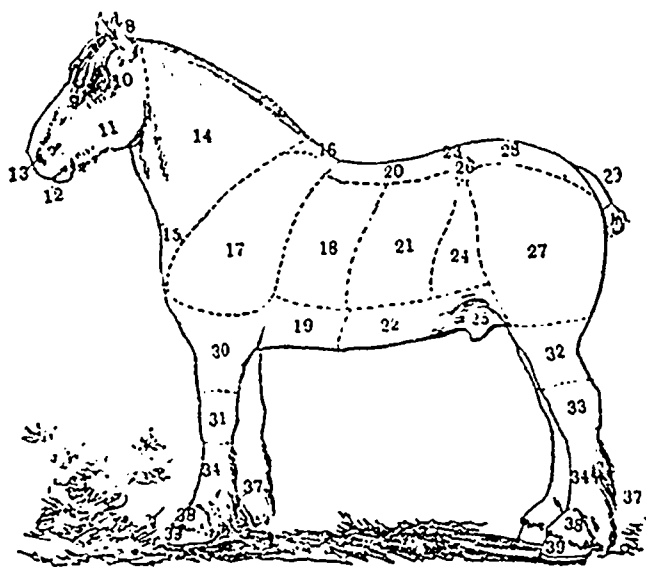
It may be thought by some that we are putting the position of the horse for the future a little too strongly, and that if our farmers go largely into breeding the types of horses we have advocated it will only be a short while before the market is over-supplied, and the country overstocked with good horses. While there is always a possibility of such a thing happening with any line of procedure, it must be admitted that in this country at least it will take many years of training before the bulk of our farmers are in a position to produce the high quality the market demands. Experience, time and a continued line of breeding are necessary to produce the highest kinds of horses the market demands. But what we contend for is this, that if our farmers are going to raise horses—and they certainly are not going to give up raising them no matter what the condition of the market may be—why not raise the very best kind of horses, and a type that will command the very highest price when offered for sale?

The Kind of Horse to Breed

Successful horse-breeding requires care, skill, knowledge of the market and the types required, and a determined effort to follow one line of breeding to a successful conclusion. As we have pointed out elsewhere, success cannot be attained by jumping from one line of breeding to another. For example, to breed the style of horse required for hunting or riding it might take a farmer with the quality of horses found on the average farm several years before he would be in a position to supply the kind the market demands. Consequently, for a farmer to start out on a certain line of breeding and change onto something else in a year or two would be only to leave the work half done. The kinds of horses in demand at the present time and the methods of producing some of them are very well outlined in the prospectus of the Russell Stock Improvement Co., referred to elsewhere, and from which we take the following:

"Dull sales and low prices curtailed the breeding of horses to such an extent that a real scarcity now exists. Those who saw what was coming strongly advised a renewing of the breeding of good horses two or three years ago, but the conditions were so bad at the time that farmers could not be advised to make the venture. But now the scarcity is upon us—everyone can see it, and good horses to fill the demand simply cannot be had. Good saddle and carriage horses are in great request, average better prices than ever before, and they are simply not to be had in sufficient numbers to supply the demand. Heavy draught horses for home use are scarce and almost unobtainable. Then there is the steady British and foreign demand, not only for heavy draught, carriage and saddle horses, but also for cavalry horses. And while there is not now, and probably never will be again, a profitable demand for a medium or poor class of horses such as used to be absorbed by street railway companies, at the same time the opportunities, perhaps, never were so bright for the profitable production of really good draught horses and good carriage and saddle horses as to-day, and the question is, how are these to be produced?

"There is but one way to do it, viz.: by breeding the right class of mares to the right class of sires and raising and breaking the colts properly. The mares used for dams must be of the right type, and none but purebred sires of the best quality should be bred to. Colts should receive special care, more particularly for the first two years. They should get a little grain just as soon after foaling as they will take it, to be increased as the colt develops, and at weaning time, say at about five months old, no check is felt by the removal of the mother's milk. They



Model of a Heavy-draft Stallion (Clydesdale).

able for the purposes we have named cannot now be supplied, and in the regular course of things it will take at least three or four years before the colts of this year's breeding will be able to supply the want. But, while this bright outlook exists in regard to the highest types of