

THE HORSE.

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 dispute. 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, every-day work harness, etc., than in harness and rigs of the better class, that are used only on special occasions. In order that the best and most satisfactory service may be gotten from a set of harness, whether it be plow, general-purpose, wagon, road, carriage or other harness, it is necessary that it 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 the leather contains when the harness is new soon escapes, and the leather becomes dry and inclined to crack, unless a fresh supply of oil be given. 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 practically any circumstances is better than none, the best results can be obtained only after the leather has been properly prepared.

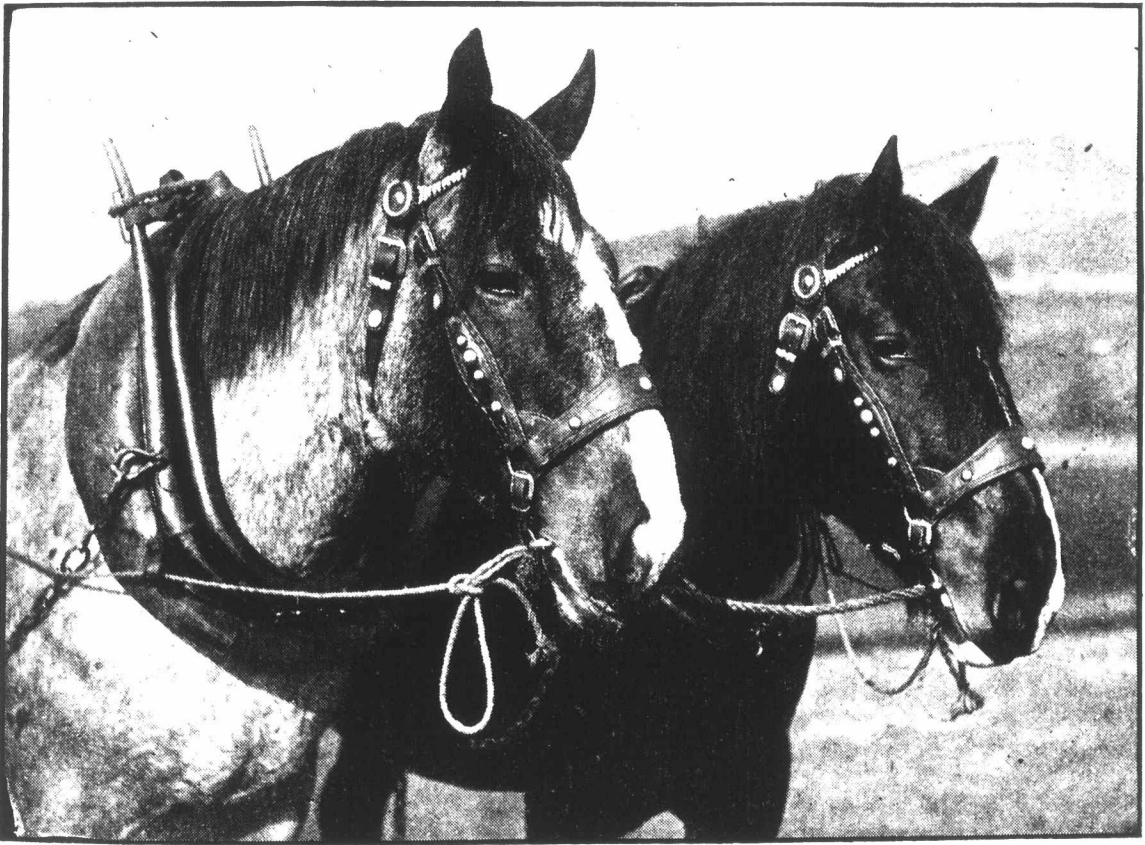
The harness should be taken to pieces, every strap unbuckled and put into a tub of warm water—not hot water, as this practically burns the leather and renders it more or less useless. After soaking until all the dirt and other foreign substance is softened, say two or three hours, each strap should be well rubbed with a sponge or cloth, and, if necessary, a dull knife should be 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 would dry quickly. The process should be slow. In warm weather the temperature of an ordinary building is sufficient, but

motion and prevents rust. When the leather and metal of harness receive such care they will last longer, look better, and be more comfortable for both horses and drivers.

Any person who has 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 that harness mountings require, depends greatly upon their nature. For ordinary work harness on the farm, where time is often valuable, the plain, 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 it looks worse than common black. Brass tarnishes very quickly, hence requires burnishing frequently. Silver-plated, solid nickel or nickeline mountings look well and do not require so much attention. Hard rubber mounting is very fashionable, especially in light road harness. It looks plain but is good and satisfactory.

In order to keep any harness at its best it is necessary that it be not left hanging unprotected in the stable; the dampness that there necessarily is in any stable, and the gases formed by the excrements, have an injurious effect upon both leather and mountings. It is better to keep the harness in a separate compartment removed from the 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 varnish and paint are 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 paint prevents the admission of air and water into the joints, hubs, rims, runners, etc. Owners can pur-



A Scottish Plow Team.

in cold weather some artificial heat is necessary. When almost dry it should be given a thorough coat of oil. There is probably no oil more suitable for this purpose than neat's foot oil, the addition to which of a small quantity of lampblack improves the appearance. Oil manufactured for the purpose and called "harness oil" is kept for sale by most harness-makers and hardware dealers. This is a composition and usually gives good results. After being oiled, the straps should be again hung up 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 the oil readily and still looks dry, a second or even a third coat may be profitably applied. After a few hours all unabsorbed oil should be rubbed off and the harness put together. If it be desired to have the harness look well, it should now be given a coat of harness dressing, which can be procured from the dealers mentioned. This gives a gloss to the leather, and tends to prevent evaporation of the oil and prevent the entrance of moisture. Another preparation that can be purchased from harness-makers, namely, "harness soap," can be readily applied with a sponge without taking the harness to pieces, and, if regularly done, say once weekly, it keeps the harness looking well all the time. As it contains a percentage of oil it keeps the leather pliable, hence 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

chase prepared paints, put up especially for the purpose, and apply it themselves to common vehicles once yearly. It is probable the owner will want a better looking job done on his buggy or carriage, and if so he will get a carriage painter to do it. So far as practicable purposes are concerned, probably his own job is just as good, but does not look quite so well, but either should be done regularly, not yearly in all cases, but as 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 partly or wholly off the arm, putting a greater or lesser quantity of oil or grease on, and then 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, boxing and nut in fact, all old grease or oil, no matter where it is, should be removed, and a little fresh applied and the wheel put on. If this care be taken there will never be an accumulation of dirty, black grease or oil, mixed with dust, hay seeds or other dirt on the hub or nut, to soil any and everything that comes in contact with it. 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 and rattle.

WHIP.

LIVE STOCK.

The Outlook For Wool Prices.

More or less uncertainty is prevailing at the present time on the wool market. Since the commencement of the war the demand for wool has increased the price of that product a good deal. The 1918 clip was purchased at a high figure, and now that there will be a falling off in the demand for woollen goods to fill army orders the manufacturers who have stocks on hand are fearful for the outcome. Wool prices in Canada have been considerably higher than in those great wool-producing countries of Australia and New Zealand. With more shipping available, which will bring wool from these countries to the world's market, it is reasonable to expect that prices will drop to about the level of that received in the above mentioned countries.

However, at that there will be a margin of profit for the wool grower. From present indications there is little reason to believe that the bottom will fall out of the wool market.

In regard to the wool trade, Norman Stansfield, acting Chief of the Sheep and Goat Division, is of the opinion "that dealers will not buy wool at the prices of last summer, because they know that manufacturers will not be able to pay consistent prices if they have to manufacture for civilian trade in competition with the accumulated stocks of controlled wool which are held throughout the world. There seems to be no question but that the price of wool will decline. It is generally considered that the decline will be to a price approaching that of the controlled wool held in Australia and New Zealand, but it must be remembered that these prices are approximately sixty per cent. above the prices of June, 1914, and that the cost of transportation must be added to this. How soon this stock of wool will come on the market appears to be a question of transportation. Therefore, it would seem that the decline in the price of wool will not be to the low level that prevailed in 1913 and 1914, but that when the market becomes stable again it will be approximately sixty per cent. above the 1914 price. It would seem, then, unwarranted nervousness to imagine that the price of wool for some years to come will revert to the level of June, 1914, prices."

Mr. Stansfield, who is in close touch with the trade, does not see any reason for pessimism on the part of wool growers. Even if prices do come down considerably below that received for this year's clip, there is still good money to be made with sheep. During the past few years there has been a considerable increase in the sheep population of the Dominion. The price for both wool and mutton has, no doubt, been an incentive to sheep raising. Considering the area of our country and the conditions suited to sheep raising, many more sheep might advisedly be kept. For the labor entailed in handling this class of live stock, and the investment necessary for buildings and equipment, there is no class of stock which gives an equal return. The dog nuisance has been responsible for a number of breeders going out of sheep raising, and has prevented others from adding this class of stock to their farms. However, legislation is tending to alleviate the dog nuisance. While sheep men need not expect to continue to receive over seventy cents per pound for wool, it is generally believed that for at least a few years the price of wool and mutton will be such as to render sheep raising a profitable branch of farm work.

Britain's Pigs Are Shrinking

EDITOR "THE FARMER'S ADVOCATE": Between June, 1917, and June, 1918, Britain has lost 199,887 of her pig population, and the latest instructions from the Government's Food Ministry is to kill off all possible stocks before Christmas because feeding stuffs are not available for our porcine races, and it is officially considered a far better thing for England, and Scotland, and Wales, to endure bad bacon from America than it is for America to send us any feeding stuffs to raise our commercial fat and store stock with. Below I set out the live stock returns, as touching upon pigs, and made by our Boards of Agriculture:

England and Wales.			
	1918	1917	
Brood sows	289,540	254,290	
Other pigs	1,107,530	1,664,250	
Totals	1,697,070	1,918,540	
Decrease 221,470, or 11.5 per cent.			
Scotland.			
Brood sows	16,071	14,794	
Other pigs	111,544	118,151	
Totals	127,615	132,945	
Decrease 5,330, or 4.01 per cent.			
Ireland.			
Breeding sows	1,604	1,710	
Brood sows	104,782	104,027	
Six months old and over	115,259	129,074	
Under six months	752,740	712,661	
Totals	974,385	947,472	
Increase 26,913, or 2.8 per cent.			

Complete loss on United Kingdom's pig population, 199,887.

Our commercial pig trade has slumped tremendously in a few weeks. Suckers (six to eight weeks old pigs) are now only worth 5s. and 6s. apiece; strong stores do, however, make £3 to £4, and breeding gilts are worth up to £11 and £12, but all young stock is under a cloud.

ALBION.