

footed; but they are, and such an attribute can only be explained by referring it to the nervous organization of the individual.

Analogies of this sort could still be further given, but we are not so much concerned in explaining the causes of certain aptitudes as we are in endeavoring to point out some of the common faults in driving.

The differences between good and bad driving are not so apparent in the handling of work horses as in those used for faster work, but even in them faulty handling shows itself.

The slipshod driver is very much in evidence behind work horses. You see them driving a pair with one horse ahead of the other; he is simply holding the reins, not driving at all. He makes no attempt to keep the draft of both horses even; he does not feel their mouths, keep them collected and balanced.

Whether a horse is pulling a load or going beyond a "fool-space," he should be kept "collected," as he does his work more comfortably, and does not fatigue so easily.

A horse is "collected" when his head is kept in position, and all the muscles of his body are in a state of contraction. When a man is running or walking fast, he closes his hands by contracting the muscles of the arms and hands, in order to keep himself collected. If he did not do so, propulsion would cause him greater effort. So with the horse, if he is exerting himself either in travelling or in pulling a heavy load, light but steady pressure on the bit assists him in keeping collected and balanced.

Loose-rein drivers never improve a horse's mouth; they encourage bad carriage of the head and neck, and are apt to spoil his gait by getting him into the habit of "hitching."

By keeping a horse collected and balanced, the fore legs are not so apt to suffer from the ill-effects of concussion and strain.

If the head is kept up and nose in, in travelling, the fore legs are relieved to some extent, as more weight is then thrown on the hind extremities. Heavy-handed drivers also inflict much injury on a horse, and cause him much discomfort. They are apt to make his mouth sore, get him into bad habits in connection with that organ, such as side-lining, pulling, tongue lolling, etc., and cause him to mix his gaits.

The driver's aim should be to manipulate the reins with a light, but firm and steady hand.

It is usually necessary to exert more force in manipulating the reins in speeding a horse, in order to steady him, but injury to the mouth can usually be avoided by using an easy and comfortable bit.

The skillful driver is always careful to observe if the bit is in the proper position in the mouth of the horse he is driving. If it is too low, he will not force it firmly, and he is apt to get his tongue over it. If it is too high, he will not readily respond to the pressure of it, and consequently he is apt to pull, cross his jaws, open his mouth, and project his tongue.

Placing a bit too high in the mouth is a very fertile cause of getting a horse into bad habits in connection with the mouth, and is apt to spoil the carriage of his head and neck.

The manner of holding the reins and whip, and the posture of the driver, are of much moment in skillful driving.

It has been found out by experience and study of the art of driving that the reins should be held in a certain way in order to contribute to the ease, grace, safety and dexterity of the driver.

Some drivers, who have not been taught this way of driving in their youth, find it hard to adopt it in late life, and scoff at the idea of there being a "best way," "as they get along very well in the way they picked up themselves," but they never make finished drivers. There is a great deal of difference between the manner of holding the reins when driving trotters and ordinary driving, especially when curb bits are used and style is sought for.

In the former case, the driver assumes an attitude and holds the reins in a manner so that he can exert all his force in controlling and steadying. He braces himself, with legs stretched forward and arms extended, with a rein running over the palm of either hand, and grasped firmly with the fingers, with the straight whip carried in the right hand.

In ordinary driving, especially when a curb-bit is used, the reins should be separated with the first two fingers of the left hand, the ends passing out of the lower part of it. The thumb should be held with the point upwards, not pressing down firmly upon the reins. The wrist should be bent, so that the knuckles are turned towards the waist, and the elbow is bent at the left side. The hand should be held at a height approximately opposite the waistband.

The right hand holds the whip, at about ten inches from the end, the lash-end of it is directed upwards, forwards, and towards the left. Nothing looks more unworkmanlike than grasping the whip at or near the extreme end.

The left hand should always be kept in the same position; but the right one, besides holding the whip, should be used to assist the left.

The lower part of the right hand may rest upon the off-rein, in front of the left, to assist in steadying the tension of the reins, also in turning or guiding it may be used on either. If the left hand requires aid in exerting traction, the right placed in front, and dividing the reins by the two middle fingers, may assist it; and also, in shortening the reins, the right hand pushes them back between the fingers of the left.

The near rein is always held uppermost, passing over the index finger of the left hand, while the off-rein passes between the second and third fingers.

The position of the driver should be easy and unconstrained, but approximately erect, with arms dropping along the sides, and elbows squared at the waist. The legs, from the knees downwards, should slant slightly backwards, and the driver should not sit too far back in his seat.—(Dr. F. C. Grenside, in the O. A. C. Review.)

New England Horse Market.

Rather striking support of the view that it is better for the average net interest of producer and consumer to have horses exchanged freely between contiguous territories than to enforce expensive long-distance transportation by means of opposing tariff barriers, is furnished by the interview with Geo. Climie, one of the largest horse-dealers of Montreal, published on the market page of "The Farmer's Advocate" last week. Mr. Climie is of the opinion that reciprocity will not reduce prices of horses to the producer, but may cheapen them to the user. The horse-raiser will be benefited, he thinks, by the opening up of wider markets and additional opportunities all round. While anticipating that Montreal dealers may lose a little of the far Western trade, he confidently expects they would do a large business with the States of New York, Maine, New Hampshire and Vermont.

Confirmation of this view is furnished by a perusal of quotations in Eastern cities. Through the kindness of Prof. McLean, recently of "The Farmer's Advocate" staff, now of Massachusetts, we have been supplied with these figures, from a recent issue of the American Cultivator, an old and usually reliable agricultural journal, published in Boston. On February 25th, 1911, they quote their Boston horse market as follows (we have condensed this a little): "Horses weighing from 1,650 to 1,800, \$300 to \$400; those having extra weight and quality, \$400 to \$425. Medium-weight horses, \$225 to \$300; expressers and general delivery, \$135 to \$225; chunks, \$100 and up, according to quality and size.

"February 12th, 1909.—Horses from 1,650 to 1,900 pounds, were quoted at \$325 to \$450; medium-weight horses, \$280 to \$325; expressers and general-purpose, \$150 to \$225; first-class drivers, \$300 to \$700.

"September 5th, 1908.—Horses from 1,500 and up, \$225 to \$375; those having extra weight, \$375 to \$450; chunks and expressers, \$200 to \$225; roadsters and drivers, \$800 and up."

Money in Drafters Like These.

Another lot of slashing big, high-quality draft geldings, twenty in number, and ranging in age from five to seven years old, excepting one colt rising three, was shipped from London, Ont., to Vancouver on Wednesday, March 8th. These horses are the kind that are a credit to the Province which produced them, and very profitable to their breeders. They are, without exception, "all horse," put up on approved draft lines from head to croup, and from feet to back. Rough, curly hair and coarseness is conspicuous by its absence throughout the lot. They would range in weight from about 1,650 for the colt, up to 1,800 or thereabouts—possibly a little more. Several of them should tip the beam around the latter figure. They have been picked up in Western Ontario during the past few weeks by Wm. Wallace, whose card has been appearing in "The Farmer's Advocate," and go forward to J. H. Brooks, of Vancouver. They are about as fine a lot of draft geldings as we have ever seen together, and, by the way horses are selling, must have cost a princely price. These are the kind to raise.

A gentleman driving on the street the other day, gave a young man a ride. Asked if he were attending school, the reply was that he was taking a Commercial College course. He explained that he had secured a position in the railway offices, but found out that, in order to advancement, he must have more education, and was allowed off on furlough for six months. "I attended the city Collegiate Institute," he added, "but didn't look at study seriously, simply fooled away the time, and now I have found out what a mistake I made." Nowadays, the business of either country or town calls for something more than uneducated or half-educated boys.

LIVE STOCK.

Feed Our Cattle at Home.

A staunch believer in the policy of finishing Canadian cattle in Canada, thus retaining the fertility to enrich our farms, instead of exporting lean cattle and feed to enrich the farms of British feeders, is William Weir, of Weir & Weir, cattle-feeders, of Perth Co., Ont.

Messrs. Weir make a business of buying feeding cattle and grazing them on their old pastures. Last December they shipped to their agents, Paull, Duff & Ferguson, of Glasgow, Scotland, 49 head of cattle, of which 32 were extra fine, and they think about the best, as to quality, which they ever fed. They were shipped so as to reach Glasgow in time for the Christmas market of December, 1910; and, on their arrival there, their agent thought they were good enough to go into the show, which was then being held, and compete for the prizes offered, which they did, with the following results: For the four best Canadian bullocks, first prize; one of these four was held as reserve champion of the show. For the best Canadian bullock, not shown in any other class, first prize. For the best butchers' bullock, first prize.

These cattle were purchased in Kent County, at around \$48 to \$50 apiece, and, when sold, some of them realized over \$100 a head. As to age, they were long two-year-olds, and short threes. Mr. Weir states that the old upland pasture, which is well manured from previous feeding, carried somewhere about a steer to an acre, the pasture producing 350 pounds of beef to the acre. After being grazed for the summer, the cattle were stable-fed a month, in order to hold them over until time to ship; it also hardened them up. Mr. Weir considers that the farmers from whom he buys lean cattle and feed make a great mistake in selling. They should feed the stock on their own farms. He considers that he has observed that grain purchased and fed on his farm has returned him half the value in the manure produced. He looks upon the British embargo as being a blessing in disguise to Canadian agriculture.

Breeding Tuberculosis.

Discussing the subject of tuberculosis, in a letter to the Scottish Farmer, Dr. Wm. Watson, of Glasgow, publishes this paragraph: "No one could argue that the housing of all young animals in unhealthy byres is sound. No one could argue that the present method of producing milk in byres where the animals are heated by their own exhalations is sound. Men have demonstrated time and again that airy, covered sheds, where the climate forbids keeping young animals out all winter is better and healthier than the present system. Recently, it has been shown that cold, thoroughly well-ventilated byres for milk stock do not decrease the flow of milk, and yet we have milk produced where the atmosphere acts as an irritant to the eyes and noses of persons entering the byres. Keeping cows that are unhealthily housed and overfed for the sake of a big milk supply, beyond a safe age, and rearing calves from them, is another source of danger. Bang has told us his system of eradicating tuberculosis, but it does not commend itself, on account of the extra work and worry, not to speak of the expense in following it out. There is also overlooked in it the danger of raising animals from a tubercular strain, and he has not given us the life-history of the apparently healthy calves after they were subjected to the lowering conditions of pregnancy, and the lowering conditions of intensive dairying. This, I think, is a fatal omission."

British Live-stock Exports.

In spite of the embargo against certain British live stock last year, exports for 1910 were over ten per cent. greater than in 1909. The value reached a total of £1,536,712. Horses were in good demand. Not only were more sent out, but the declared value increased by 20 per cent. Belgium and Holland took by far the most, but these were old and decrepit, and of low value.

Before the closing of the Argentine ports, we shipped as many head of cattle as for the entire year 1909, so 1910 would have been an unusually good year but for the embargo, which closed the ports for half the year. The Canadian demand was smaller last year, only 212 being sent, against 223 in 1909.

Sheep were exported in large numbers, 7,839 head, against 7,418 in 1909, but the value was much lower—in fact, the lowest for years. Argentina took the highest-price sheep, except certain small shipments to New Zealand. Your breeders bought 3,811 head, at an average of £5 8s.

Pigs exported increased 14 per cent. in numbers, and the declared value was higher than the average of the last sixteen years—a gratifying fact for pig-breeders. In all, 851 pigs were exported, of an average value of £10 12s.

F. DEWHIRST.