

Occasionally one finds a horse that will sulk, and throw himself flat on the ground when the harness goes on him, and a real obstinate animal is much more trying and difficult to train than an out fighter. If the horse refuses to rise after a few stinging cuts of the whip about the flank, take an old sack, folded several times, and hold it across his nostrils; they generally jump up when they begin to strangle. If that fails, then severer measures have to be resorted to; never let him beat you out; stay with him till he gets up. Take a small rawhide riding whip (never use a stick), and thrash him across the tip of the snout for all you are able. It is severe punishment, but it is the only method I have seen that would bring a stubborn horse to his feet, and the beauty of it is it does not work a permanent injury to the horse. He will undoubtedly look pretty tough for some time, but the swelling will go down, and he will remember the lesson as long as he lives. It is astonishing how much pain some horses will endure before they yield, and if you are a delicate man, you may have to tie the animal up and go and lie down for an hour, or probably may have to postpone any further operation till another day. At any rate, a true horse-lover always feels sick at heart at having to resort to such harsh measures.

It rests with the judgment of the trainer whether to put the crupper under the tail the first time or not. But if you decide to do so, first carefully put the bridle on, then unfasten your rope from the post, and lead your horse out into the open. Run the end of your tie rope through the left ring on the bit, and take a firm hold with your left hand on the rope, just so that when you are working near his head will be slightly drawn towards you. Should the horse attempt to jump and kick, his hind quarters are thrown away from the trainer every time. This method is a safe and simple one, only be careful not to jerk the animal, and as soon as you are through take the tie shank out of his bit.

Take every precaution against spoiling your horse's mouth, for "no mouth, no horse," is my motto. The broncho is now ready to hitch. Have your neckyoke securely fastened to the tongue; also have end of the doubletree on the side of your training horse fastened back evenly. As he generally has to take the lion's share of the weight, it is much easier on him. Always train your horse attached to some vehicle; don't try to drive him about without. The reasons for this are plain to any thinking man.

Place your vehicle where you have a good clear start, with the point of the tongue near a tree or good stout post. Tie the broncho to the post and bring along your training horse and get them coupled together and the neckyoke on, which is never very difficult. Then hitch the inside trace of your broncho; afterwards hitch your training horse. Have a thin rope, about 15 feet long, handy, and, after carefully getting down the outside trace, as you stand near his head, fasten the rope near the end of it. By walking out around a respectful distance, you are able to get the trace back and alongside your horse. This part of the performance is generally where the fuss comes in, for by this time a nervous horse is looking for trouble, and is going to kick right now if there is any in him. Keep the trace moving easily up and down his side, and at the same time talk soothingly to him. If he should kick, just hold your trace up in place and let him kick till he sees he can't do any good by it, and that the thing at his side is not going to hurt him. Be sure to keep the trace held high enough that he does not kick over it, and do not attempt to fasten it till he cools down. During this time the assistant should stand at the head of the training horse, to keep him quiet, and also see that he does not bite or annoy the green horse in any way. In fact, this constitutes the sole duties of the assistant, till the horses are hitched and the trainer in the rig. Fasten a rope or lariat into the jawband of his halter (don't fasten it to the animal's jaw, but to the halter); pass the other end through the terret ring on the outside and carry it back into the rig, to be held by the driver; it should afterwards be held by the assistant after you are once started. The trainer should now get into the rig and get his line ready. If the horse becomes excited, talk gently to him, and keep the training horse quiet; do not unfasten him till he calms down. Let the assistant carefully unfasten the tie rope and secure it to the hame of the training horse, just tight enough that the broncho cannot get out the full width of the spread lines, and then get into the rig just as quickly and as quietly as he can, and take charge of the rope that is on the outside of the horse. Likely, by this time you are off, but let them go at first, for otherwise a green broncho can show you more tricks than any confectionist you ever saw. If you have been properly anchored to the training horse, and your assistant keeps control of his rope, you will not need to annoy him by much pressure on the bit; in fact, the lines are chiefly used in guiding your training horse.

I have never seen the least mishap when this method was followed, nor seen one horse spoiled

by these precautions. But right here I would say, if you are training in a wagon, be sure to fasten your box down securely. A chain or rope around near the head of the reach, and then brought tightly over the box, is a very good way. The brutal method of attaching ropes to a horse's front feet, and throwing him down on his nose if he attempts to run, is as unnecessary as it is cruel. There is some excuse for putting a rope on one front foot and lifting that up, letting him run on three legs should he start to kick, but there is no excuse for the other. Should a horse persist in bolting, take a lariat, or, if you have none, an ordinary rope with a good ring fastened on the end will do. Make a noose and place it on his neck, well up on his throat; fasten it to the top of the bridle so it cannot slip down on his neck, but do not hinder the rope from slipping freely through the ring. Carry the end of the rope on your hand, along with your lines, and if he attempts to bolt just curtail his supply of fresh air for a while; a few applications will stop him. But these vices are never developed in a horse that is properly handled from the first. Follow up this method of hitching till you are sure he is reasonably quiet, for one little fuss with a partly-hitched team will undo nearly all the careful training you have done. Do not expect him to learn too quickly; remember everything is new to him, and don't be too eager to load him heavy, even if he is willing. See that his collar fits well, and that the belly-band is reasonably tight, for no horse can work to advantage with an ill-fitting collar or a great loose belly-band. Teach him the words of command distinctly and separately.

One would think, by the way so many drivers couple the words "Whoa!" and "Back!" together, that the English language had no single word to express the desire of the driver when he wished the animal to slacken speed. But it is not the case, as "Steady!" expresses the command, and the sound is so distinctly different from the others, that there is no chance of the horse being mistaken. "Whoa!" should mean to stop, and "Back!" mean to throw the weight and strength backward into the harness. It seems to me that it is expecting rather much from the horse to ask him to interpret the will of the driver, for that is what he has to do when he hears the one word of command, or what must seem the one word to him, used for several entirely different things. It is certainly quite a delicate matter to teach a nervous, high-strung team to go steady, but it can be done. The writer has one unusually high-lifted little team that will slow down almost to a crawl when a load is pitching and rocking on a rough road. It took time and patience to teach them, but it paid. It is also a difficult matter to teach a horse to stand while getting in or out of the vehicle, but a little patience will work wonders here too.

Don't pick up the whip and start him off full speed as soon as you get in the rig, for it only makes him worse next time. Let him start easy for the first half mile or so, even if you have to make double time after that; he will soon learn that you do not desire him to burst off at full speed on the start. The popular plan of attaching a rope to the end of the lines and carrying it back behind the buggy when closing a gate, is worth being observed, for it cannot be improved on, and the team soon learn to stand. The teaching of tricks to horses cannot be too strongly condemned; let him master the necessary knowledge, and that is enough for the average animal. When we were boys, it tickled our imagination to read of wonderful horses, that would not move unless the rider knew the combination, so to speak. It took a certain little pull of the mane or tinkle on the ribs, or some other equally mysterious performance, to get them to display their powers. But nowadays horse-training is a business proposition, and when a man buys a horse he doesn't want to have to carry a code-book around with him to discover how many pinches it takes to make him do this, or how he should whistle to get him to do something else. In conclusion, let me say, take good care of these brave little animals, even if they do try your patience at times. If they are well fed and well handled, they will do a tremendous lot of work, and you can raise up a splendid cross of horses by crossing these small mares with a draft sire, especially a Clydesdale. "WESTERNER."

When you come to think of it, says Geo. B. Hulme, of New York, automobiles have their uses. The roads in our parks used to be closed for renewals about once in three years; now they are closed three times a year. That benefits the contractor. Again, those roads used to be as smooth as a floor; now we have to send our carriages into the shops for repairs every season. That benefits the carriage builders. And many an honest dollar has been earned by the farmer hiring a team to draw back to the nearest garage an auto out of commission. That benefits the farmer. Therefore, as the auto benefits the farmer, it benefits the entire country.

LIVE STOCK.

THE SHORTHORN VS. THE DAIRY COW.

Editor "The Farmer's Advocate":

It is very satisfactory to have Mr. Bollert make the following statement in his defence, in "The Farmer's Advocate" of April 30th: "Had Mr. Campbell not made the misleading statement that dairying does not pay, I certainly would not have found any objection to his letter." Most gladly do my heartfelt thanks go to meet that commendation of what I have been writing on this subject.

But I never made such a statement as is credited to me by Mr. Bollert. Have I not declared all along that, where dairying is specialized, it has been a pleasant duty to commend it, because of its profit. My contention is and has been that dairying, as a whole, does not pay, as now carried on. Listening to and reading reports of addresses by such high authorities as Prof. Robertson and Prof. Dean, we learn the fact of the average dairy cow in Ontario being kept at a loss. Mr. J. G. Clark, recently of Ottawa, a dairyman of long experience and successful as a showman—being the only Canadian breeder of dairy cattle who had the courage to exhibit at the St. Louis World's Fair, and very successfully—stated in my hearing a dozen times at Institute work, winter of 1907, the same old story of "the average cow does not pay." Other dozens of times have we heard or read the same statement, until we are convinced it has become a standard one at dairy conventions and meetings of dairymen. Just before me, in our last week's county paper, "The Post," in connection with the cow-testing association, is the following: "The average output in Ontario now for milk cows for a season is 3,000 pounds." All over, and everywhere, dairymen say that the average cow is a loss. Granting what is so generally stated—and Mr. Bollert does not dispute it—then, I follow, and state most emphatically that, with the average a loss, the whole must be a loss. That is as clear as that two and two make four.

Mr. Bollert does not attempt to justify the Government expenditure of nearly \$160,000 annually in aid of dairying, while practically nothing is spent, to speak of, to promote the beef industry. He does state, "I do not see why Mr. Campbell should object when the Government tries to help the unprofitable (as he intimates) dairy industry to its feet." Because that has been tried for a great many past years, and still calls for more pab, without showing that its feet are getting any stronger. Apparently, there are not results to justify the continuation of such assistance, and little to other equally as important live-stock industries, to those engaged in them.

But let me turn the light for a little on Mr. Bollert's line of argument, and see how it bears out in his own case. He tells us of selling his Holsteins at \$600, \$800, \$1,000, and getting \$1,200 for another. He also mentions Mr. Rette getting up to \$1,500 for some bred directly from Mr. Bollert's stock. With such values, why does Mr. Bollert seek to justify the very large Government expenditure in aid of dairying, so far as he and Mr. Rette are concerned. Does it not look like getting all you can and looking for more? Mr. Bollert does not attempt to explain the extremely small returns per dairy farm in that fifteen miles square in his own township. Will he tell us what the average cow makes in that ideal dairy section mentioned in his letter of March 19th, where it averages, according to his figures, but \$138 per 100 acres?

Let us get right down to the practical average, which is the basis of the whole. Now, does Mr. Bollert, or any dairyman, attempt telling us why their particular line of work should have a great amount spent annually on its behalf, while other Ontario citizens engaged in the lines to their liking, get not a tithe of the public money spent on dairy promoting. Let us have fair play, even at this late date, for why should there be favoritism? No dairyman seems to be ready to justify the enormous cost of forty-two instructors and inspectors.

Be that as it may, it is quite evident that Governments, like individuals, may and do make a hobby of one line, and neglect others which have as good a right to recognition as the favored one. If our country is to reach its greatest possible success in products and outputs, that happy time will come by all concerned being encouraged to discard the unprofitable and put on the markets the best of products, produced at a minimum cost.

Victoria Co., Ont.

JOHN CAMPBELL.