

FARMING

VOL. XVI.

APRIL 18th, 1899.

No. 33

A Paper for Farmers and Stockmen

This week's issue is especially devoted to the feeding, breeding, and rearing of horses on the farm. We have also given some attention to the general outlook for horses with the view of showing the kinds of horses the market demands and the prospects for the farmer obtaining remunerative prices if he gives special attention to breeding and rearing only the right types. A careful perusal of this number by every farmer will, we think, lead him to the conclusion that the breeding and rearing of good horses in Canada has entered upon a new era of progress and development.

Beginning with next week's issue we purpose adding a new department to FARMING which will have special reference to the farm home. This new feature which has been in contemplation for some time will be devoted wholly to woman's sphere on the farm. Special attention will be given to domestic science and its relation and bearing upon the moral, intellectual, and economical side of the farmer's household. In this work we hope to have the hearty co-operation of everyone interested in the welfare of the girls and boys on the farm and in making them useful, strong and loyal citizens of this great Dominion.

The Outlook for Horses

That the outlook for horses of the right stamp and breeding is a very encouraging one we are not alone in our belief. The following extracts from some of our leading American, British and Australian exchanges indicate how the feeling is regarding the outlook for horses in these countries.

The Breeders' Gazette of March 29th last says: "The demand for handsome carriage and coach horses remains far in excess of the available supply. The shippers find that many agents of private buyers are scouring the breeding districts for choice horses, and offering in many cases much larger prices than a shipper can pay. This means that the supply is really shorter than it seems, as private buyers will often take a four-year-old that a shipper cannot afford to handle. The shippers are complaining that they cannot compete with private buyers, and that the latter are going wild in their competition for horses."

Western Agriculturist and Live Stock Journal: "Horse breeding is reviving throughout the West; the draft horse importers and breeders have inquiries and visitors like old times; of course many have not yet got their courage up to paying importation prices, but those that have stallions know that when these are sold they cannot be replaced except by importation and we all know that horses are higher in all Europe than ever before. However there are so few stallions to be had and so many wanting the best that it is just a question of who buys them first."

The St. Louis National Live Stock Reporter: "The apparent scarcity of native horses, the recent advance in their values and the large demand and small receipts of western range horses have caused the latter class to also advance in value about \$5 to \$10 per head."

Mr. F. J. Berry, president of the National Horse Breeders' Association of the United States, in a recent address, says: "Great changes have been continually going on; business has revived, prosperity has returned, the year 1898

being the most prosperous and successful year in the agricultural and stock line that this country ever knew. It brought with it a great demand for all agricultural products. Stocks of all kinds have advanced very much; cattle, hogs and sheep are high, and the best kind of road, carriage and coach horses are as high as they ever were, also the best grades of heavy draft sell for as much money as they did in high-priced times, with a strong demand and good prices for blocky, smooth horses from 1,100 lbs. up.

Mr. J. H. Sinclair, a prominent Texas horse breeder, says: "Horse breeders should take courage. It is only sorry horses that are cheap. The bicycle and the horseless carriage have their place, but never will they drive out the superb roadster, the spanking team and the swift courser. Men and women love the saddle and the reins and they will pay well for good horseflesh."

The Farmer and Stockbreeder, London, England: "The foreign demand, which has been gradually improving, is confidently expected to make a big leap in the near future, and those in the know, while predicting a stirring trade in the fall of this season, feel certain that next year will see the trade nearly as good as it was in its halcyon days. It is at least safe to assert that there is a scarcity of horses in America, and the same will be found in this country when the long-looked-for "boom" comes. That it will come is the firm belief of all, and this belief is not merely based on imagination, but principally upon advices from old customers abroad.

The Australasian, Melbourne, Australia: "Horse-breeding has languished very much in late years, and, as a consequence, good draughts cannot now be had for love or money. If someone does not start breeding soon, horses will become an extinct race like the moa of New Zealand. In fact, they are now so scarce that one has to give a very high figure for an animal if it is anything of a good stamp."

Electricity vs. the Horse

There is a great deal of talk these days about electricity, auto-trucks and horseless carriages eventually replacing the horse in all the avenues of usefulness, where he is now doing good service. Many who look upon this question in a somewhat pessimistic way claim that in a comparatively short space of time these modern inventions will replace the horse in almost every line of work in which he is now made to do valuable service, and that the horse will become a "drug" upon the market, and a practically unsaleable animal for the farmer to raise. To some extent there is ground for this contention. Electricity has already replaced the horse as a motive power for street railways. But now that the change has been made who would want to go back to the old slow horse car for the sake of providing a market for a certain class of horses? In fact, we believe the farmer who breeds a good horse and is looking for a market for him would rather see things remain as they are than have the very life dragged out of his good horse by pulling a carload of human freight up one of our city streets at 6 p. m. or during fair week.

But the more one looks at this whole question the more is one convinced that until horseless carriages, auto-trucks and such like twentieth century inventions have been proven to be proof against snow-drifts, mud, etc., it will be many a year before they will entirely replace the horse for general utility as a means of locomotion. This fact has