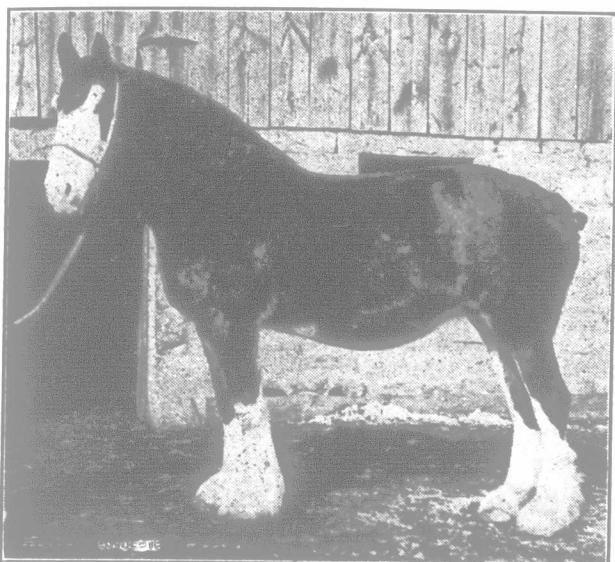


and Swale say: "Point Pelee and its vicinity boasts of being the only locality in the Dominion of Canada where the Cardinal is regular and common. The status of this species has been dwelt upon in the Auk, 1907, by the authors, and the data therein given seems to indicate that half a century ago the species was more or less common in south-eastern Michigan, but since then has retreated from its range and is only now resuming it. The history of the Point Pelee observations point in the same direction. Dr. Brodie says: 'I visited Point Pelee, July 1879. I formed a speaking acquaintance with several people and all had a story to tell about a 'visit-



Mimosa [29096] (29241) Imp.

Bred by the late Robt. Brydon, The Dene, Seaham Harbor. Sire, Silver Cup; dam, Muriel, by Gallant Prince. Noted winner in the Old Country. Owned by B. Rothwell, Ottawa.

ation of war-birds' a few weeks previously. From descriptions given there was no doubt these 'war-birds' were Cardinals. From diligent enquiries it appeared the birds were not rare summer visitors, but this season they were unusually numerous. Saunders made his first ornithological visit to the Point in late August and early September, 1882, and another in May and June of 1884, and again in September 1900. In none of these did he discover any Cardinals. It was not until the next year in September, when Keays visited the Point that the bird was again brought to notice. In 1907 Saunders and Taverner were on the Point in May and Cardinals whistled from every hand. The evidence certainly points to the conclusion that the Cardinal occupied the Point until at least 1879, and then for a space, until about 1901, deserted the locality to a greater or less extent. They are now pretty well distributed over the Point, from the base to the extreme end. In the fall they are more difficult to find than in the spring. They then frequent the densest tangles in little flocks which seem to be the original broods, for there are usually one or two adults and three or four juvenile birds in the company."

The Cardinal is a species which every lover of birds would rejoice to see extend its range over a larger portion of Canada—a bird of brilliant color, of brilliant vocal powers, and highly beneficial in its food-habits, as it feeds practically exclusively on weed-seeds and injurious insects.

Point Pelee which is mentioned so prominently in connection with the above notes of the Cardinal, is the extreme southern tip of Canada, and is a very interesting locality, as here are found many birds, many plants, and other forms of life which do not occur elsewhere in the Dominion.

THE HORSE.

Light Horses in Britain.

London's Hunter Show.

For the Hunter Show in London, England, the sum of £882 was offered for prizes, for stock bred on hunter lines, i. e., young stock by Thoroughbred (racing) stallions, out of light-legged mares, even cart mares being used in the evolution of the hunter type in Britain. A better collection of young hunters was probably never brought together before. Perhaps the three-year-old classes were the best, and it was to a horse of this age that the special prize, a £50 cup, for the best animal in the young classes was awarded. The horse in question was Cark Marquis, shown by G. Dickinson, Cark-in-Cartmell, Lancashire, and bred by Sir William Cooke in Lincolnshire. He is by King's Courtship, which won the King's Champion Cup at Islington in 1912 and 1913, and is out of a mare by Tacitus, which was hunted by Sir William Cooke for seven seasons. He was sold when a yearling to Mrs. Scott, Clervaux Castle, in the North Riding, and she passed him on to Dickinson. He is a big, upstanding sort, and was undoubtedly the best looking young horse in the show.

Hunter breeding was the subject of a deputation to the Earl of Derby, as War Minister, and R. E. Prothero as Minister of Agriculture. Lord Derby's reply was the most businesslike. He said: As long as racing, hunting, and polo continued, the demand for high-class riding horses would, he thought, ensure their production in sufficient numbers, and heavy draft horses would always be required for farm work. The number

of Army horses maintained in peace must be comparatively small, and the annual purchase by the Army would be comparatively small, but to ensure rapid and efficient mobilization the general horse stock of the country must be sufficient in quantity and suitable in quality for the immediate military needs. But to ask anybody to have in this country enough horses for the mobilization of a huge Army on the scale we had now would be practically impossible. As a light draft horse, quick enough for field artillery, they really wanted some breed with less bulk, a carthorse that would trot. Lord Derby proceeded to outline a scheme for the distribution of surplus mares on easy terms after the war. It would never pay to breed inferior stock, and it was only the best that they could encourage.

Mr. Prothero said he proposed to protect the farmer from the use of unsound stallions by compulsory annual registration of all stallions that were travelled for a service fee or publicly exhibited for stud purposes. They also proposed to arrange for the inspection by the Board's officers of stallions recommended for the Board's premium, and they would also be prepared, if and when they got the Treasury sanction, to purchase a few stallions every year to supplement those provided by private enterprise.

The Conference was not a very satisfactory one.

£21,330 for Light-Horse Breeding.

At the Royal Agricultural Hall, Islington, London, this year the British Board of Agriculture gave £21,330 to assist home breeders of light horses. They offered:

	£	s.	d.
Sixty King's Premiums for England and Wales, of an approximate value of £315.....	18,900	0	0
Twelve Super-Premiums of an additional value of £100 each.....	1,200	0	0
Six King's Premiums for Scotland of an approximate value of £205.....	1,230	0	0
Total.....	£21,330	0	0



Manilla [29097] (31460) Imp.

Bred by the late Robt. Brydon, The Dene, Seaham Harbor. Sire, Bonnie Buchlyvie; dam, Mimosa [29096], by Silver Cup. Winner in Scotland and Canada. Owned by B. Rothwell, Ottawa.

For this they received an entry of 175 Thoroughbred stallions, mostly old racehorses of great repute. This is how the scheme works out:

The average value of a Premium is £315 paid by the Board, as follows:

	£	s.	d.
Premium of £150—half paid at the time of award and the other half after the close of the service season.....	150	0	0
Service fee of £1 a mare (average number, 75), paid after the close of the service season.....	75	0	0
Foal fee of £2 a foal (average number, 45) paid after the close of the foaling season.....	90	0	0
In addition, a service fee of £1 a mare (average number, 75) is chargeable to the owner.....	75	0	0
Average earnings.....	£390	0	0

Fees are paid by the Board in respect of (but not exceeding) 90 half-bred mares, and the earnings of a stallion serving that number would be approximately £440.

The owner of a stallion competing for a King's Premium is required to sign an undertaking on the Entry Form not to sell the stallion for export within twelve months of the date of award of a premium, without giving the Board the option to purchase.

Super-Premiums of the value of £100, paid at the time of award, will, in addition to the ordinary Premium, be given to selected stallions of exceptional merit. Not more than twelve were awarded in 1917.

Every stallion must be registered under the Board's Registration Scheme before it can be accepted for entry at the show, and must not be under four or over twenty years old.

A stallion will not be registered or retained on the

register unless it is certified to be sound for breeding purposes and is free from the following diseases and defects:

Cataract, roaring, whistling, ringbone (high or low), sidebone, bone spavin, navicular disease, shivering, stringhalt, or defective genital organs.

To cut a long story short, the twelve super-premium horses were: Captain Wickham-Boynton's Rathurde, who took the King's Challenge Cup; the Compton Stud's Gilgandra, which was reserve for the Cup for the second year in succession; Captain Wickham-Boynton's Birk Gill; the Compton Stud's Gay Lally; Major Sir Merrik R. Burrell's Cock a Hoop; Major David Davies' Great Surprise; Captain Wickham-Boynton's Bachelor's Lodge; the Compton Stud's Darigal; Major David Davies' Bachelor's Charm; the Compton Stud's John Lambton; R. L. Fenwick's Tidal Wave, and John Drage's Chanteur.

The huge sum of money was well spent, for the quality of the horses merited it.

ALBION.

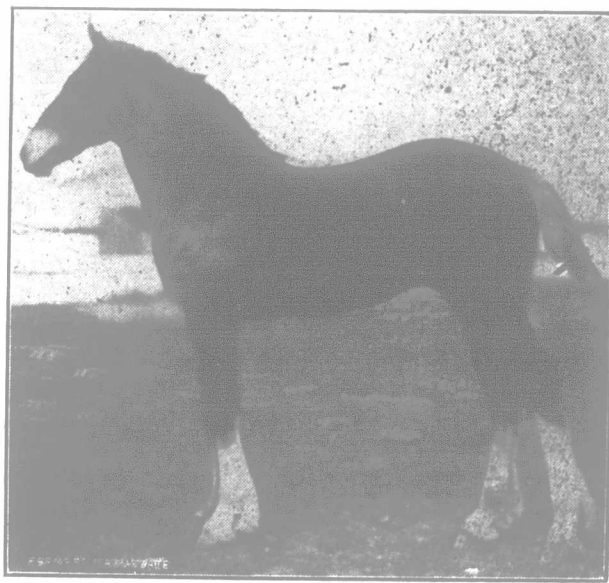
Feeding Farm Horses.

EDITOR "THE FARMER'S ADVOCATE":

Comparatively few farmers are so fortunately situated that they can afford to attack the seeding campaign with a gas tractor. To furnish the necessary power in the fields they must fall back on that true and tried standby—the horse. Running the tractor economically and effectively is an important factor if the cost of production is to be kept down to normal. The same problem applies with equal force, if the maximum results are to be obtained with the farm teams. The fact that the horse is more than a mere machine makes him all the more of a problem. He cannot be fed and managed according to a set of fixed rules sent out by some manufacturer. "New conditions make new duties," and the owner finds he must get his thinking cap adjusted.

It is just as injurious, (probably more so,) to feed a horse too much as too little. I believe that no horse requires more than one full feed of hay in twenty-four hours, and by personal experience, have tested the soundness of this doctrine to my own satisfaction. Farm horses that are working every day have no time to eat more than a small quantity of hay at either the morning or the noon meal. This, however, does not mean that a horse should not be fed three times a day, but to emphasize that the evening feed should be the most substantial, for the work being over there is ample time for rest and digestion and for the renewal of exhausted tissue or muscle. The French are reputed to be the most skilful horse feeders in the world, having for hundreds of years tested all kinds of methods of feeding. Among the rules laid down, one of the most important is that there must be an interval of four or five hours between meals to keep a horse in good condition. Oats take about two hours to digest, while hay takes three hours, and for this reason a full feed of the latter is not given until night, when sufficient time may be had for it to digest. No horse is in fit condition for work with a stomach distended with hay, because it being situated right behind the lung space, if full, bulges forward into the chest to such an extent that the lungs have not room to properly expand; and anything that interferes with their function predisposes to heaves. Feeding should be regular, and while a horse should be required to do as little work as possible on a loaded stomach, an interval of half an hour should elapse before food is given to a heated and tired animal.

Timothy hay is the form of roughage most widely used for horses. Its popularity depends more largely on its freedom from dust than on its nutritive qualities. Un-



Margery Daw [36589].

Bred by B. Rothwell, Hillsdale Farm, Ottawa. Sire, Dunnottar, Imp.; dam, Manilla, Imp. First, open foal, Ottawa, 1915; First yearling filly (imported class), Toronto, 1916.

fortunately, however, it is a poorly balanced food and I would greatly prefer good mixed hay when free from dust. Better still is the red clover cured in a semi-green condition; there is no dust, the horses eat it better than any other roughage and the protein content is rich enough to considerably reduce the amount of grain that would otherwise be required.

During the early grazing season and the hot summer