

HORSES.

\$40 to Ship Horses West.

In "The Farmer's Advocate" of Feb. 16th appeared an item giving an estimate of the cost of shipping horses from London to the West, in which the average to Winnipeg was figured out to about \$13.00 per head in car lots. This estimate, however, did not make allowance for risk of death or injury, nor did it allow anything for depreciation en route. A more striking estimate has been furnished us by S. Haggerty, of Belle Plaine, near Moose Jaw, Sask. Mr. Haggerty is a native of Middlesex County, and has been in the East this winter picking up a carload of horses, principally for his own use. He farms 640 acres of land, and uses about fourteen work horses. In addition, he has some colts coming on. He has obtained eighteen horses, averaging about 1,300 pounds apiece, at a price which figures out to a little less than \$200 per head. Incidentally, he considers that he has secured better value than he could have done if purchasing on the Toronto market. All these eighteen horses were shipped in one car, capacity 20,000 pounds, at 97 cents per cwt., with extra charge for extra weight, so that the cost of freight for this carload will be about \$200. Adding other expenses of transport, the horses will cost him about \$17 to lay down in Moose Jaw. But this is not all. To insure against death en route would cost 3 per cent. for ten days' insurance. This, on a \$200 horse, would come to \$6.00, but would not allow anything for risk of accidents or sickness not resulting in fatalities. Asked what he would estimate the risk at, Mr. Haggerty stated that last spring he had some horses sent to him from the East, and was glad to let the shipper take the risk at \$15 per head. Even this does not tell the whole story, because horses lose about 100 pounds in weight while making the journey. Footing everything up, therefore, it is considered that a horse should be worth \$50 more in Moose Jaw than the purchase price in Ontario. This, of course, allows a small profit to the dealer, but Mr. Haggerty says that, if able to buy horses in Moose Jaw for \$40 more than they were purchased for in equal condition in Ontario, he would not be bothered trying to buy horses for himself. This \$40, then, may be taken as a horseman's estimate of the cost and loss of laying horses down in the West, and putting them into as good condition as when purchased in the East.

Questioned as to what would be the difference in cost, if buying in Chicago, he stated that he had never bought any there, but would judge that the difference in cost and loss would be probably about \$15 in favor of Chicago. Assuming, then, that, under reciprocity, Ontario would lose the whole of the Western horse market, without gaining a compensating market anywhere else, it would mean that Western buyers would be advantaged to a much greater extent than Eastern horsemen would lose. However, there is no reason to think that Eastern horsemen would suffer any serious loss. So good a protectionist as William Smith, of Columbus, is candid enough to admit that he has, for two or three years past, been watching a developing market in the Eastern States. Certainly, if reciprocity would eliminate any part of the expense of \$40, which results from attempting to ship horses from Ontario to Moose Jaw, it would be a benefit to the country at large. Any measure which will enable Western farmers to supply their wants cheaply, and produce economically, is vastly better on economic grounds than paying heavy subsidies of money or land to transcontinental railways and other public-service corporations.

National questions must be looked at from a national standpoint. The best interests of all will never be secured unless each is willing, for the sake of a great good, to sustain, if necessary, a slight personal loss. A warring conflict of Provincial interests is fatal to the best interests of all. We would favor reciprocity if, while reducing horses ten dollars a head to the Eastern seller, it cheapened them twenty-five dollars a head to the Western purchaser. But we are by no means convinced that it would reduce prices obtained by Eastern sellers. If part of the more distant Canadian market is supplied by horses raised in the Western States, that will leave a keener demand to be satisfied in the Eastern States, and this should be Eastern Canada's special opportunity. The folly of compelling the shipment of horses from Ontario to Saskatchewan, and from the Western States to New England, is too apparent to need any elaboration. It is even possible—though we do not make this statement as a prediction—that, under reciprocity, prices to Ontario horse-raisers would average better than at present. The demand in the New England cities must be enormous and growing. Furthermore, prices for horses of a given quality appear to average pretty well up on both sides the International Boundary. Western delegates to the live-stock meetings this winter reported they had seen unsound horses selling in Chicago repositories almost as high as sound ones in Toronto.

This may have been rather overdrawn. We notice, though, that the 1910 annual report of the Union Stock-yard and Transit Co., Chicago, where 14,601,825 horses changed hands in 1910, gives the average price of all heavy-draft horses as \$200; carriage pairs, \$473; drivers, \$172; bus-sers and trammers, \$161; and saddlers, \$177. The prices in all classes but carriage pairs were higher than in any time for the past seven years, showing plainly an upward trend across the line, as well as here.

Again, read this from the Chicago market report of the Breeders' Gazette, Feb. 22nd, 1911: "Several large orders for mares with a \$250 limit are awaiting execution. Inquiry for expressers costing around \$225 is also heard. Big drafters in the \$300 class are wanted, but few are available. . . . Farm stuff sells at a range of \$75 for plugs, to \$250 for draft-bred mares."

Such quotations make it look rather dubious whether the Western farmer would get very much cheaper work horses from Chicago than from Ontario, but the quotations are quite reassuring from the standpoint of the Eastern Canadian horsemen. One thing certain, under reciprocity the average interest of both buyer and seller will be better served than under a condition of artificial trade obstruction which compels the shipment of horses from Ontario to Saskatchewan, at a combined cost and loss of \$40 per head. No economist or business man can get around that forty dollars. The best interest of all is served when buyers are allowed to buy, and sellers to sell, in the best and most convenient market. This example of the horse trade illustrates the grounds on which we advocate reciprocity in farm products; it will prevent or reduce the economic waste resulting from needlessly long hauls; also, it will not unlikely tend to reduce transportation rates, and improve transportation service.

Feeding the Work Horses.

The work horses at the Central Experimental Farm, Ottawa, are fed by one man. Each teamster is responsible for cleaning of his horses and harness, but has nothing to do with the feed. Generally speaking, the horses are fed on mixed hay, given long; oats and bran, about 5 parts of whole oats to 2 parts of bran. These two are mixed and fed dry. On Saturday nights, a bran mash of 5 or 6 pounds per horse takes the place of the



Weighing Puppy.

regular oat-and-bran mixture. When horses are on very heavy work, the ratio between oats and bran is usually changed to 5 of oats and 1 of bran. The horses receive from 1 to 1½ pounds of the oat-and-bran mixture, and about 1 pound of hay a day for each 100 pounds of their weight. That is to say, a 1,600-pound horse would get from 16 to 20 pounds of grain mixture and about 16 pounds of hay each day. The amount of grain or grain mixture fed depends upon the work being performed. The harder the work, the larger the amount of meal fed; that is, of course, subject to change, according to the health of the animals and various other minor considerations, such as degree of fatigue at night, temperature, etc. The feeding of the horses follows regular lines, and is done at regular hours. The first feed for the day is given about 5 a. m. It consists of about three-eighths of the total amount of meal or grain mixture to be fed during the day, and about one-quarter of the hay. The noon feed is about the same thing. The evening feed consists of about one-quarter or two-eighths of the meal or grain mixture for the day, and about one-half the hay. Water is given between 6 and 7 in the morning, at noon, at 6 o'clock, or as the horses come in from work, and in winter at about 8 p. m. The water is given at 8 o'clock at night in the winter, for the reason that the horses come in an hour earlier at night, and go out an hour later in the morning.

Clipping Horses.

Great differences of opinion exist as to the advisability of clipping horses in the fall. A little observation will convince a person of this fact. If we note the horses on the street, we will observe that some are wholly clipped, others are all clipped but their breasts, others have their bodies clipped and their legs as nature made them, while others' legs are clipped and their bodies untouched. Some people consider it cruel to deprive an animal of his natural covering during cold weather, and, unless a clipped horse is fortunate in having a humane driver and attendant, he must of necessity suffer considerable bodily discomfort, although it may not be sufficient to cause disease; but if he be clothed when standing even for a short time, kept comfortably blanketed when in the stable, he will look better and feel better than his mate that is not clipped. Provided the team is daily used for hard or fast work, as under ordinary conditions, the hair becomes long in cold weather; and if the horse be driven fast or worked hard, he perspires freely, and, on account of the length and thickness of hair, he does not dry off readily, hence is not as comfortable while either in or out of harness as his mate with a short coat. At the same time, if the clipped horse be left standing in the cold, and especially a cold wind, even for a few minutes, after a smart drive, and be not comfortably clothed, he suffers acutely, and is liable to a serious attack of illness. Hence, the advisability of clipping horses in the fall must depend somewhat upon the nature of the work they will have to perform, and the individuality of the man who will attend to and drive them. In all cases, the clipping should be done before the growth of hair is complete, say from the 1st to the 15th of November. When clipped at this time, the hair will grow somewhat, and the horse will not be entirely without covering during the winter. If clipping be much later than the middle of November, practically no growth of hair occurs, and this leaves the horse too much exposed, and the sudden change from a heavy coat to none, after the weather has become cold, is dangerous. If clipped much before November 1st, the hair will continue to grow until he practically has a full coat, with which he must put in the winter or be again clipped, and this time in cold weather.

The advisability of clipping in the spring will not admit of so much difference of opinions. This applies especially to farm horses that have done little work and secured little grooming during the winter. Under these conditions, the coat is usually long and thick, and does not shed as early as that of horses that have been regularly worked and groomed. These horses, when working in the field or on the road, perspire very easily on account of the weight of coat and their being unused to labor. It is not at all unusual to put a team in the stable wet with perspiration in the evening, and find them still wet in the morning. Hence, it is quite impossible to groom them properly. It is also practically impossible for the teamster to groom or rub them in the evening until they become dry, as it would require several hours' work. Horses cannot do well under such conditions, and clipping them is the only method by which conditions can be improved. The danger of chills or congestion does not exist now—not, at least, to any great extent—as the weather is not severe. Of course, a little greater care is required in this respect than with the unclipped horse, especially when the weather becomes cool and raw, as it sometimes does in April, and even in May. The clipping should not be done until such time as the horses are required for work, say, about the middle of April, or, in exceptional seasons, the first of the month. Those who have experimented in this line have observed that the horse that is clipped in the spring performs his work with greater satisfaction, looks better, and feels better, than his unclipped mate working under the same conditions. There can be no question about the advisability of clipping a long-coated horse that is required to do steady work in the spring, provided the teamster has ordinary intelligence, and observes reasonable precautions. "WHIP."

High Horse Prices Not an Unqualified Advantage.

Without denying that it is to the interest of Eastern Canada to have horse prices ruling high, it is, nevertheless, in order to point out that the advantage may easily be overestimated, unless the disadvantage is also taken into account. All farmers use horses, and when the horse stock of a farm is worth \$1,000, instead of \$500, there is an extra \$500 value to pay interest on, to carry the risk of and to sustain annual depreciation upon. To those who raise their own horses, it makes little difference whether they are valued high or low. For those who buy it is desirable to have prices low. Of course, every one who breeds horses for sale is benefited by having them high—the higher, the better—but it is only on the surplus raised and sold, over and above farm re-