

Training a Horse for Saddle Purposes.

As the value of a saddle horse depends greatly upon his mouth and manners, and as mouth and manners are largely due to his early training, it will readily be seen that the man who undertakes the making of a saddler out of a colt should be a man of some experience in handling green horses under the saddle. A green man and a green horse make a combination from which good results cannot reasonably be expected. In order that any man may be able to make a satisfactory saddler out of a colt, the animal must have the necessary individuality; he must have quality, spirit, ambition, and the desirable size and weight. He must have Thoroughbred blood close up, and the nearer he approaches the Thoroughbred in general conformation and action, the better. The man about to school or train a horse should have experience in handling green horses; he should be able to ride well, and have both good hands and a good seat. Supposing the colt be perfectly green, the first thing to be attended to is to give him a mouth, or, in other words, get him accustomed to the bit. This should be well done before the colt is mounted, else his mouth is very liable to be spoiled, and he will either become afraid of the bit or become a puller, either of which is very undesirable in any class of horse, and cannot be tolerated in a saddler. His first lessons should consist in putting an ordinary riding bridle with a plain, jointed snaffle bit on him, and he should be allowed to run in a paddock or large box stall a few hours each day with the bit in his mouth. This should be continued until he ceases to fight the bit and feels quite at home with it in his mouth. Special bits, which are quite large, jointed, and have dangling from the center several pieces of iron which hang down over the tongue, are manufactured for this purpose, but our experience has taught us to favor the plain snaffle. After he has become accustomed to this, gentle pressure should be put upon it to teach him to press slightly upon it and yield to its restraint. This can be best done with a dumb jockey (a contrivance made especially for the purpose). It consists in two pieces of wood or gutta percha, crossed somewhat like an end of a sawhorse, such as is used by a busksawyer. This is attached to a back pad, which is buckled around the girth, a strap passed backwards from each stick to a crouper, to keep the jockey in position. On the front aspect of each stick are several large screw-eyes. The reins should have about a foot of rubber or spiral wire at each end, to which a snap is attached. The snap is snapped into a screw-eye well up, passed forward through the ring of the bit, brought back and snapped into a screw-eye lower down. The reins should be adjusted so as to give very gentle pressure, and the colt allowed to run in the paddock for a few hours. The next day a little greater pressure should be given. This teaches the subject to yield to pressure upon the bit, arch his neck, and incline the mouth slightly towards the breast. The elastic ends on the reins will allow the colt to stretch his neck and protrude his nose, but will fetch the parts back to the desired position as soon as pressure is released, and gives him the habit of arching the neck nicely upon slight pressure being exerted upon the bridle reins. If a dummy cannot be obtained, a handy man can make one, or it can be substituted with reasonable satisfaction by an ordinary surcingle, with a strap from each of the withers to the bit; a single strap will do, but it will give much better satisfaction if it or a part of it be elastic. It is generally considered good practice to lunge a horse every day during this part of his education. That is, besides the bridle, put a strong halter on his head and attach a long rein to the noseband, and lead the colt out to a lot and drive him either straight away or in a circle. It is better to have the lunging rein attached to the noseband of the halter than to the bit, as the former does not worry his mouth, while the latter will. When he has got sufficient education in this way, the next thing is to mount. We think that the plain snaffle bridle should be used, and great care should be taken in mounting in order to not frighten him, as a good saddler must stand still to be mounted and dismounted. It is good practice, in most cases, to get him accustomed to having a boy or a man on his back before a saddle is used. This can be done by gently lifting a boy on and off many times while he is undergoing his preliminary education in the paddock or stall. When the saddle is on, the man about to mount should give him a lesson or two in having weight put upon the stirrup on the near side, by putting his foot in the stirrup and gently putting weight upon it, but not attempting to mount. When the colt will stand for this, the trainer should mount slowly and carefully. He must not get in a hurry, but slowly lift himself into the stirrup, and, slowly fetching his right

leg over the saddle, seat himself gently in the saddle and place the other foot in the stirrup. It is good practice to mount and dismount several times before asking the colt to go forward. If necessary, it is well to have an assistant to hold the colt by the bit while the lesson is being given. Having taught the colt to stand while being mounted and dismounted, he should be required to go forward with the rider in the saddle. It is better to give him the first few lessons at a walking gait; teach him to walk well; a good walker is desirable in any class of horse, but especially so in a saddler. The rider must be very careful of his mount's mouth. He should be able to ride well and balance himself well in the saddle without the aid of reins, as the man who depends upon the assistance of the reins for his balance will soon spoil the mouth of a green horse.

The gaits to be taught are the walk, trot and canter. The colt should be taught to break into a trot promptly at the signal from the rider, whether this signal be given by word, chirrup, heels or reins, and he should be taught to promptly break into a canter from either walk or trot at whatever signal the rider chooses to use. One signal should be used for the trot and another for the canter. For instance, if he is taught to trot at a slight touch of the heel or spur, and to canter on pressure by the knees of the rider, he would soon learn to obey these signals promptly. He should be taught to canter slowly and collectedly; a fast canter—almost a gallop—is not cor-

should be such that he must experiment upon a green one, he should by all means avoid the use of both curb and spur. "WHIP."

Cobalt and Horses.

According to report, the mineral discoveries at Cobalt, Ont., are expected to have an indirect effect on the horse's occupation. Edison thinks that, by substituting cobalt for lead, he can so lighten and improve the electric storage battery as to make it a practical success in running delivery wagons, busses, and such vehicles. At present we have automobiles propelled by electricity carried in storage batteries, but the batteries hitherto in use have been too heavy to be an economical means of propulsion. It is said Mr. Edison has located commercial supplies of cobalt in several States of the Union, as well as in Ontario. If the great inventor can produce successful motor-delivery wagon, he will relieve man's faithful servant of a most unenviable occupation. We wish him success.

Battens and shiplap on stables are cheaper than oats—and more humane.

LIVE STOCK.

Our Bacon in Britain.

In a recent report to the Department of Trade and Commerce, at Ottawa, Lord Strathcona, Canadian High Commissioner in London, transmits a few remarks on the Canadian export bacon trade, which he had received from a prominent produce house:

"The popularity of Canadian bacon and hams has been steadily growing in the United Kingdom, though, owing to certain conditions existing in respect of the price of live hogs, the trade had not shown the expansion during 1904 which might have been expected. In the opinion of my directors, the position of the hog-packing is at the present somewhat critical. It is a matter of common knowledge that for the last eighteen months the price of hogs in Canada has been out of all reasonable proportion as regards the price of the finished product in the United Kingdom. This condition of affairs appears to have arisen in Canada, probably from the fact that the number of packing-houses which have been established in Canada is now largely in excess of the supply of hogs in that country. Competition amongst the Canadian packers of a more or less reckless character in the buying of hogs has led to an artificial price being paid for the live hog, so that constant and serious losses have been incurred by the Canadian packers. There appears to be no immediate probability of any relief from this position till the raising of hogs in Canada assumes larger proportions, or till the Canadian packers realize the impossibility and hopelessness of competing successfully against cheap European hogs, with relatively dear raw material. If the present state of matters goes on, what promises to be a healthy and growing industry for Canada will be seriously crippled and probably be set back for some years. If the Canadian packers would combine in a friendly way, arranging to pay only such prices for hogs as would insure them a reasonable probability of making a profit on their product in the United Kingdom, the industry would once again assume a healthy state of affairs. The quality of Canadian bacon has continued to improve, and the British taste is undoubtedly steadily growing in the direction of Canadian produce; but what is not realized in Canada is that, however fine their bacon may be, it cannot still be considered as choice an article as is shipped from Denmark, and that without there is an advantage in the price of the large hog, as compared with the Danish and Irish hog, the Canadian cannot prosper. The conditions under which the Danish hog is raised are totally different to the conditions existing in Canada, and though the Canadian hog is an infinitely superior hog for English bacon purposes to the United States hog, yet, on the other hand, the Danish and Irish hog is again superior to the Canadian, and this state of affairs is not likely to be changed in the immediate future. The present state of affairs, by which packing-house after packing-house is being built in Canada, in the face of the fact that there is not a supply of the raw material to give such undertakings a reasonable chance of success, is bound to end in disaster sooner or later."

The packages now used by most of the shippers in Canada are spoken of as being superior to those coming from other quarters, as they keep the bacon in better condition than when it is shipped in bales, and permit of other cargo being stowed with it.

A Kindness to His Neighbors.

I take pleasure in forwarding you two new names for your grand farm paper. I always think I have done a neighbor or friend a kindness when I induce one to start receiving weekly visits by "The Farmer's Advocate," as it is conducive to good farming, as well as a splendid home paper. Leeds, Ont. MORLEY G. BROWN.



A Prizewinning Saddle Horse.

rect. Of course, there is little trouble in teaching him to gallop; all that is required is to urge him faster when cantering. During all these gaits he should be taught to go with only slight pressure upon the bit, and be taught to exchange direction promptly upon slight extra pressure being exerted on one rein. When he has had sufficient education to go well, as described, he should be ridden with a slip-head bridle and a curb and snaffle bit, and, of course, a double rein. No man is properly mounted when using a single rein and snaffle bit, and, while a single bit is probably the better to use at first, a saddler must be taught to go with the double bit. The Pelham bit is supposed to be a combination that answers for curb and snaffle, but in our opinion it is an abomination. The two separate bits is the proper thing, both as far as form is concerned and for the comfort of the horse. Of course, when riding with a curb, very little pressure should be exerted on the curb rein—just sufficient to keep the horse's nose in the proper position. A good saddler does not require a martingale. When a horse is inclined to poke his nose, gentle pressure upon the curb rein will remedy the defect. A martingale may be allowed when a horse is ridden with simply a snaffle bit and double reins, but when a curb bit is used a martingale cannot be tolerated. The good man, riding a green horse, will take pride in the fact that each time he mounts him he can see an improvement in gait, mouth and manners. Of course, it must be understood that if the trainer is a green man he must not use either curb bit or spurs, as, while rough usage of the reins in any case is more or less disastrous on the horse's mouth, rough usage or irregular pressure upon a curb rein is simply ruinous. So, also, is the use of spurs on the heels of a green rider. As before stated, a green man should not attempt to educate a green colt; he should acquire experience and skill in the saddle by riding educated horses, but if circumstances