

Treatment of Draft Horses.

Editor "The Farmer's Advocate":

As a farmer, I am greatly in favor of the draft horse; only men who are born horse-lovers, and have considerable time to spend on their horses, can raise roadsters or saddle horses profitably. The farmer should not buy his work horses, he should raise them. He can do so at a profit. In the first place, it is necessary to secure first-class sires. By all means see that they are well bred, and possess size, style, conformation and quality. I advocate nothing but registered sires, as the better bred the animal is, the more satisfactory are the results. By doing this, you raise a colt that the people want, and it will cost no more to raise him.

The average farmer should breed the draft horse, as this class of horses is born with an inclination to walk and work. It is inherited. A good draft stallion crossed on mares with good dispositions produce colts that naturally are quiet, and easily trained to do slow and steady work on the farm. Trotters are born to go, and the restraint of slow work makes fretters that soon wear themselves out.

Moderate work does not injure the mare when carrying a colt, but judgment must be used. It is better to have the colts come after fly-time, or, if they come early, take them in during the day time and turn them out at nights. Give the baby colts the choicest of the hay. Ground oats, with some wheat bran, oil meal and a little molasses, is good for them. A stunted colt never will make as good a horse as one kept vigorously growing. The main point is to see that the weanling gets the most nutritious food, plenty of it, and a chance to eat it and digest it in peace. Plenty of exercise should be given in the open air on pleasant days, no matter what age the animal is.

The two-year-old colts should be handled in harness in the winter. The earlier the process is gone through, the better broken the animal will be in the spring to do some light work. It is easier to keep colts from learning bad tricks than to break them of such habits. For that reason, have every strap and rope used by the colts so strong that there is no danger of a break. Once a colt finds out that he can get away from a halter or other part of a harness, there will be trouble, perhaps for all time.

Don't fail to give the colts or work horses, when idle, sufficient exercise to keep them in a healthy condition. When a horse does not thrive on ordinary feed, and does not gain when additional food is given, something is wrong with his digestive system. First, have the teeth examined by a competent veterinarian, and see that the grinders come together evenly, and have the sharp points smoothed off. Then see that the mangers are kept sweet and clean, as sour, mouldy feed will soon put a horse "off his feed," and a lack of nervous energy soon follows. Use slatted mangers, not overhead hay racks, as the horse is compelled to inhale dust. This is bad for the lungs.

In fitting horses for spring work, or for exhibition, molasses—the old-fashioned black kind—has a wonderfully good effect upon the digestive organs. This is a grand appetizer and an economical food. Dilute it and sprinkle on the hay. A variety of feed is always beneficial. All hay should be well forked and shaken; also, dampened with diluted molasses or fresh water. For hard-working horses, well-cured timothy hay is best. Always use well-fanned oats and fresh wheat bran, sprinkled with diluted molasses occasionally. Salt is also very helpful.

The feeding should always be done by the driver or one who knows how the horses are working, and always at regular hours, or as regular as possible. When horses are idle, crushed oats, bran and roots (carrots) are the best. There is no economy in using a horse that is in low condition. It is a leak on the farm, for the horse cannot do so profitable an amount of work. It also injures a man's credit to use a poor, heart-broken horse. When idle, some men take away the grain and increase the hay ration. This is unwise. Give a lighter grain ration and no increase in hay. Never leave a reeking mess of wet straw and manure under the horses. It ruins the health and eyes, and is a disgrace to any horse-owner. Always shake the bedding, and bed well at night. This keeps the animals from bruising their knees on the floor. Keep the floors level, if you wish to have sound horses.

If the mane and tail are kept clean, the horse will not be apt to get in the habit of rubbing these parts. If an animal is in the habit of rolling or getting fast in the stall, this may be overcome by widening or narrowing the stall.

At nights, judgment should be exercised in putting a horse in the stable, when heated from work or driving. Give him a thorough rubbing with a towel or cloth, and put on a light woollen blanket. If this becomes damp, put on a dry one for the night. It is still better to rub the animal until it is dry; it does not take long, and it pays, though few farmers do it. Thorough grooming is one-third the care and feed of a

horse. Proper grooming, feeding and driving is all a horse needs to make him the noblest brute on earth. Therefore, be generous in the use of the comb and brush, especially the brush. In using a currycomb, see that the teeth are not bent. Such a comb is an instrument of torture. Teach the boys to use it gently, as many horses are given ugly tempers by cruel and careless currying. To hurt a horse will cause him to hate the operation and the operator.

Half the pleasure of country life lies in the ownership of a good quiet, gentle horse, and every farmer should have one that his wife or daughter can drive. The boys may want the farm horses to "get up and go" when they are on the road. This is a mistake. Hold them steady for all-round farm work. It is not wise to think exclusively of speed; speed is not needed in much of the farm work.

When driving a horse, make it your business. More horses are spoiled by slack drivers than in any other way. Of all fools who drive horses, the ones who rush a horse down hill are the worst. It weakens the tendons and nerves, jars the shoulders, and springs the knees. A man who is in the habit of buying vicious horses when he can buy them cheap, and by proper handling makes good horses of them, says that no horse ever was born balky, but may be made so by the driver.

When you are working in the woods with a team, do not have them sharp-shod, unless it is slippery, as they are liable to inflict bad wounds upon themselves, or perhaps a blemish for life. In hot weather use as little harness as possible. Be sure to see that the collars and hames fit properly. Every horse should have a collar of his own, which should not be used on other horses, as the shoulders are not all of the same shape. Also see that the belly-bands are not too tight, as this often causes sores on the top of the neck. Use long whiffletrees, so that the legs do not get bruised or chafed. Every precaution should be taken to have the horse as comfortable as possible while doing his work.

Always keep the stable well ventilated. In the summer put screens in doors and windows to keep flies and mosquitoes out. Do not forget that fly-nets or muslin covers are a great comfort to horses when working in fly season.

When a pair of horses become accustomed to working together, do not keep changing them around and breaking up the team, as it is hard on both the team and the driver. Never teach your horse to start faster than a walk, as it may sometime avoid an accident. Nor is it fair, when a team is pulling heavily, and one gets behind the other, to make him pull up even; rather, stop and give them an even start. Always see that the horses are well shod when travelling on slippery streets or icy roads.

Do not allow your blacksmith to fit your horses' feet to the shoes. See that the shoes are fitted to the feet. By the right kind of shoeing, many defects in gait may be overcome, but it takes a blacksmith who understands that kind of work.

Horses can do a farmer's work, or always can be sold to advantage and profit. If you have a horse that has long passed his prime, do not sell him to a huckster. If you cannot afford to keep him in his old age, it is far more humane to put him to death by shooting or chloroform than to condemn him to several years of beating and semi-starvation in the hands of an ignorant and brutal master.

Elgin Co., Ont.

ROBT. SPENCE, JR.

LIVE STOCK.

Saving the Liquid Manure.

Save the liquid manure—every drop of it. Urine contains a large percentage of the fertilizing constituents of the animal's excreta. To lay tile from the stable gutter and drain it away, is to drain away every year a portion of the farm—or the farm value, which is much the same thing. Straw, sawdust, leaves, air-dried muck, land-plaster and raw ground phosphate rock are effective stable absorbents, which contain in themselves a greater or less quantity of one or another of the elements of fertility. Lacking any of the above absorbents, horse manure may be used to advantage in the gutters of the cattle stable, though this is not to be recommended for a stable where milking cows are kept. Where the horse manure is not used in this way, it is desirable to throw the surplus liquid of the cattle stable onto the horse-manure pile.

Every Department Good.

Your paper is good in every department. Both old and young can get the best of reading. It is truly an advocate we can consult, and get good advice from. Wish you and all your contributors a Merry Christmas and Happy New Year.

A PERTH COUNTY PRAIRIE

Conditions of Importation.

In the November number of the Census and Statistics Monthly, published by the Dominion Department of Agriculture, at Ottawa, Geo. Hilton, Acting Veterinary Director-General, explains the reasons for and nature of the precautions observed to prevent the admission into Canada of contagious or infectious diseases of animals, and describes the course to be taken by importers of live stock in order to comply with the regulations of the Health of Animals Branch.

One of the most important duties of the Health of Animals Branch is the enforcement of effective measures for the protection of Canadian live stock against the introduction of diseases from outside sources. In view of the geographical position of the country, it is necessary to guard against infection through importations from Europe and countries over seas, and also to prevent the possibility of diseased animals gaining entrance from the United States. While such measures naturally cause considerable inconvenience and additional expense to the importer, the immense value of Canadian live stock, together with the large annual expenditure required under usual conditions for the maintenance of an adequate corps of trained veterinarians and other officers to deal with and keep under control contagious diseases originating in the country, unquestionably warrants the most earnest vigilance toward incoming stock. The indiscriminate importation of animals is not, therefore, permitted, and in order to prevent the possibility of the enforcement of stringent measures against valuable animals which might be shipped in good faith, contrary to the regulations, intending importers of stock, other than the equine species, from any part of the world except the United States and Newfoundland, must first forward an application to the Minister, stating the number and species of animals it is desired to import, together with full particulars regarding the country and point of origin, port of embarkation, date of shipment, and point of landing, with probable date. Such applications are considered, and if it is found that the district from which the animals originate is free from contagious diseases and that effective measures are enforced by the authorities thereof, a permit is granted. It is further directed that such a permit is presented to the officer in charge of the vessel before the stock are allowed to be placed aboard, the responsibility resting upon that officer should a consignment be accepted and presented for entry at a Canadian port unaccompanied by the necessary permit. While a permit is essential, it is also necessary that animals be accompanied by certificates from the authority of the district whence they came, to the effect that no contagious diseases have existed therein for six months previous to the date of intended removal, as also a certificate from a qualified veterinarian, stating that the animals are free from any infectious or contagious disease, and are in a healthy condition.

For reasons which are quite obvious, importations are allowed to land only at specified ports. These have been specially selected for their convenience and isolation advantages. At ports where animals subject to quarantine are landed, suitable buildings are provided and equipped with all necessary facilities for the housing and comfort of stock during the prescribed quarantine period. While such measures materially assist in guarding against the introduction of disease, it is further necessary, owing to the lengthy incubative periods of some undesirable maladies, to keep susceptible animals isolated under supervision after landing for intervals varying from thirty to ninety days.

The ports available for the importation of animals from countries other than those of North America are Halifax, St. John (N.B.), Charlottetown and Quebec on the Atlantic seaboard, and Vancouver and Victoria on the Pacific Coast; the two latter, however, being naturally but seldom used, except for animals entering from the United States.

By far the most important quarantine station is situated at Quebec, the majority of animals entering at this port from Europe during summer navigation. This quarantine station accommodates nearly five hundred head of cattle and about three hundred sheep, and is laid out so as to admit of the absolute isolation of the stock of each importer.

While the detention for lengthy periods in quarantine of cattle, sheep and swine is essential, owing to the peculiarities of their maladies, the equine species are detained only for short periods. Horses, mules and asses are, therefore, permitted to be landed at Montreal, where they are subjected to a rigid inspection, and if found healthy, and accompanied by the necessary certificates, are allowed to proceed to destination.

In view of the existing conditions along the international boundary, as also the relation of the American live-stock trade to that of Canada, consignments of stock are allowed under certain conditions to pass in transit or in bond through their respective territories. Special attention is, however, directed toward the inspection of stock cars at the boundary, and any which are not found