

were made large, so as to hold a large quantity of food; therefore, we should give them a mixture that has considerable coarse food in it, and make it open and porous, if we wish to obtain the best results.

Horses in Paris and at the Exposition.

BY ROBT. HAMILTON.

At the great horse show held in Paris last August, at which there were over 1,800 horses of all breeds, the whole were divided into three classes, viz., *Sang*, *Demi-sang* and *Trait*: that is to say, Blood, Half-blood, and Draft. The blood horses consisted chiefly of English Thoroughbreds and Arabs. If I remember rightly, the Barbs and some other Eastern races were classed with the half-blooded horses. If one could judge from their pedigrees, most of the blood horses, except the

who would probably beat him, in speed and be easily beaten in endurance. The Orloff horse has retained the high spirit of his blooded ancestors, and has acquired the added speed that blood gives, whilst retaining the strong, blocky build of his maternal ancestry, features that make him a most desirable horse. There was another Russian breed of half blooded horses of about the same size and with many of the characteristics of the Orloff horse, and gray in color. The French cavalry horse, of which there was a large exhibit, is much larger than the pure Thoroughbred, and is, I believe, largely raised in the national breeding establishments, or Haras, as the French call them, and appear to be all that could be desired for the purpose. They are of good size, from 15½ to 16 hands in height, bright bay or chestnut, rarely gray or black, and full of fire and energy. This class of horses is said to have immensely improved since

are four or five of these companies, whose vehicles are all uniform in make, and their drivers too have a special uniform, so that the various companies are easily recognized by the Parisians.

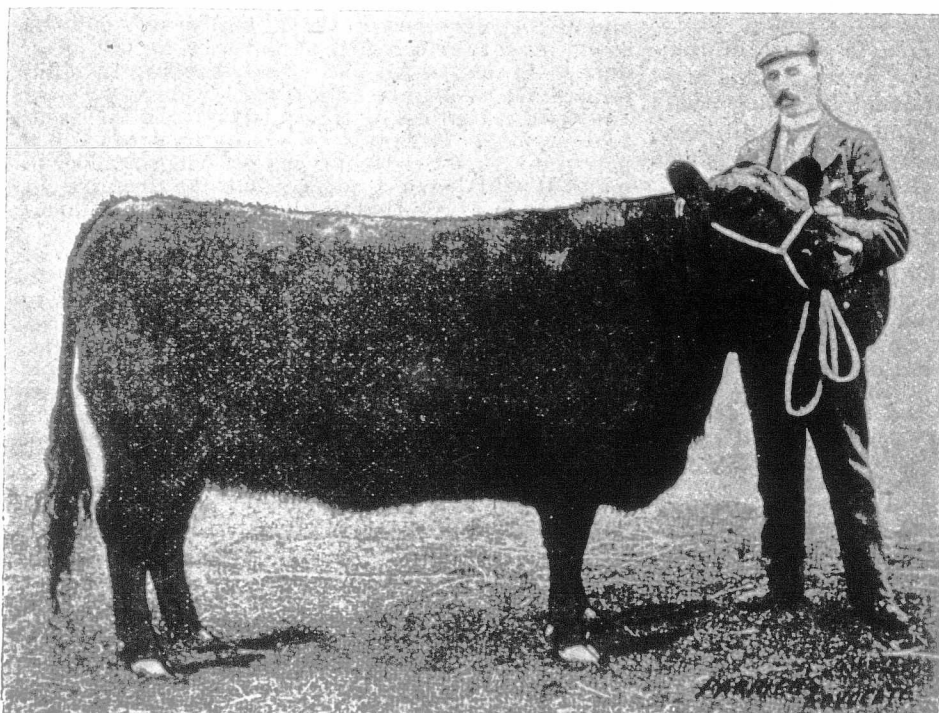
The carriage horses of Paris are very much like the cavalry horses, and probably their breeding is the same. They are of good size, 15½ to 16 hands, with plenty of action, many of them like the Hackneys, high-steppers. I think they were not Hackneys, however, but were specially trained to this kind of work.

Of course, there were other kinds of horses, notably ponies, small and very small. These were used both for riding and driving.

I thought the French were very hard drivers, and often saw them abuse their horses. There was a large class that seemed to me to be very much worse in that respect than the worst of our own people. They did not seem to have any just notion of what ought to be expected of a horse.

The Feeding of Pigs.

In the course of a paper read before the Cirencester (England) Chamber of Agriculture, by Professor Blundell, Professor of Agriculture at the Royal Agricultural College, on "The Feeding of Farm Stock," he thus referred to the feeding of pigs: "I am of opinion that it is the pig, if properly managed, that will do the most towards paying the rent. The number of pigs a farmer can keep will only be limited by the premises he has in which he can fatten them. The average life of a bacon pig of the size now required is thirty weeks, while that of a teg (yearling sheep) will be sixty weeks, and a bullock will be 130 weeks; consequently, the capital invested in the pig department can be turned over more frequently than with other stock. It cannot be too much impressed upon us that pigs, especially at the growing stage, are very susceptible to the extremes of heat and cold, far more so than is the case with sheep or cattle. The best food at our disposal for making prime quality bacon is undoubtedly barley meal, especially when it can be mixed with skim milk or whey. When wheat is cheap enough it may be mixed with the barley in the proportion of one of wheat to three of barley. Bean meal is admirable for mixing, but is usually too high in price for the purpose of making meat for the butcher. Weight for weight, there is no food for pigs productive of so much live weight as maize (Indian corn), but that, unless reduced to a small proportion mixed with barley, has the great drawback of making the bacon soft and too fat, and then you come down to the quality of the low-priced American bacon so largely imported, and which has been almost exclusively fed on maize. Wheat and rice meal have not the same objection, but these also should always be mixed with barley. In early life, when pigs are running out at grass, nothing is cheaper or more adapted for them in the growing stage than whole, sound maize or peas. I have found one pound per day, at a cost of one half-penny, sufficient, provided they have had a good grass run and a few mangels or tares. They should be put up to fatten when they are about nineteen to twenty weeks old, and will weigh 100 lbs. live weight. They should be kept clean, and not too many in one sty, six or eight at most, fed regularly three times a day, and never have more given to them than they will clear up. If well bred and fed with suitable food, they will increase from 10 to 11 pounds per week, and at thirty weeks old should



AQUILEGIA.

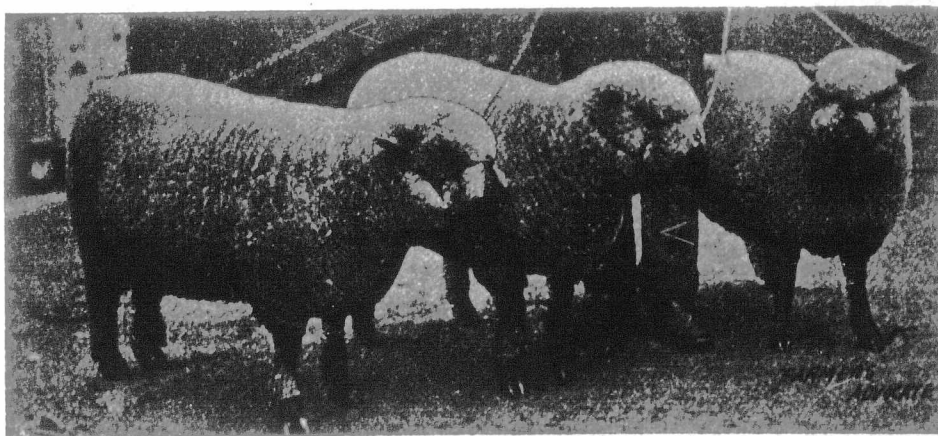
Aberdeen-Angus heifer; first prize, Birmingham and Smithfield Shows, 1900. PROPERTY OF EARL OF STRATHMORE, GLAMIS CASTLE.

Arabs, were of English ancestry, and their wonderful similarity to the English horses alongside of them rendered this still more apparent. Blood will tell. They all looked well and showed their breeding. The *Demi-sang*, or Half-blooded class, included all horses, of whatever name, that had any Thoroughbred in their make-up, and they were the most numerous represented in that grand show. There were Hunters, Coach horses, English, French and German Hackneys, Cleveland Bays, besides some Russian and other national races. It is not necessary for me to say anything of the English races, that are so well known; the Russians, that are not so well known, may be mentioned here, especially the Orloffs. The Orloff trotter, as he is called, seems to be as thoroughly fixed in type as the Hamiltonian or United States Standard-bred horse, but is not at all like that famous race. Here resembles much more nearly our old French-Canadian breed, the old St. Lawrence, for instance. He is not as aristocratic looking as the Standard-bred, but has the air of a more serviceable animal—a more useful general-purpose horse. As they stood in their stalls, and there was quite a number of them, they looked like horses that might do a good day's work in the field and also carry their owner swiftly to church or market. They were jet black, about 15½ hands high, and might weigh up to 1,200 pounds; I think not over that weight. If I say that they are blocky horses, I would not have anyone to infer that I think them coarse: they were not. They were highly respectable looking animals. As compared with the Standard-bred, they were shorter in the head and neck, though the apparent shortness might be due to their general somewhat stouter build; the eye was fiery, perhaps rather fierce, though it was not so sweet and gentle as in the Standard-bred, and there was a good breadth between the eyes. In body, the Orloff is rounder than the Standard-bred and it is steeper in the rump, and his legs are not as fine and they are perhaps a hair's-breadth shorter. Anyone who remembers the best specimens of the Canadian trotter of the Province of Quebec of forty years ago will be able to form a good general idea of the Orloff horse. The race or breed seems to be thoroughly fixed. All the specimens exhibited conformed to one type in size, form and character. It seems strange that no one of our many enthusiastic and enlightened horse-breeders and farmers has thought of introducing these fine animals. A few years ago there was a general feeling of regret that our old French race had been allowed to disappear. It might be almost reproduced in the Orloff trotter. Without having seen him on the road, I believe that he would resemble our old Canadian pony in action. In the stall he lifts up his head and shakes his mane and looks around disdainfully and stamps his feet in his impatience. He would be more rapid and less graceful in action than the Standard-bred,

way. They did not seem to have ever given the matter any thought, but when their attention was drawn to the subject, they thought stallions might be more courageous and harder. However that may be, they appeared to be generally very docile and willing. I rarely saw one of them balk, and in different places under heavy loads they almost always seemed to lay their shoulders to the load with good will, and if they failed at first, tried again slowly and stubbornly until they got started. Strange as it may seem, Paris streets and Paris regulations were not at all in the horse's favor. Many of the streets were paved with wooden blocks or smooth cement, and when these were wet it was very hard on the heavily-laden draft horses. I believe it was a municipal regulation for the horses to be smooth shod. At all events, a close observation of their feet observed to show that the shoes were quite smooth; i.e., without toes or calks.

The omnibus horses—there were many thousands of them—while mostly grays and of good size, were lighter than those used for heavy draft. They were yoked three abreast; in heavy teaming they went at length. On one occasion I saw twelve horses in line, and heard of fifteen yoked in the same way. Six in line was an everyday sight. The commonest vehicle used for heavy draft was an enormous cart, with wheels of seven feet diameter and felloes of six inches thick in width and depth, and tires of an inch thickness. Yoked to these enormous vehicles were as many horses as the occasion seemed to demand, from two upward. These Percheron stallions seemed to be of a fairly good sort. Of course the old ones, that had been a long time at that heavy labor, were pretty shaggy, as might be expected, but the younger ones, those doing duty in the ordinary heavy express wagons of merchants and manufacturers, were often very handsome animals, in whom both owners and drivers took a good deal of pride. A procession I one day saw, of the horses and wagons of one of the large city establishments, could hardly have been beaten anywhere.

The cab horses of Paris were a nondescript lot. Most of them seemed to be of no particular breeding, though there were many good horses amongst them. The cabs are owned by companies. There



PEN OF SHROPSHIRE LAMBS.

Winners of first prize and breed cup, Smithfield, 1900. SHOWN BY MR. PHILO L. MILLS, RUDDINGTON HALL, NOTTINGHAM.

weigh 2 cwt. live weight, and will return from 75 to 78 per cent. carcass to live weight, which is much better than the bullock, which gives 57 to 60 per cent., or the sheep, which gives only 50 to 52 per cent. For that increase the pig will require about 5 pounds to 5½ pounds of dry food per day. No other animal on the farm will give such a good and quick return for the outlay.

WILLIAM HUNTER, Underwood, Ont.:—"The Christmas number of the FARMER'S ADVOCATE received, and I tell you it's a daisy, even to the color of its cover. I think that our ADVOCATE (I call it our) shows as much advancement in its line as anything in the 19th century. I have taken the FARMER'S ADVOCATE ever since the days of the old *Genesee Farmer*, and I do not see how you can make it any better."