

submitted, that the chilled meat and canned meat sides of the industry offered the most opportunities for expansion. But the reasons given by the American investigator why the live cattle branch of the business should be fostered, by dealers and producers are quite convincing. They may be summed up in the following order. A large percentage of English butchers demand fresh killed meat in preference to the chilled or frozen article; the Englishman's father and forefathers ate fresh beef, the Argentine has selected the dressed meat side of the business as peculiarly her own, and in sending highly finished live cattle to the British market, Americans are competing for trade in the best quality of goods which is always the highest priced, rather than struggling for sales with a second rate article in the shape of chilled or frozen meat. The logic of these conclusions seems sound, and should provoke serious thought. The last mentioned reason is one that is too easily lost sight of in this country, where cattle are too often simply four legged beasts with horns. Although we have a market here which does not discriminate to the point of justice in buying cattle, still the fact remains that good stuff is worth more than the second class article, and the difference in the cost of production is generally, if anything, in favor of the better stock. This leaves a balance in favor of the man who begins by breeding right, feeding well, and marketing prime finished goods. It amounts to a man getting paid for his skill and knowledge, without going to any greater expense to produce his cattle than the man who neglects breeding, feeding and general care.

## HORSE

It is estimated that the 1,500 horses that will be on view at the Canadian National Exhibition, Toronto, will be worth not less than \$750,000.00, while the cattle will run up to \$250,000.00. Thus, between horses and cattle, we have \$1,000,000.00 worth of live-stock that will be on view at the Exhibition. To this has to be added \$100,000.00 for sheep and swine.

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The Eel, a Canadian bred pacer, seems to be the greatest sensation on the grand circuit, this year. Last week at Poughkeepsie, N. Y., the Eel in the 2.16 pace broke his own record of 2.03, established a new record for the fastest miles in a race on the grand circuit and lowered the track record of 2.03½ held by Angus Pointer and Baron Grattan. The Eel's record on the day was 2.02½.

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EDITOR FARMER'S ADVOCATE:

We happened to stumble upon a scheme to keep bot flies away from horses' noses and throats. It is simply to tie pieces of red rags on the bits so they will hang down and flop around. These flies are so bad here at times it is almost impossible to work horses.

S. W. Sask.

H. J. BADGER.

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To keep a line from getting under the tongue of a wagon or other implement that has a detachable neckyoke, a reader suggests to fasten a piece of chain from the end of the tongue and let it hang down about eighteen inches. Another plan is to use spreaders from the hames so that the lines will sag back of the end of the tongue. With the lines running through the hame rings the sag will come just about the end of the tongue, and besides there is more wear on the lines than if a spread is used.

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Already the prospects of a normal crop are being felt in the horse business. Several buyers who did not go to Europe last year are preparing to go this fall and some have already returned with their stock. Those who intend buying for next spring should make preparations early so that they can get the pick of the stables, and the man or company that decides what is wanted, and then goes after it, will get a better deal than by waiting for the salesman to come around.

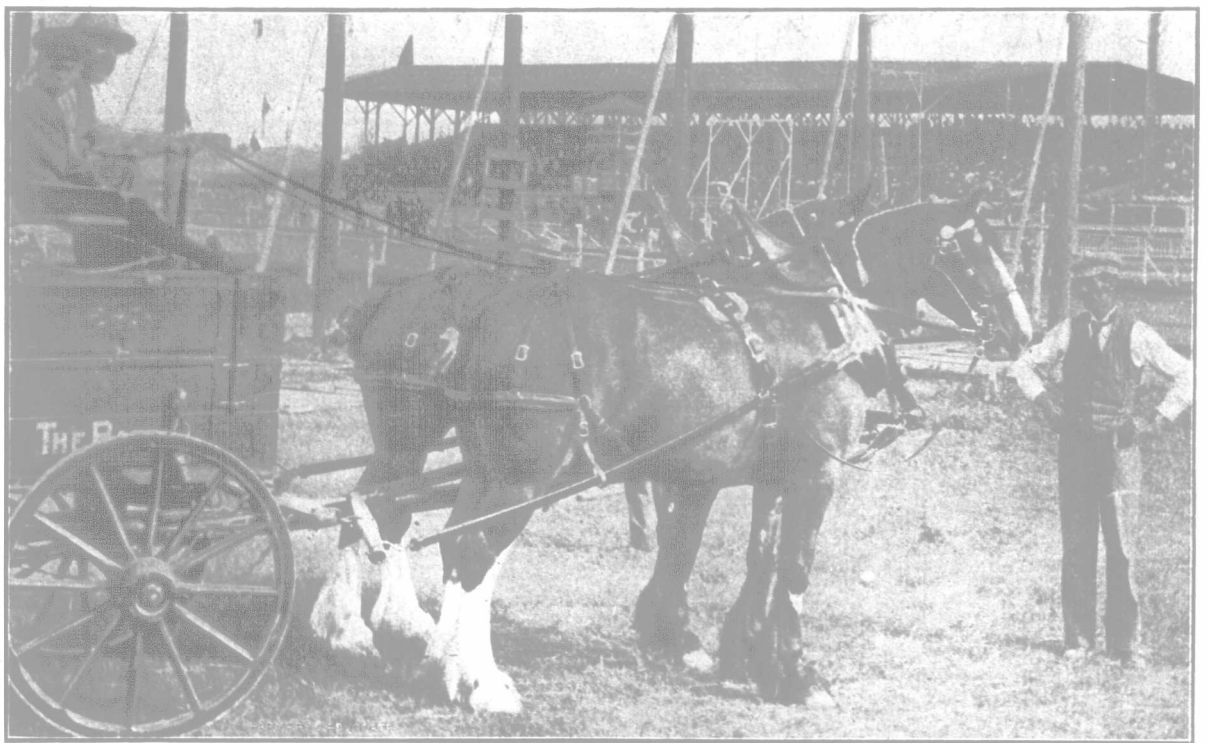
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Steady, slow work at this time of the year will give a stallion harder muscles, more stamina, a better constitution, and help him to get colts with a strong instinct for work. It is altogether contrary to the nature of a horse to keep him in idleness between seasons, besides the ex-

pense, when he might just as well be earning his keep. Breaking a stallion to work is not an impossible task either, he may be fractious at first, but with a steady mate and perseverance the job can be done. If it so happens that there is horse power enough on the farm without the stallion, give him plenty of chance to exercise and live a natural life. Nothing does the horse business so much harm as to keep over-fat stallions year in and year out for breeding purposes. The best thing for a stallion in the fall and winter is work, and the second best is all the exercise he will take and light feeding.

### The Picture of a Model Horse

Whether a man be a fancier of Percherons, Shires, Clydesdales, Suffolks or any other draft breed of horses, he will agree that the world famous Clydesdale stallion "Baron's Pride" is the most perfect model of a draft horse that has yet been produced, and as a sire of sires of draft horses he is unexcelled. For those who wish to get a picture of this equine King we have had prepared the best likeness of the great horse we have ever seen. It is done by the half-tone process on heavy, smooth paper, size 8 x 11 inches, and when framed is a thing of beauty in the home of any admirer of horses. We offer it for cash, and for services. By sending one new subscriber to the FARMER'S ADVOCATE at \$1.50 per year the picture may be earned, or we sell it outright for 50 cents.



W. H. BRYCE'S LADY ROTH AND LADY JUNE, FIRST PRIZE PURE BRED TEAM AND SECOND IN THE HEAVY DRAFT CLASS AT WINNIPEG, AND FOR WHICH \$3000 WAS REFUSED. THEY ARE HALF SISTERS AGE 6 AND 7.

### The Art of Driving

Those who have been brought up to the management of horses have naturally acquired that delicate touch and that firm and confident demeanor which so impresses the horse, that he forthwith subordinates his own will and wishes to that which he wisely and diplomatically considers as the overpowering will of the rider or driver. The touch on the driving reins or bridle is one of the most important acquirements of the expert, and it is called good hands; but the terms are misleading, as the hands are ever rigid, and success lies in the well-regulated flexibility of the elbow, shoulder and wrist-joints. Beginners who note this fact will forthwith turn their attention to the cultivation of these joints, or, rather, to the nerves which control the muscles which work these joints, and when once so thoroughly acquired as to become a habit that admits of no variation, no departure, no error; then, and only then, has a promising lad solved the first problem of driving a well-mannered and generous horse.

In harness, the driver has greater control over the quiet horse than can ever be attained in riding, as the shafts help to keep him straight, and the terrets on the collar cause the reins ever to pull in one and the same direction, subject only to the changed position of the horse's head. Many harness horses habitually toss their heads about, and this up-and-down motion of the head is annoying to drivers of small experience, and they then unwisely snatch the horse. When a harness horse annoys by and excessively tosses his head up, the fit of the collar should be suspected, and

another collar may be substituted. But if, in riding the horse tosses his head similarly, it is, of course, not due to a misfit collar. It is a remarkable fact that a horse which tosses his head is usually an untiring animal, and if he be not hurried and flurried at starting, and time allowed him to adapt his entire system to the long journey before him, he will go fifty miles or more without flagging.

Many good long-journey horses are bad starters, they being called cold shouldered; and some men of experience take the trouble to warm the collar at the saddle-room fire ere they put it on. The best way, however, is to start on an incline—down hill, of course—and as the horse warms to his work, he may go up-hill with the courage of a lion. Idleness is not the usual cause of balking, as may be seen in double harness; the horse that is difficult to start in single harness, will in double, do far above his equal share of the work.

If anyone can drive one horse well, the extra knowledge to drive a pair is easily acquired, and even a team or tandem can soon be handled. In putting strange horses on the pole, take the quieter horse first and attach him by the pole straps, then turn him to the pole, as one has seen bus horses changed in the streets. Then bring up the other horse, and if excitable or nervous, let him first speak to his already attached stable companion, and he will be less nervous. They know each other by the smell, but there is a decided objection to such indulgence to inquisitive strange horses.

A gardener can almost drive an ordinary pair, as the horses do not usually act in concert against him. If one horse shies or bolts, the other holds him; in fact, the wildest colt is fixed in strong, double harness. There have been cases where a pair have agreed to bolt, and if not stopped by ordinary means, the driver should imitate the pulley principle by throwing one leg over the reins, the while he remembers the steerage. Mischief of this sort is traceable to bad stable management. —W. R. GILBERT, in *Rider and Driver*.

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Occasionally we receive inquiries like this: If A breeds his mare to B's stallion, and then takes her to C's before the end of the season, can B collect? This is one of the forms of looseness in connection with the business of horse-breeding. Practically all route bills stipulate that mares must be returned regularly to the horse, and if not the owners will be charged insurance fee. Very few stallion-owners enforce this regulation if a man changes his mind and decides that he does not want to raise a colt; but that does not alter the validity of the claim. When a man takes a mare to a stallion, he practically enters into a contract to do a certain amount of work toward getting his mare with foal, and unless he does it the stallion-owner may collect. The only defence the owner of a mare would have in patronizing the second horse in the season would be that the first horse was proved useless or dangerous, or otherwise unfit by not being as well-bred as his pedigree represented him.