

street and satisfy four or more customers at a less cost than one truck of the same capacity.

Some years ago when the first electric car made its appearance in Toronto, farmers were of the opinion that the day of the horse had passed and curtailed the breeding, which did not last long, as the demand for horses steadily increased the price, so that in a short time horses rose in price from \$150.00 to \$225.00 per head, and have held to good prices ever since and will so continue as long as there is cartage to be done.

I am not writing this with any view of argument as to horses against motors, there is a place for each of these, but with the present day methods of shipping and receiving, I cannot name one firm in the cartage business who is not prepared to view the situation as stated herein and there are very few who have not made the test.

W. J. LANGTON,
General Manager,
Dominion Transport Company, Limited.

HAS NO SUPERIOR

Montreal, Que.

In answer to your inquiry as to the class of horses that we find most suitable for our business, would state that we have in use continually about 200 horses. The major portion of these are horses weighing from 1,700 to 1,800 pounds, and we find every year an increasing difficulty in obtaining the right class of horse.

Our experience, extending over a period of fifty years, leads us to the conclusion that for heavy draft purposes there is no horse to-day superior to the Clydesdale. We find, that in front of a steel lorry wagon (the type most in use here) weighing 3,800 pounds, and on which we load from four to five tons weight, for short hauls, they have no peer for pulling powers, and on this class of heavy work they last longer than any other breeds, and we have experimented with them all.

We are getting a little anxious as to the future of the Clyde in Canada, owing to the fact that the farmers are discontinuing the breeding of them, and we should not be surprised to wake up some morning five years hence to find that they are not obtainable.

There is, we are afraid, an impression abroad amongst the farming community that auto trucks are destined to supersede the horse. A greater fallacy never existed. Auto trucks for hauls of from five to twenty-five miles can certainly compete successfully with horses, but they can never compete with them on short hauls, such as are necessary and always will be necessary in cities.

The types of fancy driving or hunting horse and light-weight delivery horse are certainly being superseded by the gentleman's motor car and the cheap light auto truck of about one ton capacity, but it is our candid opinion that for heavy draft work, on short hauls, there is nothing in view that will take the place of our friend the draft horse, and we would strongly recommend to our farmer friends the desirability of breeding this class of horse, in prefer-