

The Horse.

Horse Breeding in Canada.

In aiming to breed the light harness horse as a business, speed is the trait too often sought—beauty of form, soundness, attractive action, size, are hardly thought worthy of a place in selecting the stallions to breed to our road mares. The hope of drawing a winning card by breeding something fast is the great aim, while if a horse is only sired by something fast, that can trot in the 30 list, or has a brother or a sister a winner, or is bred in the same line as a horse that has just lowered his record, it matters not about the other useful and necessary qualities. They may hobble all over the road be curly legged, like the \$105,000 Axtel and his sire, or any other blemish that will at once block the sale in \$75 horse, yet if they have fast blood in their veins they will pass muster at a trotter, with the hope that one in 500 will be fast enough to pay for training. Now against the trotter that America has made a special production of, we have not a word to say, provided size and other qualities have not been overlooked. The gentleman's driver is one of the luxuries that are most saleable among horse flesh—very few of our business men but indulge in something of this kind. But why not allow some other quality than speed to be the first to look to. There are among our standard bred horses those that have lots of size, any amount of quality, good color, beauty of form enough to please the most fastidious, and some of the knowing ones are just now making a specialty of breeding them. They say they will get a trotter once in a hundred times, you may get one in fifty, but we have a horse that, if only one in a hundred draws a prize, the other ninety-nine will sell at a good price; while your fiftieth sells at a good long price, you have forty-nine horses that are next to useless—poor, worthless weeds that are out of place wherever they are placed. It will take two of them to draw a moderately heavy buggy, and then they will lag on anything over an ordinary journey. On the highly finished half-mile track they will do, but on the country road they are entirely out of place, while on the street in the city they are worse. That there is a vast difference between the trotter and the gentleman's driver, it is well known and recognized by breeders of experience. The inexperienced breeder, however, fails to grasp the importance of the difference. We see labored articles in which the writers have advised farmers to breed their mares to standard stallions, with the purpose of getting trotters; failing to get trotters, they would get roadsters—the next best thing. Many stallions with fast records are inferior on the road, and are even unpleasant drivers themselves. They may get trotters when properly mated, but never good roadsters. Let us briefly consider the main point of difference between the two classes of horses. The trotter, to be valued as

such, that is, for turf purposes, must be a horse with pure trotting action, or easily made to acquire the action by means of weights and scientific shoeing, must have speed 5 to 10 seconds better than his record. But if once out classed by being forced to a record which represents the extreme limit of his speed, or through bad engineering obtain a record they cannot again approach, they have very little show of a share of the profit when started in a race in which they are eligible. What becomes of them? A few are kept on the turf by men who are sanguine enough to hope they will yet acquire speed to win. The mares, if well-bred, may find their way into the breeding ranks, and so, too, the stallions, but what of the geldings? The percentage that will make good roadsters are readily sold to wealthy men at big prices, but unfortunately the percentage is not one in fifty. The rest are often lost sight of, some of them find their way into the hands of unscrupulous owners, who give them new names and make "ringers" of them at some fourth-rate track, or they do to fill up the attractions of our fall exhibitions; the rest eventually wear the work harness, and haul scavenger's wagons on our streets. The roadster, as a success, is a horse with fairly true trotting action, with a gait moderately open, so as to be easy for himself; a strong constitution, good legs and feet, plenty of nerve; good style, carrying his head well; good color; well broken; good mouth, not a puller, yet holding the bit well; ready for a brush on the road, or willing to trot along at a four or five-minute gait: quick to respond to the word or line, and altogether a pleasant animal to drive—in fact a gentleman's horse all over. How many trotters answer this description? It therefore appears that for profit farmers would find it much safer to breed for the points necessary to fill the bill as a good roadster. In the past our horse breeders have sought more for some imaginary ideal, rather than come down to cold, hard facts. The chances of breeding a fast horse that will ever pay the cost of raising and training is a matter of extreme improbability. It may serve as a pastime to men of capital, but to farmers it is a very doubtful means of increasing their yearly profits.

The rich harvest that breeders are now reaping, in some of the lines of horse breeding, is a proof of what close attention to the useful points may attain. For instance, in heavy draught horses the Clydesdale men have now produced a horse weighing up nearly a ton, that can trot, of showing, easy carriage and attractive action, when shown upon the line, that will put to blush many of the light horses. Being extremely practical, they have paid such attention to the form of legs and feet, as well as quality of bone, that their horses are sought after from every country that is on the road to improve ment. The present is especially a practical age, and those who produce a horse for a purpose must at the outset breed with a definite purpose.—*The Farmer's Advocate.*

Fast Walking Horses for Farmers.

If those who are breeding draft horses would seek fast walking sires in place of fast trotting draft sires, they would be doing the right thing. An exchange has the following good-sense talk on this subject:

In purchasing or hiring a plow horse, stake off a mile of the road. Mount the horse and see how many minutes it will take him to walk a mile. A horse that will walk three miles an hour is worth three times as much as a horse that walks but two miles. The three-mile horse not only does as much work in two days as the two-mile horse does in three, but he enables the man behind the plow to do 50 per cent. more work in a day than he can do behind a two-mile horse. And the man and horse consume with the slow team 50 per cent. more rations in doing the same work than the fast walker does. In twelve months the man would do no more carting and plowing with the slow horse than he would do in eight months with the fast walker.

Suppose a farmer to hire a man and a two-mile horse to do an amount of plowing and carting that takes three months to perform, and pays \$3 a month for his feed and \$18 for a man, who boards himself; \$24 a month; three months, \$72. If he hires the same man \$18 a month and pays \$3 for horse feed, and \$4 for a fast walker, he will do in two months what the slow team does in three. Two months, fast team and feed and plowman, at \$25 a month, \$50. Direct loss by the slow horse, \$22; besides, the work done by the slow horse is not so well or seasonably done—the seed may be put in the ground too late, the grass may get ahead of the plow, and the indirect loss by the slow team may be serious, besides the \$22 loss stated above.—*E.x.*

Management of Farm Horses.

The following is an extract from a prize essay on this subject written by a practical farmer and horse breeder of Ontario, and is well worthy the careful perusal of every thoughtful horse owner:

Farm horses should be fed at all times liberally with good hay; two thirds timothy, one third clover is best. They should have cut sheaf oats with meal on it twice per day, with one gallon of oats at each feeding. A few carrots once per day is good for them, and it gives them an appetite. They should be watered before being fed three times per day, and well cleaned every morning; and in the evening after working, their legs should be well rubbed and their feet cleaned out, so that there will be no mud or stones in them. Their shoes should be removed at least once per month. Care should be taken that their shoulders do not get sore, and to prevent this, their collars should be rubbed with a smooth stick and cleaned before putting them on. Hoof ointment is good for suck sores on horses. Horses when working steady should have their man-