

district is hilly and the main roads are granite setts and macadam. The journeys out and in vary from 10 to 26 miles.

My opinion is that no horse in the world could do this work as economically as the Clydesdale. This opinion is confirmed with regard to corporation work here, where I find the same results from the use of the Clydesdale.

JOHN BARBER, M.R.C.V.S.,
Buyer of horses for Astley's Brewery.

USERS IN CANADA

The following are the experiences of users of horses for heavy transport work in cities in Canada. These speak for themselves and form a striking tribute to the value of the Clydesdale as a draft horse:

CANNOT COMPETE WITH THE HORSE

Montreal, Que.

In reply to your inquiry regarding motor trucks v. horse drawn vehicles, you can rest assured and convey to the Clydesdale and other draft horse associations that there will always be sufficient demand for the right kind of heavy horse, and to encourage the breeding of these animals to the fullest extent possible. I am prepared to admit that since the outbreak of the war there was not the demand for the heavy horses, due to the main fact that large companies similar to that of this company, and others engaged as we are, had many of their teamsters join the colors, leaving them so short handed that in order to cope with the business they were compelled to hire outside teams to do the work, which in our case in Toronto alone cost us on an average of \$6,000.00 per month, during the past year, notwithstanding the fact that we had sufficient horses of our own standing idle, due to man shortage, which was prominent in every walk of life, and with all this idle lot of horses, the price of feed and the limited number of men available required to look after them, we were many times at our wits' end to know what to do. Therefore the demand naturally fell off and no doubt many breeders also had more on their hands than they could conveniently handle, they too being short handed. I might mention the number of teamsters who enlisted, some hundred and thirty odd from the Dominion Transport Company in Toronto alone, to say nothing of other agencies, and I am proud to say that one of these boys has to his honor the most coveted of all distinctions, the "Victoria Cross," while others are resting in the flowery fields of Flanders. The work they have done and the part they took in the great struggle will be an everlasting monument for the sacrifice they made for all of us.

Now with an outlay as I have mentioned above for hired teams, there was sufficient enterprise in us to see and know that if motor trucks were capable of filling this gap we would have adopted them, but having given them a fair trial on picked work which was the most preferable they could not compete with horse drawn vehicles, unless the haul would exceed three miles, and as the bulk of our haul was within that radius we could put at least four teams on the