

One of the Choice Percherons at The Calgary Spring Horse Show.

Three-year-old Percheron stallion, Kline George 8th, winner of both the Canadian-bred and open championships of the breed at the Calgary Spring Horse Show, Calgary. Owned by Geo. Lang, Bar V Ranch, Nelsville, Alta.

### Halter Break Early

C. Elford, Bruce Co., Ont.

LAST summer I witnessed a rather amusing sight; three strong men on one end of a halter rope and a big, well-developed colt on the other. The colt was planning to go one way, the men wanted it to go another. When I passed, the colt was getting the best of it. Did I say an amusing sight? To a good horseman it was a painful sight. It will take that colt a long, long time to forget such a triumph, and the chance he will receive much abuse before it is finally halter broken.

The proper time to halter break a colt is in the first week of its life. The colt is then easily handled by a man, and if it is then taught that he is stronger than it, there will be little future trouble in its training. We halter break all of our colts in the first six days of their life, handle them considerably all through their colthood, and the process known as "breaking them in" is never necessary.

### The Horse and the Motor

Jas. Armstrong, Wellington Co., Ont.

HORSES are going rather slow this spring, and the question is being asked, is the motor truck to displace the horse on city streets. I have looked into the question somewhat carefully and I believe that results demonstrate that the motor truck will be merely a useful supplement to horse power, but cannot displace it. In the *Breeders' Gazette* recently I noticed that the City Fuel Company of Chicago, which caused quite a panic among horse dealers two years ago by buying a number of motor trucks for coal delivery purposes, works 1,300 horses continually, hiring many others by the day when business creates such necessity. The City Fuel Company has discovered that trucks are economical for long hauls only. It is doing good service in its own sphere, but its sphere is not that of the horse.

I have been told by men familiar with Chicago that in the congested portions of the city where hauls are short, that teams will be at a standstill in the crush of traffic for as much as an hour at a time. Fancy a \$5,000 motor car, heavily loaded with fruit at a standstill for such a length of time. It would represent an enormous loss. On the other hand the

investment in a good team of horses would not be more than \$800 or \$1,000, and the cost of such standstills proportionately less. It is not the hauling charge or the loading charge that worries the cartage companies of big cities. It is the standing still charge and it is there that the horse has an advantage. The motor truck will not take the place of the horse. It will be merely supplementary to the horse and used largely for long distance delivery.

### Sore Shoulders

I HAVE just read the method advocated by Jas. Armstrong, Wellington Co., Ont., for avoiding sore shoulders,—clipping them a couple of weeks before spring work begins in order that there may be no hair in which grit and sweat may accumulate. This may be a good method, and I intend to give it a trial, but it will not be effectual where there is a bunch on the shoulder, and bunches are the cause of most severe suffering.

I had a horse so afflicted some years ago. I bought a new sweat pad and cut a hole through it right at the bunch. I then sowed around that hole, button-holed it if you please, so that it would not wear down thin around the bunch, sewed the old sweat pad on the back of the new one and had no more trouble. There was no pressure directly on the bunch and it healed up rapidly. The spot is of course tender, and I am not yet allowing any pressure to come on that point.

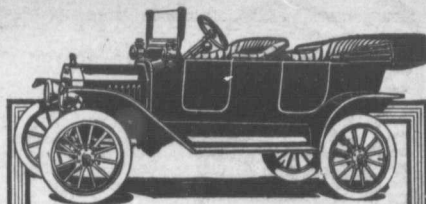
### A Tribute to Canada

A GREAT deal has been written lately about the attitude of the average English immigrant towards the land of his adoption. Recently an Englishman who has lived in Ontario for two years was praising his new home so highly that a friend asked in curiosity:

"What is it about Canada that you like so much?"

"There's not so much to like about the climate," said the Englishman promptly. "But what I like about Canada is that a chap can light his own furnace and still be considered a gentleman."

Beware of the men with the iron-centred rod and the man who claims that twisted cables are dangerous. This department will be glad to be informed regarding the operations of either.—Prof. W. H. Day, O. A. C., Guelph.



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