

The Horse

HISTORY OF THE PERCHERON

The Percheron breed of horses has been developed from heavy draft types of horses in France. The western and northwestern portion of France has long been famous for its heavy types of horses. The foundation for the Percheron horse was laid during the reign of Charlemagne (800-814 A.D.) when a horse of sufficient size to carry a weight of 400 pounds (the average weight of a knight and his armour), was required for war purposes.

The Arab and Barb horses have also played an important part in the develop-

ment of the Percheron. Large numbers of the Barbary horses were carried into France at the time of the Mohammedan invasion, 732 A.D. The Percheron then has been a result of the blending of the heavy black charger of the north and the Arabian and Barbary horses.

The development of the Percheron breed of horses has been greatly advanced through aid given to the horse breeding industry by the government. There is no nation that has taken such an active interest in this as France. Governmental aid for the development of superior breeds of horses began in France during the years 814 to 987 A. D., when breeding places called "Haras" were established in the Gothic Latin portions of France. The city of Brussels was built upon an old breeding pasture and took its name from Broisels, which meant a breeding place. Likewise the names of the cities of Vannes and Vienna have their origin in the word ventae, which meant a horse-breeding place.

The present day government of France gives aid to the development of breeds of horses by three methods, namely:

1. By governmental breeding stables that are supported by the government.
2. By approving of subsidizing stallions owned by private parties. Upon inspection by government experts, those of the second class that are found of sufficient merit are given government approval and the owners of such horses are allowed a bonus of \$60 to \$100 from the minister of agriculture for the year for which this approval stands.

3. Authorized stallions. These by official inspection are pronounced of good quality and worthy of public patronage. Since 1885 the French law has prohibited from public service stallions not coming up to the standard.

When a horse is approved for public service by the government inspector, a star (*) is branded upon the horse's neck and when a horse is rejected the letter (R) is branded upon it. It sometimes happens that the horse is authorized for a year or so and then rejected, in which case the horse would bear both the brands of the star and the R. There is still another brand that is seen on the necks of Percheron horses imported into this country, namely the brand of the Society Percheron of France. The last brand mentioned is like the American dollar mark sign reversed and is a monogram of the letters S. and P. One, two or all of these signs may be seen on the necks of Percherons that have been imported into this country.

FARMERS AND HORSES

As a rule farmers are advised to raise draft horses, and generally speaking this advice is sound. Farmers need the power that big strong mares furnish at the least cost. They can use the young draft horses in their work, breaking them without loss of time, whereas, time must be taken from farm work to break road colts and fit them for sale. The greatest part of fitting a draft colt for sale consists in growing him well and keeping him in good flesh. The draft colt's temperament makes him an easier subject for a busy man to fit for sale than the road-bred colt. Draft-bred colts, on account of a more phlegmatic temperament, are less subject to injury than high-strung lighter breeds, nor does a slight blemish hurt their price so much. Good draft sires are in many places easier to find than good sires of lighter classes.

All these are good reasons for breeding draft horses but they do not apply to the man who loves the other kind best and understands them best. Many farmers of this kind have succeeded in the breeding of light horses and no doubt have done better at it than they could have done with heavier ones. They were built to handle kind—knew how to breed, develop and sell them. The man who thinks of breeding light horses needs to study the horses and himself with equal care.

If you have cement floors in your horse barns, be sure to keep plenty of bedding under the horses or their hoofs will become hard and brittle and very liable to split and break off. When a horse's feet are gone, the horse is gone as far as his value to his owners is concerned.

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Dry Farming: Its Principles and Practice

By William McDonald, M.S., Agr., Sc.D., Ph.D.

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This is one of the most valuable books on dry farming that has yet been published, and a study of it would be of great value to farmers in those parts of Western Canada where dry farming is being reduced to a science. The author of the book, in addition to his experience in the Transvaal, has visited all the important experiment stations in the United States where dry land investigations are being conducted. On this account the book is replete with the very latest information that is valuable on the subject of dry farming. A great deal of his information is drawn from Utah and Montana, where dry farming has been conducted very successfully. A number of the illustrations are taken from dry farms that are being conducted by Prof. Aitkinson in Montana, and these farms are considered by experts to be the most up-to-date dry farms on the continent. For the man who is handling a dry farm proposition a book of this kind is almost invaluable, as it covers a thorough conservation of soil moisture, and gives information on the various methods of cultivation necessary with different varieties of soil.

Professor W. J. Elliott, who is in charge of the C.P.R. Farm at Strathmore, Alta., says: "I could certainly recommend 'Dry Farming' to all those who are considering this work in any one of its phases, and in fact for the man who is farming under more humid conditions there are many points that will aid him very much in the handling and treatment of his soil."

The book is written in a simple style that may be understood by every man who reads, and in fact, so well has the author prepared this work that it reads like an interesting novel. It contains 290 pages and is well illustrated.

Sixty Years of Protection in Canada, 1846-1907

By Edward Porritt

Western farmers at the present time are intensely interested in the tariff, and are anxious to secure information upon tariff matters. The above mentioned book by Edward Porritt is the best work on the subject. Mr. Porritt is a British Free Trader, and was for two years a lecturer in Harvard University on political economy and Canadian constitutional history. In 1905-6 he travelled with the Canadian tariff commission and devoted a great deal of study to the Canadian tariff and the abuses which have followed protection. Mr. Porritt's book is entirely non-political and is a study of the tariff history of Canada for the last sixty years. It is written in a most interesting manner and at the same time contains exact information on trade and manufacturers and the methods by which tariffs are made. Every farmer who is interested in tariff reduction will find Mr. Porritt's book the most valuable one that he can secure. He will also learn how the manufacturers lay aside politics in their efforts to have the tariff burden increased. If every farmer in Canada would read Mr. Porritt's book, the "system of legalized robbery" would come to an end inside of one year. The book contains 478 pages and is fully indexed. It will be sent to any reader for \$1.50 postpaid.

Direct Legislation

If you are interested in improving the system of government in Canada you should study Professor Frank Parsons' book entitled "The City for the People." He devotes a great deal of attention to Direct Legislation, and this is considered the best book published on the subject. He also deals in the same book with Public Ownership, Home Rule for Cities, and the Merit System for Civil Service, and the best means of Overcoming Corruption. Professor Parsons in his book shows how reforms have been accomplished in Switzerland and in some of the American cities by means of the Initiative, the Referendum and the Recall. The book is double indexed for subjects and persons. It is a book to read carefully and to digest and to think about. This book is published in paper binding at 50 cents. In lots of 10 or more, 45 cents each. They will be sent to any reader postpaid on receipt of price.

Audel's Gas Engine Manual

By Th. Audel

The vast acres of Canada's Last West will be a long time untitled and would be a considerable time longer were it not for the advent of the twentieth century new power—GAS. Seasons wait for no man, and the success or failure of the crop depends upon the work required being performed at the proper time, whether it be in seeding, cultivation or harvesting. The great need of the West is men to sow, till and gather, and these are the functions that the internal combustion engine furnishes the agriculturist to quadruple the labor that man furnishes. With the Gas Tractor the soil is broken, the land cultivated and the crop threshed with the minimum amount of manual labor and with an ease and convenience that steam power was never able to furnish. Then the various details of the farm work are taken care of by the stationary gas engine and furnishes the power for the sawing and chopping, pumping, churning, washing machine and separator, in fact all the chore work is taken care of by the gas engine. It is natural, then, that every farmer wants education in the operation of the Gas Engine, and no better book can be found that takes up the various details of construction and operation and in easy understood language, than Audel's Gas Engine Manual furnishes. It takes up the care and management of Gas, Gasoline and Oil Engines, Marine and Automobile Engines. The book contains 512 pages and is well illustrated by diagrams, printed in large, clear type on good paper and will be the best read book in the farm household. Postpaid, \$2.00.

Book Department, Grain Growers' Guide, Winnipeg