

APRIL 22, 1909

service from some unknown cause. He left a few colts in the county.

This year, two such companies have been formed, one owning a German Coach, at Annapolis, and another with a Clydesdale, in the eastern part of the county. One gentleman, in regretting this manner of doing things, said the price paid was generally far more than the value. It is just possible that the horses brought here for sale are those that are not readily salable in the Provinces to which they were imported, or in which they were raised. We hope this is not the case, for, though we may not be as good judges of horses as we ought to be, still we want the best we can get.

There are a few breeders of heavy horses, mainly grade Clydesdales. Two breeders of pure-bred Clydesdales are doing good work in the central part of the Province—R. S. Starr, and William O'Brien, the former importing a number of horses from Ontario each year. R. J. MESSENGER, Annapolis Co., N. S.

### Improving the Clydesdale.

Scottish breeders have been claiming credit for having effected considerable improvement in the Clydesdale horse of recent years, and it is generally acknowledged that, in securing approved quality and character of bone, pasterns and feet, and true action, they have admirably succeeded. The popular maxim of the average Scottish judge and breeder has been, and is, "No foot, no horse," but there appears to be a growing sentiment which calls for a more general exhibition of superstructure to match the foundation, and for the depth and width of body which gives weight, and strength of constitution, and is of no less importance than the underpinning.

The tendency to follow a fashion or fad to unwise extremes, to the neglect of qualities quite as important, or more so than the popular one in favor for the time being, appears to be characteristic of the rank and file of breeders of pedigreed stock, as witness the rage for red Short-horns, and for solid fawn Jerseys with a black tongue and switch, which prevailed some years ago, to the serious injury of the breeds as to constitution and capacity for profitable production. This reference, it is freely granted, does not apply to the same extent to the popular tendency in Clydesdale breeding as to those of the breeds of cattle above mentioned, since the points to which the most attention has been recently given are, so far as they go, of great, if not first, importance, and, fortunately, need not to any great extent be sacrificed with the endeavor to gain additional avoirdupois.

Special attention has been called to the importance of extending the popularity of the Clydesdale along the lines indicated by the recent publication in the Scottish Farmer of letters from two writers from this side of the sea, claiming to be friends of the breed, namely, T. B. Macaulay, of Montreal, and Duncan McBane, names which would appear to indicate their nationality. The former writes that he is encouraged by observing that the type of draft horse demanded is being discussed in Scotland, and he indicates the points which he asserts are regarded as objections to the Clydesdales, as compared with Percherons in the United States, and to a considerable extent in Western Canada, where many farmers from the other side of the line have in recent years removed. These he groups under four heads, namely: (1) Lack of weight; (2) excess of hair; (3) white markings; (4) lack of crest and carriage. The first of these (weight) being of most importance, we quote Mr. Macaulay as follows:

"Size is essential in any draft breed. Quality is also essential, but quality without size is, I think, almost as objectionable as size without quality. To award a prize to an undersized horse, no matter what his other qualifications, and thus to encourage his use as a sire, is to injure the breed. There are plenty of specimens of the breed which are both large and in every way grand. Size should be taken into consideration by a judge just as much as feet, hair, bone, and action. For a small animal to get a prize at any leading show, should be impossible. The Clydesdale is a draft breed, and a small animal cannot be a typical draft horse. If size (but not necessarily extreme size) be but recognized hereafter as a necessary show qualification, the weight question will, I think, soon right itself.

"The standards for judging draft horses in America (United States, and Canada) and Scotland are not alike. 'No foot, no horse,' is a true saying, but in Canada we frequently hear the remark that Scottish judges hardly look at anything but the feet. Your standard of judging has produced perfection in regard to feet, but the objection is made that your judges do not look up, and pay but little attention to weight, crest and carriage. On this side of the Atlantic these latter characteristics are the first to be noted, and, while feet and action receive much attention, they are only viewed as features to be considered along with other features. When a Scots judge comes to Canada,

and looks almost entirely at the legs and feet, his awards have little chance of giving satisfaction, for he ignores type and other features which to the Canadian mind are also of prime importance. A remark in 'The Horse Book,' by Johnstone, of Chicago, is worth noting. He says that, while 'No foot, no horse,' is true, 'No top, no price,' is equally true, and quite as important."

Mr. McBane, in his letter, says: "I find that, in judging, what Mr. Macaulay says is true, namely, that Scotsmen are looking all the time for faults at the ground and in action. That is, no doubt, a good policy, but they should not forget to see that the body is fit to fill the harness, and has space to hold a substantial meal after working six hours. That is when we require size and substance. You will find, by noon, that the narrow-waisted horse stands tucked up on the flank, tired on his legs, and is unable to eat. The manager then asks the driver what is wrong with his horse. I should say that what is wrong with him is the lack of substance in constitution—what we are fighting hard to get. It only requires to have hair in the right place, thin bones, good feet and action to make a Scotch champion. In order to get Clydesdales suitable for the valuable foreign market, they should be judged by giving 50 points for excellence below the knee and hock, and 50 above that for the qualities of building up a good body. This system of judging would gradually encourage size and substance. Unless breeders attend to this right away, the days of my favorite horse, the Clydesdale, are doomed in Canada. I am sorry to have to write such a letter, and I hope Scotch breeders will make an effort to keep up the name of the Clydesdale in Canada."



Dunure Wallace (Imp.) [8455] (14488).

Clydesdale stallion; bay; foaled in 1907. Imported and owned by Smith & Richardson, of Columbus, Ont. First at Central Canada Exhibition, Ottawa, 1908, as yearling; first at Ontario Horse-breeders' Exhibition, Toronto, 1909, and first at Eastern Ontario Live-stock Show, Ottawa, January, 1909. Sire Baron o' Buchlyvie.

## LIVE STOCK.

### Our Scottish Letter.

March came in like a lion, and it did not go out like a lamb. There was a deal of the lion about the month all through. It was more wintry than November, and far colder than December. We had heavy falls of snow, and cold, bleak, dreary days in abundance. Life was sometimes a burden, as the heat of the sun was seldom experienced. April has begun well. The air is still very cold, but the "glass" is rising. The extreme moisture is being dried up, and, although we have not as much dust flying as one likes to see in a genuine spring, if the experience, of the first two days continues we will not be so very badly off. The outlook for hill farmers is anything but reassuring. Lambs are plentiful on the lowlands, and a sorry time they have had of it. They will be appearing on the hills immediately, and the ewes are only in very moderate condition after their wretched experiences in March. Turnips were a big crop for weight, and have turned out a poor crop in respect of feeding

quality. Potatoes were another bumper crop, with a minimum of disease, and the price realized has been disastrously low. Altogether, the British farmer faces the agricultural year of 1909-1910 distinctly depressed in spirit. He may be a confirmed grumbler, but even his keenest enemies will this year agree that he has good ground for a prolonged and comfortable grumble.

And yet farmers do occasionally, even yet, make a little money. One of the shrewdest of the Renfrewshire men recently passed away, leaving no less than £19,461. This is a most respectable fortune, and it shows what can still be done in British farming by a man who understands his business and has a good subject to work with. Dairy farmers did well in 1908, and the probability is that they will do equally well in 1909.

### ARMY REMOUNT PROBLEM.

Great Britain is face to face with two problems affecting national defence. The one concerns the building of Dreadnoughts, the other the supply of a sufficient reserve of army horses in time of war. About the shipbuilding programme we know little. It appears to be sound policy to have as many Dreadnoughts as possible, although they are rather costly toys. Germany cannot be allowed to rule the seas, and it was perhaps a mistake to surrender Heligoland to her. This is a piece of business that wants watching. The best guarantee of the peace of Europe is a sufficiency of Dreadnoughts to control the seas, a universal system of training in shooting for every boy in these islands, and a supply of army horses to enable us to mount both cavalry and infantry in the day of battle.

The greatest of all British interests is peace, and the way to preserve peace is to be prepared for war. This cannot be done without horses, and the question is: When is the Government going to tackle this question in dead earnest? When is Lord Carrington to be provided with funds to start his horse-breeding scheme on a sensible scale? Meantime, it becomes evident that unless exceptional measures be adopted to prevent extinction, the days of the horse are numbered. The 'bus horse is "passing" rapidly. As the taxi is reading the doom of the hansom, so the motor 'bus is rapidly supplanting the horse vehicle—the time-honored and much-prized omnibus. The London cabs and 'buses were the best recruiting ground for army horses in the past, but if these cabs and 'buses are about to vanish away,

there will be no further need of horses for that kind of work. How, then, is the army to be supplied? At present, the farmer is told that he will get £30 apiece for army horses at five years old, and, although he is patriotic, he declines the proposition, and looks to breeding another class of animal altogether. He can always make more money breeding Clydesdales or Shires, and when his young horses have reached two years old he will get £30 apiece for them, and a minimum of trouble and expense in looking after them, compared with the expense of keeping army horses until they are five years old. But neither Clydesdales nor Shires can mount infantry or cavalry, and some greater inducement than that now offered will require to be presented, or the horses wanted for the army will never be bred by the farmer. The War Office must arrange to take the horses at three years old; that is, they are to become their property, and remain so. If they do not take delivery, they remain in the farmer's hands, but at the Government's risk. Another idea is to pay the farmer a bounty on every horse he keeps adapted for purposes of national defence. This idea is borrowed from the system of subsidizing ship-owners for certain of their ships, which are