

the shedding of the hair. If, the first few times, the horses walk around too much for convenience, tie them up to a post one at a time while the others eat.

The foregoing is not the fad of a humanitarian; it has been tried on spirited young horses, and the practical benefits were found to be surprising, although it is hard to say whether more satisfaction was derived from the saving of time in grooming, and the improved appearance and greater efficiency of the teams, or from the delight of the horses at being permitted to eat a few bites of nature's green grass in the cool evening air.

Clydesdales Wear the Best.

Editor "The Farmer's Advocate":

Some time ago I noticed an article from Wiggle & Co., extolling the Percheron horse, and trying to depreciate the Clydesdale. I am not going to try to answer him, as his own auction sale has fully demonstrated the value put on the breeds, as compared with the 43 Clydesdales sold by Mr. Davies at Toronto just previously. I will give you my own experience with the different breeds of draft horses. I was general manager for a tannery firm for 18 years, that employed from 100 to 200 pairs of horses every winter, and kept about 35 to 40 horses of their own. I always was a lover of a good draft horse, as some of the best salesmen will verify, and tried to buy the best horse I could find, looking for type more than breed; but after getting them and putting them into the work hauling supplies into the woods through all kinds of roads, just cut through the forest, for from 10 to 15 miles, I began to look at how they stood the work, and I found that the Clydesdale stood the mud and hard work the best, not being nearly so liable to scratches as the Percherons, the Clydes having a flat leg, while the Percherons would get all hacked up. So, to-day, after some of those horses have been through ten years, you can find only two gray horses in the outfit; the old Clydes were the ones we wanted to keep, as they stood the wear of years of hard work.

The Clydesdales are naturally the best walkers. The Percheron horse is a good round, fleshy horse, and if you do not press him too hard will look nice and keep fat, but when you give him the stress the lumber horse of our country gets in winter, he has not the bone and cord in his leg to stand it with the Clydes, and this has been the experience of many of our lumbermen. To-day, some of the best colts seen in our county are from imported Clydesdale horses, and we wish there were more of them, as we are sending thousands upon thousands of dollars out of the county to the west for horses every year. I have made quite a study of the kind of horses you can get the best results from, and, taking it all around, I say the Clydesdale for draft. In that belief, four years ago I went to Toronto and bought an imported 1750-pound Clydesdale stallion, and he has left the colts to show after him. One pair, full sisters, 2 and 3 years, respectively, could not be bought for \$500, and they are only grades. So, you see, it pays to get the right kind, no matter which breed. Let a man suit himself, but be sure to get the right type of draft horse.

D. H. TINGLEY & SON.

Aroostook Co., Maine.

Wants Mares from the Grass.

Editor "The Farmer's Advocate":

A question was recently asked about handling a stallion slow to serve. I bought an imported horse—a good one, costing me \$3,500—and he acted just as the one described. We had him one month before we discovered what was the matter. It is because the horse does not like the stable mares, wants the mares out on the grass, and clean, and that is where every one should keep his mares who wants to get them to breed. My horse never refuses mares when on grass. I can tell just as soon as they come near the horse whether they have been out or not. I have seen him turn around and go back in his stall, no matter how crazy in heat they were; but bring on a mare that had been out to grass and you cannot get a better horse to work. He covered 106 mares last season, over 70 of which proved in foal. Sometimes we fool him by trying a mare that has been on the grass to get him ready, and put him to the one we want to.

Ontario Co., Ont.

C. G.

A Welcome Visitor.

I appreciate "The Farmer's Advocate" very highly. It is a welcome and looked-for visitor every week.

PAUL C. BLACK.

Falmouth, N. S.

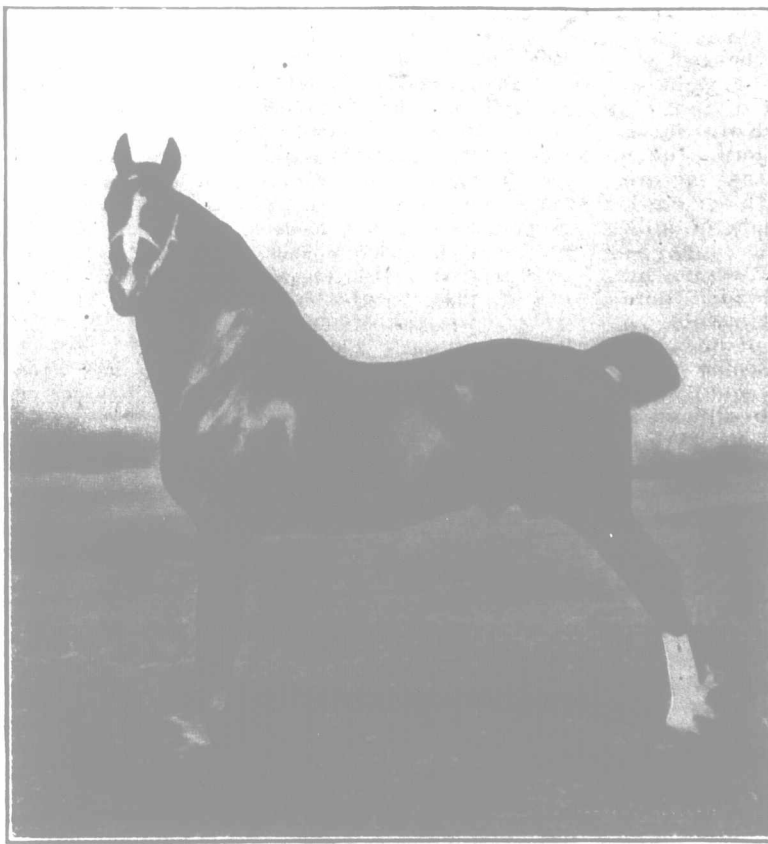
I received your premium knife a few days ago, and am much pleased with it. "The Farmer's Advocate" is a very welcome visitor at our home each week, and no person can read its columns without becoming a better farmer and a better man in many respects. Yours truly,

Oxford Co., Ont.

W. E. WEBBER.

No Advantage in Breeding Mares Early.

There is nothing to be gained, says a U. S. exchange, by breeding a mare too soon; that is, before the weather has become permanently warm. In Scotland and up in Canada there used to be a saying that it did not pay to mate a mare to a horse before the first Monday in May. Mares bred early, and before the cold weather has passed entirely, have a bad habit of coming back again to the horse, and it is fair to say that, of every four mares bred before the end of April, not less than three come back to be bred in May or June, if they get in foal at all that season. All the trouble, expense and annoyance of tagging back and forth to the horse would have been saved if the owners had waited until the warm weather came. When it comes to the stallion owner's point of view, the general aspect of the proposition is much the same. To put his horse to mares when he knows it will do no good in 75 per cent. of the matings, must of itself be a losing venture. It is the part of wisdom for the stallioner to induce the mare owner who would rush the season to go a little slower, and await a more auspicious moment. It is not the number of covers made, nor the number of mares served, that pays the bills. Every cover that the horse makes uselessly before or during the season is just so much money lost to his owner.



Active Forest King.

Hackney stallion, imported by Trumans' Pioneer Stud Farm, Bushnell, Illinois, and London, Canada; sire Forest King, champion heavy harness horse of America.

Mares, moreover, are apt to have colds and other feverish conditions along just at the break-up of winter, and there is absolutely no sense in letting a stallion serve mares under such circumstances.

Breeding Draft Horses.

A writer in the English Live-stock Journal says: "Shires are nothing if not 'cart' horses. In fact, they are the best and most available breed for draft purposes in the world, and it is to the interest of every farmer to see that the horse stock is improving year by year, for there is no possible doubt that the best are always the most salable, whether the trade is good or bad. The comparatively low price at which very useful breeding animals can be obtained ought to tempt outsiders to invest in one or two registered females, so as to be 'in the running.' The best Shire mares made figures round a thousand guineas. It must be a good stroke of business to sell out the common cart mares and replace them with those which may produce a colt or filly which will advertise its breeder all over this and other countries."

It is certain that there are none too many stallions of the massive, breed-improving stamp to be found, or geldings of the biggest and best type; therefore, the heavy-horse breeder who has improved his cart-horse stock so that he can supply either of these descriptions, will be able to effect sales."

Grass is the natural spring tonic for the horse. A few mouthfuls of it go a long way.

Prospects of the Hackney.

The trade for high-class harness horses, says a writer in the English Live-stock Journal, was never better. The difficulty is not how to sell, but how and where to find them. Country dealers who formerly would not look at a horse under the age of five years, are now buying three-year-olds gladly, and the London dealers are obliged, however reluctantly, to go abroad to help out their supply. In face of the great increase in the number of motor-cars, this strikes me as a wonderful and extraordinary fact. One would have thought that, adding the number of people who have given up horses for this reason, to the far greater number who have been literally frightened off the road by the dust-raising, hideous machines, the demand must have fallen off. It was argued a couple of years ago that nobody would be insane enough to drive a valuable, high-class animal on the road when at any corner a motor-machine, going at the rate of thirty or forty miles an hour, might, with a wild hoot, make cat's meat of him in a couple of seconds, or, at the best, turn horse, driver and trap into the ditch at the side. It was said, if any carriage horses were required, they would only be such as were about as valuable dead as alive—the sort, in fact, that the proud Spaniard rides into the ring to be disembowelled by the bull. Just the reverse, however, turns out to be the case, the slave is at a discount, and the swagger animal at a premium. People have found that the high-couraged horse is bolder in facing what he

takes to be an awful devil on wheels than a more cowardly, underbred one, and that the motor car can take the place of the slave, but cannot take that of the high-stepping pair which proudly take their mistress for a drive in the park, or a round of afternoon duty calls.

Let this be as it may, the fact remains that a really high-stepping horse, whatever his height, whatever his color, whatever his conformation, was never as easy to sell, and never brought as high a price as at the present moment.

Then, as regards breeding stock, there is without doubt a growing demand for both Hackney stallions and Hackney mares for exportation. This year, for the first time in my experience, both foreign governments and foreign private buyers have come to our London Hackney Show with demands for stallions exceeding the supply. One government buyer told me he came for twelve, but could only find eight suitable stallions for his country, and he is only a sample of the others. They one and all have found out the value of the Hackney, and must have them. This must encourage the trade. The Germans, French, Dutch, Americans and Canadians may supply us with carriage geldings, but they must come to us for their sires, because no other breed than the Hackney, and no other country than ours, can give them the action and courage they require to cross with their slower, coarser and lower-couraged mares. The pity only is that foreign gold should tempt us to part with so many of our best mares, and that the country should lose such sires as Wildfire, and, in the later days, Cornfactor, for this reason. It is to be wished that all Hackney breeders were in the position of Sir Walter Gilbey, who so nobly saved for, unfortunately, such a short period, the services of Danegelt for the benefit of English breeders.

In my humble opinion, there is one saving clause in this foreign demand for our best stallions, and that is that our friends across the seas have not yet grasped the fact that the biggest stallions do not produce the biggest or best stock. I may, for reasons obvious to many people, be biased in this opinion, but at any rate, all your readers will agree that a good little stallion produces better stock than a "middling" big one.

To conclude, I think the future prospects for the Hackney were never brighter, and this, in spite of the motor craze, which many people thought was going to ruin it altogether.

Heredity of Horse Vices.

In a recent discussion on horse-breeding, a Scotch breeder of carriage horses, with large experience, said: "During a lengthy and varied experience in the breaking of young horses, one thing has been most forcibly brought home to me, viz., that there is nothing relating to horse-flesh which has a stronger tendency to prove hereditary than what may be termed inherent vice."