

## HORSE

## Trotting Horse Breeders and Exhibitions.

The *Western Horseman* has an article urging the American Trotting Register Association to distribute a few special prizes for Standardbred horses at leading state fairs, and likewise calling upon breeders of trotting horses, even, if necessary, without special inducements, to devote more attention to the matter of show-ring exhibits. Draft and imported coach horses, it says, win public favor because of their showing at the exhibitions. "On the other hand, owing to the general lack of interest in the matter by those who should be trotting-breed public-favor promoters, the average show-ring trotter is a finely-drawn, coat-burnt, booted-up track trotter or an every-day road horse, which is entered merely to 'hold a stall.' Fine feathers may never make a fine bird, but a crow all 'toggled up' in the plumage of the 'Bird of Paradise' would have a lot of admirers. Fat and a shiny coat cover a multitude of homely angles in many imported heavy-harness horses, and the lack of these makes many a high-class trotting-bred horse look cheap."

As to the desirability of this, there is no room for question. Greater attention to exhibition would tend to an improvement of the trotting-bred horse in point of conformation, style and substance. It would help to overcome the evil effects of the placing of such exaggerated emphasis upon speed, and assist in the evolution of an American type of coach horse. It might not improve the Standardbred as a racing machine, but it would stimulate the breeding of a more useful kind of horse.

## Automaniacs.

Instant death, with a broken neck, a boy with both legs broken and skull crushed, a horse with his legs torn off, and three injured men besides—all in an instant. This is the pen picture of an automobile accident, entailing the death of a friend's son, as contributed to the *Horseman and Stockman* by M. T. Grattan, of Minnesota. "We condemn," he says, "the anarchist and his bomb, which could do no worse, and tolerate the automaniac. Through this toleration, over a thousand people were crushed, maimed and killed in the United States alone last year. The ratio for this year has more than doubled, and no daily that prints the news—some suppress it—fails to chronicle auto casualties in every issue, many of them heart-rending in their horrible details. This will continue until the people rise in their might and confine them to their own right of way."

"Such a menace are they to public safety that no other question equals in importance to-day the vital problem of self-preservation which they impose upon every living thing that ventures upon the highway. Not only this, but their use makes men effeminate and women neurotic. The man who is a master of a horse makes a good soldier, a statesman, a great divine. Washington, Jackson, Grant, Roosevelt were soldiers, statesmen and horsemen."

"John Wesley and Peter Cartwright built up a church on horseback. They had the many virtues, the virile power of many men who loved God, mankind and a horse. What will the auto do for the nation in the wars that are sure to come? Then, one man who can ride a horse across country without fatigue and shoot straight, will be worth more than a score of automaniacs, who, humped and goggled, will be confined to the macadam where it is not torn up, and eventually have to take to their weak, unused legs across the fields, an easy prey to mounted infantry."

"When upon earth, the Herald taught kindness to children and animals. Needless pain, needless suffering, inflicted upon the helpless or the weak, was no part of His creed. The auto maims and kills every day in the year, takes that which no law save that of self-defence can justify a man in taking, takes that which cannot be restored, and the plea of accident is not tenable; for every man who steps into one knows what they have done and what they are liable to do when run upon the highway."

"Despite all the sophistry of the tools and agents of the manufacturers lobbying against just laws, the fact remains that those who run

them over dangerous roads, placing the lives of people in jeopardy, are murderers at heart, and their apologists are worse."

A little extreme, perhaps, but otherwise not far wrong.

## Clydesdale Registration Rules Discussed.

A member of the Canadian Clydesdale Horse Association in Ontario writes a letter to the *FARMER'S ADVOCATE* of London, upon the recent amendment of the Clydesdale registration rules, and is replied to by Mr. Wm. Smith of Columbus, a member of the executive of the association. The following is the letter and its answer which as they tend to make registration matters more clearly understood we publish:

EDITOR *FARMER'S ADVOCATE*:

I have carefully read the pedigree registration rules of the Scottish Studbook, as published in your columns, and compared them with the rules of the Clydesdale Association of Canada, respecting imported stallions and mares, as printed on the back of the application forms, and with the new rule of the Canadian Association, as advised in your recent editorial on the subject, in which light, you say, the situation should be made tolerably clear. I may be very obtuse, but it does seem to me that, with all the light you have endeavored to throw upon the matter, the average horseman will yet regard it as about "as clear as mud." In order to clear away the clouds in my own cranium, and which may exist in others, I would like to ask the mover and seconder of the new rule, or anyone who voted for it, the following questions:

1. What sense is there in requiring that, in order to be eligible to registration in the Canadian Book, a Clydesdale mare or filly imported after the first of July, 1907, must first be registered in the Scottish Book, and bear a registration number in said Book, when the rules of the Scottish book say plainly that a mare can only be registered in that book which has produced a foal?



MISS A. LINKLATER, OAK BANK, MAN.

Winner of Second Prize for Lady Rider at Springfield Fair.

2. If the object in formulating this so-called "amended rule" were to raise the standard of registration, how do they get over the apparent fact that fillies that had been imported previous to July first will have the advantage of bearing registration numbers in the Canadian Book from the present date, while those imported after July first cannot secure either Scottish or Canadian numbers until after they have produced a foal, which may be five or ten years after importation, if ever.

3. Was there some hidden object in wording the "amended rule" to read, "will be accepted" for registration, instead of reading in plain and unmistakable terms, "will only be accepted if bearing registration numbers in the Scottish Book," or, "will not be accepted unless bearing such numbers"?

4. If it was intended that the rule should mean what it implies, why was it not made positive, like the Scottish rules, so that common people might understand it, and be guided accordingly?

To my mind, the rules of the American Clydesdale Association, regarding the acceptance for registration of imported animals, printed on the back of their application forms, a recently-received copy of which I have before me, is much more simple and easily understood, and should have been satisfactory for our Association as well. Their rule 3, governing admission of entries, reads: "Imported Clydesdale stallion or mare recorded in the Clydesdale Studbook of Great Britain." Their rule 4 reads: "Imported Clydesdale stallion

or mare by sire and out of dam both recorded in the Clydesdale Studbook of Great Britain." And a note reads: "Imported Clydesdale stallion or mare will be admitted only upon the certificate of the Secretary of the Clydesdale Association of Great Britain and Ireland." There you have it, with no red tape, in plain and unmistakable terms, which he who runs may read and need no explanations, while our brilliant leaders have formulated a rule that they fail to make clear enough to be understood by the average horseman, and which entails unnecessary and vexatious trouble, correspondence and expense. The object in thus complicating matters for those who risk their money in importing and those who purchase imported animals, may have been purely unselfish, but I fancy the leaders in the movement will not receive very general credit or commendation for the part they have played in the matter. It will take considerable explaining to satisfy me and some others why Canadian-bred graded Clydesdales should be placed on a higher plane of registration than Clydesdales imported from the home of the breed, the former being given registration numbers on the unsupported statement of their owners as to the breeding, with no inspection as to individual merit, and with only one recorded dam, while an imported mare, accepted for registration in the Scottish Studbook, must show two recorded dams, with numbers, in that book, and wait until she has produced a foal in order to receive a number herself. And, again, I fancy it will take considerable argument to establish the legality of the action of the directors in calling a meeting of the members to consider a published notice of motion, and then springing upon the meeting a motion entirely different in wording and meaning—a motion which, had it been advertised as the other was, would probably have brought out a much larger attendance at the meeting and a different result. The letter of the Secretary on the "problems," in your last issue, serves only to make the muddle worse mixed.

Huron Co., Ont.

HORSEMAN.

## RULES DEFENDED.

EDITOR *FARMER'S ADVOCATE*:

I have once more carefully read Horseman's letter, as published in your last issue, upon "The Clydesdale Rules," and my only object in answering it is his direct appeal to either the mover or seconder to explain certain questions asked by him, not, however, with much hope of convincing him that the amended rule, as carried at the called meeting on May 23rd last, is in the Clydesdale interests of Canada.

Kindly turn up Horseman's letter, when I may be allowed to say, in answer to question 1, that it was the Canadian Clydesdale people running their own business to suit themselves, and if the Scottish authorities consider it advantageous to continue their rule that "No female shall be numbered until she has produced a foal," we must remember that is their own business, however lacking in "sense" it may appear to Canadians.

His second question seems to lack point and force, as anyone could readily see, if the standard were to be raised at all, there must be a date to commence, and that was made July 1st, 1907.

As he continues to write, his third question reveals more fully his sinister motives, and in answer to it I quote the amendment to Rule of Entry No. 1, as carried at the called meeting of May 23rd, 1907: "Imported Clydesdales, males and females, recorded and bearing registration numbers in the Clydesdale Studbook of Great Britain and Ireland, whose sires and dams, together with their sires and dams, are also recorded and bear registration numbers in said Studbook, shall be accepted for registration in the Clydesdale Studbook of Canada, and that this amendment shall come into force on the first day of July, 1907." Where does he find "will be accepted"? The amended rule says "shall be accepted,"—surely imperative enough for anyone, and at the same time difficult to have "some hidden object."

In answering question four, would ask you to read carefully the amended rule, as given in full in answering question three, and I am willing to leave the issue with "common people."

In closing his letter, everything Scottish or American appeals to his judgment in preference to anything Canadian. However, this is his business, not mine, and, in closing, I may further say that I am willing my every act shall be as