

will turn in favor of breeding good stock, and we may expect to see gradually established a normal relation between supply and demand. In the meantime, as a horse cannot be created in a minute, there is a "horse drought" in sight, which will inevitably increase in aggravation until several crops of yet unfoaled colts shall have grown to maturity. Therefore, there can be no better time to begin to breed than now, at the very commencement of the scarcity, when prices are mounting higher and higher. The farmer who takes this hint will do so to his lasting advantage, for it is unlikely in this enterprising age that such a dearth of horses will occur twice in a man's lifetime.

Like an army in battle, which must have recruits or stop fighting, so we must reinforce the stock or get off our pedestal as a fine-horse producing country, and so lose the profits of the industry. All we have now to depend upon to do this is the short crop of colts from a limited number of mares bred the last few seasons.

Like produces like, or the likeness of some ancestor. The scrub horse will produce the scrub horse, and the scrub farmer will have the scrub stock that will lose him money, while the progressive farmer will produce the prizewinners which will prove both a source of pride and of profit. It costs no more to raise a good horse than a poor one; one eats as much as the other. I have no axe to grind and no particular man's stock to advertise. I give an unbiased opinion without fear or favor, and what I advise the farmer to do is this: Cross a big, bony Thoroughbred running horse with straight action with a round, smooth-turned Norman Percheron or other large mare with good action, which the two former invariably have. The mare will give size and action, and the stallion symmetry, activity and staying quality, thus forming a foundation of fine brood mares of which the country is now sadly in need. The produce will be half-bred hunters and saddle horses, which are in great demand, and carriage horses fit for home and export trade. Pairs of such horses as this breed can pull a plow or draw a carriage, and will find a ready sale at a minute's notice at from \$500 to \$1,000. The breed may be still further improved by taking the progeny from this cross and breeding it to carefully selected Thoroughbred, Trotting or Coach horses or Hackneys that are bred in the purple. But the stallion must, in no event, be a half-bred cur.

By following my suggestions, the farmer, when he drives to town with a pair of such horses, will have so many offers for them that he will likely exclaim, "Thank Heaven! at last I've produced something for which the buyers follow me around and ask, 'Smith, what'll you take for them?' " I'm talking from experience, and when I say that the Thoroughbred is not nearly so much appreciated by the average breeder as he should, and that the Thoroughbred alone can impart the desirable finish to a coach or other horse, I know whereof I speak.

There is another horse to which we must pay some attention. That is the draft horse proper. The draft horse requires the same forethought to produce him that the coach horse does, for while the latter must be showy, the former must be Herculean in strength, and neither quality is bred by chance. To get a draft horse breed a Percheron stallion to a Norman or even a Clydesdale mare. Do not make the irreparable mistake of trying to breed draft horses from nondescript stock, even if it is good, sound and of medium weight, say from 1,300 to 1,500 pounds, and even if you use a big draft stallion. The stallion cannot counterbalance in the progeny the mare's lack of weight, and the result will be that lughead of the breeder—a horse which is not what it was purposed to be, and consequently more likely than not is unfitted for any purpose. In breeding for draft horses remember that the weight of the draft horse is increasing, and that while a 1,300-to-1,500-pound animal would pass for such a few years ago it will do so no longer, 1,600 pounds being the very lightest weight desirable.

Haphazard breeding is the order of the day among farmers. Too often they breed without a purpose, not caring what is crossed with what, so that the result is a colt which can be marketed. The average farmer is, above all others, the man who must market his produce, whether it be stock or grain, at a good price in order to make both ends meet, to say nothing of "making farming pay." And yet he persistently neglects to take the one step which will bring him good prices. It is only by repeated admonitions, urging and prodding that he will ever be induced to take forethought enough to control by proper breeding the quality of stock he markets. And not until he does this will he make breeding pay.

A Thoroughbred stallion, it may be argued, is an expensive article, and cannot be afforded by the average farmer. The solution of this diffi-

culty is simple. What one farmer cannot afford, two, three, or, if necessary, a dozen can afford easily, and would this number of farmers form a syndicate and purchase a Thoroughbred running stallion, they would soon find themselves reimbursed for the outlay by the higher prices brought by their young stock.

I have spent the better part of my life in Canada, where the Government gives a little valuable attention to the breeding of horses, and besides have inherited a love for a drop of blood, and have in much travelling seen its results. Canada has the reputation, and deservedly too, of breeding the hardest, toughest, best-selling saddle and carriage horses on the American continent. There is where you can see a farmer driving a pair of big, sixteen-hand, half-bred horses in and out of town forty miles, their heads and tails up all the way, and their big sinews playing like the piston rods of a ten-horse engine. In too many States, if the farmer drives too and from town a few miles, his common-bred curs loll up against the fence on the way home to keep from falling over.

In conclusion, I will say that I am not afraid that the horseless age is upon us, the automobile fiend to the contrary notwithstanding. Does the automobile enjoy a lump of sugar from your hand? Can it toss its head and whinny a joyous greeting as it hears your voice, or carry you like a bird on the wing over a five-bar gate? Do you fancy that inanimate cobweb of rods and wheels from the machinist's will ever take the place of my feeling, thinking, loving companion from Barbary? Not while the automobile remains blind to your actions of kindness and dumb to the sound of your voice, nor while the horse is the delightful company he is, whether in the stable, under the saddle or in the harness! Cer-



Dewey's Duchess 9161 and Foal.

The property of David Hill, Staffa, Ontario.

tain it is that as far back into the ages as we can trace his association with human beings, the horse appears as the friend and intimate companion of man. He steps down the ages decked with the flowers and wreaths of love, poetry, romance and chivalry no less than with the stern trappings of heroism and war. "Man's inhumanity to man" and beast is justly lamented, but so associated with the sentiment and necessities of man is the horse that motorcycles and automobiles combined will be powerless to displace him.

You may depend upon it, good horses, and especially good coach and saddle horses, will always be in demand. The dealers say, "It is not a question of money now; it is a question of horses. If we can get what our customers want in the way of carriage horses they do not want to know the price, and will pay the bill without a question."

If the result of this article is to create even an iota of interest among the breeders I shall feel amply compensated for having written it. And as the old ranchman said, as a warning not to harbor his runaway wife: "A word to the wise is sufficient, and ought to work on fools." Chicago, Ill. J. W. GRAND.

It's All Right.

I have received your premium knife, which, I am sure, will be of practical use. It is like the valuable paper you publish—it is all right. Lincoln Co., Ont. EDWARD CLEMENS.

Hackney Stallions.

I should like to suggest that sufficient importance is not always attached by judges to the masculine appearance of Hackney horses competing in stallion classes, says a writer in the London Live-stock Journal. No doubt it is a very difficult thing to have to decide between the merits of two animals, one of which is a well-made, elegant-looking animal with heaps of action, whilst the other, though he may be a mover likewise, is a more powerfully-built, massive horse, and consequently incurs the risk of being described by some people as being deficient in quality by comparison. In such a case—which everybody must admit is one of great difficulty—should not the fact that the class is one for stallions be taken seriously into consideration; in fact, ought it not absolutely to decide the point? The class is not for harness horses, but for stallions whose duty it is to get that type of animal; and which is the more likely to do that—the handsome, stylish animal that would look a picture in leather, or the big, heavy-boned, masculine-looking horse with plenty of scope and stall on character about him? If all the mares that were likely to come to these horses were certain to be big, powerful matrons, the claims of the former stamp of sire would certainly be powerful; but this is not at all likely to be the case; in fact, rather the reverse, owing to the subsidies paid to hunter sires, which naturally increase the number of half-bred, weedy stock.

The Hackney is, above all things, a harness horse, and amongst several things which are

required of him are power and substance to enable him to move heavy vehicles. These, though I am prepared to subscribe to the correctness of the theory, as a general rule, that the dam is likely to have more to do with the size of the foal than the sire, are not so surely possessed by the stock of the pretty horse as by that of the more masculine-looking one, and hence I venture to suggest that the claims of the latter in a stallion class should often be regarded more favorably than they are.

Admitting that the mare is big and roomy herself, and still more so if she is big-bred, the elegant type of sire would very likely get a capital foal out of her; but when not twenty per cent. of the mares that come to an ordinary stallion conform to the above description, the chances of getting undersized, light-boned stock are obviously increased. Beyond a doubt, the height of Hackneys has been, and is, increasing; but, apropos of this, I may suggest that the addition of an inch or more to the stature of the 15 h. 2 in. horse has not been accompanied by a general increase in power and substance. We have taller Hackneys, certainly, and no doubt plenty of sizeable ones as well, but I do not believe that there has been the all-round increase in substance that there should have been to be proportionate to the increase in height. If it were the custom here as it is in America to attach importance to a horse's weight as well as to his height, the correctness of my view would be substantiated or disproved, as the case might be; meanwhile, I am entitled to adhere to my opinion, which I should very much like to alter if I could.

A good big horse is, of course, more likely to produce good stock than a small one, all other things being equal; but a good little one which looks like a stallion is more likely to succeed with his mares than a tall, narrow one which has neither weight, substance nor a masculine appearance to recommend him. Still less attractive, from a harness-horse-breeder's point of view, is the pretty horse deficient in bone and muscle, with deficient forearms, or gaskin; in fact, with only his beauty and action to recommend him. This sort of an animal might look a picture in leather, but is he calculated to get horses better than himself if put to all sorts of mares?