

Breeding Light Horses for Exportation.

BY S. B. FULLER, WOODSTOCK,

(Third Paper.)

Should you object to the thoroughbred as a mate for your mare, and should you want a big carriage horse, put her to a well-bred, well put together active coach-horse, with *extra* action. Such a horse shown at the Provincial Exhibition last fall at London took first prize and the diploma for carriage stallion. He was an imported brown coach-horse, which, if I am not much mistaken, will make his mark upon the stock of this country.

To get a first-class hunter I think you will need the service of a thoroughbred horse, upon a good sized half-bred mare, herself the get of a thoroughbred, though this is not absolutely necessary, provided the mare has more than an ordinary sprinkling of good blood in her, it may be from her dam's side.

Now, there is no reason that I can see why the smaller class of mares, if stout, sound and strong, should not be mated with the thoroughbred to produce a cob of fine breedy appearance that will sell well in any market. When the foal or such an union does not turn out a *cob*, it is pretty sure to be such a colt as will sell for lighter harness work, or for saddle use for lighter riding. This class of horses, if they show breeding and quality, are sought after to a very great extent.

Such horses as I have described are in great demand for exportation, and are sought after by buyers at prices that pay the breeder well. Let any one go out into the country within a radius of fifty miles from his home, and try to buy such horses, sound, and the right age for the market. He may perhaps be able to pick up three or four, but cannot get together even half a car load in a week's time, at least from the farmers. The trouble is, to my mind, that the farmers persist in breeding such a mare as I have described to some large, heavy draught stallion, it may be a Clyde, a Shire, or a Percheron. These stallions are all very well in their way, and I admit that the heavy draughts have been a most important factor in the export horse trade of Canada, but keep them in their proper place. They should be put to mares of their own stamp, and they will then get horses of 1,400 to 1,600 lbs., which will bring good money in any country. But mate one of these big horses, weighing perhaps a ton, with a clean-legged mare, of say 1,100 lbs., and what is the result? The mare is not big enough to carry the foal properly; it is in some way cramped, and it grows up a big, useless, "slab-sided" horse, high on the legs, weak in the muscle, and unfit for either heavy loads or a decent pace.

Many of our farmers are to-day crossing small mares at from 900 to 1,050 lbs., with these big horses. The result is, they get a poor, ill-shaped horse, light below the knee but thick in the pastern, a liberal sprinkling of hair, perhaps, light in the middle, big in the head, light necked and only saleable at street-car prices.

Again, many farmers and breeders, if they have a mare that can move fairly well upon the road, will breed her to some trotting horse, with the idea that she will produce a Maud S. or a J. I. C. If trotters can be bred to go really very fast, they are, of course, very valuable; but it costs a lot of money to develop a trotter. If they are not fit to win a race, what good are they? The offspring, as a rule (though it has exceptions), are short in the neck, and have not the vim required for saddle and carriage purposes. As roadsters they are good, when too much is not put behind

them, but for a long journey give me the produce of the thoroughbred.

Do not wait until your mare is old and worn out with hard work before you breed her to the horse of your choice. If you have what you consider a really first-class brood mare, in all respects, commence to breed her early in life. I do not mean of course that you should not work her at all on the farm or road. It is better in this way to ascertain what her temper is. If her temper is bad, her progeny are likely to inherit this serious failing. I am sorry to see so many of our best brood mares going out of the country to be bred from on the other side of the line. Sell all the geldings you can. Sell all the poor mares you can, but keep all the good mares here. We need them all. Good brood mares of proper stamp are scarce, but they will not be so in a few years if our farmers will breed to the right stallions. Care of course must be taken to see that the colt is kept growing, especially the first year. You need not "stuff it," but you may feed it liberally. Keep it well housed on winter nights or on very stormy days, but let it have plenty of exercise in a lot or paddock during the day.

The winter before the colt becomes three years of age is, I think, young enough to begin to break him to harness or saddle work, but you cannot begin the halter-breaking process too early. Before he is weaned it is well to get him to lead about quickly on the halter. Make him in every way to feel that you are his friend, not his enemy, and you will soon find he will want to do all your requests to the best advantage.

Four years of age is as young as you can expect to market such stock as I have described, but if a year older so much the better, they will bring more money.

As to the longevity of the thoroughbred as compared with that of the heavy draught, as stated not long since in the *Canadian Breeder*, it is a rare case to find a heavy draught stallion of any great age in Canada, whereas it mentions such instances as Harper being now twenty-five years of age, Thunder, (twenty-seven; Judge Curtis, and into the United States, at the age of seventeen. Imp. Reveller, now owned near St. Catharines, as being eighteen years old and yet getting first-class stock. The deduction is legitimate, that if thoroughbred stallions live so much longer than heavy draughts, so will their progeny.

De Brave Hendrick.

EDITOR CANADIAN LIVE-STOCK JOURNAL.

In your January number was a short editorial on an article, which came out in an October number of *Mark Lane Express*, which read as follows: "It appears that Oudorp, North Holland, had not hitherto been visited by American buyers to the chagrin of some of the cattlemen there. One of these, a long headed Dutchman, hit upon a happy plan for bringing them. He bought a good first class bull, The Brave Hendrick, used him for a time in his herd, showed him at the Amsterdam Exhibition in 1884, and won first prize. He soon found an American purchaser, who won many prizes on him after taking him to the United States, when at once the country around Oudorp was scoured by Americans in search of the offspring of The Brave Hendrick, to the great satisfaction of his previous owner."

To the breeders of Holstein-Friesians the moral of this interesting picture is "go thou and do likewise."

As further information about this noted bull, whose offspring can now be found from New York to Kansas, may interest some of your readers, I send you the following:

De Brave Hendrick, 199 Netherland Herd Book, was calved in 1880, at Helder Zuid Schermer, North Holland, and was registered July 19th, 1882, by his owner, Sir De Jongh, of Oudorp.

This year, 1882, he was a prize winner at Gouda; in 1883 competing with sixty bulls, he won a prize at Alkmaar, and at the International Exhibition at Amsterdam, in 1884, he won the highest honors.

In America he has never competed for prizes, consequently has not received them, as stated by mistake in the *Mark Lane Express*.

No doubt these prizes have greatly increased De Brave Hendrick's renown, but aside from his individual merit, which is of the first order, his offspring almost invariably inherit his characteristics, which indicates the strength of his blood.

Through admiration of his get, my attention was first attracted to this justly famous bull.

As inspector for the registry of stock in the Holstein herd book for several years past, many animals which I had marked as of superior excellence were shown by the breeders' certificates to have been sired by De Brave Hendrick.

Doubtless many Americans were greatly impressed with the strong points of his get, which with the honors awarded him in the show-ring, induced them to scour Holland for his descendants.

The Dutchman reaped the benefit of his superior intelligence, and so should every breeder who goes to the pains and expense of bringing into his neighborhood an animal of extraordinary merit. He deserves success and the cordial support of his associate breeders.

After having acquired a sincere respect for De Brave Hendrick as a sire, through inspecting scores of his get, seeing him for the first time (in quarantine at Garfield) was no trifling pleasure.

With due consideration of the merits of the best bulls I have seen during the past twenty-five years, De Brave Hendrick impresses me as being one of the most perfect models of the breed with which I have ever met.

DUDLEY MILLER.

Oswego, N. Y.

Morgan Horses.

BY JOHN DIMON.

(Fifth Paper.)

In breeding this, the best breed of light horses in the world for all purposes, we find by examples in the foregoing articles on this subject, that when an out-cross of the family is required, the thoroughbred or high-bred mares give the best results. In the summer of 1885, not having a Morgan stallion at hand, I bred my Morgan mares to a thoroughbred stallion, a grandson of the renowned imported Leamington, out of a winner of the Queen's plate. The full results remain to be seen, but I feel confident that this cross will prove a success. I have heretofore stated in this series of papers that the Morgans are a general purpose breed. This is most emphatically true. In New England we find them doing the work on the farms, doing livery business; used as family horses, and they are much sought after as roadsters and gentlemen's driving horses. Before the advent of railroads, when teaming and traveling was all done by horsepower, we find some of the best and most durable horse-teams in the land composed of these same little Morgans. For stage purposes their equal for hilly countries has never been found. As a case in point, allow me to state an old-time incident occurring some forty years since. A party of gentlemen made a trip to the White Mountains. After having made the customary examinations, they arrived late one evening at the Fraconia "Notch House." Here they learned that a stage would leave for St. Johnsbury the next morning on its last trip for the season, it being then late in the month of September. This being the route our party preferred taking, they engaged passage at once. Consequently the next morning six good sized individuals besides the driver, with about an ordinary horse-load of luggage, were stowed away in the rugged-looking Concord stage-wagon. To which was attached a pair of medium sized horses, as follows: The near one, a gelding of a dark chestnut color, about 14½ hands high, very closely and compactly built, with a clean, small head, and exceedingly