

of horses mentioned as being able to draw two tons at two miles an hour, are, in most districts, it is gratifying to say, entirely a thing of the past, and in their place is the improved Shire, a fair average specimen of which in the hands of the railway company delivered to my stables a fortnight since a load of two tons ten cwt. on a one-ton dray, the entrance to the yard being a stiff rising incline. Yet this same horse, though weighty enough to take the above load with ease, I see many times in the week trotting at a good seven miles an hour with lighter loads; he never seems to tire (but we know railway horses are always well fed), and he is a horse full of the most correct Shire character, with capital pasterns. There is little fear that horses of this class will get below a paying price, and the probability is that they will become very much dearer.

"This class of horses, both for work and breeding purposes, are this year rising in value all over the world. In the report of the Crewe sales, recently, where six geldings were sold for \$675 each, twelve Shire stallions were purchased for Germany. What is the inference to be drawn from this new venture, or at least new to such an extent? The only conclusion that can be arrived at is that more weight is wanted in Continental horses; the same cry comes from far-off New Zealand, and also from America, both North and South, and the Shire is the only heavy horse that can be found with sufficient weight to counteract the too-light tendency that has prevailed to a much greater extent of late than it did years ago in most other heavy breeds. Speaking of a period some thirty-five to forty years ago, some very weighty, good horses were imported into this country from Belgium and France and sold for work in our towns and on some farms. The dealers who used to import these, however, tell one to-day that they cannot get them with the weight, or, some say, with as good temper as the Shire.

"It is cause for much satisfaction that so many of our weightiest Shire stallions of to-day can move with so much freedom and activity, the result of careful breeding. This good and easy movement must not be lost, but it is very essential that the weight be maintained; once lose the weight for which the Shire stands pre-eminent to-day, and his market value as a dray horse will speedily decline; maintain the weight and quality with the action and there need be no fear of breeding to a loss."

The Ideal Type of Draft Horse.

What type of draft horse the Canadian farmer should breed and raise depends a good deal upon his best market. That many changes have taken place in the last quarter of a century goes for the saying, and the latest change to more quality, even at the loss of some weight, seems to be in the right direction. England and Scotland seem to rule us in the different and best types of the draft horse, and their long experience and conservative ways should give the Canadian farmer a good deal of confidence that he is travelling along the proper lines. The Clydesdale and the Shire stand out prominently as of the proper type, and while there are several other heavy breeds that have gained some footing in Canada, it appears to me that the day has passed when they should be seriously considered as the proper type of draft horse or the best cross to use upon our ordinary and improved mares to get the most popular type for the farmers or the best value in money in the horse markets of the world.

Our aim should be to produce the best, and if the proper type of stallion is used upon the heavy-bred mare, as found in Ontario to-day, the great Province should soon rival the Old Land in producing many of the proper and best types of the heavy or draft horse.

The type of the modern Clyde is often, probably generally, preferred, although the modern Shire is a great horse, and capable of doing much for the draft race of horses.

The stallion should have all the quality possible, should always rub nearly a ton weight, and have every appearance of being a male. There should be a broad forehead, ears fairly long and active, open nostrils, a full and vigorous eye, and the head well set on the neck, which should be strong and somewhat rangy; the shoulders slanting; sound legs; strong, broad forearm; flat, broad knee; a covering of flowing and silky hair on the lower part of all the legs; sound feet and shapely pasterns, fairly long, elastic and slanting. The back should not be too long, and ribs well sprung; good broad quarters, and the hind legs should not be too straight. Chest broad and full, with a good gait, either walking or trotting, straight, snappy, and elastic either coming to or going from.

Like, it is said, will produce like, and a stallion with the above characteristic should produce when mated with our Ontario draft-bred mares, horses of a type and weight that will bring the highest prices going in almost any of the heavy-horse markets of the world, after having been

broken and worked upon the farm for at least two years. From unbroken colt to farm horse, and from that to the city dray horse, seems to be the common-sense plan, instead of breeding and keeping the animal upon the farm as long as it lives.

After producing the proper type, where can it be sold to the best advantage? The home market must not be overlooked, and in many ways is the test. The cities of the Old Land require great numbers, but they should be good



Montrave Magnus (12255).

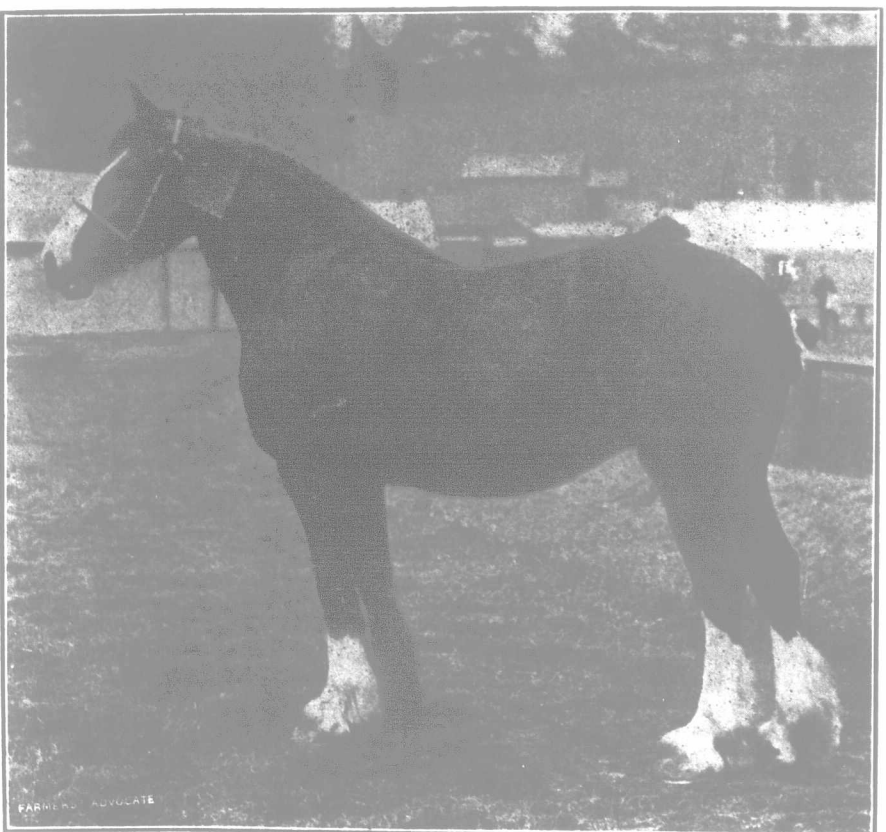
Clydesdale stallion. First at Royal Show, London, England, 1905.

ones, and frequently buyers from the United States are asking for our best. Produce good ones of the above type, and these will be in good demand for many years to come on the farm and in the cities, not only in our own, but in other countries as well.

Ontario Co., Ont.

WM. SMITH.

The greatest and most famous horse market in the world is Tattersall's, in London, England. Anything from a racer to a cat-horse may be found there. The business began in 1766 with one Richard Tattersall, the patronage of whose noble friends made him a successful beginning. Now, the enormous prices obtained there for race-horses keep Tattersall's before the public. The hammer of the auctioneer is said to have knocked down to buyers £1,000,000 worth of horses.



Lady Madge.

Three-year-old Clydesdale filly. First at Highland Show, Glasgow, 1905.

Horse-breeding for Profit.

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If there is one thing more than another which is now agitating the farmers and small breeders of the country, it is horse-breeding. How and what to breed, and whether breeding pays, are the questions of the hour, questions which apparently have more than the proverbial nine lives of the cat, and will neither be downed nor answered to popular satisfaction.

Very recently the opinion prevailed that the horse industry was on the high road to extinction from neglect, but this idea has been abated by the revival of common sense, which proves to us that while human beings inhabit the globe the love of God's noblest animal, the horse, will continue to demonstrate itself in efforts for his improvement. Fashionable horse shows are frequent all over the country, extraordinary inducements being offered for fine animals, and I see in this and other facts signs of increasing interest in the horse beautiful, with an attendant interest in breeding.

While there may be differences of opinion regarding some phases of the horse industry, all agree that but few colts are being produced. Authentic reports declare that there are very few suckling colts or yearlings in the country. The best mares are also rapidly disappearing, especially the fine stylish mares of the carriage type and the large draft mares, although both kinds bring prices that will yield the breeder better profits than most of the products of the farm. Buyers are to-day searching the country for good horses of all kinds, and are offering fully thirty per cent. better prices than were offered six months ago. Another important factor to be seriously considered in the foreign demand for Canadian and American horses, which is increasing at a phenomenal rate, shiploads of horses being exported weekly. England, Germany, France, Ireland, Scotland, Belgium, and, in fact, all Europe concedes that America can raise better horses for less money than any other country in the world, and Europe may be depended upon to take all our surplus stock in the future at fair prices.

And now the universal cry of the dealer is, "Where shall we get horses?" Sight has been entirely lost of the fact that it was not the market but the horse which was poor. Among so many bad horses there were, of course, many good ones, and for these there was and is a ready sale.

A visit to the great live-stock markets of the world would be of inestimable benefit to breeders and farmers, by convincing them that the supply of horses does not equal the demand. The heads of these markets are unanimous in the conviction that there are only two kinds of horses worth breeding. Of these the stylish coach and saddle horse—they will convince the breeder—has never equalled the demand, while for the well-formed, heavy-weight draft horse the supply is also incredibly short.

There is another reaction impending, however—one which