

# The Horse

## THE CLYDESDALE

(By C. V. Gregory)

The highest form of art is not painting nor sculpture nor literature. It is rather the art of the breeder of plants or animals, who molds life itself into forms more suited to his fancy or his needs. See that team of noble Clydesdales, as with springy step and heads held high they swing down the street. Watch the play of their massive muscles, note the beauty and strength flashing from every line. Then realize, if you can, that less than two centuries ago the ancestors of this same powerful team, undersized, long-haired, and wiry, picked a scanty living from the bleak hills of Lanarkshire, Scotland, or meekly submitted to the ignominy of being yoked to the plow with a plodding ox.

Imagine the wonder with which the rugged Scotch farmers regarded Mr. Patterson's famous "Black Horse of Flanders." He was by no means perfect as compared with some of the draft horses of today. But his size, combined with the quality and almost perfect feet and legs of the native stock, produced a type of horses that filled a long felt want.

Improved agriculture was making long strides at this time, and the need of a more satisfactory draft animal than the ox was keenly felt. From the lumbering districts, too, came the demand for a large, active, durable horse to haul the heavy logs down to the shipyards at the seashore. Glasgow, as well as other large cities, was in search of a horse with more size than the native breed, and with more action and stamina than the large cart horse of southern England.

These varied demands were met by the new type of horse that had sprung into existence by the banks of the river Clyde. The enthusiasm of the Scotch farmers of Lanarkshire knew no bounds, as they watched their horses year after year grow more nearly like the ideal toward which they were striving.

The work of improvement was further aided by Blaze, a large stylish black horse of uncertain origin. Much of the style of the Clydesdale of today is directly traceable to his influence. The fame of the Clydesdales, as the new breed came to be called, spread throughout Scotland and England. The farmers of Galloway, a county bordering on Lanarkshire, became infected with the enthusiasm of their neighbors. Galloway soon became almost as noted a Clydesdale centre as Lanarkshire itself. Gradually but steadily the improved blood spread to other counties, making its influence felt wherever it went.

A few breeders, with more ambition than wisdom, sought to further increase the size of the Clydesdales by the use of the sluggish cart horse of England. Fortunately for the future success of the breed, the majority of breeders recognized in the coarseness the slow movement, the straight pasterns, and the upright pasterns of the cart horse, defects that must be avoided if the Clydesdale was to retain its pre-eminence. It was well that they did so, for it is the style, the brisk action, the long inclined pasterns, and the sloping shoulder, together with unsurpassed quality and constitution, that made the Clydesdale a favorite on the stony streets of the city as well as on the green fields of the farm.

The strict attention which the old Scotch farmers paid to these points, and the persistence with which they culled and selected to obtain them, has given the breed a uniformity and a prepotency that is unexcelled. It is the ability to transmit his good qualities to his offspring that justly entitles the Clydesdale to the title of "the great improver." From Australia to Canada traces of his good work along this line can be found.

Not until 1848 was the first importation of Clydesdales to America made. Though greatly outnumbered by the draft horses from France, the Clydesdales' many points of excellence enabled him to carry on a winning fight that quickly made a place for him in the new world. Though still surpassed in numbers by the Percherons, the Scotch horses are increasing in popularity every day, and Clydesdale enthusiasts look confidently forward to the day when their breed shall be the great draft horse of America. Go where you will, from the snowbound prairies of the north to the cotton fields of the south,

from the flinty pavements of New York City to the fertile valleys of the West, you will find the Clydesdale in ever-increasing numbers, putting his willing shoulder to his daily task with energy and enthusiasm, doing his best to earn his daily oats—a living monument to those old farmers of Lanarkshire who builded better than they knew.

## CARE OF THE WEANING COLT

If the colt has been handled properly; that is, has been kept in a paddock while the dam is working in the fields, has had for company another colt or an old horse, and has had a chance to comfort itself with green grass and some oats within reach, the weaning will not be a difficult proposition. But if it has been badly managed and allowed to depend almost entirely on milk, it should be taught to be alone part of the day and to eat grass, hay or some solid feed before it is entirely weaned from its mother's milk. Sudden weaning of young things, whether calf, colt or lamb, is not conducive to health and proper development. It nearly always involves a setback. Even then the weaning should be gradual. It should be allowed to suck once a day, then once every other day, then weaned altogether.

Having weaned the colt, what next? Keep it growing right straight along. You can do this by using a properly balanced ration and giving it plenty of exercise. Give it good shelter in winter during stormy weather. Allow it to graze as soon as there is grass to be had in the meadow or pasture, or corn blades in the cornfield, but keep it growing. Of course you must feed it a balanced ration. The grain that is nearest balanced in itself is oats. If your colt has been well bred and has had no setback, it will pay you market price for oats, no matter what that price is.

It should have clover hay, corn fodder, exercise. If you have a colt of which you are proud, don't tie it up in the stable in the winter and feed it corn and your best timothy hay, depriving it of exercise. You can make it fat and sleek and plump in this way; but you don't grow colts for fat. You grow them for muscle, and you cannot develop muscle without exercise.

Now the difference in the price when they are mature, of the colt properly weaned and cared for the first winter and one improperly weaned and cared for, may be twenty-five or fifty dollars, or even more. This takes a little time, a little trouble, a little extra expense; but no man can afford to grow a colt and not care for it properly the first winter. If properly cared for the first winter, allowed all the pasture it wants the next summer, and given any sort of decent treatment the second winter, its development is reasonably sure. Don't spoil it all now by sudden weaning, by too close confinement, by an improperly balanced ration, if you want to make the growing of horses profitable.

## THE MULE

The question is often asked, "Why are not more mules raised in the West?" Outside of the railroad contractors in the provinces of Manitoba and Saskatchewan there are few mules used. The farmers of Alberta employ quite a number of mules, but when compared with the number of horses used the percentage is very small indeed.

There are perhaps two reasons why mules are not more generally used on the farm; one being that the farmers are as yet not educated to the worth of the mule, and the other that there are no jacks to breed from.

Mules can be raised cheaper than other stock. They are marketable at any time from weaning time until incapacitated by old age. They are easier to raise, easier to sell and hard to bluish. The mule is more steady when at work than the horse, less nervous, is not so liable to become exhausted, and often becomes so well instructed and trusty as to need no driver nor lines. The mule can stand more heat than the horse, can stand more abuse and hardship than a horse, but will respond as quickly as the horse to good feed and kind treatment.

The profit in mule-raising is their quick growth. At three years old they can be

sold to the same advantage as a horse at five. No kind of horse-flesh is more stable in price except pure-breds or fancy specimens. They will bring more per pound upon open market or cost less to produce in the actual value of food consumed and time and labor required.

Why do contractors employ the mule preferably to the horse? It is simply because they can get better value out of a team of mules than they can get out of a team of horses though the mules may cost them almost double the price of the horses.

## THE AUTO IN ITS RIGHTFUL HOME

The automobile business with its growth with marvellous rapidity in the cities during the past ten years is now reaching out to remote districts in the country. Just as the business man of the city has found in the automobile, not only a time saver and a utility machine, but a device from which he derives his chief source of pleasure, so to the farmer to an even greater extent has the automobile proved one of the greatest boons in the realm of transportation in modern times.

Some ten years ago the keen business man, always on the lookout for something that would materially benefit him, found in the auto numerous advantages; and so attached has he become to this mechanical benefactor that to take the auto from him at the present day would mean almost as great a calamity as the losing of half his income would be. He would be simply lost without the automobile.

In the city where the business and professional men have so many conveniences, such as street cars, telephones, and other devices for conveyance and communication, of which the automobile forms such an important part, one can readily see how that to the farmer, situated as he is miles away on the prairie, what a boon the automobile really is.

As it has ever been the case that modern conveniences always radiate from the thickly populated centres to the more sparsely settled districts till finally both are linked together by an almost inseparable chain, as it were, just so is the automobile, with all the usefulness and pleasures it brings to the owner, finding its place on the farm, the place where it is most needed.

The automobile was built for quick transportation, for comfort and for pleasure; hence the farm is its rightful home.

How often does a farmer's wife complain of the loneliness and the isolation of the farm? The automobile was invented to bring cheer and sociability to her.

How often does the farmer return home from his work at night and say to his wife that he is tired (his statement is unnecessary, his looks betray his weariness), and that he has got to go to town for repairs of some urgent character? He must do his chores first, and moreover, the driving team are probably out at pasture, and have to be gone after and be fed and hitched up. Perhaps, too, one of them or both are flighty, and he has to spend time coaxing them before he can finally lead them to the barn. For this farmer the automobile was invented to remain in the farm garage with upholstered cushions and the speed of a bird to bear him to the city and back before bed time.

How often do the weary horses go to town on some important errand that requires haste, and return to the stables perhaps ruined because of their being hard driven? A gallon of gasoline would have driven the auto with the speed of the wind without misfortune.

Picture the following scene:

It is threshing time and the big machine is pounding out the golden grain. The weather is fine and there is not a moment to loose. A piston rod breaks on the engine and work ceases. A dozen men are idle, the machine shop is ten miles away and the drivers are in the barn a mile from the machine. But close to the engine, afraid of neither spark nor steam, stands the automobile. In exactly one hour the engineer has removed the broken part, paid a flying visit to the town and returned with the new rod and the machine is again running smoothly. Had horse-flesh been used instead of the auto, three times the time would have been lost to the thresherman.

Yet another little scene:

It is a hot summer Sunday afternoon, the rays of the sun beat down on the farm home, and the owner and his family vainly seeking shelter from the heat beneath the sweltering shingles. Twenty miles to the West is the cool lake shore with its wooded margin; but, alas, too far to drive

the team in the awful heat. But oh, happy thought! there is the big touring car into which mother and father and family tumble, and with gentle motion they fly through the shimmering rays of heat and are whisked away to the leafy shades.

How many instances of distress daily occur on the farm that the automobile has come to banish forever? Scores of them, yea, hundreds of them.

The automobile firms and factories are yearly putting out larger orders, and over fifty per cent. of these are now going to the country, and soon our flat Western prairies will be humming with the wheels of the auto.

Our neighbors across the border have been a little ahead of the Western farmers in the auto question. The farmers of North Dakota have foreseen the advantages that the automobile affords on the farm, and those who have purchased them would on no account be without the auto.

Listen to a few of the extracts from the letters of farmers who have purchased autos in North Dakota:—"Sorry I hadn't bought one sooner—The auto is cheaper than the team—Would not be without my auto—the auto is useful in making quick trips—One of the coming luxuries of the farm—Handy around the farm for running errands—The auto does not need to be hitched up—The auto is useful in harvest time—The auto saves horseflesh—The auto is the future handy horse."

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