

## HORSES.

## A Registration Tangle.

Some weeks ago, a communication from the secretary of the Clydesdale Horse Society of Great Britain and Ireland appeared in "The Farmer's Advocate," stating emphatically that a horse imported in August, 1906, as Sir Henry (13200), was discovered to be not Sir Henry at all, but another horse, called Braidlie Prince (12871). It was explained that the error occurred on the other side, and through no fault of the importers. Upon receipt of communications to that effect in Canada, the executive of the Canadian Clydesdale Association had a special meeting to consider the matter, and, after threshing it out, came to the conclusion that the horse imported was probably Sir Henry, after all, and declined to alter the record in the Canadian book. It seems that Sir Henry was described as a bay, with three white legs, one in front and two behind; the horse brought over corresponds to that description. So the matter stands as between the Old Country and Canadian Associations. It is an interesting coincidence that the horse which the Scottish Society claims the Canadian importer got, if imported now, would not be eligible under the new rules obtaining in Canada. The horse imported as Sir Henry is now dead, but has left about 150 colts, many of them from pure-bred mares. The discrepancy between the Canadian and Scottish records, entailed by the alleged mistake concerning the identity of this horse, is quite unfortunate, as in time to come it may make a bad mix-up with other studbooks. It is to be hoped that the matter can still be adjusted. The representation of our Scottish correspondent, that the British Association, being on the spot, is in the better position to judge the facts of the case, is logical; and while the matter is embarrassing to the Canadian Association, which had no part or responsibility in the alleged misunderstanding, through which it is claimed the wrong export certificate was issued, still it would appear wise, in the interests of business and international courtesy, to endeavor, even at some inconvenience, to harmonize the respective records.

## Switcher and Kicker.

Editor "The Farmer's Advocate":

We often read articles in your valuable paper which are worth many times the price of the paper, if we appropriate them to our need, as, for instance, A. R. H.'s experience with a switcher; also, the answer in Feb. 3rd issue, "How to Stop a Horse Kicking." This, I am confident, is an excellent device. Reading these articles induced me to give my experience. I used to think, in my younger days, that these bad habits were the result of bad training, the trainer not fully understanding the disposition of the colt. In all my experience training colts—and I have handled a goodly number—I only had one real bad one, and she was a rank switcher and kicker, which knocked all the pleasure out of colt-training for me for the time being. After exhausting all my training skill, I had a switching crupper made of iron, and covered with leather, and put it on; but when she could not switch her tail, in the effort she would swing her rump and let her heels fly. I was disheartened, and resolved on severe treatment: put a straight bit in her mouth, buckled on a long and strong pair of reins, run them through the rings on the backband, and got behind with the whip, the whip being only used to keep her going in the direction I wanted her to go. The reins were then made to touch her tail, and as she switched or kicked I jerked a rein. Well, the scene was furious for a little while, but she gradually seemed to realize what caused the jerk. This was followed up for some days, until she was completely subdued, and would suffer not only the rein to touch but to be twisted round her tail. From that time on, she has done all manner of work on the farm and her share of the driving, with good satisfaction. She is now twenty-one years old, and an elegant driver yet.

Oxford Co., Ont.

JOCK.

## Thick Crupper for a Switcher.

Editor "The Farmer's Advocate":

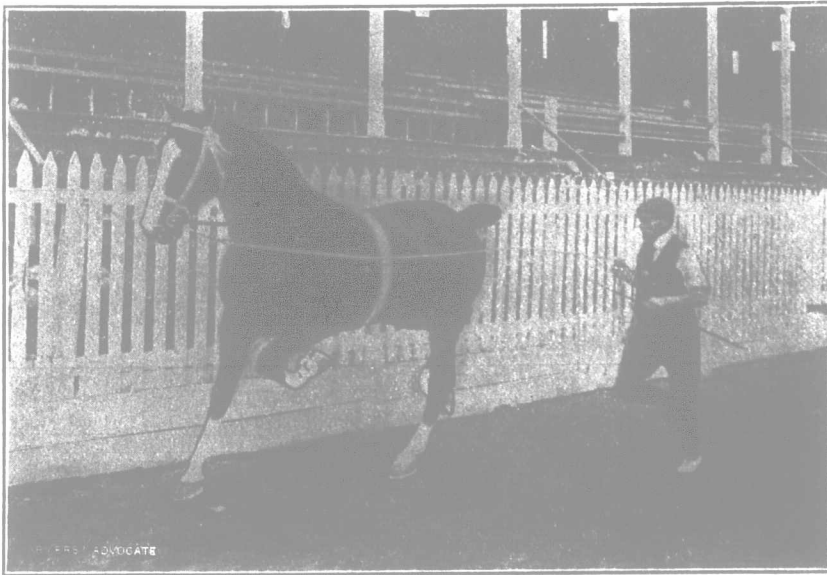
Will give you my experience with a switcher. I have a gelding that had the habit very bad. I tied his tail for about two weeks, and found that it only aggravated him more, as he would get it loose sometimes and catch the lines, and start kicking, and it took considerable time to get things in order again. So I wrapped the crupper with strips of old bags until it was four or five inches thick, and let him switch, for he could not hold the line, as the crupper was too thick. I drove him both single and double with the same crupper in the summer of 1908, and when the flies were gone in the fall, I took it off, and he has quit the switching, and has not tried to hold the line since. He will be five years old in the spring and worked last summer the same as any other horse.

E. F. WOOD.

York Co., Ont.

## Blanketing Horses.

In numerous instances the health and usefulness of a horse is partially or permanently injured by leaving him exposed, unblanketed, to cold winds or drafts in frosty weather, after being driven or worked hard and caused to sweat freely. It is often a case that may be properly classed under the head of cruelty to animals. It is seldom necessary to so drive or work a horse in cool weather that he will be in a sweat; but when it is necessary, common sense should suggest the kindness and prudence of covering him with a blanket when,



Brigham Radiant in Action.

Hackney stallion. First in class and breed champion, at many important shows. Exhibited by Graham-Renfrew Co., Bedford Park, Ont.

after being overheated, he has to stand more than a few minutes exposed to cold weather outside, or drafts in a stable. When a horse has been driven or worked until he is covered with foam and sweat, he should be taken into the stable, well rubbed down with wisps of straw or hay, or rough cloth, and then blanketed. There is little ground for excuse for the neglect of such precautions by men who have been raised on a farm, and have knowledge of the limitations of a horse, as to the amount of work he can stand, and the risk of neglecting to properly care for him. The abuse to which livery horses are sometimes subjected, by men ignorant of how they should be used, is pitiful, but may in many cases be charged

## The Hackney Horse.

By James A. Cochrane.

About a quarter of a century since, Norfolk had an almost European fame for its strong-made, short-legged Hackneys, which ranged from fourteen-three to fifteen-two, and could walk five miles an hour, and trot at the rate of twenty. Fireaway, Marshland, Shales and The Norfolk Cob were locomotive giants in those days, and the latter was the sire of Phenomenon, who was sold into Scotland when he had seen his twentieth summer, and astonished his "canny" admirers by trotting two miles in six minutes.

So wrote "The Druid," in 1856, evidently sharing the prevalent belief that the utility horse was soon to follow the Dodo in competition with the railway, little dreaming that Yorkshire was so soon to produce Denmark, a sire who was destined to lead the van in a revival which placed the breed on a sound studbook basis, with an annual show in London, now one of the fashionable equine events of the year.

When we consider what the jovial heavy-weight farmers of Yorkshire and Norfolk, before the advent of the iron horse, required of their "nags," or roadsters, it is not surprising that an analysis of their breeding should show it to be chiefly Thoroughbred and Arab, judiciously blended with cold blood. The Hackney was moulded by the English farmer to suit his requirements, and when such men as Mr. Burdett-Coutts and Sir Walter Gilbey, in England; Prescott Lawrence, Henry Fairfax and

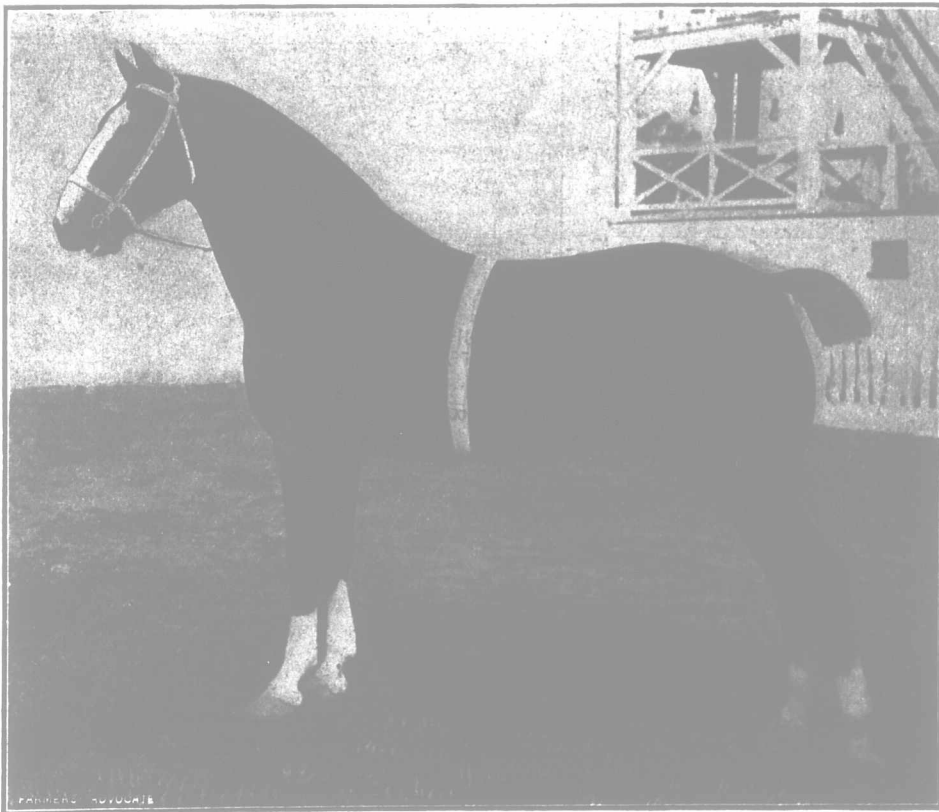
Doctor Webb, in the United States, and Senator Beith and the Grahams, in Canada, brought him before the public, he made himself the fashion by the brilliancy of his action, his symmetry, style, and good manners. Probably one of the best descriptions of the typical Hackney was written a few years since by Alex. Galbraith, who says: "The Hackney is stoutly built, strong and short in his cannon bones; head neat, and wide between the eyes; ears short and active; neck rather strong and well arched; shoulders deep and oblique, and, for riding purposes, moderately fine on top; chest deep and wide, denoting vigor and vitality; back short and wide; body round and ample; coupling short and

loins strong; quarters long and heavily muscled; tail well carried, but lower-set than in the Thoroughbred or Cleveland Bay; thighs powerfully muscled, and well let down into the hind legs, which are strong and cordy; pasterns oblique and of moderate length; feet tough, fairly deep, and of medium size; action bold, free, straight and lofty, perfect unison being maintained between shoulders, knees, and hocks. General characteristics: vigor, promptness, plumpness, and high, all-round action. The Hackney's disposition is perfect, his soundness is probably unequalled in any breed, and his power of endurance is without a parallel. As a 'ride-and-drive' animal, he is a

universal favorite, and as a general-utility horse, he comes nearer filling the bill than any other breed."

While there has probably been but little increase in the number of breeders in late years in Canada, the popularity of the breed is greater than ever, as is proved by the flocking of spectators to the ring-side at all horse shows when a Hackney class is being judged.

The most successful Hackney sire in America to-day is Hillhurst Sensation, whose owner, Ausley Yeager, has paid out to farmers in the



Brigham Radiant at Rest.