

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE
DOMINION.

PUBLISHED WEEKLY BY
THE WILLIAM WELD COMPANY (LIMITED).

TWO DISTINCT PUBLICATIONS—EASTERN AND WESTERN

EASTERN OFFICE:
CARLING STREET, LONDON, ONT.

WESTERN OFFICE:
IMPERIAL BANK BLOCK, CORNER BANNATYNE AVE. AND MAIN ST.,
WINNIPEG, MANITOBA.

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LONDON (ENGLAND) OFFICE:
W. W. CHAPMAN, Agent, Mowbray House, Norfolk Street,
London, W. C., England.

JOHN WELD, MANAGER.

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stock, for the scarcity is as great in other countries as in our own, and with the facilities we have for producing suitable feed, it is cheaper and more satisfactory to breed than to buy, even if we could secure in the markets the stock we need. Enterprising importers and breeders have, with commendable public spirit, provided the necessary sires for breeding the class of horses needed, and farmers have patronized them fairly well in most districts, breeding such mares as they have, but these are generally of an inferior class, as, during the depression of a few years ago, most of the best mares in the country were sold for export or for city dray purposes, and now it is a rare thing to see a good draft mare on the road, except those harnessed to railway lorries in the large cities, which have been secured from farmers by the offer of tempting prices, and are not being used for breeding. The prospect, therefore, is that there will be for many years yet a shortage of good breeding mares and a scarcity of good draft geldings to supply the assured demand at high prices.

To wait till the produce of the filly foals of this year and next are matured and fit to sell for work or breeding purposes, means a wait of four to five years, though a good colt of the right type will generally sell for a good price at any age, even if it be only a grade in breeding, while a pure-bred filly of the best stamp will bring a big price, and it costs as much to raise an inferior horse as one that will sell for \$200 or more.

With the present outlook, there would, therefore, appear to be no better opening for investment offering in any line of live stock than that of the pure-bred mares and fillies being brought out by enterprising importers and offered for sale by auction or private contract, and though the number of such may seem considerable, they are really but as a drop in the ocean of openings and of demand for such stock in this great country which is choke-full of feed that cannot be used to better purpose than in raising young horses of

the best-selling sorts. Men who have the means at their disposal should lead the way in providing the necessary stock of breeding mares, and this some of them are doing with praiseworthy public spirit, by importing the right class of stallions and mares, with no prospect of more than a moderate profit, as prices are high in the Old Country and the risks and expenses of importing by no means small. Farmers who have the facilities for keeping and breeding horses have here the opportunity to select from these importations, and may well avail themselves of the offering, for it is certain they could not import the same class of stock singly or in small numbers at the cost at which these may be bought, to say nothing of the risks to be run in shipping.

HORSES.

Handling Horses in the Show-ring.

It seems to me that the most important matter in showing horses is to tend directly to your own business and let the other fellows alone. Watch your own horse, and study if there be any point on which you can improve, and try to get all out of the horse there is in him.

We will assume that your horse is in good condition, and that he has been properly "schooled" or mannered before leaving home, then we will try to give a few general hints or rules which may be of service. In the first place, we must divide the classes into those shown "on the line" or halter, and those shown in harness, and again subdivide by adding saddle horses, roadsters, draft and heavy-harness horses. We will take the juvenile classes first, or those shown "on the line," which include most every kind up to three years old. On fixing these up to show, a neat halter or bridle is generally all that is necessary, preferably of white webbing, or leather, and surcingle to match, with a side-line on the "off" side, from the bit to the surcingle, to help the colt carry his head straight, and consequently "go" straight without "plaiting" his legs or turning out his toes; no horse can "go" straight with his head carried to one side.

Any judge that knows his business will get out behind, or before, every horse, to see if your especial entry does or does not have these objectionable faults. If it be a draft colt that is to be shown, a little "color" in his mane and tail will help his appearance, but in any other kind decorations are out of place and in bad taste.

On entering the show-ring remember you are subject to the ring-master's orders, and it never hurts to pay attention to what he says, although many seem to think it "smart" to ignore his orders as much as they dare. It is usual to parade around the ring in single file at a walk, and then (at his order) at the trot, keeping up the last-named gait long enough to enable the judge or judges to compare the different entries and make selections, subject to further examination when "pulled in." When standing, see that your horse does not "loll" around in slipshod fashion, but stands firmly on all his legs at once, like a soldier at "attention." All these things count. Give the horse every advantage possible; most of them need it, and more especially when the poor ones have been weeded out and it comes to a close thing. You may then be called upon to show out your colt again, and this time by himself, so that any peculiarity of gait may be observed and the judge may be sure there was not something he had overlooked; so try to make him walk his best and trot his best, then you can rest assured that you have done all you could to obtain the coveted prize. The judge should do the rest and put the ribbons where they belong, and usually does so, notwithstanding all the nonsensical talk to the contrary.

Heavy-harness horses should be shown in heavy harness, hitched to an appropriate vehicle—most premium lists specify what kind at the head of each class. You will serve your own interests by conforming to the conditions named. It does not do to show a heavy-harness horse to a light road wagon, any more than it does to show a light roadster to a "gig," or other heavy-harness horse "hitch"; in other words, horses of this class should wear heavy leather and be hitched to a good substantial rig; otherwise they do not look properly balanced, and these things mean a great deal in the show-ring. The same rules apply as to parading on entering the ring, only in this class it is usual to show at the trot until called in, when animals are more closely examined by the judges, who then make their short list, and afterwards have these animals again shown out for their final awards. High action is one of the essentials of a heavy harness horse, so have your horse wear the shoes he goes highest and best in. Drive

him carefully, and when on his stride let him go at that, with always a trifle in hand, so you can make an extra spurt if need be; also have your horse so he will "back" if you are asked to put him to this test—nothing looks worse than a horse that just opens his mouth and refuses to budge when asked to "back." Such things make a big difference, and, besides, are essential in all high-class horses.

How can anyone reasonably expect to sell a half-broken horse for a large price? And these are indications either of the disposition or the poor handling of the horse—both very undesirable, and in the one case, at any rate, not easily remedied, and in the other taking more time and patience than the average "user" has at command.

Roadsters should, of course, be shown to light wagons, wear light harness—the neater the better—and be able to show a good, free, frictionless road gait, and speed when required. The latter being the essential feature in a road horse, it should never be lost sight of, and to do the trotting-horse men justice, I may say it scarcely ever is. Promptness is also a very desirable qualification; show your ability to "speed" at any moment, and that you really have a road-horse and not a "lobster." The same general rules on showing apply in this class as in the ones mentioned above.

Saddle horses need to have a good man on their backs. I want to emphasize this point—it makes so much difference that some men can go into a ring and bring out the first prize, where some others, with the same horse, would scarcely be considered for 1st, 2nd, 3rd or 4th place. They should show a good flat-footed walk, a well-balanced trot, and a nice easy slow canter; they should also show they are handy in turning and in changing from one gait to the other, also "back," if required. There is only one recognized way of equipping a saddle horse, and that is with a plain, good English saddle and double-reined bridle; breast-plates, martingales, etc., are, of course, a matter of taste, but savor too much of the hunting-field or breaking paddock. Manners are of paramount importance in any saddle horse, and without them no horse has any right to the name, however perfect he may be in fineness of wither, slope of shoulder, length of neck, or stoutness of back and loin.

Heavy-draft horses may wear all the decorations you may wish to put on them—Scotch collars, brass buckles, and newly blackened harness, with bright ribbons in mane and tail, coupled with newly-painted wagons, certainly make a draft horse or pair look attractive. They should be paraded at the walk, which is, in this class, of the first importance; then at a moderately slow trot. Good shoeing helps in this, as in every other class. Have your horses well shed, well groomed, and "fit" to be able to show they can haul a good load when asked. In pairs, have them closely matched both as to color and markings, and have them "handy," so they respond promptly, either to "back" or go forward at a moment's notice. Details of harnessing or hitching are largely a matter of taste, and no hard-and-fast rules can be given. All I can say is, have everything as good as you possibly can, and above all, have it clean; be consistent, and have your harness and vehicle balance in whatever class you show. Then ride or drive the best you know how and let the rest take care of itself; if you have the "goods" you will get the ribbons. Self-interest sometimes blinds a man to the shortcomings of his own horse. It is only on comparing with others that he may find out he has not got as good a one as he thought before he left home. Horse shows are great educators, not only to the general public, but to owners as well.

New Jersey.

R. P. STERICKER.

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