

HORSES AND CATTLE.

THE SUFFOLK PUNCH.

Of the breeds of draught horses represented in Canada, the Suffolk Punch is one of the most promising.

Mr. Patteson speaks of the Suffolk as follows:

"I think the chestnut Suffolk stallion would immensely improve our general purpose and agricultural stock, and possibly even our dray and heavy draught horses.

"The feet of the Clyde stallion are very inferior to those of the Suffolk; being either flat, or shelly, brittle, and split, whereas those of the Suffolk are as sound as a thoroughbred's—that is to say, their texture is very firm, close, elastic, and not liable to break. Again, a Suffolk has scarcely any more hair on his legs than a Cleveland Bay, and his weight is almost equal to that of the Clyde. There are Suffolk stallions quite as heavy as ordinary Clydes, but the general weight is less.

"I say that it would be wise not only to encourage the Suffolks as a breed, but for crossing purposes I value them much beyond the Clydes, for the reason that the latter crossed with a common mare gets a mongrel, because the cross is too sudden and violent, and the contrast too strong. On the other hand, the Suffolk does not present so severe a contrast to the ordinary mare as the Clyde, being naturally a much lighter timbered horse, of greater endurance, smoother shape, and without the cleft rump of the Clyde, and a cross with him would produce an animal good for agricultural, dray, or omnibus purposes, or in fact anything short of a hunter.

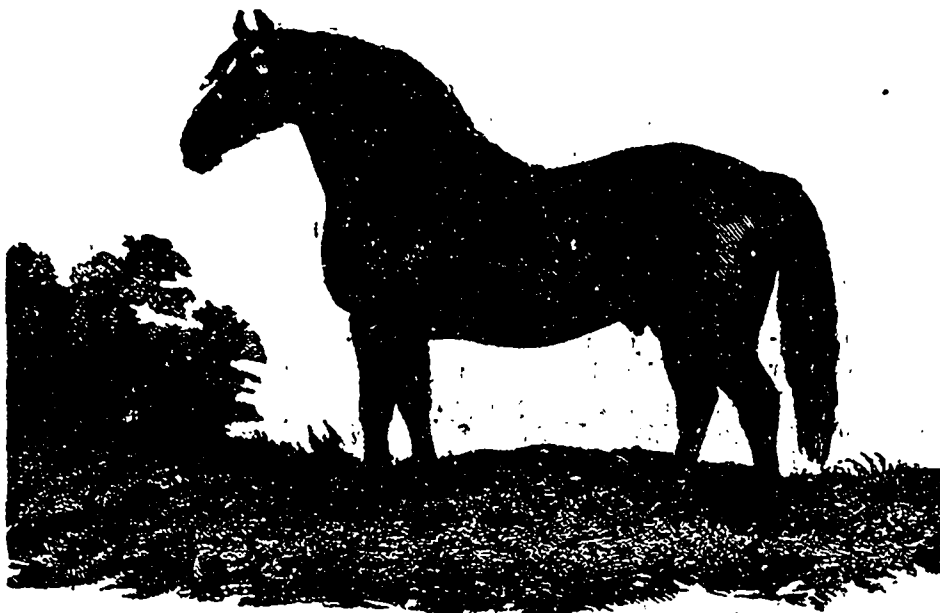
"I have seen many carriage horses bred by mating thoroughbred sires and Suffolk mares, and would not be surprised if that were the origin of the Cleveland Bay. A Suffolk horse of the proper kind is a chestnut resembling the Clyde in substance and contour, but has not the quantity of hair on the legs that the latter has, and which often serves to hide many imperfections and diseases. I should say the bone of the Suffolk is as big as that of the Clyde, but he is much like what a Clyde crossed twice with a Cleveland Bay would become. When I was last in England I saw great numbers of Suffolks in the county of that name, and in part of Norfolk. I hold not only that they are better horses for crossing purposes than the Clydes, but also that few fair specimens of the class have ever been imported into Ontario.

"A young Suffolk stallion can be bought in England for about 100 guineas (\$500 to \$600), much the same price as would be paid for a Cleveland Bay. Mr. Simon Beattie has imported some Suffolks, and thinks highly of them; but the most of his have been sold out of the Province. Mr. Beattie, with a pair of Suffolk mares, once took the Provincial prize over all comers in the class for heavy teams."—*Report Ontario Agricultural Commission.*

THE CHECK-REIN.

In riding last summer it was repeatedly observed that a horse after the first mile or two would swing his head restlessly at frequent intervals, as if wishing to look back. The idea was suggested that this might be the result of pain consequent on too high curbing. Thereafter the check-rein was loosened and no more trouble experienced. It is doubtless true that much distress is occasioned by improper use of this part of the harness. Dr. Dio Lewis takes the same view, and says in *The Golden Rule*:

"I have just been watching a stylish team. Both horses are busy trying to release their heads. The head goes to one side, and then to the other, then the nose is thrown up as high as possible several times. And so it goes on without cessation. The torture in the bent and constrained spine must be intense; their eyes show it. Unloose the check



SUFFOLK PUNCH.

in these high-headed animals, and they will hang their heads down almost to the ground; they will half close their eyes, in this and other ways they will show a sense of great relief. Try it yourself. Run a mile, holding your person and head erect. Try it again. Draw a loaded hand cart up a hill and hold yourself quite upright. You will never advocate a check-rein again."—*N. Y. Tribune.*

RAPID MOVEMENT IN BEEF.

So long as our surplus beef is sent abroad for market, European competition will fix a limit to the upward tendency of price. As population presses upon pasturage, and adds to the value of corn, the cost of beef-making will increase. Thus the margin for breeder and feeder is gradually narrowing. Will it render unprofitable the production of beef? Not at all. It will sharpen the wits of those engaged in the business, induce study of animal physiology, and teach a multitude of economies in the practice of feeding and management. There are instances of success in feeding on the sterile soils of New England, and at the same time failures in the country of broad prairies and cheap corn west of the Mississippi. There is quite as much in the man as in the land. It is a question whether the range of capacity for this business is not

equal to the whole breadth of physical and economic differences that modify its profit.

Whatever else may contribute to profit, as margin lessons, early maturity will be very prominent. Great Britain was first to learn this practical lesson. The Shorthorn is a result of it in English breeding, and it is enforced and emphasized in English feeding. American feeders are already learning it. They are finding out that good flesh can be taken on, not by spasmodic generosity of ration, but by continuous abundance. The flush succulence of summer diet does not harmonize well with an excess of harsh straw and coarse stover in winter. Good hay and sound grain may compensate for loss of vital heat in a pitiless storm, while it may not lay on an ounce of flesh. It has long since been learned that the coveted mixture of fat and fibre, the "marbling" of beef, is not obtained by alternate stuffing and starving. The loss in this country from periodical cessation of growth, in summer's drouth or winter's cold, is enormous.

There is another reason for early maturity. The cost of a pound of flesh is always greater during the second year than in the first; greater in increasing ratio the third than the fourth. This may be generally known, but is seldom fully realized. The Fat Stock Show in Chicago illustrated forcibly the fact. There were nine young animals exhibited, not Shorthorns but Herefords, from 193 to 365 days old, none of which had gained less than two pounds per day from birth, weighing from 400 to 880

pounds, and averaging 603 pounds. Their average daily gain was 2 57-100 pounds. Then there were nine grade Shorthorns about two years old, or from 620 to 960 days, all of which gained above two pounds daily, averaging scarcely 2 1-10 pounds. These were the only beef animals in the exhibition that came up to two-pound gain daily, or were less than two years old, though there were 133 all told, some of which had made less than a pound per day. One had lived 2,900 days, making but 92-100 pound per day. Another at 2,760 days showed a gain of 1 15-100 daily.

As a rule, the longer kept the smaller the rate of gain. One grade Shorthorn, only 679 days old, bred by H. C. Nelson, weighed 1,525 pounds, and J. D. Gillett's "Wild Bill" was tame enough to put on a weight of 1,935 pounds in 872 days. It is quite certain that these animals were fed at a profit. The superior advantage of early maturity, of steady and rapid growth, was one of the most obvious lessons of the fourth Fat Stock Show of Chicago.—*N. Y. Tribune.*

A KANSAS cattle dealer says he can ship two more polled steers in a car than of horned animals of the same size, and he "is now buying at a premium all the grade Gal-loway heifers he can hear of."