

## The Farmer's Advocate

AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

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ing years, the terms of the lease making it necessary for him to reap in after years the results of his labor or his folly in former years. The tenant who farms and farms well, who makes it a point each year to build up his land just a little more than he takes out of it in cropping, invariably makes the most of his farming operations in the end and he is the class of tenant that the landlord desires to have on his place. When he gets this kind of man, he should give him enough security of tenure to warrant him going ahead and putting forth his best efforts to be the best farmer in his neighborhood. Longer termed leases would do a great deal for the farms that are operated year after year under a leasing system.

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The Farmer's Advocate wishes to advise all its many subscribers against the all too common practise of paying their subscriptions to this paper, renewals or new names, to parties not authorized by the publishers to accept such money. Editors and representatives of small-town local papers, and postmasters are not authorized agents of "The Farmer's Advocate" and parties paying their money to such must do so at their own risk. In order to keep a check on all subscription work we would also ask our subscribers to watch the date on the label of their paper and see that it is properly changed when remittances are made or subscriptions paid to our agents. This is important.

If you have had any valuable experience during the past season, give our readers the benefit of it by writing an article for our columns. As a practical farm paper we want the ideas of the practical farmer.

## THE HORSE.

### Follow the British Horseman's Lead.

Over in the Old Country, which is recognized by stockmen practically the world over as the stud-farm of the stock-breeding industry, horse breeders are laying plans to increase the number of foals raised another season. The war has taken a heavy toll in the horse-breeding industry of Britain, but, fortunately wherever possible the mares have been left to raise their colts and the future of the industry is assured. In Canada, there is a great deal of pessimism due to the fact that horse sales have slowed up very materially. Our breeders might well, we think, take a leaf out of the British horseman's book and put forth every effort next season to increase the number of foals raised. It may look a little precarious at the present time when horses are not moving very rapidly but the time must come within the next few years when good horses will meet as ready sale as they have done any time within the past decade and we have seen some good prices and a brisk trade in that time. The thousands and thousands of horses which are being sent to the front will never return to their own work when peace is assured. Their places must be filled by other animals. Almost all trade has been affected by the war but when the war is over and militarism crushed, economists tell us that after a few years of necessitated depression excellent times are ahead. When these come, trade expansion will be great, all kinds of business will boom, more horses will be required to carry on this business and as a consequence the horse business will benefit.

The man who looks ahead is generally the winner. Following every period of depression in the horse market has come another period of brisk business, because, in depression no one breeds horses and there soon is a scarcity. A scarcity increases the demand which invariably shoves up the price. Notwithstanding the fact that there are a large number of saleable horses in this country and horses which are on the market, we see no reason why the breeding end of the business should not be pushed another season that those now having the right kind of brood mares may reap the benefit of the enhanced market which must come as a result of the depletion of the world's horse supply by the dreadful slaughter in Europe.

### The Development of Horse Warfare.

Editor "The Farmer's Advocate":

Horses were used for war in England long before the eleventh century. Caesar, when he invaded the country, found that the islanders used war chariots, and everyone is familiar with the story of the heroic Queen Boadicea. But the horses used were very small, and this is probably one of the reasons why chariots were used. The breed, native to the country, was, however, improved by the importation of Roman stallions.

The Teutonic tribes, who settled in Great Britain in the fifth century, were essentially seamen and foot soldiers. This is shown by the Anglo-Saxon graves, for, although a warrior was always buried with his weapons and his shield, it is rare to find horse-bits and trappings as well. So it seems that the Anglo-Saxons were not a nation of horsemen, and that they were accustomed to fight on foot. What horses they had were used for pack animals, since ploughing was always done by oxen. In fact, at a very much later date, in Wales there existed laws forbidding the use of horses at all for the purposes of agriculture.

At the battle of Hastings, the English army fought on foot. There had not been wanting reformers, even in those early days, who were opposed to this manner of fighting. It was known that the Normans across the Channel combined the use of cavalry and archers in the attack, and this tactical development was viewed in this country with some dismay. In the middle of the eleventh century the captain of the garrison of Hereford directed his followers to serve on horseback, so as to accustom them to the manner of warfare on the Continent. But nothing was done as this was considered contrary to the English customs—an excuse which seems to have a modern flavor—and it was left to a conqueror to prove on the field of battle how obsolete English training was.

At Hastings then, the English were drawn up, from their king to his humblest follower, on foot, covered by their shields, shoulder to shoulder, and forming an impenetrable mass against the hostile charges of the cavalry. They were some 20,000 in number, and they were attacked by from 15,000 to 20,000 archers and by about 12,000 horsemen.

There was one more trial between the two systems. Some of the English who would not submit to Norman rule, enlisted in the famous Varangian Guard, and, about fifteen years after the Battle of Hastings, they met the Normans at

Durazzo. True to their tradition they dismounted and fought on foot. Not a man escaped alive, and nearly three centuries passed before infantry, unsupported by cavalry, made an attempt to stand in the open.

It was therefore due to the Norman Conquest that cavalry were first used in England for war, and the requirements of the great war-horse did not change throughout the age of chivalry.

The favorite breeds were Spanish, and these in their turn were derived from the inter-breeding of the European horse with the Libyan or North African horse.

During the age of chivalry the great horse, or war-horse was a necessity in all warlike operations. From very early times men had been accustomed to wear some form of defensive armor, and so the large breeds of horses were developed. These horses, as one might expect, were capable of carrying a very heavy weight. A man fully armed, and his charger protected with armor, imposed a burden of not less than 32 stone on his horse, or about twice the weight a very heavy-weight hunter is expected to carry nowadays.

Horses of the right stamp were very scarce in England through all the age of chivalry. Some of our kings tried to remedy the deficiencies in various ways. King John imported 100 Flemish stallions, and thus laid down the foundation of the modern cart horse. But Edward III., was the first of our rulers to study seriously the improvement of the English horse, and it was in his reign that breeders began to cross the heavy English breed with horses of a lighter structure and of greater speed. The King imported Spanish horses, paying 1,000 marks for eighty animals. These arrived safely in England at a cost of £180 each, reckoning in the money of to-day. He also improved the native horse by forbidding their export abroad, as apparently even then foreigners improved their horses by importing English blood.

Edward was at one time in debt to the Court of Hainault for a sum of £25,000 which he had spent on horses, insisting on having the best of horseflesh, whether he could afford to pay for it or not. But, in spite of his efforts, the English cavalry in the wars of 1346 were badly mounted, and large numbers of foreign horses had to be bought for them.

From Edward III.'s reign to that of Henry VIII., little is known of the development of the English horse. Henry VIII. imported horses from Turkey, Spain, and Naples, and he enacted laws for the improvement of the native horse. Each park-owner had to keep from two to four brood mares not less than 13 hands high, and no stallions under 14 hands were allowed for breeding in the commons, chases, and forests; no stallions under 15 hands were allowed to run free. Gelding was introduced about this time.

In Elizabeth's time there was still a scarcity of horses, and in 1588, the year of the Spanish Armada, only 3,000 horses could be mustered, and these were said to have been strong, bulky animals, slow in action and only fit for agriculture or draft, and very indifferent chargers. It was a penal offence at this time to make over a "horse to the use of any Scottish man." Coaches were also introduced, an invention which marked out a new stage in the history of the English horse.

Blundeville, writing in 1580 of what he considers the best breeds, includes the Turk and Barbarian in his list, and says that the horses that "we commonly call Barbarians do come out of the King of Tunisland, out of Massille Numidia, which for the most part be but little horses, but themselves very swift and able to make a long carriere, which is the cause why we esteem them so much."

These Eastern horses soon produced their effect in improving the native horses, and in the middle of Charles I.'s reign there were considerable numbers of horses of the hunter type in England; it was on such horses that Cromwell managed to mount his Ironsides, at a cost of some £18 for each horse. The great Protector knew his business well. There is a letter from him, dated November 11th, 1642, which must remain a model for the needs of the horse-soldier. It runs:—

"Dear Friend,—Let the saddler see to the horse gear. I learn from one many are ill-served. If a man has not good weapons, horse and harness, he is as nought.—From your friend, Oliver Cromwell."

Charles II. was the true founder of the system of breeding which produced the Thoroughbred horse of to-day. He sent his Master of the Horse to the Levant to buy mares, principally Turks and Barbs. The influence of the Libyan horse must still be noticed. The result of these purchases were the celebrated royal mares, from which our racehorses are for the most part descended.

In William II.'s reign the first of the three most celebrated Eastern sires was imported. This horse was the Byerley Turk, and was the charger of Captain Byerley in King William's wars in Ireland. This is the first instance which the writer has found of the close connection which

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