



Cadet [1600] (66914).

Percheron stallion. Winner of first prize, and championship as best stallion any age, at Western Fair, London, 1910. Owned and exhibited by R. Hamilton & Son, Simcoe, Ont. Sold to Ed. Blayney, Ed. Meredith and Clayton Hunter, Lynville, Ont.

concentrates, or grain part of the ration, should at once be reduced by one-third, and the normal allowance should not again be given until the work is resumed. Carriage horses are usually overfed, because of the desire of the owner to keep them in the pink of condition. This overfeeding and irregular exercise is the cause of most of the ills of the driving horse. Oats leads easily among the grains. When it is fed, the horse exhibits mettle as from no other food. If at any time the animal should seem constipated, a bran mash should be given. While a certain amount of roughness must be fed to give bulk or volume to the ration, in order that the digestive functions may be properly maintained, yet we must remember that a large abdomen cannot be tolerated in a carriage horse. Another factor that the feeder of this class of horses must ever be on his guard against is the feeding of laxative foods, such as clover or alfalfa hay or bran, in too large quantities, for, when the horses are put on the road and warmed up, they will prove very draining on the system, as well as disagreeable to the driver. Style and action are prerequisites, while economy in feeding standards, and oftentimes the health of the animal, are held but secondary."

Very strong, well-muscled quarters; croup short and very level; a short, strong back, full heart-girth; good body, being close-ribbed; an oblique, well-muscled shoulder, with an exceptionally strong forearm—all follow very closely the Hackney lines. A head with strong, characteristic jaws; a full, active eye, surmounted by two typically-set ears, is carried sufficiently high on a strong, well-muscled neck to indicate that an overcheck would be out of the question." The horse is named Findon Grey Shales (H. S. B., Vol. 28). Sire, Walpole Shales 7193, dam Mirabell, by Cadet 6483, by Cook's Cadet, sold for 3,000 gs.

The Horse's Feet.

While few capable judges become so imbued with the importance of good feet on a draft horse that they disregard the many other vitally important points, yet none can disregard the feet and expect to be called capable horsemen. Condition conceals a multitude of grievous defects in many horses, but the feet and legs, though subject to temporary corrections by shrewd practitioners, admit of much less "doctoring" than do the other parts of the animal. They stand out clearly defined, uncovered by fat or other fixing, representing the naked truth about themselves. It is, therefore, really easier for a man to observe accurately, and, consequently, to judge of the feet and legs of a horse than it is of the body, wind or constitution. Yet, one commonly sees breeders, in looking over a horse, studying the body, neck, chest and rump, perhaps observing the feet and legs, but not feeling as competent to form an opinion concerning them as of those other points. Shape, size, quality and placement are the four chief factors whose standards are used in examining the feet. While these terms have a similar significance for both light and heavy horses, they are found to vary greatly in all these factors, but, since draft horses are of widest distribution, ideal feet for them will be considered here.

The horn of the wall, sole and frog should be thick, hard and tough, so as to resist in an efficient manner the effects of impact and wear. When the horn of the wall and sole is weak, it cannot support the weight, and the foot will have a tendency to become flat. The horn should be dense and elastic in its structure, being ebony-like. It is noticeable that the density, strength and shape of the foot is affected by moisture conditions; horses that are reared in dry latitudes invariably have the denser, tougher, stronger hoofs.

The feet should be of good size, and open at the hoof-heads. Viewed from the side, the wall of the front feet should form an angle of about 45 degrees with the ground, while the hind foot is somewhat steeper, and should form an angle of about 55 degrees. The surface should be free from wrinkles, ridges or cracks. Most horses' feet will show slight concentric rings, but these should never be marked or uneven. The depths of the wall at the heel, side and toe should be as 1, 2 and 3 in relation to each

Breed-study Contest.

Twelve opinions have been received concerning the breed of the gray horse illustrated on page 1699 of "The Farmer's Advocate" of October 27th. Five classed him as an Arab or an Arabian, two as a Standard-bred, two as a Coach horse, one as a Thoroughbred, and only two as a Hackney, which, in fact, he is. The prize has been awarded to S. D. Harding, Ontario Agricultural College, Guelph, whose reasons given are as follows:

"In examining the illustration in the Breed-study Contest of your paper dated October 27th, 1910, I concluded that it must be a representative of the Hackney breed. A gray Hackney, as far as the breed is known in America, is not often, if ever, seen; but in some parts of England it is to be seen, and, at the 'Gray Stud,' Findon, Sussex, a fully registered stud of nothing but gray Hackneys and Arabs may be viewed. To substantiate my conclusions, although we have a horse represented with a long tail, and not shown to the same advantage as we are in the habit of seeing the Hackney in our show-rings, yet he shows more of that general type than of any other breed that I know of, in general appearance, a horse showing good quality, with a stronger, heavier conformation than you would look for in the Arab, Thoroughbred, Standard-bred, or the American saddle, and yet not sufficiently heavy and high enough to class with the Cleveland Bays, French or German Coach horse.

His good bone and exceptionally strong joints, namely, the hock and knee, with fairly short cannons, are all very typical of the breed.



Breed-study Contest.

What breed is this horse? For the best answer to this question, giving reasons, to be in our office by November 26th, a one-dollar book prize will be awarded. Same conditions as before.

Horse Improvement.

Editor "The Farmer's Advocate":

Much improvement of late has been marked in the breeding and development of the Orloffs, by reason of the encouragement given them by the Government of that country, who have inaugurated a policy which has proved very efficacious in the improvement of the breed, and which the breeders of that country have availed themselves of to a very large extent.

Government aid goes hand in hand with such conditions that no unsound animal is permitted to be bred, and carries with it a severe penalty in the case of any violation of the same. All owners of stallions of this breed are required to take out a license, which can only be obtained by a proper examination by competent veterinarians, who issue the required certificate, before the owner can put the animal to stud service.

This I consider a very wise law, as it promotes among breeders a strong desire to have only sound animals. It marks a strong contrast with the breeders of this country, who are permitted much latitude in using animals for breeding purposes, irrespective of soundness, which is the means of filling the country with a lot of useless cripples.

The passing of some such law should be advocated in this country, and many advantages in the breeding of animals of all classes of breeds would invariably be the result. I. M. Halifax Co., N. S.

Feeding the Driver.

There is more general knowledge about feeding the draft horse amongst farmers than there is concerning the proper method of feeding a driver. Bulletin 48 of the Cornell Reading Course discusses this subject in the subjoined paragraphs. One suggestion given, that of reducing the feed when a horse is to be idle, may be a little difficult to reconcile in some instances with the warning good horsemen offer against giving an idle horse extra feed the day he is taken out for a hard drive. How to feed the irregularly-driven roadster is, indeed, a problem requiring judgment, and sometimes compromise.

The driving or carriage horse is more difficult to keep in condition than the work horse. The periods of enforced idleness occasioned by lack of business engagements of his master or by inclement weather, are often followed by long drives and hours of over-exertion. This irregular work weakens the constitution of the driving horse, which generally has but a brief career. When daily driving cannot be practiced, under-feeding is considered the safe course.

In feeding this class of horses, the same general plan that has been suggested for the work horse should be followed. When the horse is not taken from the stable during the day, the con-

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