

Hints from a Horseman.

Editor "The Farmer's Advocate":

In a recent issue of your esteemed paper I noticed an invitation to readers to contribute to your columns any facts they think would be of use. I often see questions which I have had to answer for myself. I will try to do a little in this line, hoping that others will do likewise.

A very common question is about the scabby legs on some heavy-draft horses. Black oil, rubbed in often, is the best thing I know of, and also the cheapest. Get your veterinarian to prescribe for their blood, or give the following: One pound soda, $\frac{1}{2}$ pound gentian, $\frac{1}{4}$ pound salt-petre, $\frac{1}{2}$ pound sulphur, $\frac{1}{4}$ pound copperas, 1 pound flax meal; 1 tablespoonful twice a day.

Another man wants to know about a lump on a colt's stifle; I can tell him from experience. I have one (coming two years old now) which got that way when six weeks old. He had soft puff front. Veterinarian said it was joint-oil, and gave me some liniment, but the colt got worse. When I weaned her, I put her in a large box stall, and she got all right, and is sound now. They don't need anything but exercise; and that was the way with a neighbor's colt, also. Keep them alone; others will hurt them over again.

I might give a few other hints on the horse. If your horse is high-headed, in putting on the bridle, likely the bridle is too short. Make it long enough, and pet your horse, and he will likely be all right; and if not, use a snap on one side so you can put on the bridle, putting the bit in his mouth afterwards. If he will not open his teeth easily for the bit, try this plan: We will suppose that you are holding the bridle up with the right hand. Now take the bit between the thumb and forefinger of the left; pass up between the lips until the bit strikes the teeth. Now turn the end of your left forefinger down so the nail will press into the lower jaw behind the nippers and he will open his mouth, and the trick is done. I have tried it on horses that had the habit very badly, and they soon yield. A very good rule is, "Put yourself in your horse's place," in your imagination, at least. Some men blanket their driving horse at home in a warm stable, and then talk on the road twenty or thirty minutes at a time, while the horse faces the cold wind, and the man wonders where the horse got the cough, or why his hair don't look just exactly right. Others let the horse take his own gait (which is generally a fast one) the first part of the journey, with the result that he is soon wet with sweat, looks shabby, and walks the last part of the journey. To such men I would say, let the horse do his walking first; and when in town, put the horse in a livery where he will be safe and comfortable. Five dollars goes a long way for livery accommodation, and it doesn't go far on a sick horse. Never blanket your horse until he quits steaming. If he is inclined to scour on the road, feed some flour that has been browned, in oat chop, and always water before feeding. Never start a few minutes late and expect the horse to make it up. Practice the reverse of this. By observing a few humane, common-sense rules, you will always keep your horse in a salable and serviceable condition, and he will be better value at twelve years old than the other fellow's at eight years.

HORSEMAN.

We Need a Horse Like the Morgan.

Fortunately, there has been of late years a marked revival of interest in the breeding of the old Morgan horse, which seemed at one time destined to be relegated to obscurity by the craze for producing trotting horses of phenomenal speed. For symmetry, docility, intelligence, steadiness, speed, endurance, and all-round light-horse serviceability, the Morgans have always been noted and are considered by many to be as good a general utility horse as America has ever seen. The merit of this stock has once more brought it to the front, and it is to be hoped that it will be perpetuated extensively, and by selection developed to a still greater degree of usefulness than was possessed by the original strain.

Profitless Fatigue.

It is not work so much as fatigue that wears a horse out. It is the strain he is subjected to in order to accomplish just a little more than he can do with ease that puts him out of condition and cuts the years off his life. Particularly is this the case in spring when he is first put to steady work. Gradual increase of work, along with increase of feed, toughens, making him more efficient, and injuring him in no way. It is the injudicious crowding which tries his wind, lathers him up, galls his shoulders and neck, and soon makes him a plug.

The British Government has reappointed the Royal Commission on Horse-breeding to ascertain how best to expend the King's premiums at the chief agricultural shows, in order to advance the horse-breeding interests.

Draft Horses: Origin and Characteristics

THE CLYDESDALE.

A great deal has been written about the origin of the Clydesdale. To the Scotchman is due his origin and his improvement, by careful breeding, until he has gained his present high-class characteristics as a draft horse, surpassed by none, if equalled by any breed. The high-class modern Clydesdale owes many of his desirable characteristics, as quality of bone and feather, obliquity of shoulder and pastern, action and general quality, to generations of careful selection in mating. In these and

one time a war horse capable of carrying a heavy man in heavy armor was wanted; at another a horse for draft purposes, and at another one in whom speed was a necessary qualification. While history does not fully establish the importation of horses from Flanders and Normandy into Scotland, and those who wish to deny these facts have grounds for claiming them as traditional, it is generally conceded that as late as the eighteenth century such importations were made, and that the foundation stock of the modern Clydesdale was produced by mating the native mares of Scotland with these importations, and, probably, the native stallions

with mares imported from these countries. The Englishman was at the same time breeding a draft horse, or cart horse, of the same general type, and he was doubtless producing him in the same way, and it is practically an undisputed fact that until about 1877 or '78, when the Clydesdale and Shire Studbooks were introduced, there was a more or less constant importation of Shires into Scotland and Clydesdales into England, and that mares of each country were mated with sires of the other. In this manner it will be seen that the draft horse of each country was instrumental to a greater or less extent in the formation of the native draft horse of the other. In order to prove this statement, it is only necessary to state that a large percentage of the noted Clydesdale sires and dams trace, and many not far back, to Shire blood. The noted Clydesdale sire, Prince of Wales, whose reputation as a sire is probably exceeded only by that of the present-day sire, Baron's Pride, was produced by

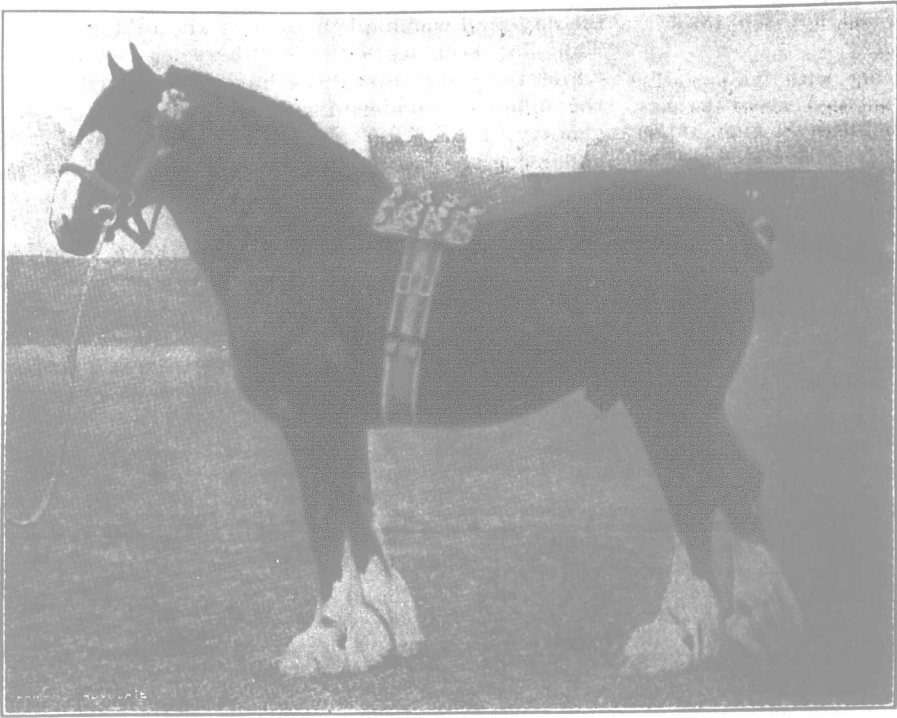
sire and dam the dams of whom are generally conceded to have been Shire mares. The late Lawrence Drew, who died in 1884, and who owned Prince of Wales, claimed that the Clydesdale and the Shire were one and the same breed, and that the best draft horse could be produced by a fusion of the two. He made an effort to found a distinct breed of Scotch draft horses, by an amalgamation of the modern Clydesdale and the modern Shire. He succeeded in producing some excellent animals by Prince of Wales out of good Shire mares, but his death cut short the experiment when he was apparently about to establish, by practical results, the truth of his theory. As the horses so produced would not register in either studbook, the line of breeding was not continued after Mr. Drew's death.

Space will not permit of a history of individual horses and families since the establishment of the Clydesdale Studbook. This, of course, contains many horses born and dead many years before its introduction. The earliest known head of a Clydesdale family is Glancer (335), generally known as "Thompson's Black Horse," who is supposed to have been foaled about 1810. A great deal of pains was necessarily taken in compiling the pedigrees of horses so long dead, and as there were no public records, those interested in the scheme had to depend upon the memory of men and records kept by the families for the breeding and individuality of those horses considered worthy of registration. Since the inauguration of the "Studbook," the infusion of foreign blood into the breed has not been allowed, or at least those with foreign blood close

up have not been eligible for registration. By careful and intelligent breeding, breeding with the idea of improving the quality of the breed, and at the same time not to too great an extent sacrificing size, the Scotsman has produced the "modern Clydesdale," than whom no better draft horse exists, and many claim none so good.

CHARACTERISTICS OF THE CLYDESDALE STALLION.

Head—Ear, of medium size and pointed; cranium,



Marcellus 11110.

Champion Clydesdale stallion, Glasgow, 1905. Foaled in 1898, by Hiawatha (10067).

other qualities he has been greatly improved, while in general type he resembles the Scotch draft horse of centuries ago.

Notwithstanding the boasted purity of breeding the modern Clydesdale possesses, it is generally conceded that the breed is a composite one, and that the first recorded element in its composition was the use of Flemish stallions on the native mares of Lanarkshire about the latter part of the seventeenth and early years of the eighteenth centuries. There are reasons for believing that Flemish stallions had been imported into Scotland long before the dates mentioned; and records



Cherry Startle.

Champion Clydesdale mare Toronto and International Exhibition, Chicago, 1901. Shown by Graham Bros., Claremont, Ont.

of an earlier period show that Scotland was recognized as a horse-breeding country during the early Stuart reigns. During the reign of James I., in the 15th century, all horses over three years old were permitted to be sold for exportation, but during the Regency of the Earl of Moray, in 1567, an Act was passed prohibiting exportation. Following this date efforts were apparently made to improve the breed, but, as the methods adopted depended largely upon the individual tastes of the reigning monarch, little headway was made. At