

thin skin, and silky hair, is synonymous with wearing qualities, endurance, and early maturity. Such animals are apt to be easy keepers and good feeders, and they frequently have more ambition and more intelligence as well. Now, this question may be put: "Has the refinement of the Clydesdale and other draft horses been an immense good, or has it really been to the advantage of those breeds to attain this increase of quality at the expense of weight?" I am willing to admit that in many cases the tendency has been overdone. Some ten years ago I attended a dinner at the home of Prof. McColl, near Glasgow, and there met some twenty-five or thirty representative Clydesdale breeders. I was asked to give my views as to the standard of Clydesdale excellence then in vogue as exemplified in the showings. I told those breeders that they had been and were then making a very serious mistake in ignoring size and substance in their breeding operations; that they were giving entirely too much prominence to feet and pasterns, and not sufficient attention to the necessity of keeping up the bone and muscle and substance so essential in the ideal draft horse. I said further, that, in my judgment, they would suffer seriously within a few years from the importation and competition of American and Canadian grade draft horses. This was previous to the date of heavy importations from this country—horses not heavy enough, perhaps, to draw heavy lorries, but suitable for light lorries, vans, and omnibusses—and I said that a large proportion of the horses which they themselves were then producing were of a similar class, and would consequently have to be sold at very low prices. A few of those present, including Prof. McColl and the editor of the *North British Agriculturist*, agreed with my statements, but the great majority did not like to be told that they were on the wrong track. I knew I was right, but they felt sure I was wrong. The matter was discussed at length in the papers both in Scotland and in America. Col. Holloway undertook to show the fallacy of my conclusions in two long and very ably-written letters to the *Breeders' Gazette*. He maintained that feet and pasterns were the one great essential in the draft horse, and that the body and weight would take care of themselves. Now, what was the result? During the years of depression in the horse business, American draft horses were poured into England and Scotland, and their home-bred, undersized Clydesdales could not be sold at anywhere near the price obtainable for animals of substance and weight, and even to-day in the Chicago market the price is largely determined by the weight, provided, of course, that the fundamentals, the legs, pasterns and feet are all right. My contention now, as always, is that any *craze* or *fad* is temporary, and therefore *dangerous* to follow, and *utility* must go hand in hand with fashion. Had Col. Holloway kept size in view as well as he did the underpinning, it would have placed many thousands of dollars in his pockets, and the country would also have been the richer by having much more valuable animals. During the last six or eight years the improvement in the weight of Clydesdale horses has been very marked, and, on the whole, we cannot possibly come to any other conclusion than that the breed has advanced very materially during the last twenty or thirty years. This fact is evidenced by the constant demand for breeding stock from foreign countries, such as Germany, Russia, Sweden, Australia, New Zealand, Argentine Republic, in addition to Canada and U.S.

SHIRES HAVE GONE FORWARD.

Now, as regards Shire horses, I think there has been quite as great an improvement in the last thirty years as in Clydesdales. The type of Shires that won at the London Show twenty years ago would have no chance now, the refining process being most marked in this breed. This improvement has been brought about partly by the organization of the Shire Horse Society and its annual shows, accompanied by *veterinary inspection*, principally through the efforts of a mere handful of progressive breeders, who, to tell the truth, took their cue from the Scotch breeders, and have been endeavoring all these years to remedy the defective limbs and feet and faulty hock action of the massive English horses. The average Shire breeder still maintains with remarkable persistency that the more bone and hair he can produce, the better the animal, but this claim is by no means confirmed either by the showings or the market, unless the animal possesses considerable quality and activity. It is frequently found that the extremely strong-boned, hairy-legged horse, whether Clydesdale or Shire, has a distinct element of softness in his composition, is plegmatic in temperament, and is neither so active nor so enduring as the horse with less hair and finer skin. How often have we seen big, rough, strong horses that when *three* years old looked like *six*, and when *six*, looked like *sixteen*, if they happened to be alive? Such horses never have been and never can be popular in the United States. The Americans always insist on having a certain amount of quality and cleanness in their horses' legs, and as they are, for the most part, poor caretakers of heavy draft horses, a gummy-legged Shire going into a district ruins the reputation of the whole breed wherever that horse is known. But I think I hear someone ask very pertinently: "How are you going to raise these heavyweight geldings which all the markets demand, at good prices, unless by using very heavy sires?" The question is somewhat difficult to answer, but I would remark that it is not by any means the heaviest horses that prove the best breeders, and I could cite many cases to prove this.

MEDIUM SIZE, WITH QUALITY.

The medium-sized horses, of good bone and constitution, whose immediate ancestors on both sides were animals of high merit, are, in my opinion, safer animals to breed from than accidentally large horses whose parents were much smaller than themselves. Depend upon it, the most *unsatisfactory* sires are the *abnormally* large ones. They are *accidents* themselves, and they will breed *accidentally*. Another point in this connection: Good draft mares are quite as *essential* to the production of market geldings as are the stallions. The day has gone by when by coupling a 1,200-lb. mare with a 1,800-lb. or 2,000-lb. stallion you can expect a high-class draft gelding. The mares ought to weigh at *least* 1,500 lbs., and if 1,700 lbs., all the better, and it is a safe axiom in all countries, when once you find a good brood mare, *stick* to her as does the Arab.

THE LIGHTER BREEDS.

Passing now to the lighter breeds, I will take up the Cleveland Bay or Yorkshire Coach horse. This breed, as you doubtless all know, was extensively used in England during the days of the stage coach, but on the advent of the railways the breed became practically extinct, until some twenty-five years ago. The American craze for solid bay horses of rangy type, with flowing tails, resuscitated the breed and brought them into great prominence in the United States. The demand for these horses increased wonderfully, and all sorts and conditions of them were imported for a good number of years and freely distributed from the Atlantic to the Pacific. I am not here to advocate any breed, nor yet to disparage any, but the fact remains that the crossing of the Cleveland Bay horse with American mares has proved a most dismal *failure*. There is at present positively *no* demand whatever for the Cleveland Bay breed, and instead of being popular, as they once were, they have fallen into "innocuous desuetude." Probably some blame may be attachable to the farmers, who very foolishly insisted on crossing their grade draft mares with those Cleveland stallions, a very *unwise* cross certainly, and it may be stated broadly that for every imported stallion of this breed whose stock turned out satisfactorily, there were ten that proved a disappointment. I think myself that a good, well-bred Cleveland Bay horse, not too large or heavy boned, but with considerable quality and action (and such could occasionally be found), would, when judiciously crossed with fine trotting-bred mares, or mares having a dash of Thoroughbred blood, produce some excellent carriage horses. I have seen a few of that class, but, speaking generally, the Cleveland Bay horse in America has *not* been in any sense a success.

The Hackney horse was not imported in any numbers until just before the depression in 1893, and therefore had not the same chance to make a reputation as the Cleveland Bay. A strong and general prejudice existed against this breed on account of his size, and prevented a liberal patronage of the earliest imported stallions, especially in the middle and Western States, where the great bulk of American horses are produced. Those owned in the East (and nearly all the best bred and most valuable Hackneys were in the East) were in the hands of very wealthy men, and as the service fees for most of them were necessarily high, they were beyond the reach of the average farmer. The results, therefore, were not so beneficial as they would have been had those horses been standing at a fee within the reach of the ordinary farmer. Notwithstanding this drawback, the popularity of the Hackney steadily *increased*, and he was hailed by many of the best horsemen in the United States as by far the *greatest improver* of our light harness stock. Wherever the Hackney has been *judiciously* crossed he has proved a splendid *success*, and many half-breeds have distinguished themselves in harness at the principal shows on this continent. I would recommend the same class of mares for crossing with the Hackney as with the Cleveland Bay, only that the Hackney is much the better and more prepotent horse, and is especially adapted for improving our harness horses in the very points where they are weakest: in strength, constitution, rotundity, and action. The *only unsatisfactory* results I have ever observed from the use of the Hackney were in the case of them being crossed with *grade draft* mares, and this would apply with even greater force to the other coach breeds, both English, French and German; but where judiciously mated, the well-bred Hackney, more than any other breed, certainly has the ability to *improve* and ameliorate the condition of the American light harness horses.

The principal changes in the Hackney horses of 30 years ago, as compared with those of the present day, are that chestnut colors, with flash white markings, are much more prevalent now than then, and there has been during that time a general increase in the height, of probably 2 to 3 inches. The latter change is the result of public sentiment, and is in the right direction. The vulnerable point in the genuine Hackney yet, is the lack of height, not weight, and I am glad this is being gradually remedied. The chestnuts with white legs, so frequently seen in the leading showings of England, are mostly the descendants of that magnificent sire, Danegelt, who attained a celebrity and fame which has not been approached by any of the other horses of the breed. Twenty or thirty years ago the prevailing Hackney color was solid dark brown, the great sires, Lord Derby 2nd, Trifith's Fireway, and Doyley's Confidence, leaving the great bulk of their stock that rich, dark color, but the influence of the

more fashionable Danegelt, and his sire, Denmark, both of whom were chestnuts, so predominated, that nearly three-fourths of the best Hackneys to-day are of chestnut color, and many of them have so much white on face and legs as to be quite objectionable to foreign buyers. Americans are sticklers for color. The late Mr. Dunham, probably the ablest and most successful horse-breeder in the United States, told me that he deplored this American craze for solid colors, as it compelled him to import from France inferior black Percherons, and leave behind superior grays, the latter being the natural color of the Percheron horse.

CRAZE FOR COLOR AND OTHER NON-ESSENTIALS.

All Shorthorn breeders know the injury wrought to the breed years ago by discarding all roans, however good, in favor of red colors. Black is at present the most popular color among draft horses in the United States, but five or ten years hence it may be gray, bay, or chestnut; who can tell? Twenty-five years ago the typical Percheron horse, as imported to the United States, was a gray, usually a dappled gray, with fairly heavy bone, short hind quarters, chubby neck, and although showy, vigorous and lively, with fairly good action, was far from being symmetrical in his general outline. To-day we see hardly anything but black, with lighter bone, but better necks and hindquarters—a handsome horse, but possibly not a better one for draft purposes. The other draft breeds, the Suffolk Punch and the Belgian, have not, in my observation, changed noticeably in that time, unless it be that the Suffolk breeders have paid increased attention to the feet of their horses and have improved them materially in that respect, while preserving their splendid bodies and excellent constitutions. The periodical spells of depression which visit the United States every twenty years or so seem to come with unfailing regularity, and often the breeder of horses had better look out in advance and get his house in order. The panic of 1873 affected the prices of horses very seriously, and it was nearly five years later before they had fully recovered; then in 1893, from a combination of causes, the chief of which were indiscriminate overproduction, the advent of the bicycle, electricity in street cars, and the general industrial depression, the price of all kinds of horses in the United States fell to an unprecedentedly low figure, and continued low three or four years, during which time very few horses were bred. When business improved and the scare of an alleged horseless age had passed by, it was found that there was actually a decrease of 3,000,000 horses in the country, and prices then advanced gradually to the present rates. For the future, the Canadian or American breeder need have no fears, *provided* he uses good judgment, feeds his young stock liberally, and avoids the rocks and shallows of indiscriminate breeding.

REMINISCENCES.

It has been my privilege to have met and been acquainted with a great many noted breeders, both in Great Britain and America. My earliest recollections of prominent Clydesdale breeders were of such men as Samuel Clark, Peter Crawford, Sr., Lawrence Drew, and David Riddell, all friends of my father 25 to 30 years ago, and the most prominent men of their time in the Clydesdale world. In later years, Peter Crawford, Jr., the Lords Cecil, Sir John Gilmore, William Taylor, the Renwicks, the Parks, and, more than all the others combined, Andrew and William Montgomery, have been the most prominent and successful in breeding, handling and exhibiting Clydesdales. Amongst the great horses I have seen may be named the celebrated Victor, Sir Walter Scott, General, Prince of Wales, which horse I well remember as a 2-year-old colt 33 years ago. I also knew Darnley well, and his sons, MacGregor, Topgallant, and Hashwood. The celebrated Topsman was my father's property, as was also Tintock, or Conqueror, which Simon Beattie imported to Ontario in 1867. My father also owned George Buchanan, before my time. He came to Canada nearly 50 years ago, being one of the first sires imported. I remember Ivanhoe quite distinctly, as well as Druid and Old Times, Prince of Avondale, Lord Erskine, the two Compsies, Drumflower Farmer, and many others of more recent date.

In Shire horses, I know most of the leading sires in the last twenty years, including Bar None, Harold, Vulcan, Bury Victor Chief, Wellington Boy, Hitchin Conqueror, King Charming, Enterprise of Cannock.

I also knew the leading Hackneys and their breeders from the days of Denmark and Lord Derby 2nd down to the present day, and have taken a good deal of pleasure and active interest in watching the progress of this breed, both in England and America.

Time forbids saying more at present, but in summing up I will state my opinion to the effect that in every breed of horses now being raised in Great Britain, and probably in Canada and the United States also, there is more care, skill and intelligence brought to bear on the matter than at any time in the past, and that the changes which have undoubtedly taken place in the various breeds during the last 30 or 40 years have all been the result of increased knowledge and wider experience, and are in the main a distinct benefit to the respective breeds. The new century will open up problems of breeding yet to be solved by the most skillful breeders of the present day, the successors to those noted pioneer breeders I have referred to, and it behooves the present generation to take up the work earnestly and try, if possible, to improve upon the best products of the 19th century, as bequeathed by our forefathers.