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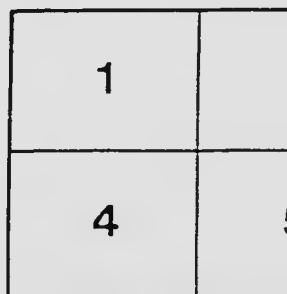
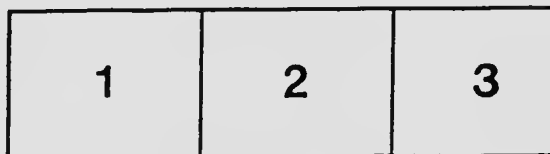
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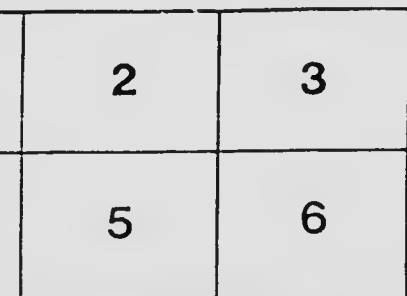
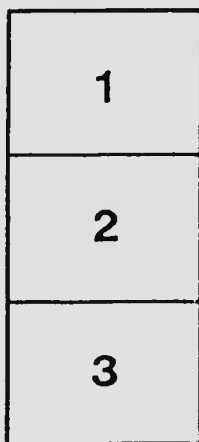
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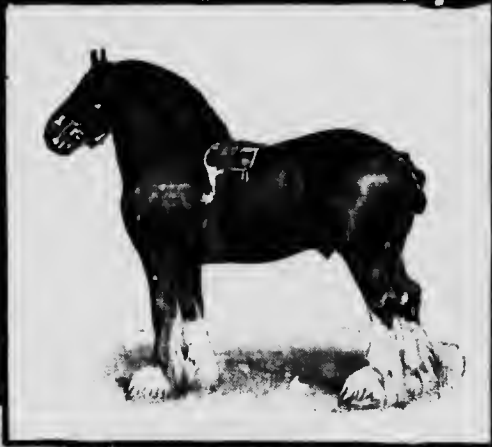
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CANADA'S NATIONAL DRAFT HORSE



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CLYDESDALE HORSE ASSOCIATION
OF CANADA

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**CLYDESDALE HORSE ASSOCIATION
OF CANADA**

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Canada's National Draft Horse



THE claim that the Clydesdale is Canada's national draft horse can be amply justified. For over half a century the Clydesdale has been Canada's premier draft horse. The early introduction of the breed by people from Scotland who settled in Ontario and Quebec away back in the 30's and 40's of the past century has made the Clydesdale the dominant type among the draft horses of older Canada. The foundation stock on the farms of Ontario and the Eastern Townships to-day is largely of Clydesdale type. Clydesdale blood has been so strongly infused into horse breeding operations, especially during the last half century, that the average farm horse shows more of the Clydesdale type than of any other breed.

In the early settlement of the Western Provinces there was large emigration from Ontario. These Ontario settlers took with them to the West horses from the old home or from the old neighborhood in the East, and one may fairly claim that in a very large measure the foundation stock in the West is also largely of the Clydesdale type. It is, therefore, no mere play upon words to state that the Clydesdale is Canada's national draft horse. It is true because the pure bred Clydesdale is more numerous than any other breed. It is also true, because Clydesdale blood, more than any other, predominates in the horses kept on the farms of Canada.

And this fact should be put to practical use by every farmer. With so much of Clydesdale blood already in the horse stock of the country, it is poor business to use any but Clydesdale sires. The farmer who desires to breed that show the Clydesdale type should not cross them with other breeds. The only way he can build up and improve what he has is to use only Clydesdale sires.

LET'S CAREFUL BREEDING BEHIND IT

The Clydesdale is worthy of being Canada's national draft horse because of its breeding. No other breed of draft horses has so much of definite, systematic breeding behind it extending over a long period of years as the Clydesdale. To get to the very beginning of Clydesdale history, when it became known as a distinct type of horse, we have to travel back a century and a half. In fact there is reasonable ground for believing that the blood that now predominates in the Clydesdale traces back several centuries to the old warrior horses for which Scotland was famous in the days of Robert Bruce. The horses of those early days are described as active, strong and well built, and particularly prized for their ability to carry the sturdy warriors and their war equipment many miles to battle with the foe. There are on record many instances when raids were made on the "Scots" by their English neighbors to the south for no other purpose than to capture some of the horses of the north so highly were they prized by the people of the south. Interesting as it would be to trace in detail the development of

the old Scotch horse through all these years, a mere mention of that development and its bearing upon the history of the Clydesdale as we know it to-day must suffice.

During the centuries records show that from time to time new blood was introduced. In this way the virility of the type was maintained and no doubt gradually improved upon. As the years went by and agriculture became a stable industry, breeders of horses directed their energies towards producing a type adapted to work on the land. Gradually the horse began to supplant the ox as a draft animal. When its qualities for draft work became known, progress in horse breeding advanced rapidly owing to the increased demand. Farmers here and there in Scotland began to make a specialty of producing horses of a fixed type. This continued over a long period of years and a point was reached where progress began from definite foundation stock. This brings us to the time of one John Paterson, of Lochlyoch, who about the middle of the eighteenth century brought from England a black Flemish stallion. Mention is made of the grandfather of John Paterson as being the first careful breeder. We may conclude, therefore, that when this horse was brought into Scotland the foundation stock at Lochlyoch was of a superior kind and was as much responsible for the improvement that followed as the introduction of this new blood.

NO CHANCE IN HIS MAKE-UP

In thus tracing the history of the Clydesdale we have shown that he has come by his excellent qualities as a draft horse, not by chance, but by the skill, ability and knowledge of the best horse breeders in the world. With so much of persistent and skilful effort behind it, is it any wonder the Clydesdale stands out to-day as the world's premier draft horse? It is a type that has been fixed for over a century and capable of handing on its excellent qualities to the generations of horses that are to follow. Farmers in Canada who possess in their foundation stock so much of similar blood should continue to use the Clydesdale. Its use, we say it advisedly, is essential to further progress in producing draft horses in Canada.

THE CLYDESDALE AS A DRAFT HORSE

The Clydesdale stands out to-day as the world's premier draft horse. It combines weight and size with superior quality of feet and legs. It possesses action and speed unequalled by any other draft breed.

Its long and sloping pasterns, short, flat, hard canons and well muscled quarters indicate speed, action and strength excelled by none.

It surpasses all other draft breeds in length of stride and in straightness and snappiness of movement.

It is superior to all other draft breeds in soundness, possessing feet and legs and quality of bone of good wearing character.

It has pulling power excelled by no other breed, and gives equally good service in the city or on the farm.

The best evidence that the Clydesdale excels as a draft horse is gathered from the men who have used

the Clydesdale in heavy transport work in the city and elsewhere. The following are testimonials from transport companies and other who use the Clydesdale in their business:

OLD LAND EXPERIENCE

Mr. Archibald MacNeilage, Secretary of the Clydesdale Horse Society of Great Britain and Ireland, was kind enough to secure several testimonials from some of the leading users of geldings for street traffic in Scotland and England which are most valuable as they are based upon experiences with Clydesdales covering a long period of years. He secured the information by submitting a list of questions, which are as follows:

1. What stamp of horse do you use?
2. In what districts are these used?
3. How does the Clydesdale compare with other breeds?
4. At what age do you prefer to purchase horses for the street traffic?
5. How long do Clydesdale geldings last in street traffic?
6. What is the weight of one horse lorry?
7. What load (approximately) is taken on lorry by single horse with the assistance of trace horse on Buchanan and West Nile Streets?

Some of these questions apply particularly to Glasgow, which city with its suburbs is very hilly.

Replies to these questions follow:

A GREAT ANIMAL

95 Morrison Street, Glasgow.

1. We use Clydesdales weighing about 16 to 17 cwts. each (1,800 to 1,900 pounds in Canadian terms).
2. All over the city and suburbs of Glasgow, which is fairly hilly.
3. We deal in Clydesdales only.
4. At about five years of age.
5. From ten to twelve years.
6. From 15 to 17 cwts. (1,680 to 1,792 pounds).
7. About 50 cwts. (5,600 pounds).

I should like to add that for town and country work the Clydesdale is a great animal, his proverbial hardiness and, shall I say, handiness, make him ideal for that kind of work. You will notice that I have placed the limit for a load at 50 cwts. I am of the opinion, however, that there is ample proof that he can haul up to 100 cwts. (11,200 pounds) but such a load would be cruelty.

JAMES C. CALDWELL,

Carting Superintendent,
Scottish Co-operative Wholesale Society.

THE TYPE REQUIRED

75 West Nile Street, Glasgow.

We use Clydesdales to a considerable extent for heavy traffic in the various towns throughout the country.

1. We prefer short-legged, thick-coupled horses, as they are nearer their work, and have not the same difficulty in starting which horses with longer legs have. For instance, in crossing Jamaica Bridge, traffic is regulated by the constable on point duty, and as there is an incline at both approaches to the bridge, it is very important that horses should have good command of themselves, to enable them to start their loads.

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2. We have experience both of Clydesdale horses from the north and north-east counties, and also from the south-west counties of Scotland, and either of them suit our trade, provided they are of the type that we mention in No. 1.

3. We prefer Clydesdale to Shire horses for street traffic, but in pre-war times a very suitable class of horse came from Canada. These were of big size, and suitable for almost every class of work.

4. They must not be less than five years of age for street traffic. With any luck, these horses should be good for from four to six years' work.

5. If these horses are from 17 to 18½ cwt. (1,900 to 2,070 pounds) in weight, they can easily take a three-ton load on the level, with the assistance of a trace horse in Buchanan Street and West Nile Street.

PETER WORDIE & CO.

(Messrs. Wordie & Co. are the largest private carriers in Glasgow and have branches in other cities.)

PREFERS CLYDESDALES

352 Parliamentary Road, Glasgow.

1. The horse most suitable for heavy lorry haulage should be about 17 hands 1 inch, weighing about 14½ cwt. (1,600 pounds) and built in proportion, i.e., measuring perpendicular even length from ground to top of forearm, and from that point to extreme point of wither; a large barrel, wide quarters, strong thighs, moderate length of pasterns, forelegs well under body, point of hocks pointing inwardly, but not too close, a little straight fine hair on back of legs; a dark color, though a grey or a dash of white is not objectionable, with wide blue feet, deep at heels.

2. Aberdeenshire, Perthshire, Upper Lanarkshire and Cumberland are the best districts for getting heavy draft horses.

3. When horses of the foregoing type can be obtained, Clydesdales are preferable as they are more elastic in their movements and when occasion arises can trot with a heavy load without being tired or suffer any bad effects therefrom. There is a great dearth of horses of this type with the result that those who prefer Clydesdales have to fall back on other breeds for heavy haulage, though not so suitable in other respects.

4-5. From five to six years old is the best age to put horses on street work. They last on an average eight years, when they get a little slow, though quite useful for a few more years for agricultural or similar work. Their average load is from three to four tons with a vehicle weighing 22 cwt. Narrow, wasp-waisted, close-gaited draft horses may do all right for bakeries or agricultural work but they are very much out of place where a rug of strength is necessary.

Many good specimens of draft horses have been and are being wasted through being kept idle, overfed, with feet forced and stretched for show and sale purposes. The Clydesdale breed has often had its reputation sadly tarnished through this practice. There are many instances of prominent private horse-owning firms in the United Kingdom who purchased horses which underwent this treatment, being grievously disappointed through their purchases going wrong in their feet and otherwise becoming

total wrecks after working for a comparatively short period.

It is essential that a draft horse working in cities or towns should be capable of backing heavy loads into lanes and back courts, and unless a horse has some width in quarters and power in his thighs he is unable to perform this task; the long sloping-ankled, straight-hocked horse always runs a serious risk of upsetting himself when he attempts to set back his load. Notwithstanding the rapid strides mechanical haulage is making, I believe there will still be a continuous good demand for good blocky horses for town work. There are indications that matters are showing signs of improvement in this respect. Having had the privilege of judging in the two-year-old gelding class at the Lanark October show and sale for the last five years in succession, I have been struck with the gradual increase in numbers of colts showing real draft horse character.

JOHN GILMOUR,

Superintendent Horse and Carting Department,
Caledonian Railway Company.

CLYDESDALES MOST ECONOMICAL

41 Carr Road, Nilton, Lancashire.

In reference to your enquiry re my experience of Clydesdale geldings in town and journey work in connection with brewery work at Astley's Brewery, Nilton, I may say that some twenty years ago this firm was buying the best Shire geldings obtainable with as little hair on the legs as possible. The prices paid then varied from £100 to £140 (\$500 to \$700). Finding the Shire gelding to have a very short street efficiency life, and the continual trouble with legs and feet, in the form of grease, side bones and bad condition generally it was decided to make a change and try Clydesdales in place of the Shires. Clydesdales were then purchased at about the same cost, viz., £100 to £140. The effect was noticeable at once as in place of 30% to 40% of hospital cases, and unfit for journey we got all the lot ready to take any turn. Since then the Clydesdale geldings have been sold when too slow for long journeys for from 30% to 40% of their initial cost after working here from five to eleven years or an average town life of seven and a half years.

Deductions

Two Clydesdales will do the work of three Shires, and their town life will be double at this class of work, i.e., you only need two Clydesdales to last as long as six Shires.

The salvage is also much better. The horses are seldom off work.

Grease and side bones are almost unknown.

The road speed is better in virtue of the better walk of the Clydesdale.

The horses are bought at five and six years old, not less than 17 hands high and weigh about 16½ cwts. (1,850 pounds) more or less according to condition. They have most often been bought in Scotland, sometimes in the north of England. The price given in war time has been up to £200 (\$1,000).

The horses are worked in double shafts, in pairs, dray weight 24 to 25 cwts., and the load is from two to three tons according to incline of roads. The

district is hilly and the main roads are granite setts and macadam. The journeys out and in vary from 10 to 26 miles.

My opinion is that no horse in the world could do this work as economically as the Clydesdale. This opinion is confirmed with regard to corporation work here, where I find the same results from the use of the Clydesdale.

JOHN BARBER, M.R.C.V.S.,
Buyer of horses for Astley's Brewery.

USERS IN CANADA

The following are the experiences of users of horses for heavy transport work in cities in Canada. These speak for themselves and form a striking tribute to the value of the Clydesdale as a draft horse:

CANNOT COMPETE WITH THE HORSE

Montreal, Que.

In reply to your inquiry regarding motor trucks v. horse drawn vehicles, you can rest assured and convey to the Clydesdale and other draft horse associations that there will always be sufficient demand for the right kind of heavy horse, and to encourage the breeding of these animals to the fullest extent possible. I am prepared to admit that since the outbreak of the war there was not the demand for the heavy horses, due to the main fact that large companies similar to that of this company, and others engaged as we are, had many of their teamsters join the colors, leaving them so short handed that in order to cope with the business they were compelled to hire outside teams to do the work, which in our case in Toronto alone cost us on an average of \$6,000.00 per month, during the past year, notwithstanding the fact that we had sufficient horses of our own standing idle, due to man shortage, which was prominent in every walk of life, and with all this idle lot of horses, the price of feed and the limited number of men available required to look after them, we were many times at our wits' end to know what to do. Therefore the demand naturally fell off and no doubt many breeders also had more on their hands than they could conveniently handle, they too being short handed. I might mention the number of teamsters who enlisted, some hundred and thirty odd from the Dominion Transport Company in Toronto alone, to say nothing of other agencies, and I am proud to say that one of these boys has to his honor the most coveted of all distinctions, the "Victoria Cross," while others are resting in the flowery fields of Flanders. The work they have done and the part they took in the great struggle will be an everlasting monument for the sacrifice they made for all of us.

Now with an outlay as I have mentioned above for hired teams, there was sufficient enterprise in us to see and know that if motor trucks were capable of filling this gap we would have adopted them, but having given them a fair trial on picked work which was the most preferable they could not compete with horse drawn vehicles, unless the haul would exceed three miles, and as the bulk of our haul was within that radius we could put at least four teams on the

street and satisfy four or more customers at a less cost than one truck of the same capacity.

Some years ago when the first electric car made its appearance in Toronto, farmers were of the opinion that the day of the horse had passed and curtailed the breeding, which did not last long, as the demand for horses steadily increased the price, so that in a short time horses rose in price from \$150.00 to \$225.00 per head, and have held to good prices ever since and will so continue as long as there is cartage to be done.

I am not writing this with any view of argument as to horses against motors, there is a place for each of these, but with the present day methods of shipping and receiving, I cannot name one firm in the cartage business who is not prepared to view the situation as stated herein and there are very few who have not made the test.

W. J. LANGTON,
General Manager,
Dominion Transport Company, Limited.

HAS NO SUPERIOR

Montreal, Que.

In answer to your inquiry as to the class of horses that we find most suitable for our business, would state that we have in use continually about 200 horses. The major portion of these are horses weighing from 1,700 to 1,800 pounds, and we find every year an increasing difficulty in obtaining the right class of horse.

Our experience, extending over a period of fifty years, leads us to the conclusion that for heavy draft purposes there is no horse to-day superior to the Clydesdale. We find, that in front of a steel lorry wagon (the type most in use here) weighing 3,800 pounds, and on which we load from four to five tons weight, for short hauls, they have no peer for pulling powers, and on this class of heavy work they last longer than any other breeds, and we have experimented with them all.

We are getting a little anxious as to the future of the Clyde in Canada, owing to the fact that the farmers are discontinuing the breeding of them, and we should not be surprised to wake up some morning five years hence to find that they are not obtainable.

There is, we are afraid, an impression abroad amongst the farming community that auto trucks are destined to supersede the horse. A greater fallacy never existed. Auto trucks for hauls of from five to twenty-five miles can certainly compete successfully with horses, but they can never compete with them on short hauls, such as are necessary and always will be necessary in cities.

The types of fancy driving or hunting horse and light-weight delivery horse are certainly being superseded by the gentleman's motor car and the cheap light auto truck of about one ton capacity, but it is our candid opinion that for heavy draft work, on short hauls, there is nothing in view that will take the place of our friend the draft horse, and we would strongly recommend to our farmer friends the desirability of breeding this class of horse, in prefer-

once to any others, and for choice of breeds, that will always find a ready market in the cities, we unhesitatingly recommend the Clydesdale.

MELDRUM BROS., LIMITED,
Cartage Contractors,
R. A. SAITHS,
Vice-President and Treasurer.

ALWAYS A GOOD MARKET

Montreal, Que.

The horse, in Montreal and at many other points in Canada, cannot be replaced by the automobile truck for practical business purposes, on account of the climatic conditions and also for the reason that the most economical method of handling the greater part of commercial commodities at all times of the year is with horses.

For that reason, every encouragement should be given to breeders of Clydesdale horses, for which there is always a good market in Canada.

The **SHEDDEN FORWARDING COY., Limited,**
Per E. E. Belcourt,
General Manager.

CLIMATE UNSUITABLE FOR AUTO TRUCKS

Montreal, Que.

In answer to your enquiry as to the demand for horses in the city of Montreal, I desire to say that the civic statistics show that there are 15,000 horses in this city, and about 10,000 of these are heavy draft horses, that is, 1,400 pounds and upwards. The average life of a heavy draft horse is about four or five years, which makes a yearly demand of from 2,000 to 2,500 heavy draft horses.

The Clydesdale horse with clean, flat, hard legs is in good demand; the horse with the big hairy legs is not so well liked.

This climate is unsuitable for auto trucks on account of the heavy snowfalls and bad conditions of the streets in the winter. The truck can be used only eight months of the year, whilst the horse can be used the whole year, therefore there is and always will be a good demand for heavy horses in this city.

Team horses should not be less than 1,600 pounds each for the way we are loading here now. Five tons is the usual load on the level, and from three to three and a half tons up grade.

It has been proven time and again that within a radius of a mile in any thickly settled district, two teams would carry and deliver as much tonnage per day as one truck of four or five tons capacity; teams hire out at \$9.00 per day and trucks at \$30.00 per day. The only advantage that trucks appear to have is on a long haul outside of the city, providing the roads are in good condition so that they can speed up.

The scarcity and high price of horses for the past few years has induced some merchants to buy trucks, but they will not renew them so long as they can get horses at a reasonable price.

T. E. MOORE,
Secretary-Treasurer,
Montreal Team Owners' Association.

FARMERS SHOULD BREED HORSES

Montreal, Que.

Our business consists of general delivery and it requires a stock of 250 horses valued at \$250.00 each, which represents \$62,500.00. We estimate that the depreciation comes to \$12,500.00 (20%) yearly. We carry besides twenty auto trucks, which equals the work of 120 horses. But the condition of our city does not permit us to carry more auto trucks than we actually have.

There is no doubt that the farmers would do well to continue the breeding of horses as they have done heretofore, because the general trade in all its branches is forever increasing, and we do not believe the auto truck will ever set against the requirements of horses.

For a distance of two miles we prefer transportation by horses, as it costs from 50% to 100% less than by truck. But for a long distance the motor truck costs less.

We use for heavy work horses weighing 1,600 pounds to 1,800 pounds. But we buy in preference always a strong horse but rather light ones (we mean not clumsy looking horses) as we have to drive them fast sometimes in our business line.

J. B. BAILLARGEON EXPRESS, LTD.

J. B. Baillargeon,
President.

(This firm operate the largest van and auto moving service in Canada.)

CLYDESDALES HIS FAVORITES

Winnipeg, Man.

We have been extensive users of heavy draft horses in our railway cartage business since the organization of our company, thirty-seven years ago. With that experience, the Clydesdale bred geldings have placed themselves strong favorites with us for city heavy teaming purposes, proving themselves as a breed superior walkers, with less foot trouble, and less affected by our severe winter climate.

J. LEMON,

Manager,

The Manitoba Cartage and Warehousing
Company, Limited.

CLYDESDALES AND THEIR USE

Hamilton, Ont.

Yes, my family and my firm have had a very large experience with Clydesdales and other breeds of horses. My people came from Ayrshire, Scotland, and my father, in the year 1855, introduced into Canada the first railway cartage or drayage system, starting with two Scotch carts at Toronto. Naturally, the Clyde horse has been largely the class of horse used by us in our heavy city vehicles, although, within the last twenty-five years, we have also used to advantage Shires, but not in such large numbers.

As a breed of draft horses, the Clyde has no superior. Of course, there are poor specimens amongst all breeds. One of the greatest defects in our present work horse in the city, any breed.

is the increasing number of horses affected with thick or greasy leg. From my experience, it is the gravest of unsoundness, although the veterinary profession do not so class it. Horses so affected are a loss to city work. The trouble can be alleviated but never cured. Stallion owners and breeders ought to carefully examine their animals for such disease. It is more prevalent in the animal with thick coarse hair.

Perhaps the following casual remarks on the future of the horse may be useful. On such a question, of course, there must be a wide difference of opinion, but it is my experience over a period of thirty-five years of city drayage work.

The Future of the Horse as a Motive Power

In these days of depression of business, the farmer, the breeder or the stallion owner need not necessarily take a blue outlook of the future. Will motor transport entirely supersede horse drawn vehicles? In my opinion, no. The motor truck, whether on the farm or in the city, is confined to a certain sphere of work. Good roads adjacent to the farm and leading to the markets bring in the truck, but the roads must be good and good at all seasons, else the service breaks down, to the serious disadvantage of the farm owner. The motor truck in the city, on certain merchandise, to and from certain warehouses or shipping points, on streets properly paved, will operate, but the expense of same must necessarily be subjected to the opposition of horse drawn vehicles, for the reasons the motor truck to pay its way and heavy overhead charges must constantly be in use (or travel) on short hauls, dodging in and out of alleys and lanes, thereby losing time and getting hard usage, causing heavy depreciation. In Canadian cities, subject to snow such as we experienced in 1917-18, the motor truck was largely hampered.

Motor Trucks on the Farm

We now come to the use of the motor tractor on the farm, working the land, plowing, harrowing, etc. I have not sufficient data upon which to base accurate information on this subject. I have been told the tractor does not do plowing effectively and it too frequently gets out of repair. No doubt in certain soils and with fair sizable fields its work can be made effective as against horse power. This is, however, a debatable point and only time will show. Perhaps some of your readers have had some experience with tractors. What have they to say? This brings us to the point: By what power is the land to be cultivated or worked and traffic moved in the city? Whether the farm is large or small, truck garden or fruit, grain or stock, the horse, as a motive power, will always be required.

There are signs ahead that Canada must pay more attention to her agriculture and produce more from the land, if she is to meet the debt incurred in this great war. More production from the soil; this means more motive power required for its cultivation and the draft horse will certainly always be in demand for this work.

WILLIAM H DRIE.

USE ONLY THE PURE BRED SIRE

By Dr. J. H. Grisdale,

Acting Deputy Minister of Agriculture for Canada.

Farmers too often forget that the different breeds of live stock were originated and to-day are being still further improved by the most vigorous and continual selection of sires and dams of the type and quality most likely to add to the usefulness and value of that particular breed. Our pedigreed stock of to-day is thus the result of generations, yes centuries, even, of selecting ever of the best for breeding and that by the best of our breeders. In the case of the sire more especially this has been done in no incidental sort of way either, but with the greatest of care after careful study not only of the individual but of his ancestry and not infrequently of his early progeny before accepting him as the stud header.

It must be borne in mind, however, that the value of an animal for breeding purposes cannot be determined by his appearance alone. Some sires have the happy peculiarity of leaving progeny better in many respects than they are themselves. They may be able to do this even where the dam is an unregistered animal of poor or mixed breeding. It might be imagined that such offspring, on account of their type and appearance, even though not registerable, would be of extraordinary value for breeding purposes. This does not follow. Not only does it not follow, that an extra good grade, the son of a pure bred sire, a son quite possibly even better than his pure bred sire, will not leave better stock than his sire, but on the contrary the chances are any progeny from the extraordinary grade stallion will be much inferior to anything ever left by the pure bred, the sire of the grade in question. To use the grade sire is to lose, or at best to neglect to take advantage of the progress made by our careful British and Canadian breeders in the last hundred years. It means starting at the point from which these breeders started a century or more ago, an unpardonable waste of time and money.

An excuse heard very commonly for using the grade sire is the saving in the service fee. No one who has given the matter even the least consideration could in this way possibly justify himself in his own eyes let alone in the eyes of his fellow farmers for spoiling his chance of raising a first-class animal. He might, it is true, save ten to twenty dollars to begin with, but he could produce a scrub only, an animal worth probably one hundred dollars less at maturity than the one he might have had, had he bred the same mare to some good pure bred sire.

CLYDESDALES AND THE CANADIAN HORSE INDUSTRY

By H. S. Arkell,

Live Stock Commissioner for Canada.

Canada has many good horses but she has more poor ones. Why? Scotland has some poor horses but she has many more good ones. Why? Again, Scotland has developed a breed of horses which has won world-wide commercial recognition, has returned a profitable revenue to Scottish farmers and

has admittedly performed the work on the land as well as the heavy transport work in the cities to the satisfaction alike of the farmer and of the commercial trade. Is Canada attaining similar success in the development of her horse industry?

If not, why? Let me answer this question by asking another. Speaking generally, what has really dictated our Canadian horse breeding policy—individual prejudice or plain, sane, commercial common sense? Each reader must answer this question for himself but it is worth while observing that the laws of breeding care not a whit for his opinion or mine. If I think that this stallion or mare or gelding is the best horse in the country and the laws of nature and the requirements of the market say that it isn't, my judgment is likely to get me into a whole lot of trouble unless I change my mind very quickly. Personal liking for a horse, no matter how much betting we do, isn't going to make him valuable either for breeding or for work, unless he really is. Life is rather too short to stake our private opinion in an experiment with the established principles of breeding practice and the say-so of the horse market. It isn't worth while and it doesn't pay. I would suggest that this must be our first practical lesson, if we are to make a success of horse breeding in this country.

There is one outstanding type of horse which it is conceded is the most profitable, year in and year out, for the Canadian farmer to produce. This is the drafter with weight, quality and action. The drafter alone is likely to successfully withstand the competition of motor transportation. He alone is able to command satisfactory commercial value at all times of the year and under all conditions of the trade. He may not be the easiest horse to breed and rear but he is worth the risk and he is always a merchantable asset from the time he is weaned until he reaches a ripe old age.

The Clydesdale Horse Association of Canada deserves to be commended in opportunely pressing the claims of the Clydesdale upon the attention of the farmers of Canada. Without prejudice to any other draft breed, we must recognize the great commercial success which Clydesdales have attained in practically all the Anglo-Saxon countries. And I am told that this commercial recognition is noticeably on the increase. It remains with Clydesdale breeders to justify in the future on the basis of individual and general excellence the claims which they may now advance. If they ask farmers to use more intelligence and to exercise greater common sense in the selection of healthy, sound mares of proper type and conformation they must be prepared to provide stallions whose value is rated upon their breeding ability rather than upon any other consideration. If they recommend to owners of mares the consistent use of their horses in preference to those of other breeds, they must guarantee them sure foal getters and they must be prepared to maintain their breed in a premier position as regards their ability to produce commercial horses with the substance, quality, temper and finish such as the most exacting market demands.

More than all else we need to encourage the consistent use of high-class pure bred sires. If the Clydesdale Association can develop an increasing confidence between its members and Canadian farmers on a basis of the straight commercial value of the horses they distribute for sale or for service throughout the country, they will go a long way not only toward insuring a profitable business for themselves but also in establishing the future of horse breeding in Canada. Service counts.

WHAT THE CLYDESDALE IS AND HOW TO STRENGTHEN THE BREED

By Wade Toole.

Professor of Animal Husbandry, O.A.C., Guelph, Ont.

Perhaps never before in the history of draft horse breeding have so many people shown an evidence of pessimism regarding the future of the drafter as just now, when those interested in other kinds of locomotive power are vying with one another in almost frantic efforts to standardize a machine intended to do farm work in the field and on the belt. The motor car is here to stay. So is the gasoline-propelled, heavy lorry. The tractor is coming. And some fear that the draft horse must go. The same nervousness was manifested with the advent of steam railroads, yet they only made more work for the right kind of heavy horses. Agricultural, commercial and industrial development may bring about a change in the purposes for which horses are required but they ultimately increase the demand for the high-class horse of the right kind.

What is the right kind of horse to meet present-day conditions? The draft horse must have weight and substance. The bigger he is the better, provided he has quality to supplement his size. Draft horses must have great size in order to move heavy loads most economically and compete with the motor lorry. Quality counts, for it is an indication of long-wearing propensities which are of great importance. The right quality horse is seldom, if ever, laid up for repairs. His gears, transmission and power plant are always in good going order. The drafter must also have snap which aids in rapidity of transit. Spirit counts to-day more than it ever did. A fast-walking drafter is worth more than a sluggish, dull, lazy, meaty-legged chunk. Heavy muscling is essential to power in the collar. The short-coupled, strong-topped horse, heavily muscled over the loin, on the fore arm and the gaskin is the horse that should have the power to move heavy loads at a fair pace.

The power plant will not run for long unless supplied with plenty of fuel. The drafter should show well-sprung ribs and a deep, round barrel, for this is the source of all his energy. The horse must be set upon fairly short legs showing plenty of bone, yet fine, flat and clean, topping nicely sloped pasterns and on big, broad, deep-walled feet with those bold, prominent hoof-heads which give strength and lasting qualities. In short, the drafter must be heavy, of high quality, strong, deep, thick, clean-limbed and set on big, broad feet, and with it showing zest and spirit for his task.

How does the Clydesdale measure up?

Clydesdale horses have for many decades been bred with the object of filling all these requirements. Quality has always been an outstanding feature in the results which have come from the breeders' efforts. Few horsemen dispute the fact that for clean limbs, obliquity of pasterns and big, strong feet the Clydesdale compares favorably with any other draft breed. Possibly size has been sacrificed a little to quality. One thing is certain, too much size cannot be obtained in the present-day draft horse, and Clydesdale breeders, with quality well established, would do well to pay particular attention to size in their breeding stock. There are heavier horses than the Clydesdale but there is no breed that will move heavier loads according to weight with greater ease. Quality and spirit have made the breed of outstanding excellence in endurance—the power to get work done. In clean-cut character, trimness and beauty no breed, as a breed, excels the Clydesdale, but more attention might well be paid to strength of top, to middle and to muscling. If selecting breeding stock the breeder who is looking to the future should pay attention to weight, coupling, middle, muscling and capacity as well as to quality of underpinning and action. Get the Clydesdale that is good at the ground, but also see that it is a fair distance from the ground to the top of his withers and that a goodly part of the space is filled with a great, deep, heavy body. See that he moves boldly and straight and that he shows the soles of his feet well when trotting. Taking it all in all there is no draft breed which shows more of the desirable characteristics than does the Clydesdale. Other breeds are good and all have a place to fill and most fill their places well. All have their faults. Breeders must recognize the weak points of their breeds and must breed to overcome such weakness. There is no better draft horse than the top-notch Clyde. There will always be a keen demand for the toppers. Canada has too many little, misfit horses. All should help make the Clydesdales of Canada better special-purpose draft horses. The greatest need of the present is the careful use of more weighty, high quality sires. The little sire and the scrub must be discarded by breeders who should use nothing but the best.

FEDERAL ASSISTANCE TO HORSE BREEDING

By C. M. MacRae, Chief, Horse Division.

The farmers of any district, wishing to work for the betterment of horse breeding by encouraging the use of sound, individually excellent, pure bred sires, may form a breeders' club for the purpose of hiring a pure bred stallion to travel their district for the benefit of the members. This club, by organizing under and adopting the constitution and by-laws, and conforming to the various rules and regulations governing this grant, may participate in the federal assistance given to such clubs as hereinafter set forth:

1. The club shall guarantee the stallion owner a definite number of mares at a certain service fee per mare, said mares to be in good breeding con-

dition, and not affected with any contagious or infectious disease.

2. All stallions named by clubs for the purpose of securing Government assistance must be submitted to an examination by an authorized veterinary surgeon.

3. The secretary of the club shall forward to the Live Stock Branch, with the regular application, a list of its members, also a copy of the memorandum of agreement signed by both parties interested. This agreement shall not become binding until approved by the Live Stock Commissioner.

4. The minimum service fee shall be not less than twelve dollars, and the maximum shall not exceed twenty-five dollars.

5. All service fees shall be collected by the club.

6. Payment of service fees shall be made as follows: one-third of the service fee for each guaranteed mare shall be paid by the club to the stallion owner at the end of the service season.

7. The remaining two-thirds of each service fee shall be paid when the mare proves to be in foal. That is to say, the remaining two-thirds shall be paid for only such mares as prove to be in foal.

8. At the end of the service season the stallion owner shall furnish the Live Stock Branch with a sworn statement setting forth the number of mares bred to his horse and the name of the owner of each.

9. The Live Stock Branch shall pay the club an amount equal to 33 1/3 per cent. of the total amount paid to the stallion owner at the close of the service season on the actual number of mares bred but not exceeding the guaranteed number, on receipt of the stallion owner's statement and of a properly audited and sworn statement signed and declared by the president and secretary.

10. The Live Stock Branch shall pay the club a second grant equal to 33 1/3 per cent. of the amount paid to the stallion owner on the total number of mares that prove to be in foal, that is, 33 1/3 per cent. of two-thirds the service fee paid for each mare that proves to be in foal, on receipt of a properly audited and sworn statement signed and declared by the president and secretary of the club.

Advantages of Clubs

By co-operation districts have been able not only to obtain but retain the services of good stallions at a very reasonable service fee. Although this scheme has only been four years in operation one or two districts have kept the same stallion for the whole period. Others have had the same horse for three years. Many who have had the same horse for the last two years have again secured his services for the present season. In this way community breeding has been established and the systematic adherence to one breed made possible.

Stallion owners whose horses are hired to clubs are assured of a guaranteed number of mares and prompt payment of the service fees at a specified time. The payment of one-third the service fee at the end of the service season should give the stallion owner sufficient ready cash to, generally speaking, pay for the season's expenses.

One advantage which has been clearly demon-

strated is the fact that club stallions leave a high percentage of strong, healthy, vigorous colts. After four years it has been established that at least eighty per cent. of the club horses have left over fifty per cent. of their mares in foal. Some have left as high as ninety per cent., while the average has been around sixty-five. This is undoubtedly due to the fact that club members, generally speaking, breed a better class of mares and take better care of them. The stallion owner through having a guaranteed number is able to so divide the season that he does not have to overbreed his horse on any one day or during any one week. Thus, the stallion is at all times strong and vigorous and capable of transmitting same to his progeny.

The putting of the horse breeding business on a financial basis is encouraging owners to buy better horses than heretofore. The inspection, which all stallions have to undergo, and the regulating as far as possible of the service fee is also having a beneficial effect.

The experience gathered during the last four years is emphatically to the effect that clubs should organize early. In fact, organization should not be put off later than the middle of January and better if it is done before that date. Those that are in a position to hire early get the pick of the best horse. The experience of the Branch is that horses hired early invariably pass inspection and are with few exceptions up to the required standard.

In Scotland, where the Scottish premium system has made the Clyde horse what he is to-day, it is not an uncommon thing to find the best horses hired two and even three years in advance. In fact, some are to-day hired as far ahead as 1923.

Federal assistance to horse breeding was inaugurated for the purpose of stabilizing the business and of helping equally both the breeder and the stallion owner. That it has met with the approval of the parties interested is evidenced by the recognition it has received from various sources. The following resolution passed at a recent meeting of the Western Canada Live Stock Union speaks for itself:

"Whereas: It is desirable in the interests of the horse breeding industry of Western Canada that in order to improve the standard of horses, the services of better, pure bred sires should be made available;

"And Whereas: In comparison with all other schemes which have been tried, the plan now followed by the Dominion Government in giving aid in the hiring of stallions has proved, wherever adopted, to be the only satisfactory and permanent method of bringing about the results desired;

"Therefore: The Western Canada Live Stock Union desires to place itself on record as recommending to all governments wishing to assist the horse breeding industry in this way, the endorsement and encouragement of that plan."

All wishing information regarding this scheme may obtain same by writing the Horse Division, Live Stock Branch, Dominion Department of Agriculture, Ottawa, Canada.

RECORD ALL CLYDESDALES.

Every owner of a Clydesdale should have it recorded if it is eligible. The plan is simple. Write to the Canadian National Live Stock Records, Ottawa, Ont., for application forms. These will be forwarded free of charge. Fill in the information asked for, and forward to the Record Office, with the necessary fee, and the job is done. If you are in doubt about the eligibility of an animal send particulars as to breeding, etc., to the Record Office and find out. The Record Office exists to help the breeder and will give him every assistance in its power.

By an agreement with the American Clydesdale Association, which came into effect early in 1918, all animals recorded in the American Stud Book are eligible to record in the Canadian Book at a fee of \$3 for members of the Clydesdale Horse Association of Canada, and \$6 for non-members. Animals recorded in the Canadian Stud Book are eligible to record in the American Stud Book at a fee of \$3 for members of the American Clydesdale Association, and \$6 for non-members.

REGISTRATION FEES

For Canadian Bred Horses—	Each.
To Members—Animals under one year of age	\$1.00
To Members—Animals over one year of age	2.00
Transfers50
Duplicate Certificates50
New Certificates replacing old ones of which shipping vouchers have been used50
Tabulated Pedigrees, to Members	1.00
To Non-Members, double the above fees in all cases.	
For Imported Horses—	Each.
To Members—Males if recorded within 30 days after importation	\$3.00
To Members—Females if recorded within 30 days after importation	2.00
To Members—Males if not recorded within 30 days after importation	25.00
To Members—Females if not recorded within 30 days after importation	25.00
To Non-Members—Males if recorded within 30 days after importation	4.00
To Non-Members—Females if recorded within 30 days after importation	3.00
To Non-Members—Males if not recorded within 30 days after importation	50.00
To Non-Members—Females if not recorded within 30 days after importation	50.00

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SOME CLYDESDALES STATISTICS.

The following table shows the increase in Clydesdales in the three western provinces from the census year of 1911, when such data was first compiled, and to 1916 when the special census for the prairie provinces was taken. The figures are for pure-breds only:

	1911.	1916.	Increase
Manitoba -----	2,923	4,663	1,740
Saskatchewan -----	2,940	6,684	3,744
Alberta -----	2,058	3,425	1,367
Three provinces -----	7,921	14,772	6,851

REGISTRATION, ETC., BY PROVINCES IN 1918.

	Registra- tions.	Trans- fers.	Member- ship.
Ontario -----	1,471	1,061	\$1,706
Manitoba -----	530	339	572
Saskatchewan -----	780	1,166	680
Alberta -----	521	1,105	382
British Columbia -----	44	29	44
Quebec -----	73	82	120
New Brunswick -----	18	13	16
Nova Scotia -----	13	12	10
Prince Edward Island -----	12	8	2
United States -----	10	4	2
Ancestors -----	54		
Total -----	3,526	3,819	\$3,534

Membership.

Every Clydesdale breeder should be a member of the Clydesdale Horse Association of Canada.

Annual Membership Fee, payable January 1st, \$2.00. Members wishing to withdraw from the Association must give three months notice of their intention so to do and pay all arrears.

Index to stallions, first 18 volumes, \$1.00.

Address all correspondence and make all fees payable to:—

Accountant, Canadian National Live Stock Records,
Department of Agriculture, Ottawa, Canada.

If remitting by Cheque Exchange must be added.

Note:—Correspondence addressed as above may be forwarded free of postage, and if of a nature to require registration, may be registered without charge.



