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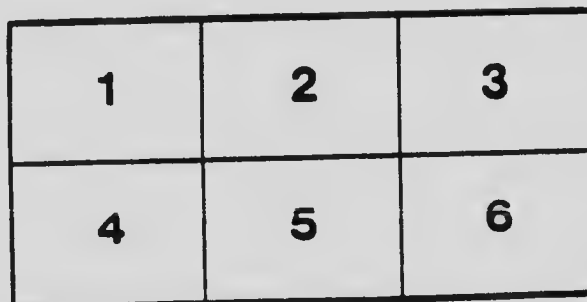
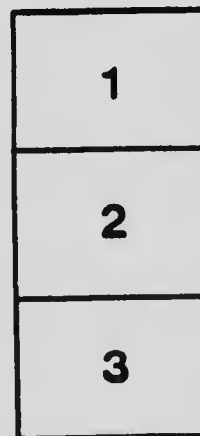
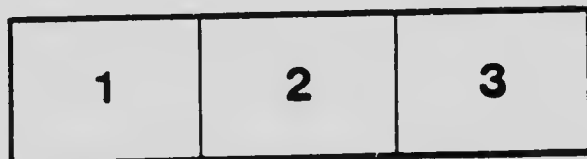
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BULLETIN 1

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INTERNATIONAL M

Manitoba Agricultural College

ANIMAL HUSBANDRY DEPARTMENT



HORSES

1. Classification. 2. The Brood Mare. 3. The Foal.

BY

W. H. PETERS

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Classification of Horses

FOR MARKET AND SHOW RING

A detailed classification of horses is here given for two reasons. First, it is hoped that this classification will be of use to farmers in getting their horses entered in the proper class at the Agricultural Society and Live Stock shows. Secondly, it is intended to give a clearer idea as to what types of horses are in the greatest demand on the market, and to set forth the requirements of horses for the more important kinds of work, that the farmer may know to what kinds of work the horses he has to sell are best suited and where to look for buyers of them.

While the Agricultural Societies and Live Stock exhibitions have already done much toward educating the people as to the proper types of horses for the different kinds of work required of them, it frequently happens at the smaller agricultural society shows that a good horse is defeated by a somewhat inferior one because the latter conforms more nearly to the requirements of the class called. This circumstance has frequently come before the writer in judging at Agricultural Society fairs, and the same situation has confronted many others who have been judging at shows in the Province. An occurrence of this kind can be credited only to a lack of knowledge upon the part of the exhibitor as to the use to which his own horse is best adapted. In such cases there is bound to be a certain amount of dissatisfaction and there always will be until both the exhibitors and the onlookers are better informed as to classification. It is not intended that this classification should be taken as a hard and fast one to be adhered to by all societies, but simply as a guide and one which may be altered to suit conditions in each locality.

Most farm horses are bought by dealers who travel through the country on horse back from place to place buying what horses they can as they go, or stopping at a small country town

for a day, having advertised ahead that they will be there to buy horses of such and such a type. It is safe to say that many farmers do not know the real value of the horses they have to sell. Frequently by failing to distinguish sufficiently between his good and his poor marketable animals, the farmer is left with the undesirable horses to become the breeding stock of others still more undesirable, while the dealer takes the good ones at a nice profit. Attention is called to this, hoping that it will lead farmers to make a more careful study of market requirements and market values before putting prices on the stock they have to sell.

HOW CLASSES ARE FORMED.

Wherever horses are bought and sold in large numbers buyers and sellers recognize seven distinct types, viz.: Draft, Agricultural, Farm Chunks, General Purpose, Carriage, Roadster and Saddle Horses. Some of these may be further divided into sub-classes and grades, but this further subdivision and grading is known only to the markets in large cities. Classes are created in the first place by a demand springing up for horses of a certain type to do a certain kind of work. If at any time the demand for that type of horse should cease to exist on that particular market there would no longer be such a market class. If at any time there should arise a new and sufficient demand for a certain type then there would be created a new market class. In any case, the use or work to which a horse is best suited is the chief factor in determining to what class it belongs.

GENERAL QUALIFICATIONS

Before giving the characteristics which distinguish one class of horses from another, it may be stated here that any horse, no matter to what class he belongs, must possess certain qualifications if he is to be a useful and desirable one.

SOUNDNESS.

First among these general qualifications is *soundness*. All horses bought for breeding purposes should be sound in every

way, while all horses bought for work should be serviceably sound. As distinguished from a blemish an unsoundness is defined as any malformation which does or is likely to permanently interfere with the usefulness of the horse, while the blemish is merely an eye sore which does not interfere with the actual usefulness of the animal. A horse is spoken of as serviceably sound when he carries some minor defects, such as a small splint, a small curb, windpuffs, knees a trifle weak, etc., which in no way lames him or interferes with his ability to do a good day's work. The most objectionable unsoundnesses and those which disqualify a horse from winning a prize in any show ring are, weaknesses of the wind, unsound hocks, total blindness, weak knees, sidebones and ring bones. Any marked lameness should also disqualify a horse in showing.

QUALITY.

All horses should possess to a marked degree the indications of durability, particularly of toughness of feet and bone, which indicates that they will wear well and long. Quality is indicated chiefly by a clean cut head, clean limbs with large, flat, dense bone, covered with a thin skin showing silky feather and tough waxy appearing feet.

ACTION.

While action differs materially in the different classes of horses, a long, clean, easy way quick step should be a characteristic of any good horse.

POSITION.

No matter what work a horse may be called upon to do, to make a desirable servant he must have good intelligent, kind, quiet disposition, not sluggish. He must be awake at all times while in the harness or under the saddle. It is important that he be free from vice or bad habits. Many habits to which a horse's disposition is susceptible are acquired they are difficult to cure.

GENERAL A. EARANCE.

Style, beauty and symmetry of form should not be overlooked in buying a horse, though they are usually of more value to the seller than to the buyer. Go into any market you wish and you will find the good looking horses selling for more money than horses of even superior merit and usefulness, but not so well fitted and prepared for sale. Style and beauty are worth more in the carriage and roadster types but are of sufficient importance to receive attention in all classes.

CONDITION, AGE, COLOR, ETC.

Condition, age, color, sex and breed will all influence the value of a horse more or less, depending on the purpose for which he is wanted. Buyers commonly demand market horses in medium to fat condition. They sell best at from five to eight years old. Almost any color is desirable, though oddly marked horses sell at a discount. Sex and breed become a part of the considerations only when animals are wanted for breeding purposes.

CLASSES AND SUB-CLASSES

Note—The following classification is based on a careful study of the horses that constitute the trade of the dealers in the City of Winnipeg.

THE DRAFT HORSE

The draft horse finds his greatest usefulness in our large cities and towns where his business is to deliver heavy loads of merchandise. Efficiency in the collar may be regarded as the safest test of his value, though other qualifications such as style, quality and action add to his value for certain purposes. While the heavy horse is usually regarded as a city horse he must be produced on the farm and is considered by many to be the best type of horse suited for farm work.



Photo by courtesy of *Nor-West Farmer*

Fig. 1—A choice Heavy-draft Gelding. Weight, 2,000 lbs.

The rougher appearing, more sluggish, coarse boned, unsound and badly blemished horses of the draft class find a market with lumbermen, railroad contractors, etc., and are referred to by a variety of names on various markets such as "loggers," "railroaders" or "contractors."

Despite the fact that there are few large cities in Canada, there are not enough good, big draft horses to supply the demand for them. The market for them is steadier and the average selling price is higher than for any other type of horse. It is safe to say that were the horse dealers in Winnipeg asked to state what type of horse sells most rapidly in that city they would reply unanimously, "Big Ones."



Photo by courtesy of *Breeders' Gazette*

Fig. 2—Nelson, Morris & Co.'s Clydesdale Six in Action.

To come in the draft class, horses should stand from 15.3 to 17.2 hands high and should weigh from 1,600 pounds upwards. It is difficult to estimate the exact value of weight in this class of horses, but it is safe to say that every 100 lbs. above 1,600 is worth \$25.00 per hundred and frequently it brings \$50.00. Fattening heavy horses before marketing will pay better than fattening any other kind of farm animals, when figured on the advance in value due to the gain in weight.

In form the draft horse should be deep and wide, short in the back, strong coupled, evenly proportioned, set on medium short legs and sloping in shoulder and pastern. He should also have a muscular massive appearance. Because of the heavy weight of his body he must have large strong bone in his legs, strong joints and large, strong, tough feet. His action should be free, a long step, straight and springy at both walk and trot; style, symmetry, beauty and good quality of hair, skin and bone add much to his value. Small blemishes do not materially lower his value, but unsoundnesses are severely discriminated against.

AGRICULTURAL OR LIGHT DRAFT.

There are many horses, which, because of their suitability and almost universal use for farm work, have been given a

market and show ring classification under the general name agricultural horses. In breeding by far the larger number of these horses are grade draft horses produced by crossing a draft stallion on the common 1,200 to 1,500 lb. farm mares, of mixed breeding. Some are altogether of draft extraction, but because of lack of feed, when young, or working at too early age, have failed to attain sufficient size and weight to put them in the draft class. They are considered by many to be the best possible type of horse for field work. They form a large part of the spring trade when farmers are buying. They should be judged on practically the same basis as draft horses, but ranging in height from 15.2 to 17 hands high and in weight from 1,400 to 1,600 lbs. The most desirable height is 16 to 16.2 hands and weight 1,500 to 1,600 lbs. A trifle more length of leg than in the draft horse is permissible and a trifle quicker step, particularly at the walk, is desirable.



Photo by courtesy of *Breeders' Gazette*

Fig. 3—Swift & Co.'s Percheron Six in Action.



Photo by courtesy of *Nor'-West Farmer*
Fig. 4—Well-matched Four Horse Team of Agricultural or Light-draft Horses.
 Weight, about 1,550 lbs.

FARM CHUNKS.

The farm chunk is in type a miniature draft horse standing from 15 to 15.3 hands high and weighing from 1,200 to 1,400 lbs. Much of the farm work of the Province is accomplished by horses of this type. With the exception of a few of the more stylish ones they are about the cheapest type found on the market. Many farmers buy them simply because they are cheap and make good slaves to work under the charge of cheap farm hands. Because of his low market value the breeding of this type should not be encouraged and when a classification of any kind is made for them at an Agricultural Society show it should be limited to one class, and that for teams in harness. At his best the farm chunk fre-

quently sells as an express or heavy delivery wagon horse. Common defects of this class are straight shoulders; straight, short, stubby pasterns and weak knees. In breeding they usually prove to be truly a misfit and may be produced in a number of ways, such as by the crossing of undersized draft stallions on light mares or light stallions on heavy mares or some may be of pure draft breeding but stunted in growth as colts.

GENERAL PURPOSE.

This term is used to cover a class of horses which may be and are used for a variety of different kinds of work, all calling for a horse of somewhat the same type. While on the farm the general purpose horse may be called upon to do almost any kind of work depending upon where he is most needed rather than upon his real adaptability to any particular line of work. The advisability of breeding general purpose horses



Fig 5—A choice type of Farm Chunk Horse. Weight, 1,350 lbs.



Photo by courtesy of Nor. West Farmer

Fig. 6—A good type of General Purpose Horse. Weight, 1,250 lbs.

with which to do farm work is doubtful as it will usually pay the farmer better to breed or buy the heavy ones for his field work and heavy hauling, and then keep one horse or a pair of horses of the carriage or roadster type for his road work.

SUB-CLASSES

Upon reaching the city this class divides itself into three sub-classes or types based again on the work to which each is best suited, namely: delivery wagon, express wagon and fire horses.

DELIVERY.

The demand for good, stylish, showy delivery and express horses is always brisk and the prices paid for them are high.

There are, however, many "weeds" among the horses used on delivery wagons which sell very cheaply. The best of the delivery wagon horses are produced from standard bred or coach stallions on medium sized, clean limbed mares. Some may be pure blood coach or standard bred horses lacking sufficient finish, quality, style and action to be suitable for driving purposes. They should stand from 15 to 16 hands high and weigh from 1,100 to 1,400 lbs. A neat, clean cut head, sloping shoulders, a deep, strong middle with strong coupling and smoothly turned full hindquarters, are important considerations in form. Legs and pasterns should be of good length to allow of a long stride. In view of the fact that most of their work is done at the trot on the hard city streets, strong knees and hocks, long sloping pasterns and sound feet of the toughest quality are of prime importance. The canons must be free from long feather. The action is important, particularly at the trot, the stride should be straight, long, free and springy. A neat head, sloping shoulders, style, quality and finish add greatly to the value of the delivery wagon horse.

EXPRESS.

Express horses are used by express companies in the collecting and delivering of goods to and from railway stations. They vary somewhat in size, depending on nature of their work and size of wagon they are hitched to. A range of from 15.3 to 16.3 hands in height and 1,300 to 1,600 lbs. in weight will cover practically all horses used for express wagons. The most desirable type is a horse that stands 16 to 16.1 hands and weighs from 1,400 to 1,450 lbs. The express horse differs from the average delivery horse in that he is larger, a little more muscular in build, and heavier boned, though the legs must be free from long feather. In breeding they usually carry a large amount of draft blood. Slope of shoulders, strength of back and loin, and strong limbs, large, tough feet, and straight, free action are of greatest importance. Style and finish add to their value. It should be noted that express companies have difficulty in securing enough good horses of the right type to do their work even though they are willing to pay high prices for them.

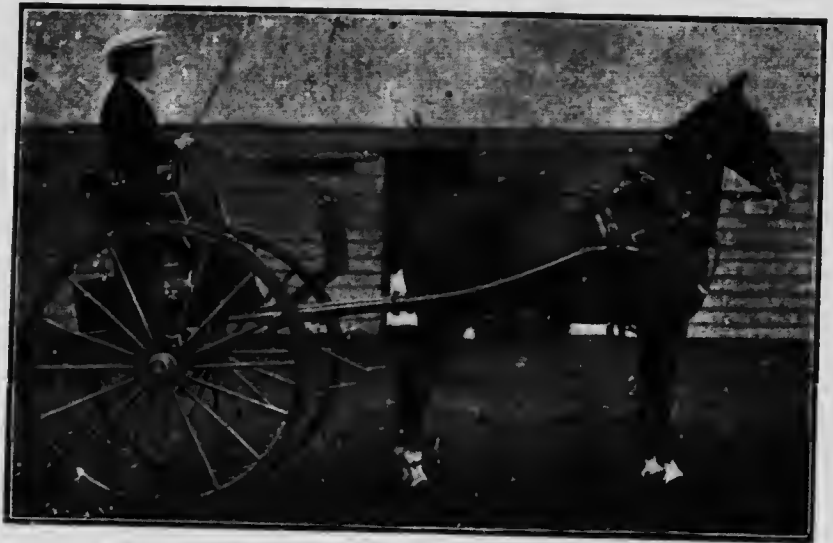


Fig. 7—A good type of Carriage Horse. Weight, 1,150 lbs.

FIRE.

In cities there is a limited demand coming from fire companies for a certain type of horse which is considered best suited to fire department work. In form the fire horse must be a little more rangy, stand freer in the hind flank than the express horse, yet must have a strong constitution and short, strong back with a straight loin. Only geldings are used. Intelligence and obedience to command are factors that enter into the selecting of fire horses. Two types are in demand. One standing from 16 to 17.2 hands high and weighing 1,500 to 1,700 lbs. for heavy truck and engine purposes. The other a smaller horse standing from 15 to 16.2 hands high and weighing from 1,200 to 1,400 lbs.

All must be without feather on the legs. While the demand is very limited good fire horses are so scarce that they will be picked up by a fire department at good prices almost any time of the year.

CARRIAGE HORSES.

The word earriage suggests a vehicle for carrying people. Carriage horse is the name given a type of horses that are suitable for hitching to rather heavy stylish vehicles. They are frequently referred to as "the wealthy man's pleasure horse," because they are used almost exclusively by the wealthy people in the cities. They are also referred to as "heavy harness horses," because they are usually driven in quite heavy, dressy harness, carrying a great deal of plated metal. This term is used to distinguish them from the lighter roadster horses which are used in lighter rigs and lighter harness, and are termed "light harness horses." To suit the earriage class a horse must above all things else possess two qualifications, a stylish conformation and high stepping, stylish action. He should have a short, neat head, an arched neck, extreme slope of shoulders, a short back and loin, deep round full made body, and a long, round, straight, smooth turned



Fig. 8—A prize-winning Carriage Horse. Weight, 1,100 lbs.



Fig. 9—A good type of Roadster Horse. Weight, 1,100 lbs.

croup, and full hind quarters. Because of his high stepping action and because he is driven a great deal on the hard city streets he must have the best of quality and strength in his feet and legs. High stepping, stylish action is the most important requisite in this class. Many horses which fill the bill in conformation and quality cannot class as carriage horses because they lack sufficient style of action. Good carriage horses are usually pure bloods of the Hackney, French coach, German coach or Standard bred breeds. Even in those breeds which are recognized as purely carriage breeds many colts are produced which never gain enough action to command high prices as carriage horses. High stepping, straight, stylish, flashy action, lifting both front and hind feet high, folding the knees, and flexing the hocks well, constitute desirable going. Carriage horses should stand from 15.1 to 16.1 hands high

and weigh from 1,050 to 1,250 lbs., 15.2 to 16 hands and 1,100 to 1,150 lbs. being most desirable.

SUB-CLASSES

In the large cities four sub-classes are recognized, namely, Coach, Cob, Park and Cab horses. In brief, the large, more stylish, better acting, fuller made horses go in the coach class. Cobs are small, 900 to 1,000 lbs., full made, high stepping ponies which make desirable ladies' driving horses either single or in pairs. Park horse is the name sometimes applied to the light weight, high stepping, exceedingly showy and flashy horse in the carriage class. The Cab horses are those suitable only to livery work.

ROADSTERS.

Roadsters, "Road Horses," or "Light Harness Horses," as they are sometimes called, are useful chiefly for making long or quick trips when hitched to a light rig. They are used a great deal for pleasure driving, chiefly as gentlemen's driving horses, for doctors' rigs, livery horses, and city business men use them as errand horses. The harness race horse also belongs to this class. They are perhaps the most suitable as farmers' driving horses for driving in the country. While extreme speed is not necessary in the roadster except for racing purposes he should be able to travel eight or ten miles in an hour easily and keep it up for several hours without undue fatigue. Some will travel much farther and much faster without showing fatigue. Roadsters range in height from 15 to 16 hands high and 1,050 to 1,100 lbs. in weight being most desirable. They are somewhat longer of leg, longer of neck, longer in the body, thinner and longer in muscling and more angular than carriage horses. In action a straight long step instead of a high step is desirable. While speed and stamina are the chief requisites grace and beauty, intelligence, and a good disposition add greatly to their value. Perhaps the best roadster horses are pure standard breeds though some hackneys, thoroughbreds, or a cross of these two breeds often prove very good road horses.



Photo by courtesy of *Breeders' Gazette*

Fig. 10—Prize winning Five-gaited Saddle Horse.

SADDLE HORSES.

Several quite distinct types of saddle horses are recognized. The simplest division of them is that based upon the gaits dividing them into two classes, five-gaited or "gaited" and three-gaited or "plain gaited" horses. The five-gaited horse is altogether a pleasure riding animal and as yet is not bred in Western Canada. Except for a very few of them found in the cities they are not used in Manitoba. The gaited horse is a

very stylish, graceful animal possessing, as the name indicates, five distinct gaits. The walk, trot, canter, fox trot, running walk or slow pace, and the rack. They vary in height from 15.1 to 16.1 hands and in weight from 950 to 1,200 lbs.

The three gaited horse is used for a number of purposes, including pleasure driving, racing, hunting, in the cavalry, and for polo playing. Most of them are pure thoroughbreds, or carry some thoroughbred blood. Some are the progeny of five gaited horses which do not require the gaits. Three gaited horses are of so many types that they are also found so little in Western Canada that a thorough discussion of each type here would be out of place.

All except the polo pony should be from 5 to 6 hands high, and weigh from 900 to 1,200 lbs. according to the



Fig. 11—A Three-gaited Saddle Horse.

weight which they are to carry. All should be high at the withers with withers carried well back, so as to shorten the top line and carry the saddle properly. High withers, sloping shoulders, and a sloping pastern make them easy riding and sure footed.

The value of the running horse depends naturally upon his ability to run fast. That of the hunter upon his ability to jump ditches and fences, and on his gameness to stay in the chase.

The polo pony stands under 14.3 hands and weighs between 850 and 1,000 lbs. His value depends on his speed and agility in turning sharply and his training for the game.

MISCELLANEOUS STUFF.

Besides horses which fall properly into one or other of the above classes, there will be those such as very thin feeders, unsound horses, range horses, and small ponies which can only be classed as miscellaneous stuff.

The Brood Mare

SELECTING.

The most profitable animal on the farm today is the brood mare. If properly handled she may do practically a full season's work and raise as good a colt as if she ran idle in the pasture. Perhaps it would not be wise for every farmer in Manitoba to breed every mare of a productive age that he has on his farm, but many of them should be bred that are not. In choosing the mares to breed it must be remembered that the chances of the colts resembling their dams are just about as strong as the chances of their resembling their sires, and that the better the mare and the nearer to purity her breeding the stronger will be the chances that the colt will resemble her. Therefore, to the mare owner the necessity of selecting a sound mare possessing good size for the type she represents and good individuality is just as important as to get the right type of stallion.

Two characteristics should be given special consideration. As differing from the masculine appearance of the stallion, the mare should have a feminine appearance about the head and neck, yet should possess a good active disposition, these being indications that she will be a regular breeder. In form she should possess what is termed a roomy conformation, not only a large abdomen but a wide spring of rib, deep body and fair length of body.

MATING.

Some difficulty is occasionally experienced in getting mares to breed, but usually mares that are properly fed and exercised through the winter will come in season in the spring of the year. If a mare does not come in season there is some good reason for it and the only way to ever get her in foal is



Photo by courtesy of *Breeders' Gazette*

Fig. 12—A Breedy-looking Brood Mare.

first to get her in good health and then she will come in naturally and when bred will quite likely conceive.

WORKING.

It is not only possible to work the brood mare while in foal, but it is far better for her that she should be worked. This is particularly true during the winter when brood mares as well as work horses are frequently subjected to too close housing without sufficient exercise. The question is frequently asked as to how near to foaling time may a mare be worked with safety. In reply it is only safe to say that it

depends on the nature of the work and the man driving her. On no account should a mare due to foal in three or four months be asked to back a heavy load, nor should she be made to pull heavy loads on unsafe footing. If handled carefully she may be worked at the ordinary work in the field right up to foaling time, though it is safe to discontinue working about one week before she is due to foal, taking the precaution to see that she is turned into a lot so that she may walk about and thus receive exercise each day, also the grain fed should be cut down to one half or two thirds the ration while at work.

FEEDING.

Great care must be exercised in the feeding to bring the mare up to the foaling time in the proper condition of health. Breeders are apt to be too anxious to keep the mares in too high a condition rather than to allow them to become too thin. Trouble at foaling is frequently due to no other reason than simply that the mare is too fat. This does not mean that she should be starved down to a weak condition of health, but judgment must be used with each individual in the amount of grain and hay required daily. Any of the standard rough feeds from oat straw to alfalfa hay, so long as they are clean and have been properly stored and kept free from must, are satisfactory. A variety of roughage adds to its value. For grain nothing will beat a ration of three parts crushed oats and one part of bran by weight. This may be advantageously supplemented by a bran mash or a feed of boiled barley and flax fed as the evening meal from one to three times a week. Not more than a pint of flax seed should be used in one feed. Condimental stock foods are altogether unnecessary with the above ration.

PARTURITION.

To avoid loss by neglect of the mare at foaling time, the exact date upon which she was bred should be known. The period of pregnancy in the mare is about three hundred and thirty five (335) days, most of them foaling between the 330th and the 340th day. Many, however, foal before the 330th day, so that they should always be more or less closely watched

for three weeks before they are due. There are certain signs of the near approach of parturition that rarely fail. The udder often becomes quite large and full, some time before foaling, but the teats do not fill out plump and full to the tips until at most two or three days before the foal is born. The formation of a small amount of wax-like substance on the end of the teat is invariably a sure indication that the mare will foal in two or three days. The falling away of the museles about the tail head is another indication of the near approach of the foaling time. Another question is frequently asked as to whether or not it is necessary that an attendant be with a mare when she foals, even though it be at night. If the mare is in good health and the colt comes in a normal presentation she will get along far better if left to herself than if too closely watched by a rattle brained attendant. However, abnormal presentations are common enough so that it pays, particularly with high priced mares, to keep a pretty close watch on them even though it does require the use of an alarm clock for several nights. When trouble in foaling is evident it will usually pay the farmer far better to secure the services of a veterinarian as quickly as possible rather than to attempt to assist the mare himself. Having delivered the foal every mare should be given one or two weeks absolute rest, except that after the second or third day she should be turned into a lot with the foal a part of the day for exercise. During this time the grain ration should be increased gradually again to the amount that was given before foaling.

RE-BREEDING.

So far as the mare is concerned the first problem presenting itself after foaling is to get her re-bred. There is much difference of opinion among horse men as to the proper time to try mares to the stallions after foaling. The consensus of opinion seems to be that the ninth day after foaling is the date at which most mares are likely to come in season and to conceive. Failing to get them to breed on this day, or even if they do take the stallion then, they should be tried again at regular intervals of eight, nine or ten days. Mares frequently take the stallion and conceive if bred on the eighteenth to twenty-first days or on the twenty-seventh to thirtieth days.

CARE AND HANDLING.

In handling the brood mare about the stable and in the field it must be remembered that she has a more sensitive disposition than the average lazy gelding and must at all times be handled kindly, without the use of loud, abusive language or abuse with the whip. Kind treatment is worth as much as good feed.

In feeding it should be remembered that besides the food required to maintain her own body the mare requires additional food for three purposes, to do work, to produce milk for the foal, and to build up the foetus for the next foal. Consequently she requires not only a great deal of food but such food as is highly concentrated and easily digested. During the time she is working she should receive a heavy grain ration and not too much hay, as the hay requires a great deal of the energy it contains for its own digestion and assimilation. No absolutely fixed amounts can be quoted because some mares will handle more feed than others. The average farm mare of 1,400 to 1,500 lbs. weight will require somewhere in the neighborhood of 20 lbs. of grain and 15 lbs. of hay per day.

The Foal

CARE AT BIRTH.

The colt experiences its first difficulty in life in getting its first breath. If respiration does not seem to begin as soon as the navel cord is broken, the body should be briskly rubbed and the attendant should blow into the nostrils and mouth. A little cold water dashed on the nose and face in such a way that it will not run down the nostrils will help. If breathing seems slow and irregular during the first few minutes of life some stimulant such as several teaspoonfuls of brandy or whisky mixed in water and placed back into the mouth will help to invigorate respiration.

COMMON TROUBLES.

Nine-tenths of the deaths of colts at an early age result from one or other of the following three troubles: navel ill, constipation, and scours.

Navel Ill.—The time to begin the prevention of navel ill, for prevention is the only safe cure, is before the colt is dropped. Give the stall in which the mare is kept a thorough cleaning, disinfect it with a solution of carbolic acid or some coal tar dip, and keep the floor well bedded with clean straw.

As to the nature of this disease nothing more need be said than that it seems to be caused by filth germs that get into the body through the open navel cord at birth. These germs set up inflammation and puss forms, which is quickly absorbed into the general circulation, and abscesses form in various parts of the body. These abscesses appear first as swellings in the joints of the limbs. The disease is frequently deceptive at first because if only one joint swells and the colt seems to go lame on it (apt to think the trouble is due to a slight

injury, then as swellings appear in other joints the truth of the real trouble first becomes evident. By the time the disease has advanced so far as to show swellings in several joints it is seldom that anything can be done to save the life of the colt.

As a preventive besides cleaning the stall, the navel cord should be cut off about two inches from the body if it has not already been broken that close or closer, a string dipped in a mild disinfectant solution tied about the end of the cord and the navel washed with the same mild disinfectant. The washing should be continued once or twice a day until the chord dries off. It is well to rinse off the udder of the mare before allowing the colt to suck.

Constipation.—Usually the first milk or colostrum of the mare prove sufficiently laxative in nature to cause the colt to clean the digestive tract of its contents within six to eight hours after birth. Sometimes due to any one of a number of causes the colt experiences difficulty in ridding the digestive tract of this first fecal matter. It is essential to notice whether or not this material is excreted. If it is not passed off within eighteen to twenty-four hours the little fellow will likely take on a dull listless appearance, allowing the head to drop, eyes to partially close, and ears to lop over. When this condition exists something must be done to assist him. A laxative such as about two ounces of castor oil should be given him and a couple of ounces of warm water with a little glycerine injected into the rectum. The castor oil will help the intestines to move the material in them, and the injection will cause the colt to attempt to excrete their contents. If the first dose of physic is ineffectual it should be repeated in about six hours, while the injection may be made once every hour.

Scours.—The third disease, scours or diarrhoea, is not quite so prevalent in very young foals but may attack the colt at any time until it is two or three months old. It frequently causes death. It is hard to determine just what causes scours in each individual case, but common causes are changes in the composition of the mare's milk due to nervousness, overwork, or



Photo by courtesy of *Breeders' Gazette*

Fig. 13—A Healthy-looking Hackney Foal.

changes of feed, allowing the colt to gorge itself with milk from the full udder of a mare that has become quite warm from work, and filth in the food. The disease can best be prevented by proper handling and feeding of the mare so as to keep her milk of a uniform composition.

After the disease appears in the foal the most successful way of treating it is to begin with a dose of good physic, preferably castor oil. This is necessary to remove the material

that is causing the trouble from the digestive tract. Then it is time to give some astringent such as a little flour or starch in warm water or milk. Here again the simple precautions necessary for prevention are the best cure.

CARE AND FEEDING.

As with all other young animals on the farm the newly born foal requires close attention for the first three or four days of his life after which he will nearly always begin to kick his heels into the air and take care of himself very well. The ideal condition for raising the best colts possible is probably to allow the mare and foal to run together in a good grass pasture. This on the other hand is not always the most profitable method financially. The average farmer cannot afford to allow his mares to run idle through the summer producing nothing more than the ordinary farm colt. There is



Photo by courtesy of *Breeders' Gazette*

Fig. 14—Some Promising Youngsters.

no reason on earth why mares cannot be worked while rearing foals and mare and foal come through the season in practically as good shape as if running in the pasture.

There is much difference of opinion as to the proper methods of handling the young foal while the mare is working. The question arises as to whether he should be kept in the stable or allowed to follow in the field. While both mare and foal will be somewhat restless at first a little patience with them will in the end make it most advisable with the majority of men to close the colt up. If convenient, work the mares in the field nearest the barn so that the colt may be allowed to nurse in the middle of the forenoon and afternoon as well as being with the mares at noon, until they are two months old, after which they will not require to be with the mares except at noon and during the night. If inconvenient to allow the colt to nurse in the middle of the forenoon and afternoon it will be found advantageous to teach him to drink cow's milk. From one to two quarts of milk, depending on the age and size at the above mentioned times, will be sufficient. Whole milk should be used, but the lower in fat content it is the better it will suit the colt. Cow's milk, when fed to colts, should be sweetened with one teaspoonful of sugar to a quart of milk.

If allowed to be with the mare at meal times and her grain box be low enough so that he can get his nose into it, the average colt will begin feeding with his mother by the time he is four or five weeks old. No effort should be made to teach him to eat grain before one month old as his digestive system will not be strong enough to stand it. When he is about a month old a small box should be arranged in the opposite side of the stall and the colt taught to eat his grain from this. The best feed for the colt of this age is whole oats or oats one part by weight and bran one part. Ordinarily, little difficulty or evil effect will be noticed in weaning the colt at anywhere from four and one half to five and one half months old, particularly if the colt has been receiving some grain before hand. In weaning it is best to take the colt from the mare entirely rather than to allow it to nurse once or twice a day. This

only keeps both mare and foal in a nervous, excited condition that much longer, and will cause both to lose more flesh than if the separation is made abruptly.

In conclusion no more profitable advice can be given than to say "Take care of that colt." Under present conditions he is the surest money maker on the farm.

MANITOBA AGRICULTURAL COLLEGE

CALENDAR

PRINCIPAL COURSE

1910

October 25—Students admitted—registration and payment of board and fees.

October 26—Lectures begin.

December 21-23—Christmas examinations.

December 24—Christmas vacation begins.

1911

January 2—Second term of College begins—payment of board, etc.

January 3—Lectures resumed.

March 28-31—Final examinations.

SHORT COURSES

1911

January 3—Farm Dairy course.

February 13—Short course for farmers — grain and stock judging.

February 15—Cheese and Butter Makers course.

April 17—Household Science course.

May 15—Teachers' short course.

June 13—Steam and Gasoline Engineering course.

July 17—Teachers' short course.

