of that kind, something that has size and quality.

Question—What weight of horse sells best for a coach horse?
Mr. Stericker—From 1,200 to 1,300 pounds.

Question—What is your method of rearing and caring for colts, these high-stepping colts, and especially your method of preparing for market? that is where the farmer lacks.

The Chairman—He gave that pretty thoroughly in his paper.

Mr. Moseley—if you had a dam that had a colt by her side this coming spring, how would you get the colt to feed?

Mr. Stericker—I would let the colt learn to eat by feeding it where the mother couldn't get at it. It will soon learn.

Mr. Goodrich—I have lived in Rock county for fifty-nine years, and they are all talking about raising horses to sell. I have a horse that stands seventeen hands high, a bright bay, nice color, that can haul a surrey with four in it a mile in three minutes, but I wouldn't dare sell him because I never could live long enough to get another one that suits me as well as he does. I say that the farmer in Wisconsin who has a horse that fills the bill and suits him, should keep him for his own use and ride out with his own wife and let the Chicago men buy their horses where they can get them.

The Chairman—I am going to take part with Mr. McKinney in a certain sense. I say that if Americans would give the same attention to breeding for quality and size as we do for speed, we would be wise. We have too many horses with a speed pedigree that haven't anything else.

Mr. McKinney—The great trouble is that the good ones have been sold and we have too many culls.

THE BEST HORSE TO RAISE.

J. S. COOPER, Union Stock Yards, Chicago, Ill.

Mr. Chairman and Members of the Convention:

I wish to thank you for the courtesy of extending to me an invitation to address this honorable association on the important question of the best horse for the farmer to breed. I make no pretensions to oratory and, like Mark Antony, am only a plain, blunt man with neither words nor power of speech to move men's minds. I shall only show you the condition of our domestic and foreign trade and let you draw your own conclusions. Like Patrick Henry, I have no guide for the future except the experience of the past.

Early History of the Horse.

The period when the horse was first subjected to the use of man extends so far back beyond the origin of written history that no mention is made by writers of the native country of this noble animal. That his native territory was the hill and plain regions of tropical or sub-tropical Asia, there is, however, little doubt, since it is in such regions the world over that this animal upon regaining his freedom and becoming semi-wild, soonest multiplies into vast herds.

In none of the most ancient inscriptions is the horse found represented in a wild state, but always in connection with man. The fabulous stories of the centaur, a creature half human and half horse, arose from the imagination of those savage tribes, who were conquered by more enterprising and partly civilized foes who had ac-
quired the art of subjecting the horse to use. It is stated that a Thessalian tribe, the Lapithae, first subjected the horse and hence acquired the name. But the horse was known in civilization far anterior to that of this Thessalian tribe, though no record is made of the horse in a wild state even by his earliest masters. Hence, we infer that the horse was not a native of Egypt but was introduced from some other country into the civilization of that land, the earliest on record except that of China.

**Later History.**

The first record of the horse made in sacred writings is in the time of Joseph in Egypt, at which period the horse had been subjected to harness. At the time of the Exodus under Moses the horse was extensively used in war. The Grecian mythological stories give accounts of the use of horses in war, particularly at the siege of Troy, but they seem to have been confined only to the use of heroes. Coming down to the true historical period, we begin to find the use of horses quite universal, for pleasure as well as for war, and as civilization began to colonize the earth the horse closely followed. Where the original country of the horse was matters little except as an interesting fact, whether in Asia or on the soil of Africa, to which his near relations, the zebra and quagga, are certainly indigenous. It is certain, however, that in Media and Persia, and the fertile plains of Thessaly and Thrace, on the great meadows of the Danube, in the Ukraine, on the banks of the Dnieper and the Don, and other of the great grazing grounds of Europe and Asia, the horse found congenial soil and early became semi-wild. So, after the conquest of America, transplanted here he became semi-wild and soon occupied vast tracts on both sides of the tropics in countless herds.

**The Horse in Civilization.**

In extending civilization the horse has always occupied a place next to man, carrying him quickly and safely on long journeys, aiding him to explore new regions or bearing him beyond the reach of savage foes. In the early days of civilization oxen tilled the fields while sheep furnished clothing and food, until latterly the labor of tillage has been almost entirely transferred to the quicker and more intelligent horse.

Among the nations which flourished between ancient and modern times, the Arabs seem to have regarded the horse with the greatest esteem and kindness. Among no people were more care and attention bestowed upon his breeding, and nowhere else was the horse so made the companion of man. Hence, in no other country, from the seventh to the seventeenth century after Christ, were horses found combining such high intelligence with great speed and lasting endurance in travel. The Arabs were thus enabled to furnish the infusion of blood that has resulted in the English and American thoroughbred, that has
stamped its measure of value upon nearly all of the more highly prized of the modern sub-families of horses. Yet, neither the English horse, nor the American horse, nor indeed the so-called wild horses of America retain any characteristics of an aboriginal breed. They are, all of them, purely artificial in their breeding, or the descendants of horses artificially bred.

A Large Experience.

In elucidating my theme I shall draw largely on my personal observation extending over a period of more than a quarter of a century as a breeder and dealer in all kinds of horses. There is probably no firm in the commission business that has handled more horses than the house which I represent, having sold during the past twenty-five years from ten to twenty-five thousand horses annually. To keep abreast of the times and to handle skilfully the large consignments with which I have been favored it is important and in fact highly necessary, that I should, not merely be posted on the demands of the market, but more particularly on the fluctuating values, in order that the best interests of my customers should be conserved and jealously guarded. If anything I may say on this occasion shall assist a fellow breeder to improve his circumstances in life by showing him how to achieve signal success in raising horses, I shall be well recompensed for my labor.

It must have impressed this association that this is an age of phenomenal concentration of forces. It is an era characterized by invention and progressive economics. The progress of cheapening transportation, the production of our manufactories and agricultural commodities is engrossing the profoundest attention of the leading statesmen and philosophers of the day. It is a spontaneous inspiration which has taken root in the educated minds in all parts of the world and its progress cannot be stayed until shelter, work, food and raiment are provided for every person created in the likeness of God on this globe. To obtain this state every able bodied citizen must be willing to work and apply his energy to those pursuits that will yield the best returns for his labor.

Depression in Horse Business.

You well understand that the horse breeding industry of this country has been in a very depressed condition during the past six years. The causes which precipitated the enormous depreciation in prices were overproduction of worthless horses and the adoption of electric power as a motor on the street car railways. The new force displaced nearly two hundred thousand useful horses which were thrown onto an already glutted market. The principal domestic buyers became the largest sellers until there was practically no standard of values. The countless hordes of range horses also swarmed in all the small inland towns of the eastern and middle states and were offered at any price or traded for anything that had intrinsic value. The cheaper animals sympathetically depreciated the price of the choicer offerings and universal pros- tration and discouragement pervaded the industry. Breeders became alarmed and threw their choice studs on the market at closing out sales in all parts of the country. It was a wild, disorderly scramble to get out of the horse business from 1892 to 1896 when the general range of values touched its lowest point.

Our Export Trade.

The low values of American horses attracted European fanciers in 1894 and a few trial consignments were exported. The eminent satisfaction, in docility, courage, soundness, size, endurance and freedom from fatality in acclimation made our domestic horses universally popular in all foreign markets. The export outlet came at an opportune period and the increased foreign movement has nearly eliminated the surplus in the hands of the breeders.
I will not indulge in voluminous statistics, but will state the volume of our export trade for the fiscal year ending June 30, 1897, was 39,532 horses. The United Kingdom of England, Ireland, Wales and Scotland imported 19,350, Germany 4,897, Belgium 4,213, France 4,000 and even the republic of Mexico took 1,884 American horses. These animals were valued at $4,769,-265. The volume of exports this year is phenomenally increased, there being shipped direct to the various foreign countries from the Chicago market in January 2,500 horses, and in February 2,934 head, making a total for the first two months of 1898 of 5,434 horses from the Union Stock Yards market alone.

from $200 to $300, while big scrubs have been sluggish at $80 to $125. It does not take a college education to determine which would be the most profitable kind to breed. Full bred sires must be used to obtain the best results and the breeder needs to study his whole market to ascertain whether to select a Norman, Percheron, Clydesdale, Shire or Belgian sire for service. It is the heavy weights that are in urgent demand and the stallion should be a model in size, bone, conformation and action, and weigh 2,000 pounds and upwards to produce the ideal high-priced draft horse. There will be plenty of diminutive animals to supply the demand for Boston and export chunks if the larger types of sires and dams are used for breeding purposes.

High Priced Teams.

With accumulated wealth come expensive luxuries, foremost among which are high-priced coach teams and turnouts. There were two teams owned by Chicago dealers exhibited at the late Coliseum horse show in the coach horse class that won blue ribbons which have since sold for $4,600 and $2,500, respectively. These were fancy, well matched pairs and touched the highest points of values. A good coach horse will sell any day in the Chicago market for $200 to $1,000 and some fancy specimens have sold as high as $1,600, but the range in prices warrants the coach horse as a profitable type to breed. Many of the best coachers are large sized, trotting bred animals. The coach horse is produced by the imported Hackney, French coach horse, German coach horse and the American trotter. The best type is an animal standing sixteen hands, of breedy appearance, elegant style, good substance and high, all round action. The coach horse is of commanding presence and capable of pulling a heavy coach from eight to twelve miles an hour.

Speedy Trotters.

The American trotter, including the

**Draft Horse.**

**Profitable Breeds.**

There are three distinct types of horses that are profitable to breed, namely: The heavy draft horse, the American trotter and the modern coach horse. It has been said by a worthy contemporary that the country is threatened with a horse famine. This is only true as applicable to fine horses as the country is still flooded with scrubs, inferior animals whose only recommend is their cheapness, and glutting the market, they pull down the price of good horses.

It is only the breeding of good horses that offers profitable investment. The best draft horse specimens have been selling in the Chicago market this year...
popular pacer, is also a profitable type to breed. If speed alone is the object, size is immaterial as extreme speed appears in horses of all sizes and shapes. But a high rate of speed is a quality that has never been produced with uniformity and if the failures are handsome, good sized animals they will command paying prices for gentlemen's drivers.

Star Pointer, 1:59⅜, Joe Patchen, 2:01⅞, are sixteen-hand horses so that the highest flights of speed are not incompatible with size. Prices are largely governed by racing ability, ranging from $300 to $20,000, and the foreign demand for the American trotter for both racing and breeding purposes is heavily increasing.

The European record for all distances by a harness performer is held by the standard bred trotter. Among the best performers exported are Trevillian 2:08⅞, Bravado 2:10⅛, Col. Kuser 2:11⅔, and Monette 2:14⅞, all trotters with good reputations as race horses. It is useless to attempt to explain how to breed for speed farther than to say that the best types are the result of methodical selections and development. Heredity is the sum of inherited qualities and speed will most uniformly come in the line of racing ancestors. To one who has plenty of capital combined with an intelligent understanding of the laws of breeding, raising trotters is a pleasant and profitable enterprise, but it is not well adapted to the ordinary farmer of limited means.

**Ready for Market.**

When the horse is of the proper age to market he should be put in good condition and well mannered. Horses thin in flesh or unbroken are always poor sellers. The entire profit of breeding is frequently sacrificed by shipping a horse to market out of condition or but partially harness broken. For the west the best place to sell horses is the Chicago market. It is the chief center of the domestic and export trade of the United States and leads all the domestic markets in prices for good offerings. There were handled at the Union Stock yards in 1897, 111,601 horses and prices ranged all the way from $10 for a plug to $15,000 for Joe Patchen.

**The Horse for the Farmer.**

If asked what horse I would advise the farmers to raise I would answer that it is a subject that each individual must solve according to his circumstances and tastes. Last season I bred 70 mares to the very best draft stallion in the country. I showed four drafters at the Coliseum horse show which were awarded first prize. I afterwards sold the exhibit to J. Phillip, a London dealer, for $1,000 for exportation to England.

My partner, Mr. A. McDonnell, has stocked his 500-acre farm with heavy draft mares and stallions and French coach horses. Everybody knows that I am an ardent admirer of the trotter and have campaigned a stable a number of seasons. At the late Splan & Newgass sale I had such a violent attack of speed fever that I let go of $1,250 for Regret, 2:13⅛, for a road horse, but when it comes to making a reasonable profit on raising horses, personally I am going to breed the heavy drafters. To my mind the draft horse offers the greatest number of chances to prove a winner, being easily raised, early matured, freer from accidents and blemishes, with a certainty of a permanent market at good prices.

**"Blood Will Tell."**

Time, intelligence, patience and perseverance are necessary to achieve the largest measure of success in horse breeding. Do not return to your farms and say, "There is no use in our trying to raise the typical draftr, coacher or trotter, as such specimens are accidents in breeding." There is no such thing as accident in the principle of methodical selection, as they are sure to produce size, action, strength, endurance and beauty of
A WISCONSIN PRODUCT—PERCHERON STALLION, MAJOR 1842, WINNER OF 1ST PRIZE AT MINNESOTA, WISCONSIN AND ILLINOIS STATE FAIRS OF 1886. BRED AND OWNED BY H. A. BRIGGS OF ELKHORN, WIS.
DISCUSSION.

Mr. Gilbert—What weight of draft horse will sell best on the Chicago market?
Mr. Cooper—From 1,650 to 1,900; the heavier the better.

Question—How many horses are there which come on the Chicago markets in chunks and drafters that are in fit condition for the market?
Mr. Cooper—Not over twenty percent.

Mr. McKinney—Will not a 1,700 pound, stylish draft horse bring more than a 2,000 pound draft horse, if he has an ill-shaped head?
Mr. Cooper—I am looking for weight.

Mr. McKinney—Which sells the better, if one is stylish and the other lacks style?
Mr. Cooper—Oh well, the draft horse has got to have quality. If he weighs 2,000 pounds and has quality he is better, and will sell for more money than a 1,700 pound horse with or without quality, because, all other things being equal, weight with quality will command the higher price.

Question—What is a 1,500 pound horse worth with an equal amount of quality?

Mr. Cooper—They will bring all the way from $125 to $150.

Mr. Moseley—Isn’t it almost impossible for the ordinary farmer to produce a 2,000 pound horse?
Mr. Cooper—It is not outside the province of any farmer to raise a horse weighing 2,000 pounds. If they will select the biggest draft mare that they can get and breed her to the heaviest and best horse, and proper care and nourishing food is given to the colt, there is no great reason why any farmer and every farmer should not be able to raise a horse at maturity to 2,000 pounds.

Mr. Moseley—Wouldn’t we have to have pure bred stock on both sides?
Mr. Cooper—Yes. I spoke of that in my paper.

Mr. Moseley—Won’t you point out from that chart the qualities or defects of that horse?
Mr. Cooper—I would call that a pretty clever horse myself. All the fault I have to find with him is that he has too many white feet.

Mr. Goodrich—What harm do white feet do?

Mr. Cooper—They are not salable for a draft horse, not so much so as a horse that hasn’t as many white feet. It is the same with the white marks on the face.

Mr. Galbraith—I was on the Chicago market a few weeks ago and they sold a gray horse with white feet for $500.

Mr. Cooper—We are short on those horses at the present time, but when we had plenty it did cut a figure, I think. I sold a number yesterday for $125, gray horses.

Question—Do you find much objection to the gray-colored horse?
Mr. Cooper—Not only is there no objection to a gray colored horse, but in the case of a draft horse it is probably preferred to any other color, especially so when it is a dark dapple or steel gray, but it is slightly different in the case of a gentleman’s driver, commonly called a light har-
ness horse. Then grays are objectionable and do not sell nearly as well as one of equal quality and merit of a better color, and any solid color is regarded as better than a gray for a harness horse.

Question—What about a white horse?

Mr. Cooper—A white horse is a little objectionable.

Question—Which is the better seller, the Norman or the Clyde?

Mr. Cooper—You will have to excuse me, I am not here to injure my business.

Mr. Convey—What class of heavy horses are you breeding?

Mr. Cooper—I am breeding from the Belgian.

Mr. Convey—Why do you use those?

Mr. Cooper—I got him cheap.

Mr. Convey—Would you recommend the average farmer to breed to a sire because he was cheap?

Mr. Cooper—No, sir; this was a sire that nobody wanted and I bought him; he was a good one and he is a good one yet. I am sorry to tell the ladies and gentlemen here that I only gave $50 for him; it is a shame for the farmers to bring horses in and sell them for that money.

The Chairman—Hasn’t that state of things grown a good deal out of the panic to get out of the horse business?

Mr. Cooper—It was a panic because they got frightened; they thought the railroads and the bicycle were going to eat them all up.

Mr. McKinney—in your experience do you find a pretty high percentage of good horses in all these draft breeds?

Mr. Cooper—Yes, I do. They are all good, if there are no blemishes. That cuts a good deal of figure. I want to say to the farmers that wire does more harm to the horse market than anything else. The least little bit of a wire mark on a horse takes off the price to an extent that you would not believe, unless you were there to see. A wire mark will take off $25 or $30 and they will use that for an excuse to get a horse cheap, when it is a good one. I think the farmer ought in some way to protect his pasture to keep the horses out of the wires.

The Chairman—The main trouble is with their sticking their feet through the lower wire.

Mr. McKinney—What class of coach horse sells the best?

Mr. Cooper—A coach horse of symmetrical build, of broodly looks, good head and neck, solid color and high knee action, no matter what his breed may be, will sell for big money. There are several breeds of coach horses, any one of which I think is good, and there are some notable ones that are natural actors and produce in kind. If you can picture to yourself which one this is (and certainly they have carried off a higher per cent. of prizes in all the principal show rings in the country the last five years than any other) then this is the breed to select.

Mr. McKinney—Don’t you think we have the best horse in the world in the state of Wisconsin?

The Chairman—That would be asking a man to run down his own state. I won’t ask him that.

Mr. Convey—Is there any objection to finishing up a horse on corn to get him in market condition?

Mr. Cooper—I don’t know much about feeding, but I buy one sometimes that is brought in not in fit condition to sell, and I let him out; that is the only way of handling a horse. I am strictly a commission man. If you ship me a horse that is not in condition, I will say, “I don’t want you to lose money on him.” I take him to my barn and feed him corn four times a day. I can put fat on him faster than I can in any other way by this.

Question—in consignments made to you, what proportion of these coach horses are high steppers?

Mr. Cooper—Oh, about one in five hundred,
DISCUSSION.

The Chairman—About how much will every hundred pounds that the farmer puts on his horse bring him? That is, if a horse weighs 1,500 pounds, if he puts on another hundred pounds, how will it affect his price in the market?

Mr. Cooper—It ought to bring him $25.

The Chairman—Then the feed that he puts into him to produce that one hundred pounds brings as much as anything he can put it into.

Mr. Cooper—Yes; the trouble with the farmer is he will have a horse on his place that he will partially break; he will drive him two or three times and consider him broken. He comes to Chicago and acts like a horse that never had a harness on; in other words he is not broken, and it takes off money. If farmers would hitch their horses single and break them, they would get money for it. A horse should be broken double and single, and he will bring more money every time.

Question—Is there a good market for 1,500 and 1,600 pound horses?

Mr. Cooper—Yes, sir.

Question—At about what price?

Mr. Cooper—Prices for a 1,500 pound block vary from $75 to $150, the lower range being for blemished or ill-shaped or thin ones, while the higher prices will be for perfect models, sound, in finished condition, not less than five nor over seven years old.

Mr. Convey—How do horses average on the market at the present time, compared with two years ago?

Mr. Cooper—I think there are more on the market.

Mr. Convey—Is the quality gradually getting better?

Mr. Cooper—I think it is, but there are a great many small, inferior horses on the market.

Mr. Convey—How do prices compare with a year ago?

Mr. Cooper—They are better,—I should say fifteen to twenty per cent. better.

Mr. Convey—On what class has this increase been greatest?

Mr. Cooper—On the draft horse, and the extra chunk. There has been the biggest run of horses lately at the Union Stock Yards that there has been for five years, and a bigger demand also, with prices well maintained.

Mr. Moseley—With the idea that horses are going to be scarce in the near future, would it not be well for a man to hold to solid colors as much as possible?

Mr. Cooper—I think so.

The Chairman—And discard the grays?

Mr. Cooper—The gray is a solid color with me, a good iron gray.

Mr. Moseley—With a good, well formed horse does it make any difference what color he is in selling?

Mr. Cooper—My old father used to say that a good horse never had a bad color.

Mr. Convey—What does the market say?

Mr. Cooper—in a previous answer to a previous question I think I fully covered the condition governing colors, that a drak gray, either steel gray or dark dapple, in the draft horse or chunk would command as high a price as any other color, and that in the light harness horse the bays, browns, and chestnuts were preferred. This is what the market says, and it is really what the world says on the question of colors.

Mr. Moseley—Is it not true that a gray and a chestnut, or a bay being put upon the market, equal alike in conformation and other things except color, is it not certain that the bay or chestnut outsells the gray by far, generally speaking?

Mr. Cooper—You are trying to get me into a little trouble, my friend. I think I won’t get tangled up in that.

Mr. Moseley—We are asking for information that we may know what line to follow.

Mr. Cooper—The line that I tell you to follow, in my judgment, is to breed
draft horses. I say nothing about the color-breed draft horses.

Mr. Moseley—Well, we want to know about the color of our horses the same as the color of our butter.

Mr. Cooper—You can't change the color of your horses as easily as you can your butter.

The Chairman—It doesn't make much difference what color your draft horse is as long as he is not white.

Question—Will it pay us to breed horses of any kind on ordinary mares?

Mr. Cooper—No, sir. You must have size now. The horses that were bred from common, ordinary mares, were used as street car horses.

Question—Do you expect a scarcity of horses?

Mr. Cooper—Well, no, I don't, but I expect a scarcity of good horses.

Mr. McKinney—From the conditions of the market, does it not appear that more horses are being bought by farmers than a few years ago, and that a country demand is beginning to spring up?

Mr. Cooper—I think so, because the farmers sold them all off and they have got to have something to get them back with.

Mr. McKinney—And they are not breeding?

Mr. Cooper—They are on our market every day buying horses and taking them back on the farms.

Mr. McKinney—You say it won't do for a man to breed from his ordinary mares. I say that if any farmer has a sixteen hand mare, it is all right.

Mr. Cooper—that is the trouble, though. Everybody has been breeding something that is good for nothing. I would have them breed something that is good for something.

Question—What heft of mare would you consider right to breed from?

Mr. Cooper—A 1,300 or 1,400 pound mare with a little specific draft blood.

Prof. Henry—are the western ranches going to breed and raise the proper quality of draft horses so that Wisconsin farmers can have no hope for the future from competition between the western ranches and Wisconsin?

Mr. Cooper—I don't think the western ranches cut any figure at all with our work. Last summer I had a man traveling out west four months through the different ranches looking for draft horses, and he failed to find any. He went as far west as the railroads and stages would carry him.

Mr. Thorp—I had communication with a Montana horse breeder and they were selling horses at four years old that weighed 1,350 pounds, all right in every way and shape, and they can be bought very reasonable.

Mr. Cooper—It is with those people as it is with a good many people in front of me. They will write me and tell me what a nice pair of horses they have, and when these horses get to market they are not at all what is needed—not draft horses at all.

Mr. Thorp—I did not mean to be understood that I spoke of draft horses, but as horses to work on the place, or, to use for breeding purposes. A mare 1,300 or 1,400 pounds, well put up, is a good one to breed from.

Mr. McKinney—I had some experience in Montana breeding last spring. A party there thought he knew what a cavalry horse was, and he took a contract for 150 cavalry horses at Deadwood. I went out there, and of all the mongrel, nondescript horses I ever saw, brought into one bunch, they took the “cake,” but in Montana there are three or four breeders that do breed good horses.

Mr. Cooper—But they put a brand on them, and that spoils them.

Mr. Convey—With higher prices prevailing, are we not likely to lose a large portion of our export trade?

Mr. Cooper—No, they need them over there.

To summarize briefly answers to the various questions just propounded to me, I would say, as I have already said in my paper proper
read to you this afternoon, that there are but two classes of horses for the farmer to raise with any hope of profit or satisfaction. One is the largest and best type, no matter what his breed may be, of a draft horse. The other is a coach horse with as much action as he can possibly have, standing between 15.2 and 16.1, hands and weighing between 1,100 and 1,300 pounds. In the former any good color, and any color is good except it be a light or flea-bitten gray or a dun, but in the coach horse, bays, browns, roans and chestnuts are given all preference.

In the next three or four years there is bound to be a scarcity of horses, especially of the better ones, as farmers all over the country discontinued breeding from the years '93 to '97, inclusive. The large foreign demand together with the equally large or still larger domestic demand and the innumerable uses to which horses are put on the farm, must of necessity create a shortage, but there never will be a time when the branded horses of the ranges will come into competition or find an outlet in any market at anything like remunerative prices except when such a pronounced shortage will advance prices to double their present figure and by this means create an artificial demand for a something that may be taken as a substitute when nothing else presents itself.