

Sixteenth biennial report of the Kansas State Board of Agriculture, 1907-1908

Section 17, Pages 481 - 510

This biennial report from the Kansas State Board of Agriculture includes information on the selection, cultivation, and harvesting of Indian corn, ideas for improving the conditions of farm life, and information on commercial fertilizers. County statistics include population, acreages, livestock, and assessed valuation of property. The latter half of the book includes the proceedings and activities of the Kansas State Board of Agriculture and the 1905 decennial census.

Creator: Kansas. State Board of Agriculture

Date: 1909

Callnumber: SP 630.6 K13 1907-1908

KSHS Identifier: DaRT ID: 225163

Item Identifier: 225163

www.kansasmemory.org/item/225163

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and he is very broad he will likely be inclined to roll, causing laborious action. The back and coupling should be short and the loin broad and well muscled, this region being the connecting link joining the propellers to the weight carriers. The hips should be rounding and smooth, the croup long and muscular, the quarters deep, the thighs broad, the gaskins and cannons relatively short. The head should be medium in size and neatly set on a neck of good length with crest moderately heavy and well developed. The ideal conformation of the draft-horse will vary somewhat according to the market under consideration. European markets, especially British markets, want a more upstanding draft-horse with a longer neck than is demanded by American markets. New York, being a great shipping port, demands larger and more upstanding horses than any other city in the United States. This is because of the large wagons used and heavy loading for the docks. The large amount of business done and the long waits necessary to be made before a place can be had at the docks to unload, have caused merchants to adopt the use of heavy wagons, and it takes a large horse to make an appropriate hitch before them. On the other hand, the draying business of Boston, being lighter than that of New York, smaller and lighter wagons are used, and conse-

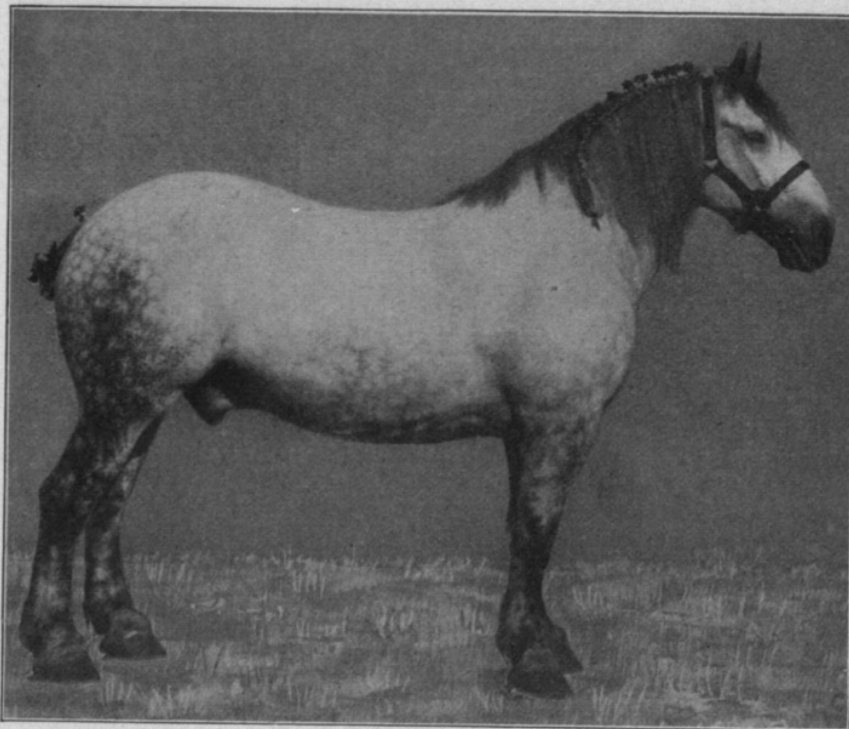


FIG. 2. A choice heavy drafter and an undefeated show horse. For four years a first prize winner at the International Live Stock Show at Chicago. Note his ruggedness and great size combined with quality and beauty of finish. A trifle less length of back and a little longer croup would add to his appearance. Height, 17-2 hands. Weight, 2390 pounds. Photo by courtesy of *Breeder's Gazette*.

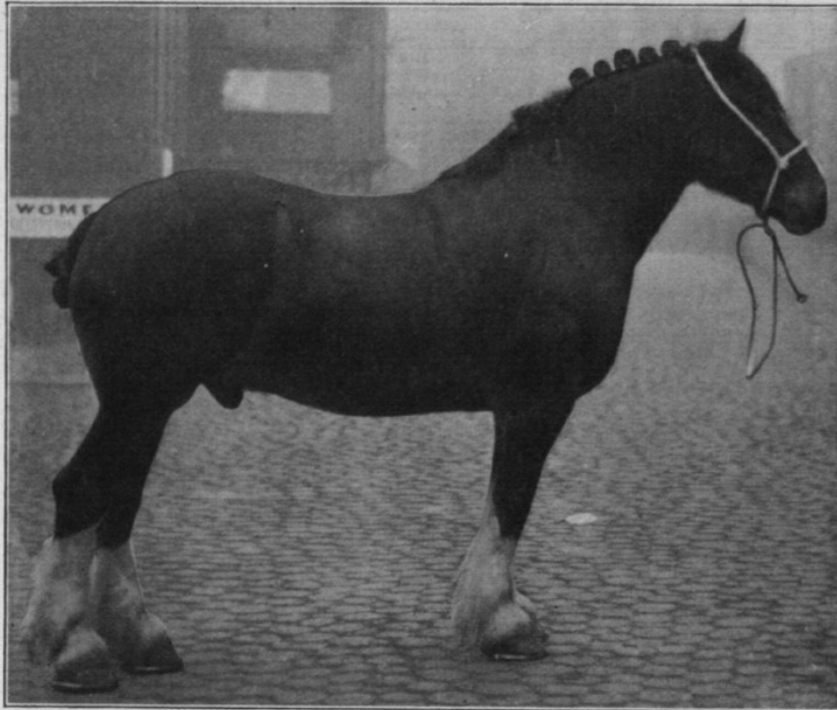


FIG. 3. A choice heavy drafter of the show-ring order. For several years he was a first prize winner at the International Live Stock Show at Chicago. Note his abundance of quality, smoothness of finish, obliquity of shoulder, and correctly set pastern. For hard service a little more depth of body would be desirable. Height, 17 hands. Weight, 2150 pounds.

quently the demand has been for a low set smaller horse, but this condition is rapidly changing and the demand is now for a larger horse.

Heavy and Light Draft, and Loggers.

Conformation, Height and Weight.—Heavy draft-horses are the heavier weights of the draft class and stand from 16 to 17-2 hands high and weigh from 1750 to 2200 pounds. The light drafter, which is similar in type, but smaller, stands from 15-3 to 16-2 hands high and weighs from 1600 to 1750 pounds. While 15-3 hands is accepted as the minimum height for light draft-horses it should be understood that a 15-3 hand horse is less desirable than one taller, and he borders closely on the type known as eastern chunks. Loggers are horses of the draft class that are bought to go to the lumbering woods and used for logging purposes. In most instances this trade demands comparatively cheap horses, and yet wants them large and strong. Because of the prices paid, the trade is usually compelled to take the plainer, rougher horses of the heavy draft class, and some are slightly blemished or unsound, such as "off in wind," "small sidebones," "curbs," "wire marks," etc. Loggers should stand from 16-1 to 17-2 hands high and weigh from 1700 to 2200 pounds. (See FIGS. 1, 2, 3, 4 and 5.)

Action.—The walk is the principal gait to be considered with draft-horses, since they are not often required to do their work at a faster gait. The action should be straight, smooth and regular; the stride long and open, full of energy and ambition, making them fast walkers, and enabling them to cover considerable ground in a short time. The trot is important principally as an index to the action and ease of deportment. An awkward horse, or one that is not a line mover or has some defect in his gait, usually shows it more readily at the trot than at the walk.

Demand.—Draft-horses are used by wholesale mercantile houses, packers, brewers, coal dealers, contractors, lumbermen, and firms having heavy teaming work. They are in demand in all large cities, New York, Chicago, Boston, Philadelphia and Buffalo being especially active in the trade. They are wanted for export, but during the past few years prices have been too high in the United States to make exportation profitable, and consequently but few draft-horses have been exported. The supply is much short of the demand, causing sharp competition, and consequently drafters are bringing good prices on the open market.

CHUNKS.

Usage has fixed the name of this class, which is significant of the conformation of the horse rather than the use to which he is put. However, the prefix given in the subclass is rather indicative of his use.

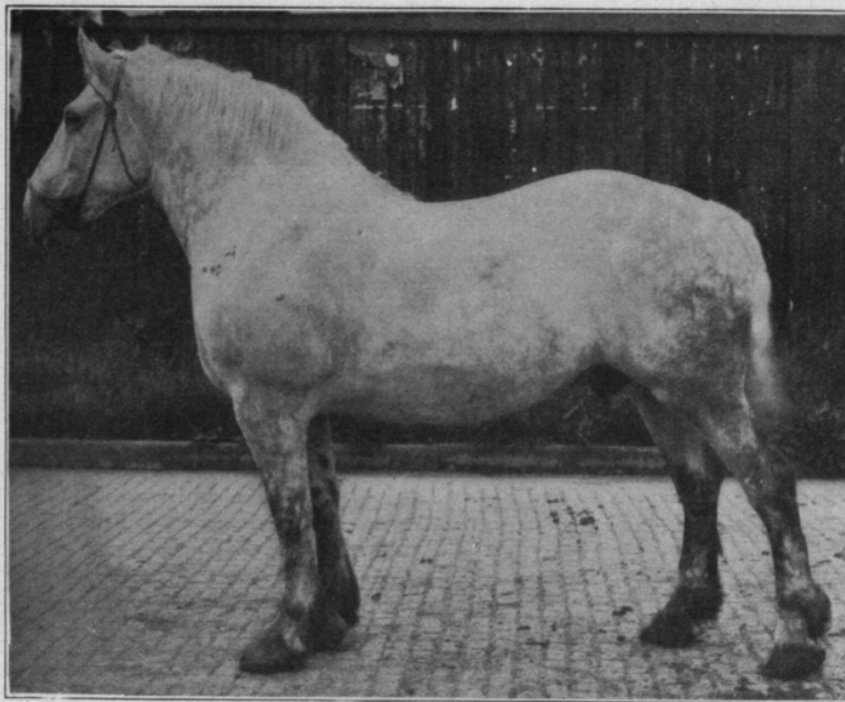


FIG. 4. A choice heavy drafter built for wear. Note his compactness of body and smoothness of finish. Height, 16-1 hands. Weight, 1950 pounds.

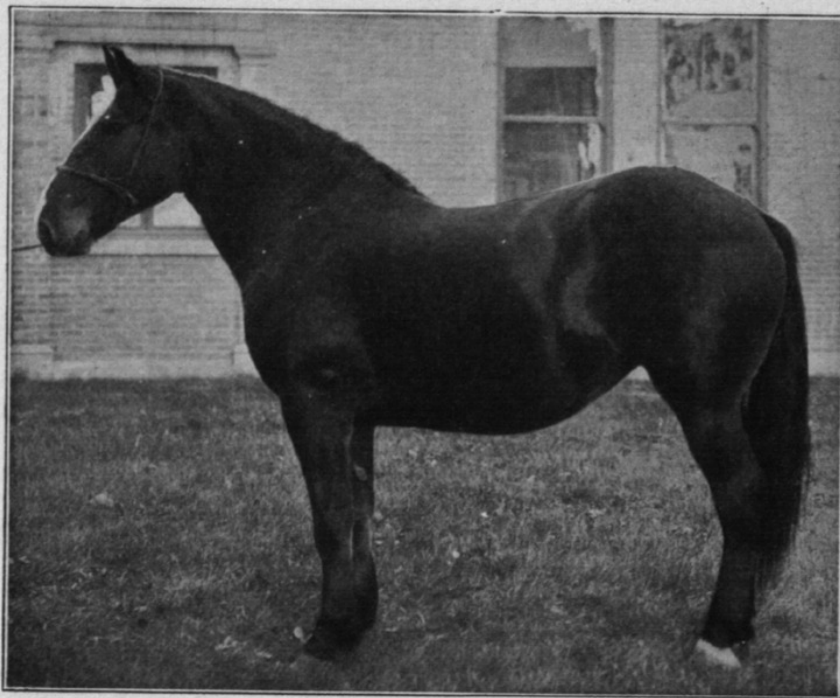


FIG. 5. A good logger. Note her very plain hind quarters, being cut up in the flank, and short, drooping croup. Height, 16-2 hands. Weight, 1950 pounds.

Chunks are divided into three subclasses, eastern or export, farm, and southern.

Eastern or Export Chunks.

At one time this class was known as Boston chunks, but as the trade has widened to other cities and some exported, they are known by the general name of eastern or export chunks. They are most generally used in pairs or three abreast to do the same work as draft-horses; but may be used in pairs in a four-in-hand or six-in-hand team.

Conformation, Height and Weight.—The eastern or export chunk is for the most part much the same type of a horse in conformation as the drafter with the exception of size, he being a little more blocky and compact. He stands from 15 to 16 hands high, usually not over 15-3, and weighs from 1300 to 1550 pounds, depending upon size and condition. His neck is often short, a little shorter than that of a drafter, and his bone a little lighter, though this is not a requisite. (See figs. 6 and 7.)

Action.—Being required to do their work mostly at the walk, their action should be similar to that of a draft-horse. The walk should be elastic, quick, balanced, straight, step long, trot regular and high without winging, rolling, interfering, or forging.

Demand.—As the name implies, eastern or export chunks are bought for the trade of eastern cities and for export. The demand is strongest during March, April and May; but they usually bring good prices through the fall and winter months, from October on. There is a good demand for those that grade as good and choice, but, as a rule there are enough of this class of horses in the general supply found on the market to meet the demand.

Farm Chunks.

Horses of this type may be found on the market at all seasons of the year, but during the spring months they form an important feature of the trade. They are bought to be used on the farm and are in most urgent need during the season when crops are being planted. They are usually of mixed breeding, draft blood predominating, and commonly known among farmers as "all-purpose horses." Mares are more generally taken than geldings.

Conformation, Height and Weight.—For this class low down, blocky horses are wanted, not so heavy as the eastern chunks. Farm chunks are usually lighter in bone and often slightly blemished or unsound. Since farmers do not usually care to pay for high-priced horses they are often compelled to accept those with slight injuries, such as small side bones, curbs, wire marks, etc. In general the typical farm chunk should be a moderate-sized, all-round good individual, standing from 15 to 15-3 hands high and weighing from 1200 to 1400 pounds. (See figs. 8 and 9.)

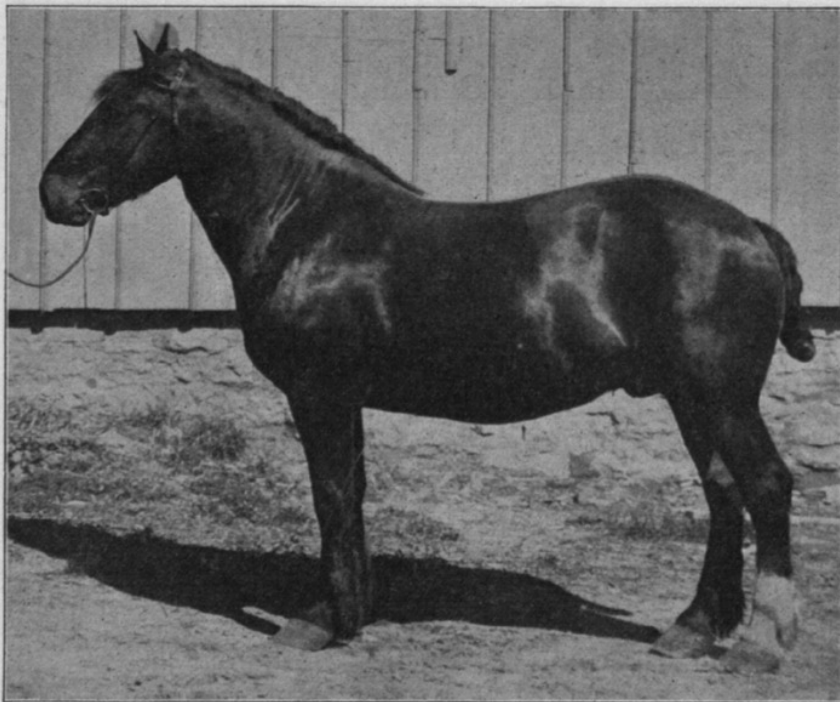


FIG. 6. A choice eastern chunk. Height, 15-2 hands. Weight, 1530 pounds.

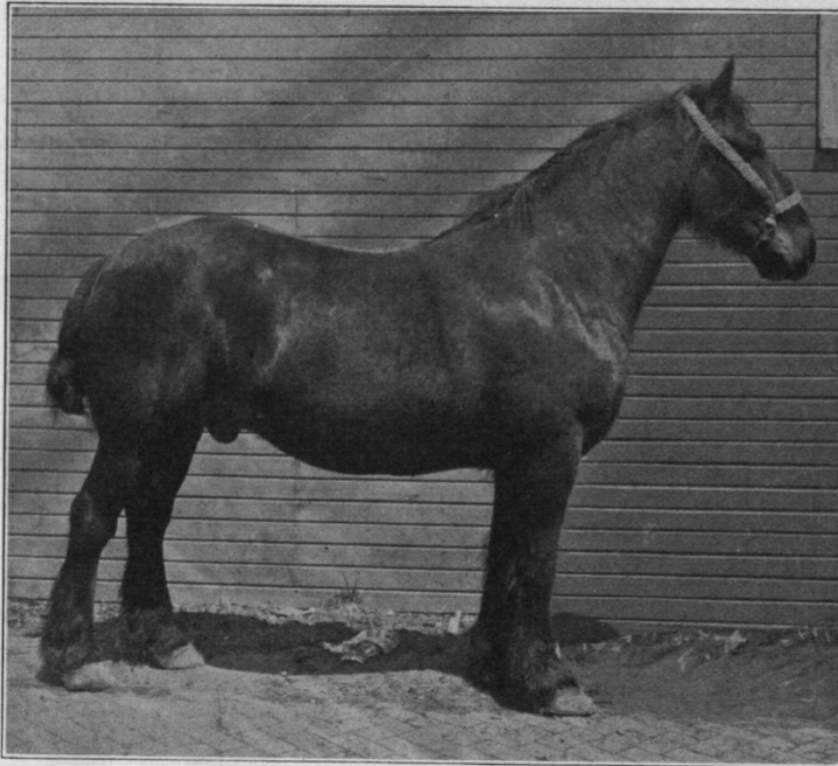


FIG. 7. A choice eastern chunk. In some markets this horse might be classed as a light draft. Note his shortness of legs and compactness of form. Height, 15-3 hands. Weight, 1550 pounds.

Action.—Being lighter horses than the eastern chunks they should be a little quicker and more active on foot. The varied use to which horses are put on the farm requires that they be able to trot readily if necessary. However, since the walk is their most important gait, they should be good walkers, and do it with ease and rapidity when drawing a load.

Demand.—Farm chunks are in strongest demand during the spring months of February, March and April. During the remainder of the year they are slower sale and some of the better grades having heavy bone are sold as wagon-horses. (See fig. 16.) The supply being larger than the demand for the lower grades they do not bring as good prices as horses of some other classes.

Southern Chunks.

Southern chunks, or, as they are termed in some markets, "Southern horses," or "Southerns," are small horses that are bought by dealers for the southern markets, many of them going to Memphis, Tenn., Jacksonville, Fla., Atlanta, Ga., Richmond and Norfolk, Va., and other large southern towns. They are used by southern planters for tilling their

lands and for driving and riding. The southern farmer does not cultivate deeply and the soils are light, consequently he does not require very large horses; however, each year the trend of the market is for larger horses for this trade.

Conformation, Height and Weight.—Southern chunks are small horses standing from 15 to 15-3 hands high and weighing from 800 to 1250 pounds. They are rather fine of bone, possessing an abundance of quality, and are more rangy in conformation than any of the other chunks, having more of the light horse blood. The head should be rather small and neat, and the neck long and slender, the ribs well sprung, giving a round barrel, and neatly turned over the hips and croup. Many of them are similar to the cheaper horses used on the light delivery-wagons of cities. Buyers for the best grades of "Southern" horses are very particular to get sound, shapely, young horses of the very best quality, and not over six years old. Some horses in the common and inferior grades are slightly blemished or may have a little more age than is desired. (See figs. 10 and 11.)

Action.—Southern chunks should have all-round good action. Because of the fact that they possess more of the light horse blood and build than of the draft, they should have better action than either eastern or farm chunks. The form of action in folding of knees and flexing of hocks should be much the same as in farm chunks, except that there should be more snap and vigor in the movements and less awkwardness.



FIG. 8. A choice farm chunk or farm mare. A little light in bone, which is often characteristic of this class. Height, 15-2½ hands. Weight, 1400 pounds.

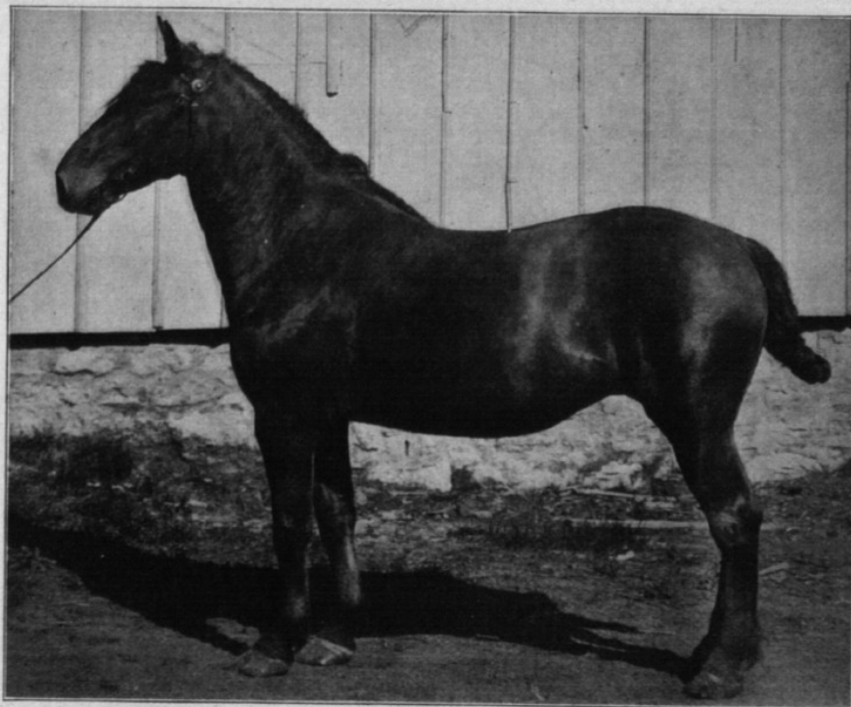


FIG. 9. A good farm chunk. A little too much length of body and not enough depth. Height, 15-3 hands. Weight, 1350 pounds.

Demand.—The supply of southern chunks being larger than the demand causes them to sell as comparatively cheap horses. As a general rule the demand for southern horses begins in September and October and gradually increases until January, February and March, when the demand is greatest. From this time on trade weakens, the summer months being usually dull, and revives again in the autumn.

WAGON-HORSES.

Under this general term are grouped horses which are used principally where business requires quick delivery. Such horses must be closely coupled, compactly built, with plenty of constitution and stamina. They must be good actors, have a good, clean set of limbs with plenty of bone and quality, and a good foot that will stand the wear of paved streets. In this class are express horses, delivery-wagon horses, artillery horses and fire horses.

Express Horses.

Express horses are used by express companies in the collecting and delivering of goods to and from railroad stations. Different express companies use horses of slightly different size and weight, this being determined by the nature and weight of goods handled and territory from which trade is drawn. For instance, if the business of a company is

centrally located in a city, and depots are not far apart, they use larger horses and load heavier than if the business is done in the outlying parts of a city and the depots a considerable distance apart, in which case lighter horses with more action are wanted. They are used singly or in pairs, and the size of the horse will depend on the weight of the wagon to which he is hitched. The lightest ones are called "money horses," as they are hitched to the lightest wagons to deliver "valuables," this kind of work demanding quick service.

Conformation, Height and Weight.—The typical expresser is rather an upstanding, deep-bodied, closely coupled horse with good bone, an abundance of quality, energy and spirit. He should stand from 15-3 to 16-2 hands high and weigh from 1350 to 1500 pounds in good flesh, the average express horse being 16 to 16-1 hands high and weighing around 1400 pounds in working condition. His head should be neat, his neck of good length and crest well developed. His shoulder should be obliquely set, coupled with a short, well-muscled back and strong loin. His croup should be broad, rounding and well muscled, his quarters deep and thighs broad. He should not be "goose-rumped" nor cut up in the flank. His "underpinning" should be of the very best, his cannons broad and clean, and hoofs of a dense, tough horn of a waxy nature. . (See figs. 12 and 13.)

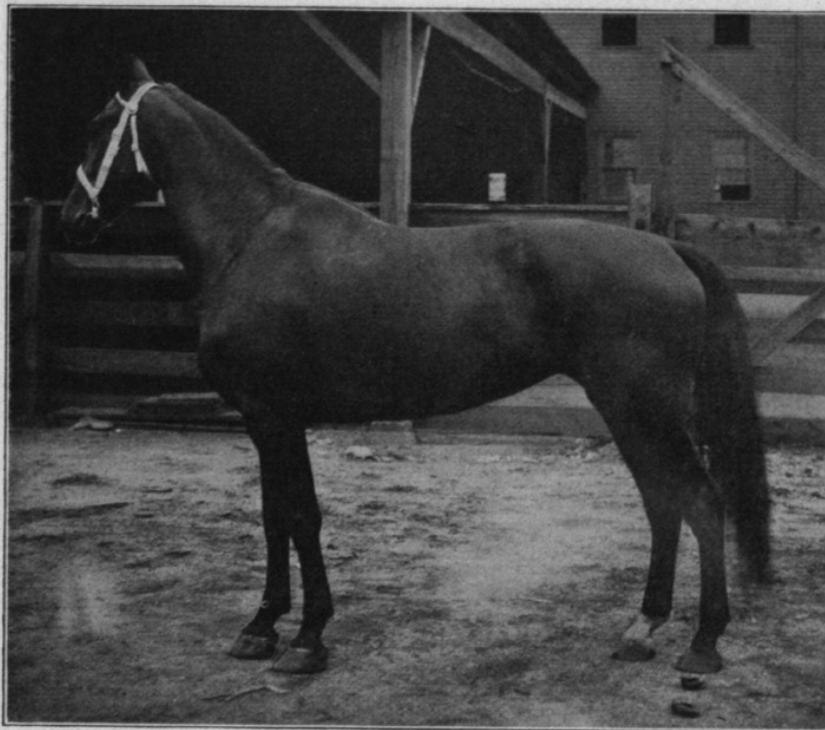


FIG. 10. A choice southern chunk or "Southern." Note the quality and finish and the absence of draft-horse blood. A little more depth of flank would improve her appearance. Height, 15-2 hands. Weight, about 1150 pounds.

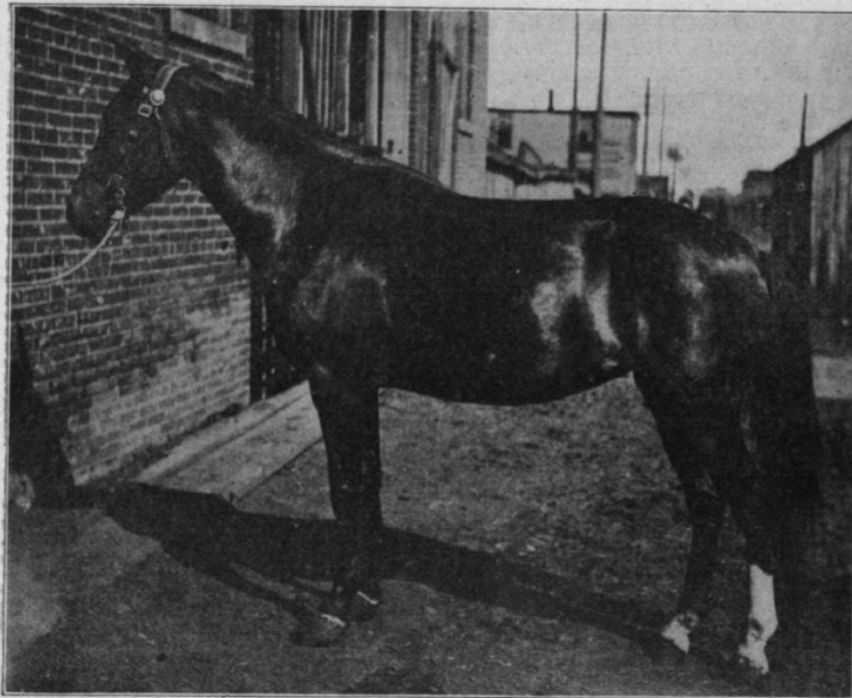


FIG. 11. A good southern chunk. Height, 15-1 hands. Weight, 1050 pounds.

Action.—The express horse is required to do his work both at the walk and trot, the latter being the principal gait. He should be quick and active, able always to keep his feet well under him and throw enough weight into the collar to move a heavy load at the walk or a lighter load at a trot. As in the previous classes, he should be a straight-line mover with possibly a little more knee and hock action.

Delivery-wagon Horses.

Delivery-wagon horses, or, as they are often termed, "wagon-horses," are similar to the expressers, but the class is broader in its scope, including horses of common and inferior grades as well as medium, good and choice. Generally speaking they are not so large as expressers and not as high grade animals; most mercantile firms are not such liberal buyers and consequently they get a cheaper grade of horses. However, this is not always true, as some of the large department stores whose deliveries serve as an advertisement will pay more for the very best than express companies, thus getting very choice animals.

Conformation, Height and Weight.—The conformation requirements are practically the same as for express horses, except they are not quite so large, standing from 15 to 16 hands and weighing from 1100 to 1400 pounds. (See figs. 14 and 15.)

Action.—The action requirements are the same as for express horses in most cases, though some are not so good actors.

Demand.—The demand for express and delivery-wagon horses is good at all times of the year, though it is a little stronger prior to the season when parcel-carting is greatest, such as during the holiday season and spring months. The demand for good to choice express horses is greater than the supply, and as a result the express companies are obliged to fill some of their orders from the medium grades, which do not completely meet their requirements. The trade calls for a uniform high quality of horses. They are usually of mixed breeding with a predominance of draft blood. The demand for delivery-wagon horses, the limits of which are very wide, comes from all kinds of retail and wholesale mercantile houses, such as meat shops, milk houses, grocery houses, dry-goods firms, hardware merchants, etc., for use on light wagons for parcel delivery. Some of the coarser, rougher ones are used on the huckster wagons, junk-wagons, sand-wagons, and by contractors for cellar-excavating, street-cleaning, railroad-grading, or almost any kind of rough, heavy work. During the early spring season some are sold as farm chunks. (See fig. 16.)

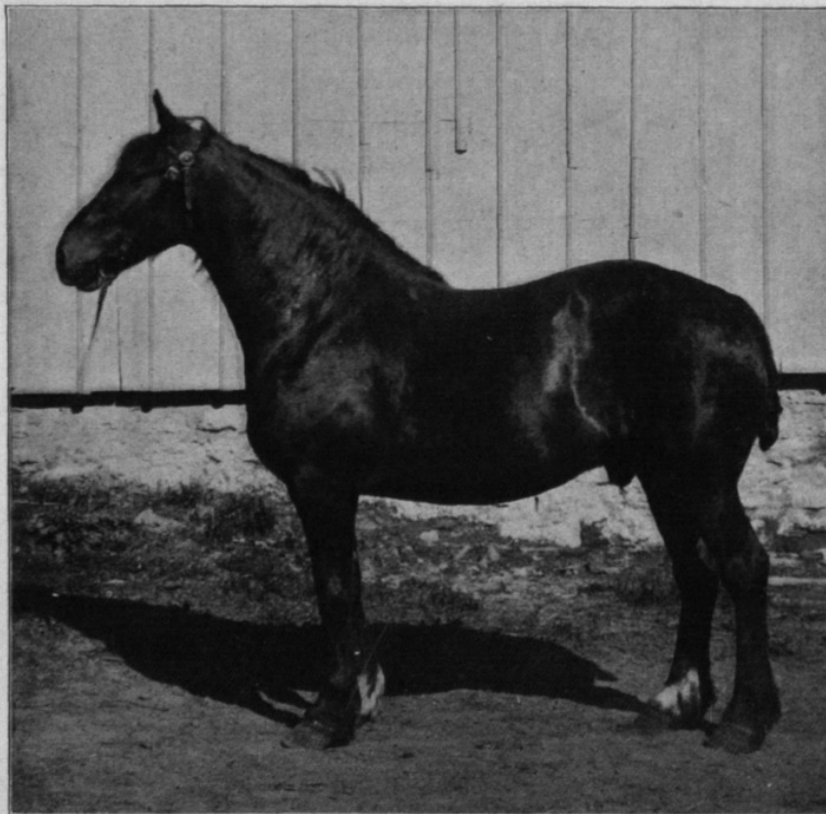


FIG. 12. A choice expresser. Note the conformation of great physical endurance indicated by his obliquely set shoulder, depth and compactness of body, shortness of back, closeness of coupling, unusual length of croup, well-set pasterns and good shaped feet. Height, 16 hands. Weight, 1450 pounds.

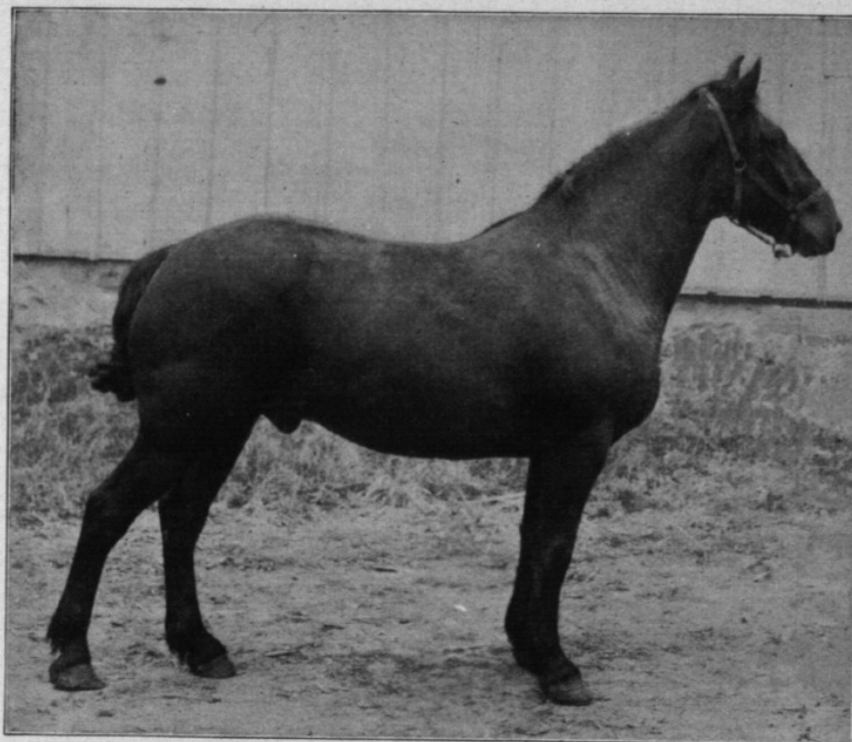


FIG. 13. A choice express horse, typical of the class and almost faultless in conformation. Height, 16 hands. Weight, 1375 pounds.

Artillery Horses.

Artillery horses conform very closely to the better grades of delivery-wagon horses of the same weight. The following specifications, prepared under the direction of the quartermaster-general of the United States War Department, clearly set forth the requirements:

"SPECIFICATIONS FOR ARTILLERY HORSES, PREPARED UNDER DIRECTION OF THE QUARTERMASTER-GENERAL.

"The artillery horse must be sound, well bred, of a superior class, and have quality; of a kind disposition, well broken to harness, and gentle under the saddle, with easy mouth and gaits, and free and prompt action in the walk, trot, and gallop; free from vicious habits; without material blemish or defect, and otherwise conform to the following descriptions:

"A gelding of uniform and hardy color, in good condition; from five to eight years old; weighing from 1050 pounds, minimum weight for leaders, to 1200, maximum weight for wheelers, depending on height, which should be from 15-1 to 16 hands.

"*Head.*—Small and well set on neck; with ears small, thin, neat and erect; forehead broad and full; eyes large, prominent and mild, with well-developed brow and fine eyelid; vision perfect in every respect;

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muzzle small and fine; mouth deep; lips thin and firmly compressed; nostril large and fine; and branches of underjaw (adjoining neck) wide apart.

"*Neck.*—Moderately long and tapering toward the head, with crest firm and longer than underside; mane fine and intact.

"*Withers.*—Elevated, not unduly fine, well developed and muscled.

"*Shoulders.*—Long, oblique, well packed with muscle, not too heavy, smooth, rounded, and so formed as properly to support the collar.

"*Chest.*—High, wide, very deep; plump in front, and full.

"*Fore Legs.*—Vertical, and properly placed; with elbow large, long, prominent, clear of chest, and well placed; forearm wide, thick, long, heavily muscled, and vertical.

"*Knees.*—Neatly outlined, large, prominent, wide in front, well situated, and well directed.

"*Back.*—Short, straight, and well muscled.

"*Loins.*—Broad, straight, very short and muscular.

"*Barrel.*—Large, increasing in size toward flanks, with ribs well arched and definitely separated.

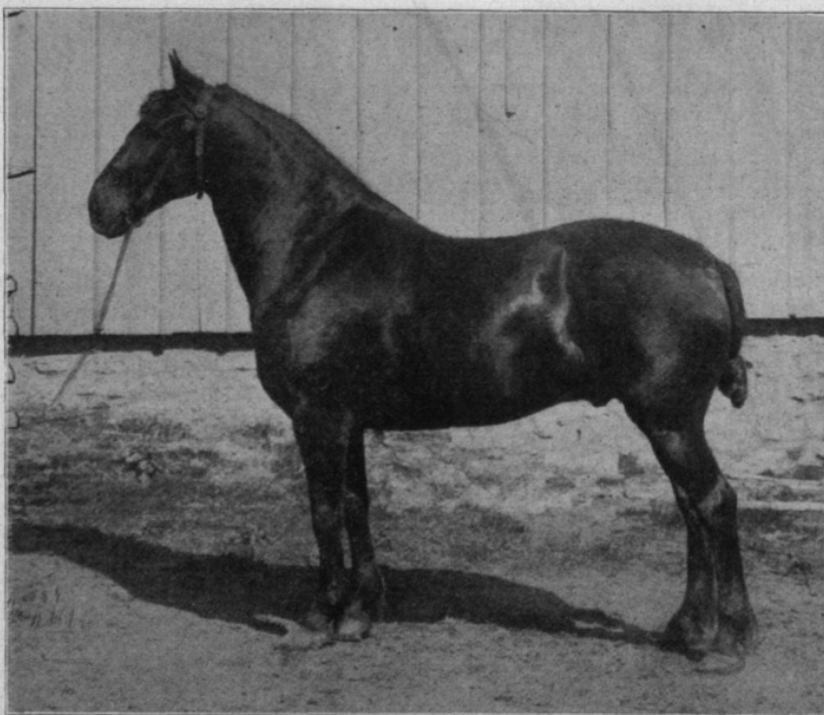


FIG. 14. A choice wagon-horse, suitable for use on fancy delivery-wagons. Note the depth and rotundity of body, the smoothness and finish of conformation. Height, 15-3 hands. Weight, 1350 pounds.



FIG. 15. Wagon-horses in the service of Frank Parmelee Company, of Chicago.

"Hind Quarters.—Wide, thick, very long, full, heavily muscled, rounded externally, and well directed.

"Tail.—Fine and intact; well carried and firm.

"Hocks.—Neatly outlined, lean, large, wide from front to rear, and well directed.

"Limbs.—From knees and hocks downward, vertical, short, wide laterally, with tendons and ligaments standing well out from bone and distinctly defined.

"Pasterns.—Strong, medium length, not too oblique, and well directed.

"Feet.—Medium size, circular in shape, sound; with horn dark, smooth, and of fine texture; sole moderately concave, and frog well developed, sound, firm, large, elastic, and healthy.

"Each horse will be subject to a rigid inspection, and any animal that does not meet the above requirements should be rejected."

See figs. 17 and 18.

Demand.—The demand for artillery horses is rather spasmodic, at some times being much greater than at others. Contracts are given to the lowest responsible bidder to supply them in large numbers by a speci-

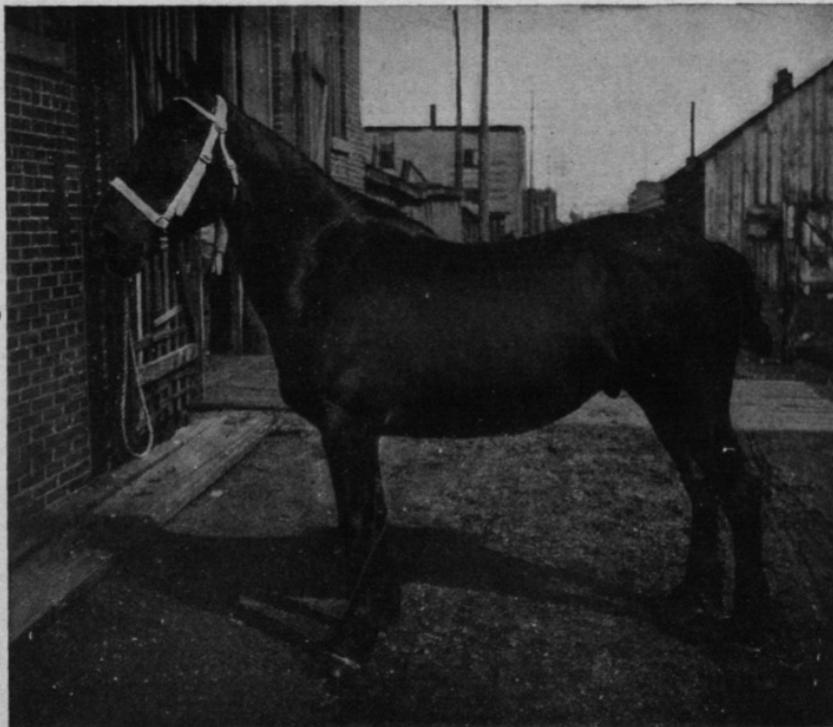


FIG. 16. A good rough wagon-horse or farm chunk. It depends somewhat upon the season of the year how such horses are classed. Note the lack of quality and finish. Height, 15-3 hands. Weight, 1350 pounds.

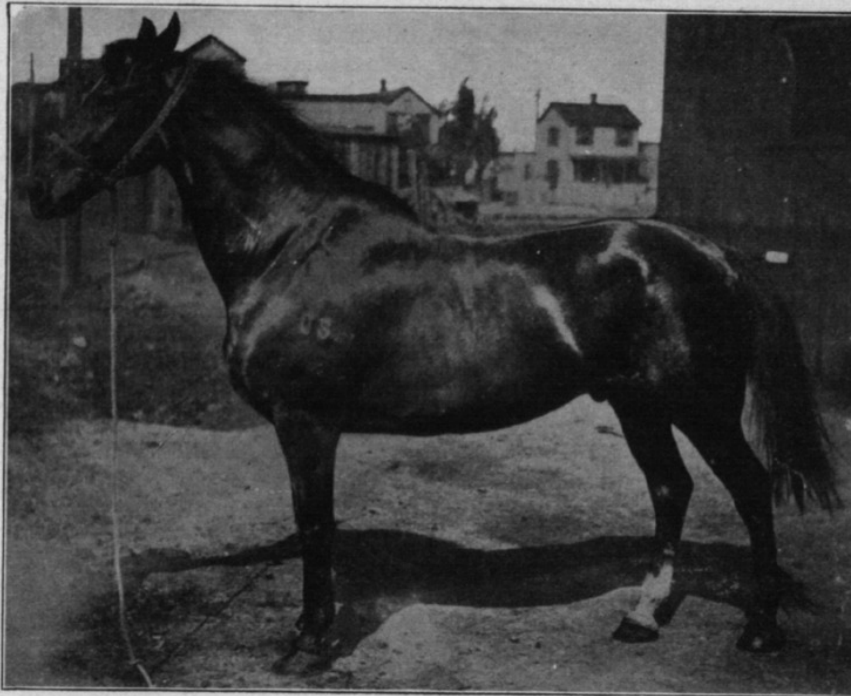


FIG. 17. A choice artillery horse. Note the long, oblique shoulder; the high, thin withers; the short, strong back, neatly joined to a muscular croup; the whole conformation showing great muscular strength, combined with quality and finish. Height, 15-3 hands. Weight, 1200 pounds.

fied time. Because of the rigid examination and requirements of official inspectors, many men have lost money in filling contracts.

Fire Horses.

The fire horse is more rangy in conformation than the expresser, he being required to throw weight into the collar and often to take long runs. The limits of the class are narrow, there being only two grades, choice and good. The requirements are very rigid, as will be seen by the specifications set forth by Mr. Peter F. Quinn, former superintendent of horses of the Chicago Fire Department:

"The work required of a horse best suited to fire-department services necessitates almost human intelligence. Such a horse must not only be well bred, sound in every particular, quick to observe, prompt and willing to respond to every call, but as well ambitious to discharge his numerous and unusual duties under constantly differing surroundings.

"In selecting, the first requisites are evidence of tractability, good feet and legs, with bones and hoof of the best texture, a short, strong back and well-proportioned fore and hind quarters, well covered with firm, elastic muscles. A gelding of uniform and hardy color, in good condition, from five to seven years old, and weighing from 1500 to 1700 pounds, for heavy engine companies and heavy hook-and-ladder trucks. Height,

16 to 17-2 hands. Horse-carriage horses, same age; weight from 1200 to 1400 pounds; height, 15 to 16-2 hands."

See figs. 19 and 20.

Demand.—The demand for fire horses is very limited, coming from fire companies of cities. There are usually enough horses in the general supply to meet the demand.

CARRIAGE-HORSES.

This class includes coach-, cob, park and cab-horses. As the name "carriage" implies (a vehicle for conveying people), this class of horses is used on the various heavy-weight vehicles. In contradistinction to "light-harness horses" of the road class they are often spoken of as "heavy-harness horses." They are smoothly turned, full made, up-headed horses with an unusual amount of quality, and must possess to a marked degree high action, with a fair amount of speed. The neck should be long and arched, the head small and clean-cut, with a neatly set ear. The shoulder should be oblique, in order to enable the horse to bring his knees as high as possible. The width of breast should be in keeping with the conformation of the horse, too much width being undesirable as well as too little. The body should be of good depth and length; the length being in a long croup rather than a long back. The back should be short and well muscled, the ribs springing well from the spine, giving a round barrel. The hips should be rounding, the croup well muscled, the tail set high, and the quarters deep. The limbs should be free from blemishes or unsoundness and possess an abundance of quality with plenty of substance. In addition to being well muscled, the

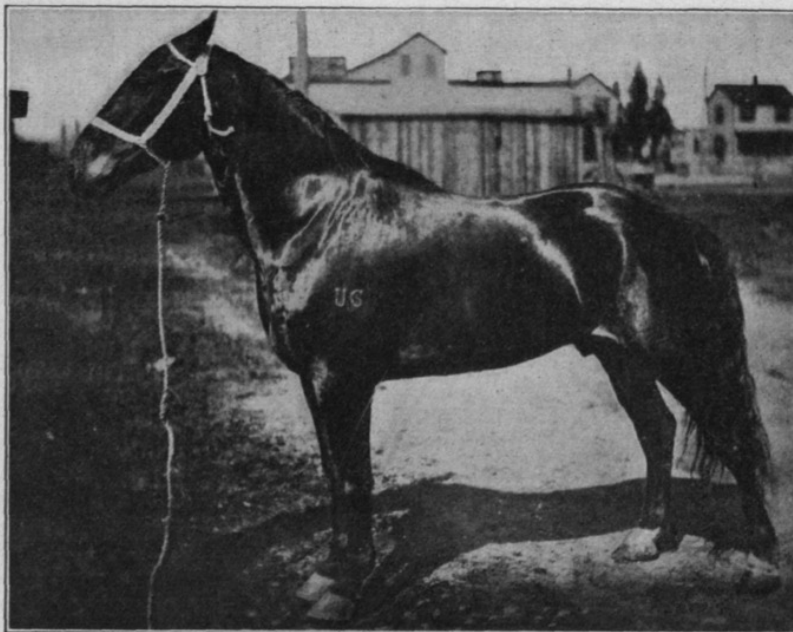


FIG. 18. A choice artillery horse. Height, 15-2½ hands. Weight, about 1200 pounds.

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FIG. 10. A choice pair of fire horses, hitched to a hose-carriage. Height, 16 hands. Weight, about 2000 pounds.

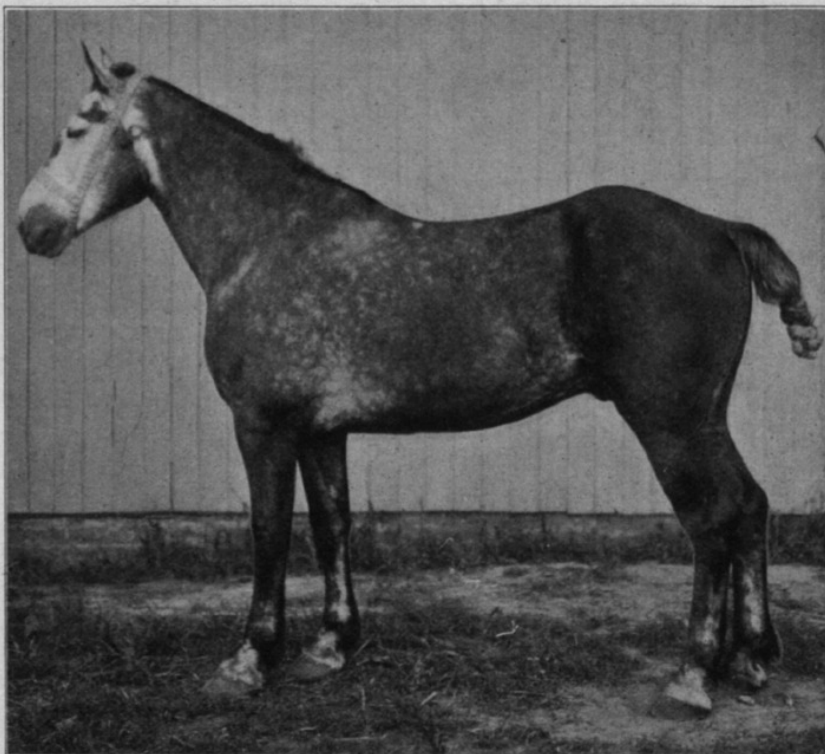


FIG. 20. A choice 16-2 hand fire horse suitable for a heavy engine-truck.
Weight, 1500 pounds.

limbs should be well proportioned in length of forearm to cannon and joined to oblique pasterns and good feet.

Coach-horses.

Typical coachers are smoothly turned, full-made horses, with a little more size and length of neck than other horses of the carriage class. The principal requirement is high action combined with beauty of form. The whole outline of the horse should be carried out in easy, graceful curves, pleasing to the eye.

Conformation, Height and Weight.—Coach-horses should stand from 15-1 to 16-1 hands high and weigh from 1100 to 1250 pounds. The weight is not of such great importance with coach-horses as with draft and wagon-horses. The essential thing is to get a horse that looks right and proper before the vehicle to which he is hitched; for instance, the most desirable height for a "park drag," "body break" or "heavy coach" is 15-3 to 16 hands and weighing around 1150 to 1200 pounds. For a light "brougham" a pair of 15-2 hand horses and weighing 1100 pounds is more appropriate. A hearse requires a horse from 15-3 to 16-1 hands

high and weighing 1200 to 1250 pounds. The coach-horse should have a small, neat head, well set on a nicely arched neck, free from staginess. He should have high, thin withers, to which are smoothly joined oblique shoulders. The forearm should be well muscled, the cannon of medium length and broad, to which is joined a long sloping pastern with a good foot. The foot should not be so rounding as the foot of the draft-horse; the heel should be high and wide, giving sufficient room for a large frog. The back should be short; the body deep, round and closely coupled; the loins short and broad. The hips should be nicely rounded; the croup wide, muscular and not drooping; the tail is often docked and set for fashionable trade, but when left long should be carried gracefully. A common fault with many coach-horses is a "short, staggy neck turned upside down," a flab rib, a long back and a "goose rump."

Action.—Action in the coach-horse is one of the most essential qualities of this class. An individual with good conformation will be a comparatively cheap horse if he is very deficient in style and action; in fact, it may bar him from being classed as a coach-horse. He must be a "high stepper" and quick in his movements, flexing his hocks well under his

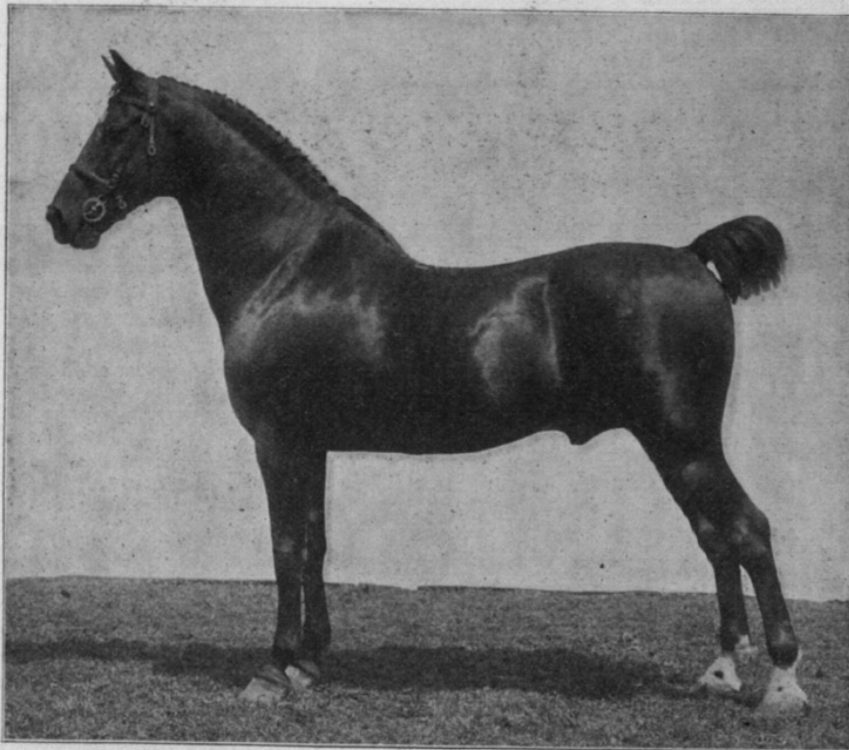


FIG. 21. A choice coach-horse suitable for a wheeler in a four-in-hand. Note his long, obliquely set shoulder; short, well-muscled back and loin; well sprung rib; long, neatly turned croup, and well-muscled thighs. He possesses smoothness and finish to an unusual degree, has well-set pasterns, and stands well on his feet. His neck is a trifle heavy in the throat-latch, giving him a slight staggy appearance. Height, 16 hands. Weight, about 1250 pounds.

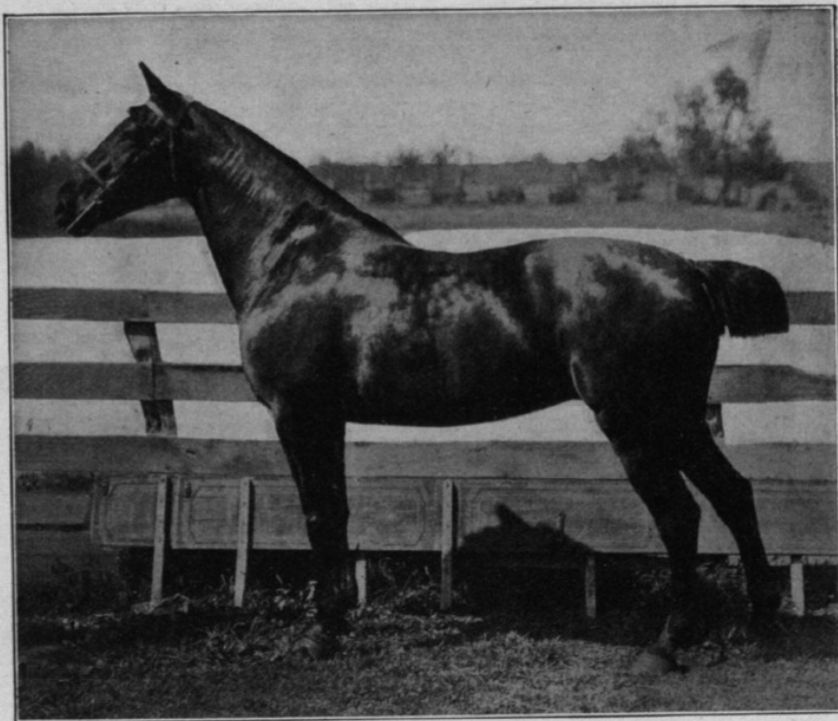


FIG. 22. A choice 15-2 hand coach- or brougham-horse. Note the compactness and smoothness of form with rotundity of body. Weight, about 1175 pounds.

body, folding his front legs well at the knees and carrying them high toward his chin. He may be said to be a little more stately in his action than cobs and park horses. In comparison with the action of the trotting-horse for speed, he should be shorter in his stride, lifting his knees higher in front of his body, and not dragging his hocks behind. The demand is for trotters only, pacers being not accepted in this class. (See figs. 21, 22 and 23.)

Demand.—The demand for coach-horses comes from wealthy men who maintain stables of fine horses and equipages for pleasure driving, and at present there is also quite an active demand from exporters, who ship to Mexican and European markets. They are hitched singly, in pairs, unicorn (sometimes called a spike, as one horse is hitched to the end of the pole ahead of a pair), four-in-hand and six-in-hand to "coaches," "breaks," "park drags," etc. A large percentage of the coach-horses have a predominance of American trotting-horse blood, while a few are produced from the imported Coach breeds; but since many of the imported so-called coach-horses possess the common fault of grossness and coarseness, as a class they do not possess the requirements demanded by the American markets.

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FIG. 23. A choice four-in-hand coaching team hitched to a "body break" and showing proper appointment.

Cobs.

Cobs are small coach-horses that are driven singly, in pairs, or tandem fashion (one in front of the other), usually by ladies, though they may be used by gentlemen as well. They are small horses of a stocky build with plenty of quality, good length of neck, a neat head, and high action.

Conformation, Height and Weight.—Cobs stand from 14-1 to 15-1 hands high and weigh from 900 to 1150 pounds. Strictly speaking they are an English horse, and in England they never consider a horse a cob that stands over 15 hands; however, the American markets accept them 15-1 hands high. A 15-hand cob should not weigh over 1100 pounds, but his condition will have much to do with his weight. They should be in every respect high-class horses with an abundance of quality, finish and style. The strongest demand comes for horses 14-3 to 15 hands high and weighing from 1000 to 1100 pounds. (See fig. 24.)

Action.—The action of the cob should be much the same as that of the coach-horse or a little higher, both before and behind. As horsemen say, "They must be able to get away smart," i. e., they should be quick on their feet and able to move off at a "good clip," carrying their knees high and bringing the hocks well under the body.

Demand.—The demand for cobs comes from much the same source as for coach-horses. Since they are a little more proper for ladies' driving than a full-sized coacher, they are often spoken of as ladies' cobs. They

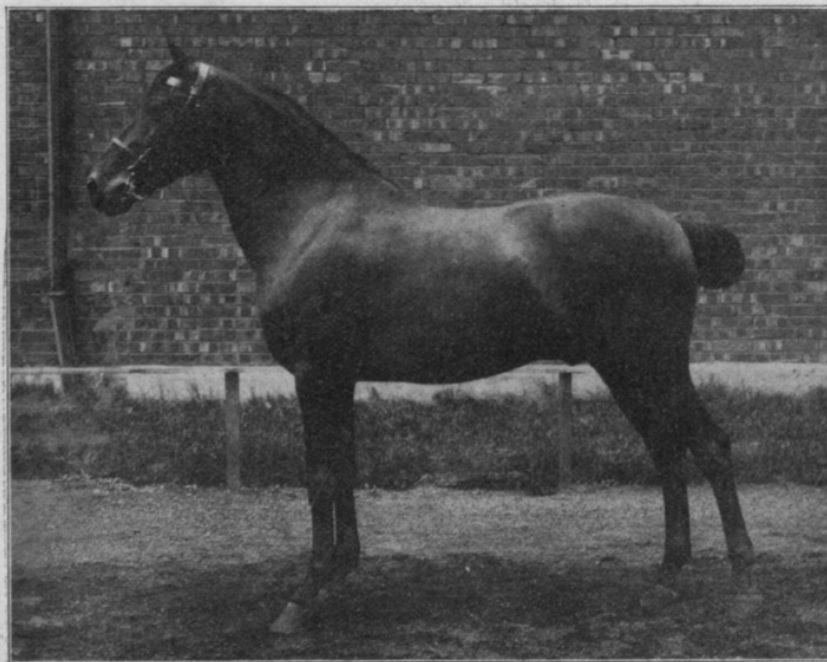


FIG. 24. A choice cob. Note the similarity of conformation to the previous carriage-horses, excepting that of size. The position of his legs gives him a slightly awkward pose. Height, 15 hands. Weight, about 1100 pounds.

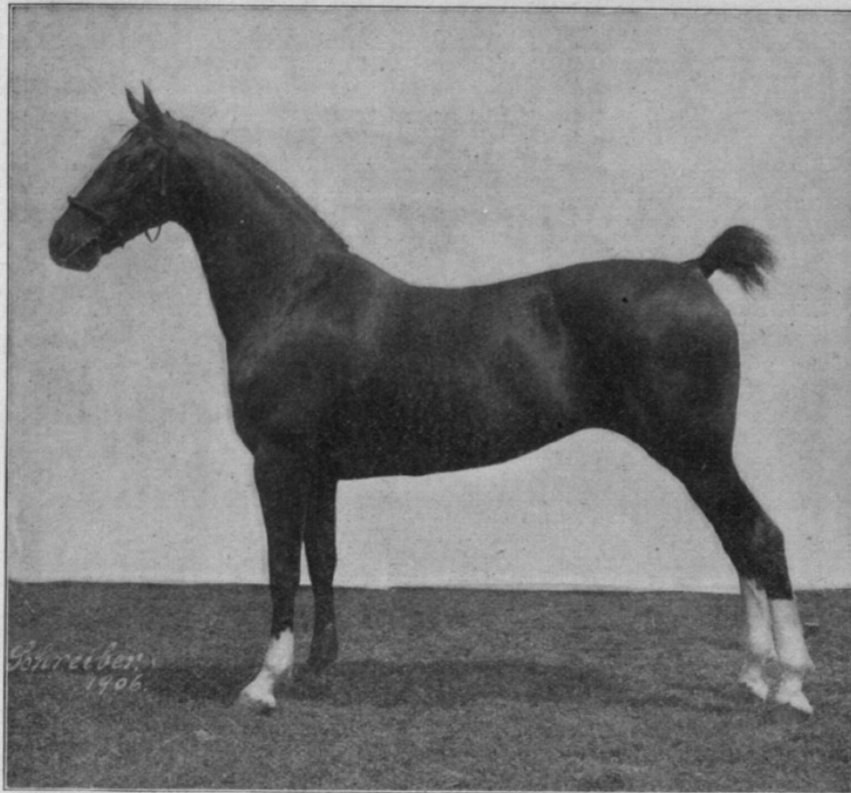


FIG. 25. A choice park horse, and many times a blue ribbon winner at leading shows. An extremely high actor. Such horses are seldom as stockily built as other carriage-horses. Height, 15-3 hands. Weight, about 1100 pounds.

are usually hitched to a light brougham, phaeton, or some carriage that is not intended for carrying more than four. Their tails must be docked and set to meet the demand of the city customer, but it would be better to leave this operation to the dealer or buyer. At present there is a good demand from Mexico as well as from cities of the United States. While the demand is strong, it is more limited than for coach-horses.

Park Horses.

Park horses possess much of the coach-horse type, in that they must be symmetrical, with well-rounded bodies and an abundance of quality and action. In reality they are the "cream" of the small coach-horses. They are strictly dress horses and, as their name indicates, such as a lady or gentleman would want to drive in a park, and are hitched singly to a cart or tandem to a gig. A solid color is more desirable than one with white markings, as no one except a gentleman that wishes to "cut a swell" would want to drive such a horse, since it is not considered in good taste for a lady to drive a strikingly marked, extremely high-acting horse.



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FIG. 26. A choice tandem pair of park horses hitched to a gig, showing the action desired in folding the knee and flexing the hock. The same kind of action is desired in all carriage-horses, though not to the same degree.

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Conformation, Height and Weight.—They must have a neat, clean-cut, breedy looking head set on a long, well-arched neck and be of exceptionally good quality and finish, the other requirements being the same as for a coach-horse. They must be well broken and well mannered, and of a desirable color to meet the demand. The limits for height and weight are 15 to 15-3 hands high and from 1000 to 1150 pounds, the most desirable height being 15-1 to 15-2 hands, and weight from 1000 to 1100 pounds.

Action.—Park horses must be sensationally high acting, both at knees and hocks, for this is a prime essential in order that they be classed as park horses. (See figs. 25 and 26.) As well as being high, the action should be straight forward and open, without any winging or interfering. The action should be regular, as if the feet were put down in rhythmical order. On account of extremely high action a great amount of speed is seldom secured.

Demand.—The demand for park horses greatly exceeds the supply, as they have never been produced in great enough numbers to equal the demand and probably never will be. Breeders trying to produce them succeed with only a small percentage of the colts reared.

Cab-horses.

Cab-horses are used on either two- or four-wheeled cabs, coupés and other vehicles for public service in cities. They are much the same type

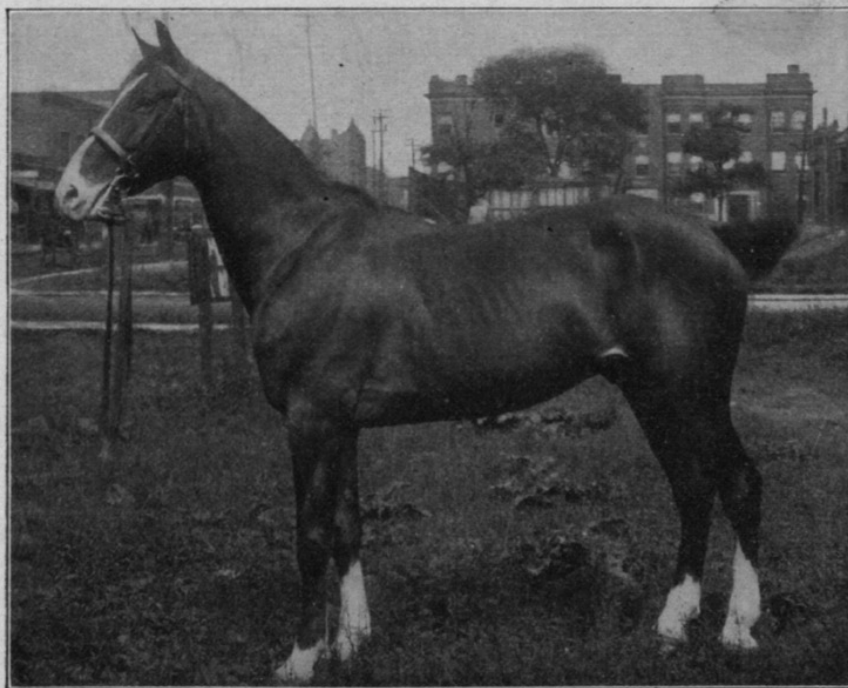


FIG. 27. A medium cab-horse, but would grade good if he carried more flesh. This horse is doing service in one of the large liveryies of Chicago. Height, 16 hands. Weight, 1100 pounds.

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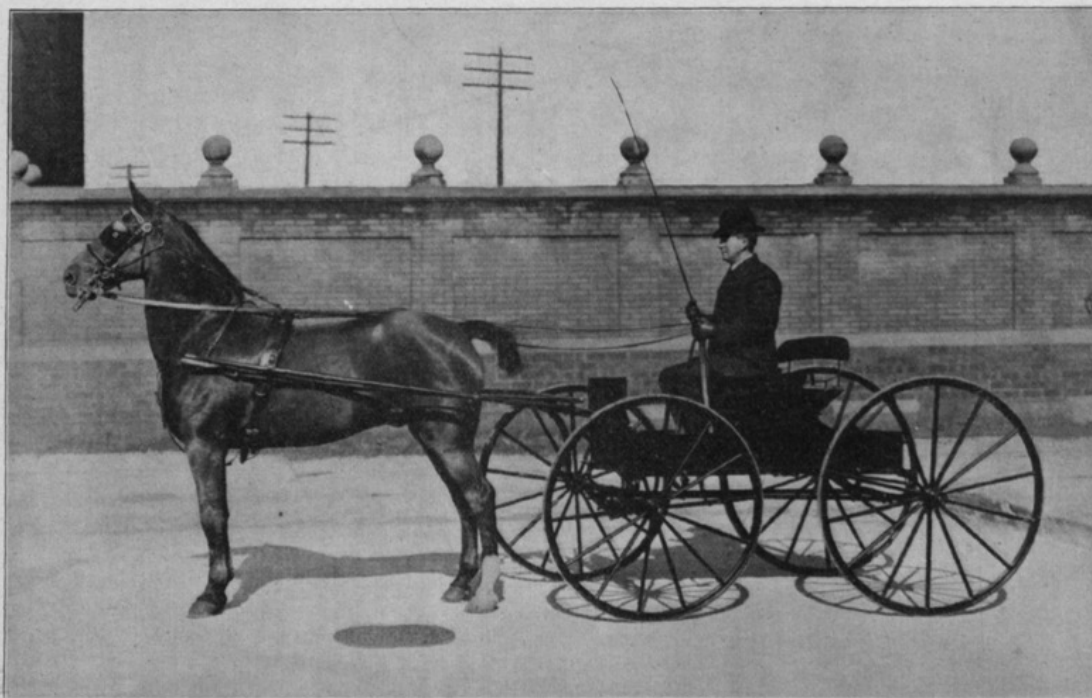


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FIG. 28. A choice cab-horse hitched to a hansom cab. A fine type of cab-horse, but possesses more good qualities than those commonly used for this purpose. A first prize winner in strong competition and now doing service in a private stable in New York. Height, 16-1 hands. Weight, 1200 pounds. Photo by courtesy of E. Von der Horst Koch.

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FIG 29. A choice runabout horse hitched to a light runabout, showing the usual appointment. An excellent type, though not in the highest of flesh. Height, 15-1½ hands. Weight, 1000 pounds. Photo by courtesy of *Breeder's Gazette*.

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as the coach-horse, and in fact many of them are the discarded and the lower grades of the coach class.

Conformation, Height and Weight.—Cab-horses stand from 15-2 to 16-1 hands high and weigh from 1050 to 1200 pounds. The principal quality sought is symmetry of form combined with endurance. They should possess good feet and bone, strong constitution, a deep barrel with good spring of rib, and should be closely coupled. Not as much flesh is demanded in the condition of cab-horses as in coach-horses, for they fill a cheaper trade, but to satisfy the demand they should be in good condition.

Action.—The action of a cab-horse should be straight, *i. e.*, he should be a straight-line mover, but need not be excessively high. In fact, moderate action is all that is desired, since a horse with moderate action possesses greater endurance than an extremely high actor.

Demand.—The demand for cab-horses comes from livery and transfer companies and, when prices will permit, from export buyers. Horses of this class are generally of nondescript breeding, excepting the discarded coachers, and the supply is greater than the demand, making them cheap horses. (See figs. 27 and 28.)

ROAD-HORSES.

This class embraces the lighter weights of the harness horses, which are commonly spoken of as drivers or "light-harness horses." They are more lithe in build and angular in form than those of the carriage class. The use to which they are put demands that if called upon to do so they be able to cover distance in the quickest time possible without undue fatigue. Performance is the principal quality sought, but a good conformation is almost as desirable. This class is composed of the runabout horses and roadsters.

Runabout Horses.

Runabout horses occupy an intermediate place between typical roadsters and carriage-horses. Because of the harness they wear, some authorities might class them as carriage-horses, but on account of their action, conformation, and the use to which they are put, it seems more proper to class them as road-horses.

Conformation, Height and Weight.—A runabout horse is rather a short-legged horse, standing from 14-3 to 15-2 hands high and weighing from 900 to 1050 pounds. His head should be neat, ear fine, eye large and mild, neck of good length and neatly cut at the throat-latch. The neck should be of medium weight, not quite so heavy as that of the coach-horse and not so light and thin as that of the roadster. The shoulder should be obliquely set, the withers high and thin, the back short, well muscled, and closely coupled to the hips by a short, broad loin. The barrel should be deep and round, the ribs well sprung and the chest deep; the croup long and the hips nicely rounded. The limbs should be well placed and heavily muscled, the bone broad and clean, the pasterns of good length and obliquely set, joined to well-shaped feet. The runabout horse is not quite so stockily built as the cob, being not so heavy in neck and crest, nor so full made and rotund in body and heavy in quarters. (See figs. 29 and 30.)

Action.—The action of a runabout horse is more moderate than that of a cob, *i. e.*, he does not need to be as high an actor and should have a little more speed. The action should be bold, frictionless and straight, such as is conducive to speed and beauty of form.



FIG. 30. A choice 15-1 hand runabout horse. Weight, 1050 pounds.
Rather awkwardly posed on his hind legs.

Demand.—The demand for runabout horses is for single drivers and pairs only. They are used largely by business men of cities on runabouts, driving-wagons, phaetons, etc. The demand is active at remunerative prices. They are of more or less mixed breeding, the predominating blood being either of the American trotting-horse, American saddle-horse, or Hackney.

Roadsters.

Roadsters should have action and stamina that will enable them to draw light vehicles with ease at a fairly good rate of speed for a considerable distance without undue fatigue. Stamina is generally accompanied by a marked degree of quality and a highly developed nervous system. They are more lithe in build and angular in conformation than horses of the runabout class. (See figs. 31, 32 and 33, and note the variation of type.)

Conformation, Height and Weight.—Roadsters stand from 15 to 16 hands high and weigh from 900 to 1150 pounds. While 16 hands is the upper limit for this class a 16-hand roadster is not nearly so desirable as one that does not stand more than 15-3 hands. Some authorities go so far as to say that a 16-hand horse is not wanted; however, if the extra height is all that is against him he usually finds a buyer without great