

# The Clippity-Clop Chronicle



Volume 1 - August 2025

## Welcome

While working on my book on the history of Clydesdales in Western Canada, I've happened across more information related to the other draft horse breeds, or farm life in general.

I thought one way I could make at least some of it accessible is through a digital magazine.

I realize that there are probably some of you who would prefer a print version. Unfortunately, postage has increased quite significantly, and I'm concerned that it would severely restrict the number of readers, if the only option was a subscription to a print magazine.

That being the case, I will be posting this issue on my website in pdf format, and as individual pages for those who are not as confident on a computer.

For this issue I started with profiles / tributes to a few people who have devoted a significant amount of time to working with and/or promoting draft horses.

I've kept a summer theme in mind, and have also included a little bit of related content: barns, other types and breeds of livestock, etc.

I have a number of ideas for future issues, including a few profiles on current horsemen / women, and have been considering a few current events, or possibly some advertisements.

Between the time required for my book, and the time it has taken to put this issue together, it is probably not realistic to plan for issues more frequently than every two or three months.

A significant factor in determining the timing, format, and content of the next issue will be determined by what I receive for feedback.

If you enjoy what you find on the following pages, and would like to be added to the mailing list, please send a note with the information referred to on the following page.

And, if you can afford it, a small donation (by e-transfer, cheque or money order) would be appreciated.

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P.S. Please tell a friend.

## Main Features

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Cover photo - Manitoba Agricultural College parade float.

(Photo courtesy of University of Manitoba Archives & Special Collections,  
Faculty of Agriculture fonds, PC (A1988-047), Item # UM\_pc017\_A88-047\_004\_0086\_015\_0001)

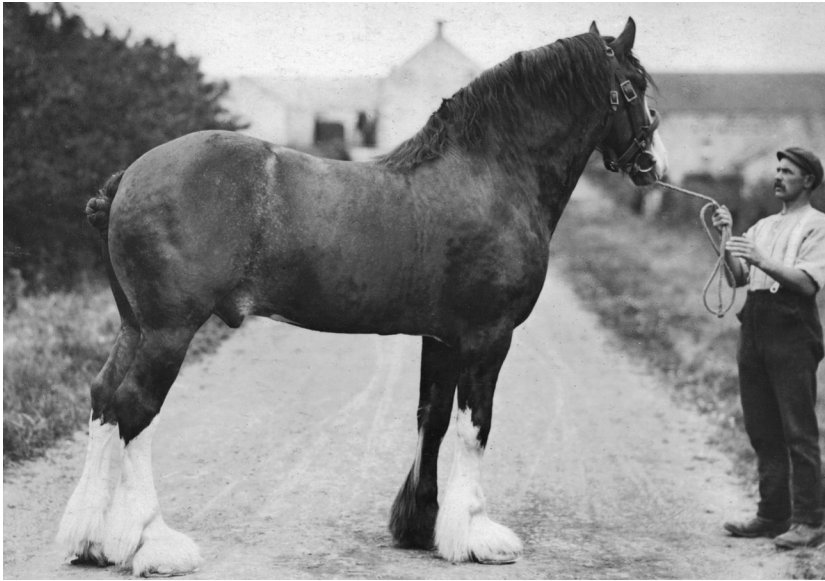


### Mailing List For Future Issues

If you would be interested in receiving updates about future issues, please send a note with your email address and I will add you to the mailing list. You're also welcome to include questions, comments or concerns. Please send to Merlin Ford at [clippity.clop1@gmail.com](mailto:clippity.clop1@gmail.com)

If you don't have an email address, or are not online, you can reach me at 306-338-9672.

### Cheryl Avery



During a recent call to the archives at the University of Saskatchewan, I learned that Cheryl Avery is retiring.

I met Cheryl on my first visit to the archives about 30 years

ago. I was interested in the Clydesdales that the University had owned in years past, and was curious about what they might have for pictures.

One of the things that Cheryl and I visited about that day was this photo of Baron of Buchlyvie (11263) [5353], the Clydesdale stallion sold in 1911 for 9500 guineas (approximately \$47,500).

Cheryl has a very friendly and easy going manner. She has been so helpful over the years, and I will sure miss her.

Thanks very much again for everything Cheryl, and all the best in the days ahead.

### School Days



Many students attending school in past years traveled by horse or pony. Here, Doreen and Isobel Smith pause to have their photo taken.

If you're interested in reading more related to school days, I'd recommend two books which were printed in the 1980s. Both are by John C. Charyk: *Syrup Pails and Gopher Tails - Memories of the One-Room School*, and *When The School Horse Was King*.

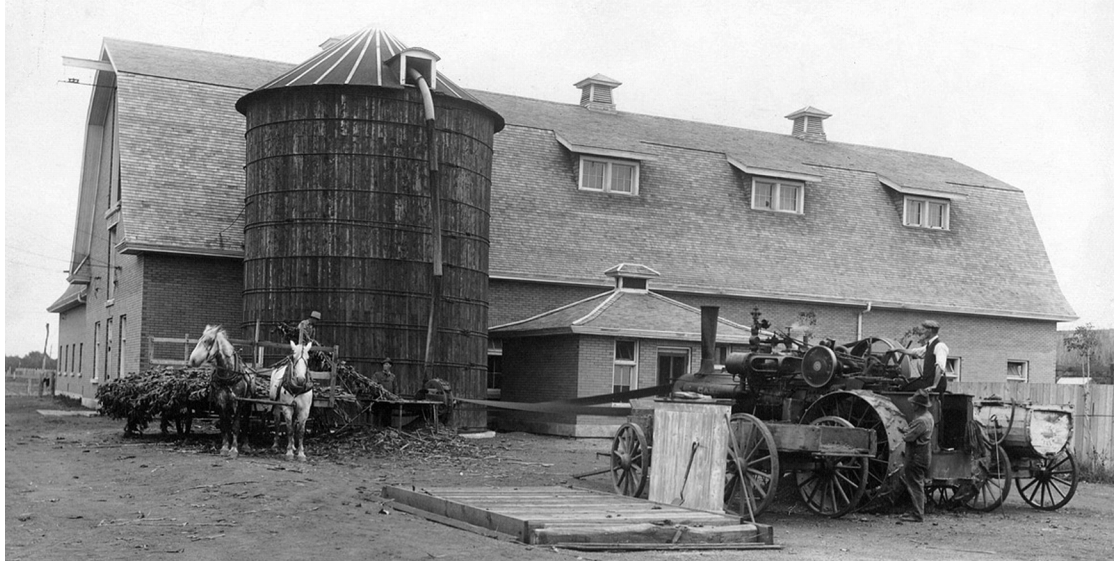
Their father, Donald Smith of Govan, SK., bred good Clydesdales, Shorthorn cattle, Oxford and Suffolk sheep, and Yorkshire swine.

His most notable Clydesdale was probably Gowrie Lad, Grand Champion Gelding at the Royal Agricultural Winter Fair in Toronto (1947) and the Chicago International Livestock Exposition (1951). Gowrie Lad was later a favorite gelding for Anheuser Busch.

Donald judged all three draft horse breeds at the Toronto Royal: Clydesdales in 1954, Belgians in 1962, and Percherons in 1968. He was also on the committee that selected the sheep which would represent Saskatchewan at the Toronto Royal.

(Photo courtesy of Isobel (nee Smith) Bain)

## Manitoba Agricultural College



Manitoba  
Agricultural  
College

(Photo credit:  
Brandon  
& Area  
photograph  
collection  
(BAPC 4.3), SJ  
McKee  
Archives,  
Brandon  
University)

When the Manitoba Agricultural College opened near Winnipeg in 1906, the main course was spread over two winters, and covered a wide variety of subjects.

Opening day was November 6, with a ten day break at Christmas, and final exams on March 29, 1907. This short time frame required a lot of dedication from the students, but made it possible for them to be able to help out at home in the busiest times of the year.

All students were required to take an entrance exam. They were then subdivided into two groups, and those students who had missed some of their early schooling received a little bit more help.

As it was not possible to know the exact cost of board and lodging when the college first opened, students were charged three dollars per week, paid in advance.

One of the professors at the college was W.J. Rutherford, who taught Animal Husbandry from 1906 through 1908. He had been one of three Clydesdale judges at the Chicago International Livestock Exposition in 1905, and later became Dean of the College of Agriculture at the University of Saskatchewan. Dean Rutherford also judged the Clydesdales by himself at Chicago in 1922.

In early 1907, two registered Clydesdale mares were purchased by the college, both of which had been imported by the Brandon firm of Macmillan, Colquhoun and Beattie.

In early 1909, three Clydesdales had been brought out from the Manitoba Cartage Co. in Winnipeg for some practice judging. A report on the day stated that "the boys derived considerable benefit from their experience with these horses, and we say, send up some more Cartage Co. horses to judge, for we have judged and re-judged our college horses until there is not a detail left in them for us to judge any more."

Livestock judging was given a considerable amount of attention at the college, and at times students traveled to Brandon to practice. Qualifying students went on to compete at shows like the South St. Paul Fat Stock Show in Minnesota, the Royal Agricultural Winter Fair in Toronto, and the Chicago International Livestock Exposition.

In 1911, a special train which was to make a number of stops throughout the province, left Winnipeg on May 30. Consisting of a palace horse car for demonstrations, three lecturing cars, and a diner and sleeper for the staff, it was accompanied by M.A.C. staff and other experts. Topics to be covered included: domestic science, horticulture, kitchen gardening, stock raising, mixed farming and seed selection.

The college also exhibited steers at the R.A.W.F. in Toronto, often placing at or near the top. This included the Grand Champion Angus steer in 1924, and a Reserve Championship in Best Three Steers in 1930.





Clifford Donahue (with his hand on the horse) was born in Virden, MB., and graduated from the Manitoba Agricultural College, where this photo is thought to have been taken in about 1918. In 1937, Clifford moved to Athabasca, AB., where he was co-owner / operator of the Athabasca Creamery.

(Photo courtesy of Athabasca Archives, AA006115.)

### Lakeland College



The photo above, taken at Lakeland College in Vermilion, AB., appears to be a judging class or competition. In 1939, the College was home to Clydesdales, Shorthorn and Aberdeen-Angus cattle, Yorkshire swine, and Suffolk sheep. Although they were used for demonstration purposes, they were also a source of breeding stock for Alberta livestock breeders.

Craigie Winsome Lad [26682] was a black Clydesdale stallion imported by Jack Harvie of Lacombe in 1933. First 3-year-old at the Toronto Royal that same year, he was purchased by Vermilion Clydesdale Horse Breeders club in 1937, and stood for service at Lakeland College.

There were still 26 horses at the College in 1941, of which 23 were purebred Clydesdales. At a colt show which was held at the College in October of that year, all 26 entries were sired by Craigie Winsome Lad. There are still a number of his descendants in the breed today.

(Photo courtesy of Lakeland College)



## Juniors in Livestock Judging and Showmanship, etc.



**Above and Below: A significant number of competitors and spectators at youth events in the 1940s.**

**(Photos courtesy of Saskatchewan 4-H Council)**

A Provincial Livestock Judging Competition was held in conjunction with the Regina Winter Fair, March 22 - 25, 1910. The competition was open to any farmer's son in Saskatchewan under the age of 30. There were four classes: horses, cattle sheep and hogs, and the competitor with the highest aggregate score was to be awarded a championship cup, donated by J.K. McInnis & Sons of Regina. Valued at \$75, the cup was engraved with the image of Baron's Gem, a prominent Clydesdale stallion. The entry fee was 50 cents, and in addition to the cup, cash prizes totaling \$130 were also being offered.

A new class at the Saskatoon Winter Fair in 1931 was the Boys' Horsemanship Competition. Open to boys between 10 and 18 years of age, entries were to consist of yearling draft colts or fillies which had been sired by a purebred stallion. The colts must have been looked after by the boys, and the fitting and dressing of the colt, as well as the boys showmanship were all to be taken into account. 25 prizes were to be offered, with first prize being \$50.







Olive Turner with Canute of Fouliswood [25518] in 1941.

First at the C.P.E. in Vancouver at least five times, he was also Grand Champion Clydesdale stallion there in 1941.

In 1936 Olive scored 288 out of a possible 300 points in the junior judging competition.

20 years later, Olive (Turner) McHattie exhibited at Kamloops bull sale for the first time, had the Grand Champion Shorthorn. Her father, Jim Turner, whose bulls had been at the top for 27 years, had the Reserve Grand Champion.

(Photo: City of Vancouver Archives, CVA 180-0961)

Fairly soon after his arrival in Canada, Jim Turner, of Cadboro Bay, B.C., started exhibiting Clydesdales, Shorthorn cattle and sheep.

Some of his first Shorthorns were from T.W. Paterson at Ladner (also an early Clydesdale breeder), and Mr. Braid, tea and coffee merchant at New Westminster. Royal Leader, herdsire in 1935, was bought from the E.P. Ranch.

Possibly the two most influential Clydesdale mares owned by Jim Turner were:

May Stamp [54756], a black foaled in 1929, and bred by W.H. (Harry) Tebb of Airdrie, AB.

Rosemore Bess [48428], a dark bay, foaled in 1920, bred by E.D. Adams of Calgary, and foaled the property of Alex Stronach, Delia, AB.

Jim and Lily Turner raised 9 children, and they were strong competitors in junior classes.

At the 1938 C.P.E., in the class for Grooms 21 years and under, James McPeak (known to older horsemen) was first, Olive Turner was second, and three of Olive's siblings were in the top 10.

In the class for Beef and Dual Purpose Cattle Showmanship, five out of the top six placings were won by members of the Turner family.



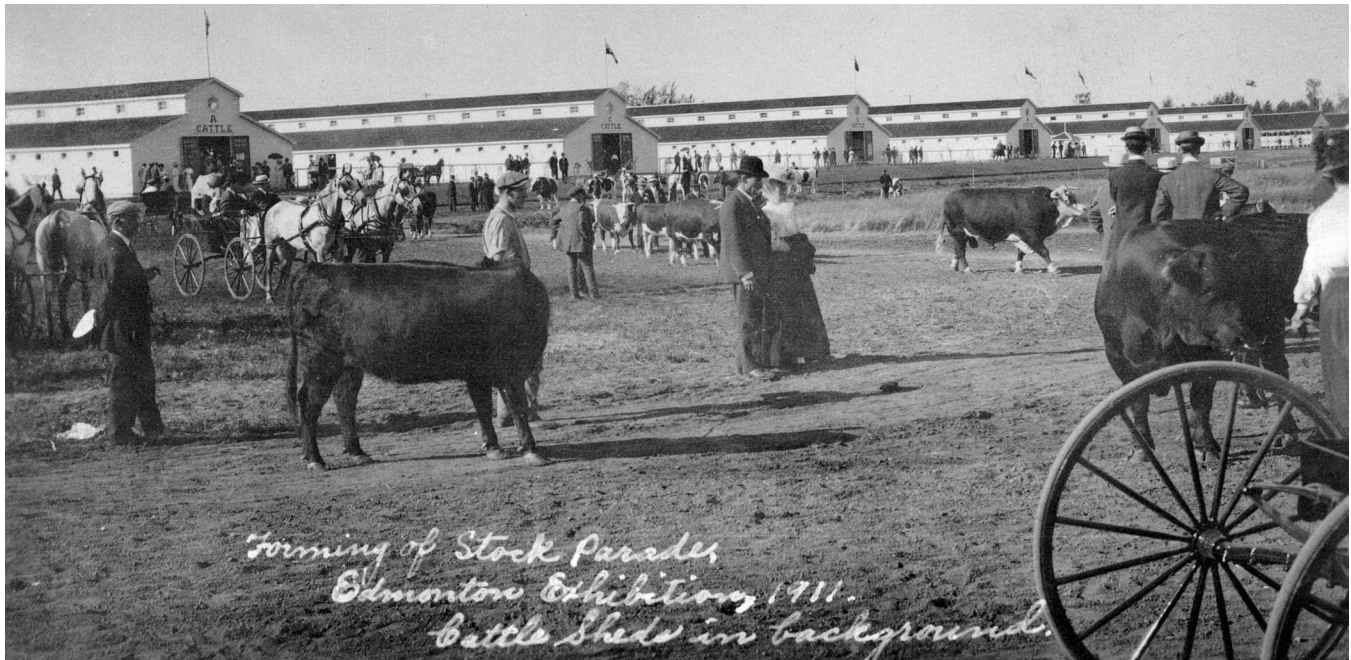
Murray Turner, age 11 1/2 years, competing at the Vancouver Winter Fair in 1929.

In the division for Junior Individual Judging at the C.P.E. in 1938, Murray won the section for sheep.

This was likely due at least in part to his father, Jim, who was considered an excellent judge of livestock.

(Photo courtesy of City of Vancouver Archives, CVA 99-5828)

## Fairs and Exhibitions



Animals start to trickle in for the formation of the Livestock Parade at Edmonton Exhibition in 1911.  
(Photo courtesy of University of Alberta Library, PC006889)

Ten thousand people witnessed the livestock parade at the Regina Exhibition in August of 1919. Stretching over three quarters of a mile, it included over 800 horses and cattle, three sections of the Royal North West Mounted Police, and a couple of bands.

300 boys, who were attending the Farm Boy's camp, assisted in leading the animals. Clydesdales led the parade, followed by Percherons and Belgians, then the Herefords (of which there were 200), Shorthorns, Red Polls, Aberdeen Angus, Holsteins and Ayrshires.

The livestock parade at Brandon Exhibition in 1922 was estimated to be more than two miles long. It included more than 1,500 animals, and was watched by at least 8,000 people.

At the Regina Exhibition in 1922, the first animal in the livestock parade was Dunure Norman, the Grand Champion Clydesdale stallion, owned by H.T. Spooner of Abernethy, and led by Premier Chas. A. Dunning. Immediately following was Chas. A. Hamilton, the Minister of Agriculture, who was leading Latest Sensation, the Reserve Grand Champion Clydesdale stallion owned by Robt. Leckie of Arcola. H.A. Knight, President of the exhibition board was next with Zero King, second in the

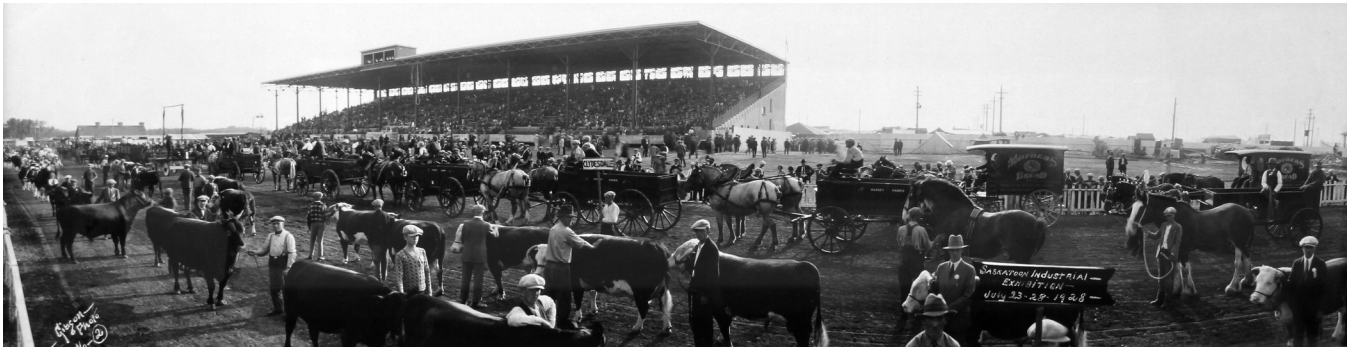
class for aged Clydesdale stallions. Then came Robert Sinton, leading Clive, a stallion he had imported, and which was owned by Mrs. W.H. Bryce of Arcola. Between 400 and 500 horses and cattle took part in the parade.

At Brandon Exhibition in 1929, extra chairs and benches on the race track were required in order to accommodate everyone watching the livestock parade.

More than 200 commercial horses, all of which worked daily on the streets, were to take part in a parade at the beginning of the Calgary Horse Show in March of 1926. Both light and heavy delivery horses would be led by their grooms, who would be dressed in their full uniform. A few of the larger entries included the Union Milk Company with 52 horses; Security Cartage with 24; Pacific Cartage with 27; and Ontario Laundry with 22.

6,000 spectators watched the livestock parade at Vancouver in 1938, which included 110 horses, 305 cattle, 75 junior entries, 45 goats and 5 six-horse hitches. The 565 animals were led into the infield and placed to form the letters C.P.E. As the parade unwound and slowly passed the grandstand, the champions and prize winners were announced over the loudspeaker.





A livestock parade at the Saskatoon Industrial Exhibition in July of 1928. Being that at least five wagons are labelled as Massey Harris, it would seem likely that the local dealer had provided them as a courtesy to exhibitors. “Mother’s Bread” delivery wagons wait on the right hand side, and a sign giving the name and dates of the exhibition can be seen near the bottom right hand corner.

(Photo courtesy of Prairieland Park)

A parade held by the S.P.C.A. in Saskatoon in July of 1930 was nearly a mile long. Led by Moose Bay’s band, it included teams hitched to wagons, delivery rigs and wagons, saddle horses and ponies, and a significant number of boys and girls with dogs, cats, rabbits, pigeons, mice and a turtle.

All animals entered in the parade were judged prior to the parade, which passed down Second and Third Avenues, and was watched by thousands. Horses and ponies were judged by representatives from the College of Agriculture at the U. of S.

N. Hulme, a veteran drayman parading a grey which he had been using for 13 years, won the award for the horse which was the best cared for and longest in service.

A horse driven by F. Martin, which had been in service for the Christie Laundry for 10 years,

was second. Third place went to W. Bradley, whose horse had been in service for 11 ½ years.

At the annual “Livestock Review,” held for school children during the 1939 Calgary Exhibition and Stampede, the “largest assembly of children in the city’s history clapped and cheered” as more than 400 of the finest horses and cattle were paraded.

A running commentary on the breeds and their show ring accomplishments was given. The Percherons were introduced by Hardy E. Salter, secretary of the Canadian Percheron Association, while J.W. Durno, a prominent livestock auctioneer from Calgary, took over the microphone for the remaining breeds.

All of the animals taking part were led by a boy who had been recruited from the grandstand. For their efforts, the boys received passes to the afternoon’s Stampede performances.



These goats were participating in the official opening of the C.P.E. in Vancouver in 1939.

(Photo courtesy of City of Vancouver Archives, CVA 99-6943)



The exhibit of the Studebaker Corp. of Canada Ltd. at Vancouver Agricultural Exhibition in 1917.

Based in South Bend, Indiana, U.S.A., Studebaker Bros. built horse-drawn wagons for everything from farm use to coal and ice, as well as dump carts, street sprinklers and passenger vehicles.

In 1879, it was reported that their wagon factory employed 550 men, and there were another 250 working in the carriage factory. In 1880, electric lights were installed in the factories, and a new wagon was completed every six minutes.

In 1902, the company entered the automobile business, and in 1920 discontinued the production of horse drawn vehicles. (Photo courtesy of City of Vancouver Archives, CVA 99-5098)

Special prizes offered at the Inter-Provincial Fair in Brandon, MB., in July of 1908 included:

- Best Clydesdale stallion, foal of 1908 barred, \$100 in gold.
- Best Clydesdale mare, \$100 in gold.
- \$100 in gold for the best heavy draught, agricultural or general purpose team, suitable for farm purposes. All registered animals barred.
- \$100 in gold, in addition to a gold medal by D. A. Reesor, the local jeweller, for the best herd, four females and bull in the Shorthorn class.
- In the butter class, the De Laval Separator Co. offered a \$100 silver cup for the highest number of points gained by any exhibitor.

A couple of special prizes offered at the 1913 Brandon Winter Fair:

- Best pair of purebred mares in harness to wagon, any draft breed, an I.H.C. 2 1/2 h.p. hopper-cooled mounting engine, value \$150, donated by the International Harvester Co. of America.
- For best registered mare, any draft breed, first prize, a leather upholstered easy chair, value \$30, donated by Vincent and Macpherson, Brandon.

A fire at the 1917 Regina Exhibition destroyed the main grandstand, the Industrial building and some concessions. Attendance for the day was the highest in the history of the exhibition, and about 20,000 people were on the grounds at the time.

The grandstand, which was full of spectators, was very dry, and it was only about fifteen minutes from the time the fire was noticed until it had burned. To their credit, everyone remained calm and the stands were emptied quickly and quietly.

Fortunately no one was injured, and the directors of the exhibition decided to carry on as usual. Some of the midway was operating again a few hours later, and the rest was expected to be fully functional the following day.

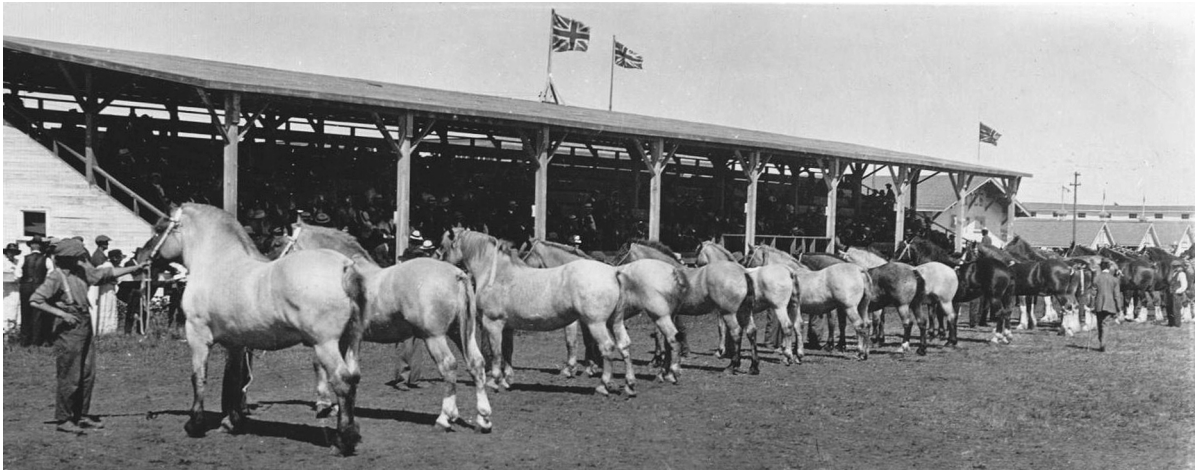
One of the interesting features at the 1919 Regina Exhibition was the demonstration of a Ford car being assembled. Beginning with a simple frame consisting of a couple of steel girders, the demonstration involving the most modern power tools took only twenty minutes, and concluded with the completion of a new car.

A Fordson tractor engine powered the chain which kept the car moving throughout the process. It also powered the air riveting machines and other tools used on the job. Sixteen men were involved in assembling the car.

A sign running from one end of the building to the other gave a full list of the 282 authorized Ford dealers in southern Saskatchewan.

The assembly line in Winnipeg involved 65 men, who produced one car at the average rate of three and a half minutes.





1923 Brandon Exhibition. The seven horses nearest the camera are Belgians exhibited by Robert Thomas of Grandora, SK.  
(Photo courtesy of Howard Thomas)

From the 1919 Regina Exhibition prize list:

- All stalls for livestock exhibits will be well bedded before the arrival of stock and afterwards exhibitors will be required to keep their stalls properly bedded. Straw for this purpose will be available on the grounds at a nominal charge of 40 cents per bale.

- In the classes for yeld mares, all such mares will be eligible to compete, excepting those that were entered in one or more of these classes at this Exhibition in 1918. Mares shown in this class in any year must produce a registered foal before being eligible to be shown again in the class for yeld mares.

From the 1919 Edgerton (AB.) Fair prize list:

3. Exhibitors must reside within twenty miles of the fair ground to be allowed to compete for prizes.

18. Don't grouch. If the exhibition is not a success it is partly your fault.

19. When you inspect an exhibit don't say, "I have better at home." They may not believe you. Anyway, if you have anything worthwhile let us see it. Put up or shut up.

82 fairs were held in Manitoba in 1929. Horse entries at those fairs totalled 11,595, with 23 of the fairs having entries of over 200 horses. Hamiota and Harding had 307 and 304 entries respectively.

Five Class "A" fairs were held in the prairie provinces in 1940. Some exhibitors travelled to all of them, the dates of which were:

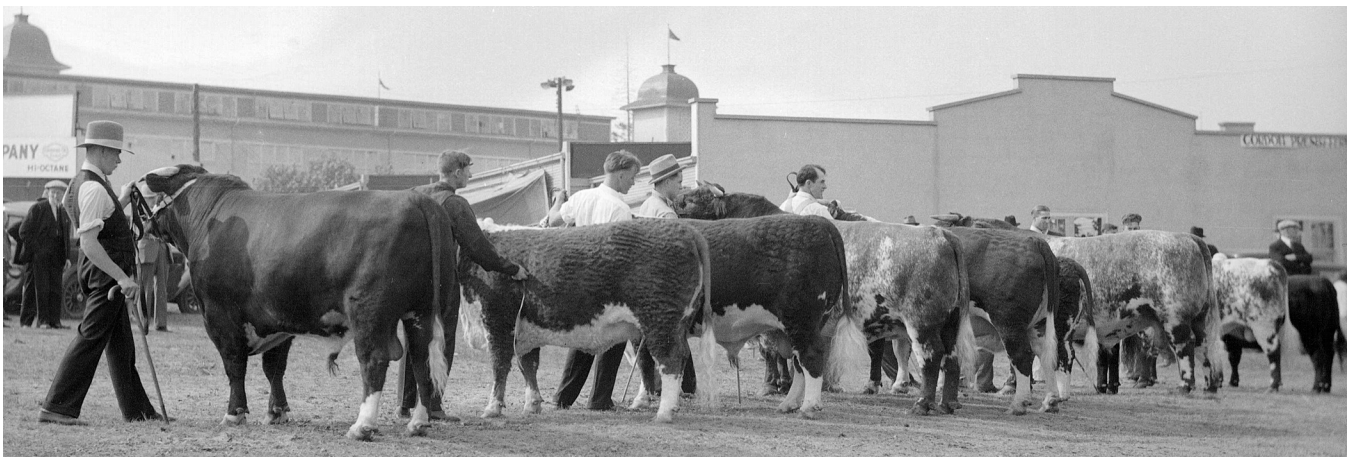
Brandon – June 30 to July 4

Calgary – July 7 to July 12

Edmonton – July 14 to July 19

Saskatoon – July 21 to July 26

Regina – July 28 to August 2



Cattle competing at the C.P.E. (Canadian Pacific Exhibition) in Vancouver in 1934.

(Photo courtesy of City of Vancouver Archives, CVA 99-7494)



## Shire Horses Gifted To Government of Canada



**Snelston Topper**  
38528 - 10th in  
London as a 2-year  
old and gifted to  
the Canadian govt.  
by Mrs. Stanton,  
president of the  
Shire Horse Society  
in 1927. He stood  
for service at  
Lennoxville  
Experimental Farm  
in Quebec, and the  
Lacombe  
Experimental  
Farm in Alberta.

Having spent a total of £1575 on publicity in the U.S. and Canada in 1920 and 1921, and with no apparent benefit, the Shire Horse Society in England decided to try something different.

They tasked a committee of three men to find five horses, which could be purchased for £1000 each, and presented as a gift to the Canadian government. Two stallions and three mares reached the Lacombe (AB) Experimental Farm in May of 1923.

In late 1924, Marden Jupiter and Essendon Jet

were sent to the R.A.W.F. in Toronto, and then to the Chicago International Livestock Exposition, where both were made Grand Champion. A few prominent horsemen were quoted as saying that the 2,510 pound Marden Jupiter was the best draft horse stallion they had seen.

Unfortunately, Essendon Jet developed a chill while at Chicago, and died. One of the mares had died from bloat earlier in the year, and within just a few more months, the other three Shires, including Marden Jupiter, had also died.

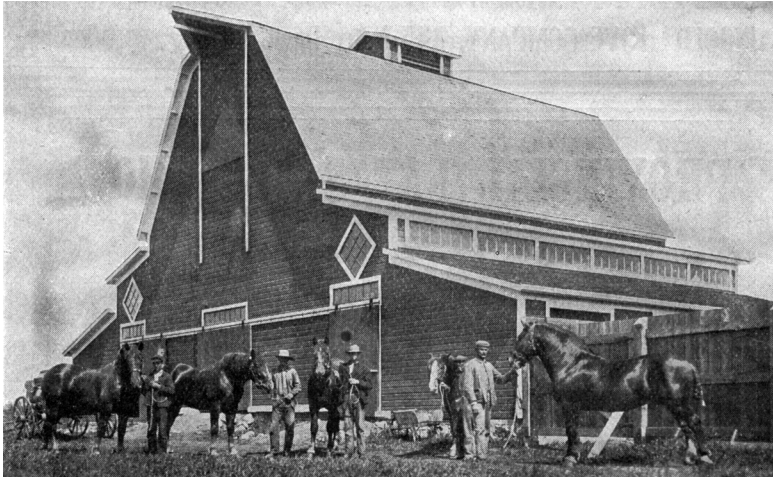
## Ayrshires Gifted To University Of British Columbia



Following their arrival in Vancouver in 1929, 24 Ayrshires, which had been gifted from Scotland, were led by a band of pipers from the Hudson's Bay store through the main streets to Hastings Park, before being taken to their new home at the University of British Columbia.

(Photo courtesy of City of Vancouver Archives, CVA 99-4499)

## Jaques Brothers Suffolk Punch



The stallions at left had all been imported by the Jaques Bros. in 1906 or 1907. L-R:

- Sproughton Marquis - Grand Champion 1912 Calgary Exhibition & Stampede for F.J. Hartell of Cheadle, AB.
- Sproughton Baron - see below
- Ashmoor Star (unfortunately not listed in the Canadian stud book)
- Harvester [181] (3342) - chestnut, blaze, foaled 1905, paternal brother to Sproughton Baron.
- Rendlesham May King - see below

One of the most prominent importers of Suffolk Punch horses in early days was the Jaques Brothers of the Mirror / Lamerton, AB. area. Of the four brothers (Archie, George, Norman and Percy), it would seem as though Archie and George were the most involved with the horses.

Stallions with registration numbers 1 through 3 in the Canadian Suffolk Horse Stud Book were imported by the brothers in the years 1908, 1910 and 1907 respectively.

The October 6, 1908 Montreal Gazette reported that an importation of George Jaques, consisting of six stallions and six mares, had arrived and would be for sale at a local stable before resuming their journey to the west.

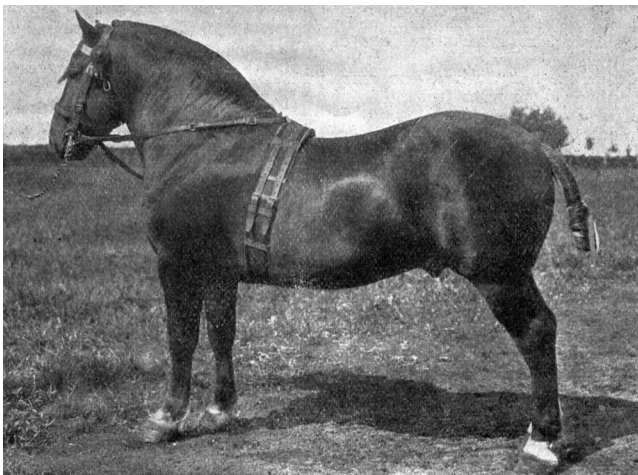
A 1909 ad stated that there were 30 Suffolk horses to select from, at prices from \$500 and up, and a pamphlet on "*The Suffolk Horse and His Adaptability for Crossing*," was available.

On March 2, 1910 the Jaques Brothers hosted a colt show, which was open to foals sired by a Suffolk. 25 foals competed, and a foal out of a Shire mare received the \$50 prize for first place.

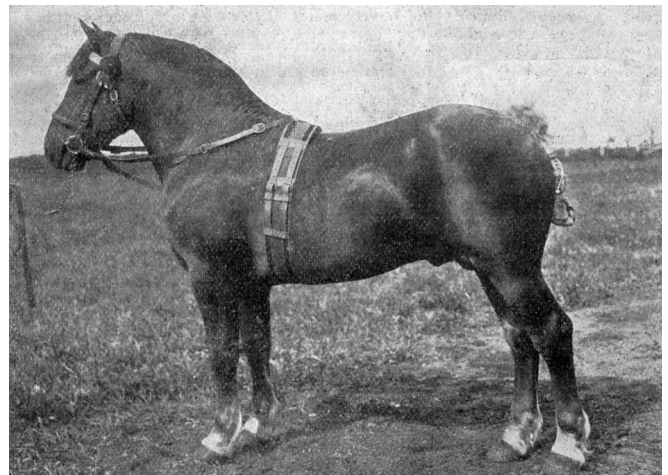
Newspaper reports stated that the Jaques horses were vetted before leaving England, and that the brothers also imported Suffolk sheep.

In April 1913, Archie Jaques advertised that he was taking 12 Suffolks to the Calgary Horse Show. They would be for sale, at prices ranging from \$825 for the yearling stallion Framlingham George, up to \$1,500 for the 3-year-old stallions Morston Freeman and Rendlesham Boxer.

Ashmoor Cupbearer [83] (3789), foaled in May 1909, was priced at \$1,400. Purchased by F.J. Hartell, he was later Grand Champion at the Calgary Horse Show in 1915, 1916 and 1918. He was also Grand Champion at the Calgary Exhibition and Stampede in 1916 and 1917.



**Rendlesham May King (Imp.) [26] (3185)**  
Chestnut, star, foaled 1903, imported 1906.  
Sire of second place foal in the Jaques foal show.



**Sproughton Baron (Imp.) [55] (3276)**  
Red chestnut, stripe, foaled 1905, imp April 1907.  
\$100 cup - best Suffolk stallion 1908 Calgary Ex.



## Bruce Roy

A lifelong friend of the draft horse, Bruce Roy's interest in Percherons began when he was still quite young. His father farmed land which had once been part of the Bar U, and Bruce was intrigued with what he heard about the ranch (see page 17 for more). Bruce also remembers a big dapple grey mare that his father owned.

Although Bruce and his cousin attended the Calgary Stampede together, they usually went in different directions. Bruce's cousin preferred the side shows and going on rides, and Bruce spent the majority of his day watching the draft horses.

Bruce enrolled in the Faculty of Agriculture at the University of Alberta in 1954, and one of his reasons for choosing the University was that they had some top Percherons. (See page 20).

In his third year of University, Bruce bought his first Percheron from Carl Hanson of Brightview, AB., paying \$300 for the 3-year-old, Wee Ginger [23946], plus an additional \$10 to have her delivered to his father's farm at Cayley.

Wee Ginger was in foal to Konot, Grand Champion stallion at the Royal Agricultural Winter Fair in 1954. Bruce registered the resulting filly foal as Raona Priscilla Koed [24379], and she did very well at the largest shows of the time, including Calgary, Edmonton and Toronto.

I asked Bruce recently about his prefix. He explained that it was a bit of a play on the name Roy. Royal and some of the other options he had considered weren't quite what he was looking for, and in the end he decided on Raona.

Although Bruce is probably most associated with Percherons, he has also been interested in (or involved with) other breeds of draft horses and other types of livestock.

In 1955, after receiving "uncommonly high" marks, he was selected from among local 4-H clubs to compete at the provincial beef judging at Olds.

Bruce managed the Maclyn Plantation near Albany, Georgia, the largest Shorthorn herd in the U.S. at the time, and was later herdsman for Louada Manor Shorthorns of Peterborough, Ont.

Bruce's first years of owning Percherons coincided with one of the most discouraging times in draft horse history. Farmers had sold their horses due to mechanization, and numbers plummeted.

In 1954, the year in which Bruce had purchased Wee Ginger, only 123 Percherons were registered by the Canadian Percheron Association, one of the worst years ever.

The secretary of the C.P.A. at the time was Hardy E. Salter, who served from 1943 to 1965.



Bruce Roy and Raona Phaedra [24864.] Sired by Don Laet [19519], her dam was Raona Priscilla Koed [24379], the first Percheron registered by Bruce.

Junior Champion at the 1965 Calgary Exhibition & Stampede, Raona Phaedra was purchased following her win by Walter & Marion Sparks. Kanata, ON.

Raona Phaedra traces back to both Presbourg and Halifax (see George Lane and the Bar U).

Her descendants include Yorellea Heather and Yorellea Iris, Champion Team of Mares at the 1985 Royal Agricultural Winter Fair for Harry Dale of Shawville, Quebec.

(Photo courtesy of Bruce A. Roy)



Hardy couldn't help but notice Bruce's youth and enthusiasm, and soon he started to call Bruce asking if he could be driven to see a specific Percheron. While traveling, Hardy would fill Bruce in on a number of topics, including conformation, bloodlines and breed history.

The following appeared in a July 10, 1963 *Calgary Herald* report on the Percheron show at the Calgary Stampede:

"Four new young breeders have become interested in Percherons in the last five years," said Mr Salter. "As long as we have enthusiasts like this in the business, it will never die out."

He contrasted this situation with that in Clydesdales, where few young breeders are becoming involved, he said.

Those two paragraphs underline the dire situation draft horses were in, and are characteristic of Hardy Salter, who loved to antagonize Clydesdale breeders at times.

Bruce, who was 26-years-old at the time, was serving as President of the Alberta Percheron Association. He owned six Percherons, all of which were descendants of Wee Ginger, and had exhibited both the Reserve Junior Champion Stallion and the Reserve Junior Champion Mare.

In 1964, Hardy Salter's health prevented him from going to the C.P.A. annual meeting, and Bruce was asked to take the minutes. The next summer, Hardy resigned, and the Board of Directors asked Bruce to accept the position of Secretary.

Bruce's first submission to *The Draft Horse Journal*, a news column titled "Western Canadian Comment," appears in the February 1965 issue. His first feature article, "The Black Horses of Quebec", by Fetlock (a pseudonym he used in earlier years), was printed in August 1965.

Bruce remained interested in Shorthorns as well, and later served as the Alberta fieldman for the Canadian Shorthorn Association; Secretary of the Alberta Shorthorn Association; and Editor of the *Canadian Shorthorn News*.

In 1990, Bruce, who had been teaching school at Cremona for approximately 27 years, was one of 20 teachers in Alberta who was awarded the Provincial Excellence in Teaching Award.

Bruce served as Secretary of the Canadian Percheron Association until 1984. One of the tasks he enjoyed the most was publishing the association's annual publication, the *Canadian Percheron Broadcaster*.

In August of 1991, Bruce published the first issue of his own magazine, *Feather and Fetlock*. It grew quickly, and before long there were subscribers in 10 Canadian provinces, 49 U.S. states, Great Britain, Northern Ireland, France, Belgium, Australia, New Zealand and Japan.

Following the purchase of *Feather and Fetlock* by the *Draft Horse Journal* in 2003, Bruce was again a regular contributor to the D.H.J. His last feature article, "Canada's Percheron Cornerstones," was printed in the Winter 2023-2024 issue, 58 years after he had first written for the magazine.

In January 2004, Bruce received the AB Horse Industry Branch Distinguished Service Award.

In 2019, he was recognized as a 60-year volunteer of the Calgary Stampede & Exhibition. Bruce first exhibited at the Stampede in 1957, and first announced the draft horse show in 1974.

He has also announced at other major shows including both the World Percheron Congress and the World Clydesdale Show.

Bruce was a pedigree reader at a number of Shorthorn and draft horse auctions. Probably the most notable was the Mid America Draft Horse Sale at Gordyville, Illinois.

At the first Gordyville sale in 1996, 245 horses were sold for an average of \$2,585. Bruce was recognized for 25 years of reading pedigrees at the February 2020 sale, when 251 horses were sold for an average of \$11,413. To everyone's astonishment, the high sellers, two Percherons mares, brought over \$100,000 each.

In addition to clinics on conformation, Bruce has also judged both halter and hitch classes at major shows such as the Royal Agricultural Winter Fair, Michigan Great Lakes International, Pacific National Exhibition, Washington State Draft Horse Extravaganza, Carp Fair and Ventura County Fair.

Thank you very much Bruce, for all that you have done to promote draft horses, for all of your help, and for your friendship.

### George Lane and the Bar U Ranch

Born near Des Moines, Iowa in 1856, George Lane first came to Canada as a cowboy from Montana in 1883.

Convinced of the merits of the Percheron, in 1898 he purchased about 35 registered and 1200 grade Percherons from James Mauldin of Dillon, Montana. These were followed by some of the best registered Percherons owned by the Riverside Ranch of Mandan, North Dakota.

In 1905, George Lane & Gordon, Ironside and Fares Co. Ltd., bought the Bar U Ranch from the Allans of the Allan Trans-Atlantic Steamship Co.

They began importing Percherons from France at least once per year beginning in May of 1907. Their 1909 importation looks to have been the largest, with 72 mares and 3 stallions purchased at an average cost said to be about \$1000 in France.

What may have been the last importation made by George Lane was reported in the May 25, 1911 issue of *The High River Times*. Comprised of 12 two-year-old fillies, it was said that their "passage was extremely rough."

George Lane was instrumental in the formation of the Canadian Percheron Association, making multiple trips to Ottawa, and sending out notices for the first meeting, which was held in Regina on August 3, 1907. He served as a director from that first meeting until his death in 1925.

The stallions designated with the first two registrations in Volume 1 of the Canadian Percheron Stud Book were Presbourg (Imp) [1]

29983 (48649) and Paris [2] 12016.

Considered the best two sires at the Bar U in early years, Presbourg was noted as a sire of excellent brood mares.

Prominent sires later included: Americain (Imp.) [127]; Garou (Imp.) [881]; Pinson (Imp.) [2533]; Jankrass (Imp.) [8589]; and Halifax.

Halifax (Imp.) [1017] 60328 (75867) was purchased for \$3,000 after being made Supreme Champion over all breeds at the 1909 Winnipeg Industrial Exhibition for Colquhoun and Beattie of Brandon. Considered one of the top ten sires anywhere, his colts were said to have won more futurities than all other sires combined.

One of the early exhibitors of multiple hitches, the Bar U Ranch won the six-horse hitch class at Seattle, Washington in 1909. An ad from December 1911 states: "This six horse team was first at all leading western Canadian and American shows." The hitch, driven by the horse manager Alex Fleming, continued to do well, and had an "unbroken record of winnings in 1917."

In the fall of 1917, George Lane hired Professor W.L. (William Levi) Carlyle (see The E.P. Ranch for a few more notes on Prof. Carlyle.)

A Bar U advertisement from 1918 offered 42 two-year-old stallions, and nine three-year-olds. "Prices \$750 to \$1200 cash. 517 registered Percherons on our farms."

George Lane hosted an annual banquet for Percheron breeders and others at the close of the 1918 Calgary Stampede. About 150 guests listened to speakers including: Wayne Dinsmore,



The April 1, 1918 issue of the Calgary Daily Herald included a special 12 page supplement dedicated to Percherons. In addition to the brood mares above, there were several photos from the Bar U, including a line up of at least 24 young horses sired by Halifax at the 1917 Calgary Ex. and Stampede.

(Photo courtesy of Bruce A. Roy)



secretary of the Percheron Society of America, and a regular visitor to the Stampede; E.A. Davenport of Acme, AB., new president of the Canadian Percheron Ass'n; Archie Robison of Pekin, Illinois, prominent breeder and judge of the Percheron show; and Professor Carlyle.

In September of 1918, the stallion Newport [5058], a black three-year-old son of Halifax, and 26 young mares were sold for export to England.

On October 9, Professor Carlyle and the Percherons left Montreal. As World War I had not yet reached its conclusion, they traveled in a convoy with 35 other vessels, and were accompanied on the first day by between eight and ten destroyers, and three seaplanes. A cruiser (warship) traveled with them until they neared their destination of Glasgow, at which time they were again escorted by destroyers. At the end of a 20 day voyage, the horses arrived in very good condition, and were taken by train to their destination.

In the fall of 1919, Professor Carlyle accompanied another sizable shipment of Bar U Percherons to England. While there, he selected Kerry Hill sheep and Shorthorn bulls for the farm at Namaka (also owned by George Lane).

A couple of months later, on Dec 4, 1919, R.E. Parker held a sale which included 34 of the imported Percherons. Janelle [3701], a dark grey 7-year-old brought 650 guineas (just over \$3,500 Cdn), while Perfection [7051], a grey 2yo stallion by Halifax, brought 550 guineas (approx. \$2,970).

In addition to a large number of cattle, George Lane was also the owner of a significant number of pigs. Partial to Berkshires, sows

farrowed once per year, in March, April or May, and raised their piglets on pasture in the summer.

Published by the Percheron Society of America, the *January 1921 Percheron Review* included the following ad: "Great mare sale - 250 head from Bar U & Namaka Ranches. Largest Percheron Stud in the World. Over 600 head - These mares will be sold at private sale for cash..."

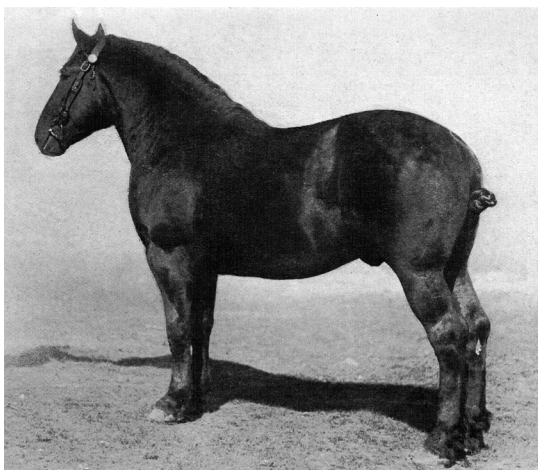
In 1919, the Agriculture and Animal Industry Branch of the Canadian Pacific Railway set up a few demonstration farms in Alberta which raised outstanding livestock. In 1924, 12 registered Percheron mares were purchased from the Bar U. A few years later, the South African government bought Reuben Amos [13720], who was out of a mare the C.P.R. had purchased from the Bar U.

The Bar U had also sold the stallion Viscount [11592] to the South African govt. in 1924.

The front page of the September 24, 1925 Calgary Daily Herald announced the death of George Lane. He was survived by his wife and eight children. His funeral was held in the High River town hall on September 28. Despite a snow storm which made roads impassable, a large number of people were in attendance, including 3 passenger coaches of a special train from Calgary.

Pall bearers were J.H. Brown, Charles Mitchell, D.E. Riley, Patrick Burns, Alfred Ernest Cross, and Archibald James McLean, the last three of which had joined with George Lane in putting up the money for the first Calgary Stampede in 1912.

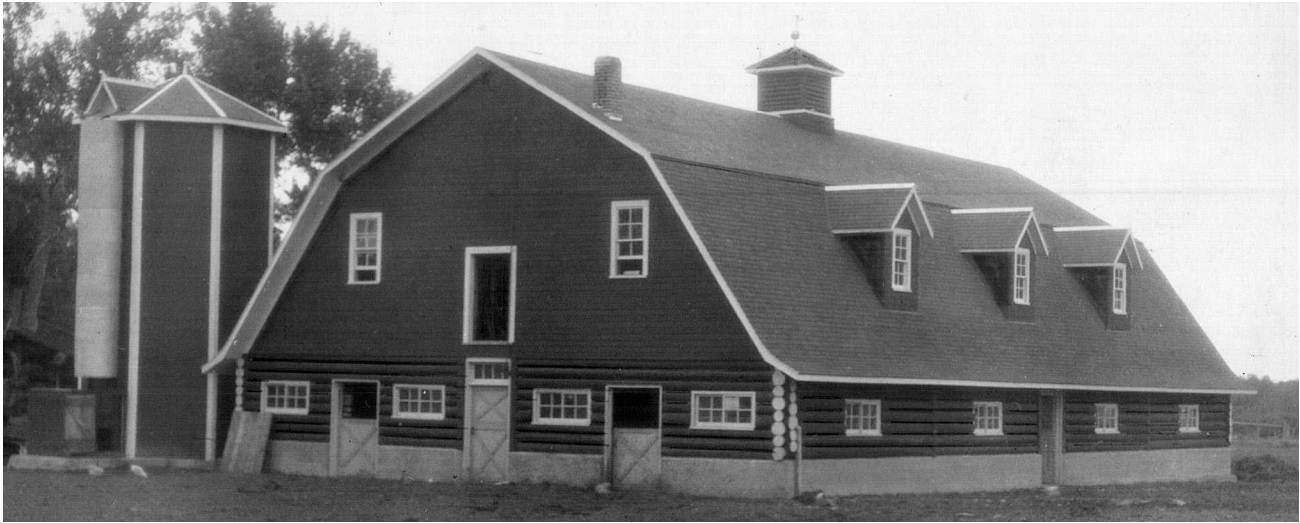
The George Lane Memorial Park in High River was dedicated in 1951, and the Bar U Ranch National Historic Site is celebrating its 30<sup>th</sup> year.



**Paragon [7046]**

Foaled June 1, 1917. Sired by Halifax [1017], and out of an American daughter named Alberta [580], a granddaughter of one of the Mauldin mares purchased in Montana in 1898. First at a number of shows in Western Canada, Paragon was exported to England, where he was also shown successfully. In 1924 Paragon was again sold, this time to Alex J. Melrose of Kadlunga, Mintaro, Australia. Standing 16.2 hands, and with a girth of 7 feet, 9 inches, Paragon was one of two Percheron stallions owned by Mr. Melrose that took part in the parade of heavy horses at Adelaide Royal Show in September.

## The E.P. Ranch



A newly built barn at the E.P. Ranch in 1923.

(Photo courtesy of Toronto Star Photographic Archive, TSPA\_0123829F)

Following an extensive tour of Canada in 1919, Edward, Prince of Wales, purchased 4000 acres adjacent to the Bar U Ranch.

Naming his new property the E.P. Ranch, he followed the advice of his neighbor, George Lane, and hired Prof. William L. Carlyle as manager.

A graduate of the Ontario Agricultural College at Guelph, the professor spent a number of years in the U.S., including time as dean at the University of Colorado, and Oklahoma A & M college. He also judged livestock extensively.

As stated on page 17, Professor Carlyle accompanied a shipment of the Bar U Percherons to England in late 1919. While there, he visited the royal estate and leading breeders throughout

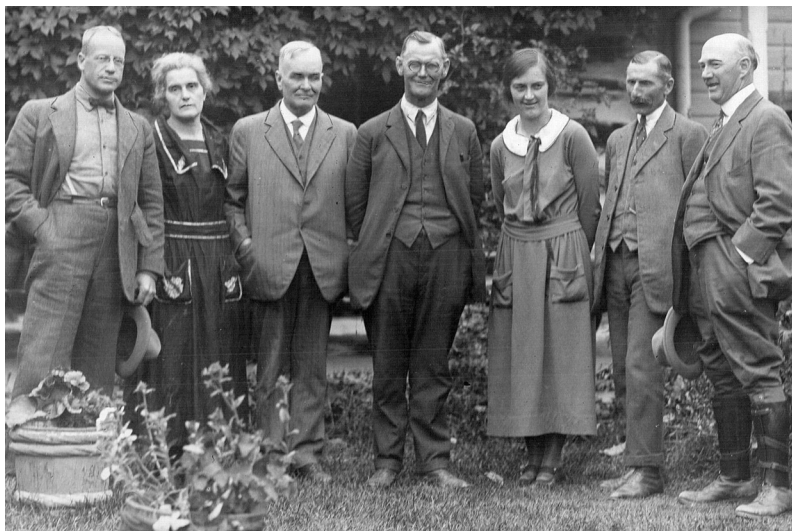
Britain to select Thoroughbreds, Dartmoors, Shorthorns and Hampshires for the E.P. Ranch.

A few choice Clydesdales were purchased later in Scotland, and Percherons were selected from the neighboring Bar U Ranch.

Livestock from the E.P. was exhibited successfully at Calgary and Edmonton, as well as in British Columbia, the northwest U.S., the Royal Agricultural Winter Fair in Toronto, and the Chicago International Livestock Exposition.

Some of the areas that Clydesdale stallions carrying the Princeton prefix were hired and travelled included Three Hills, AB.; Lloydminster, SK.; and Invermay, SK.

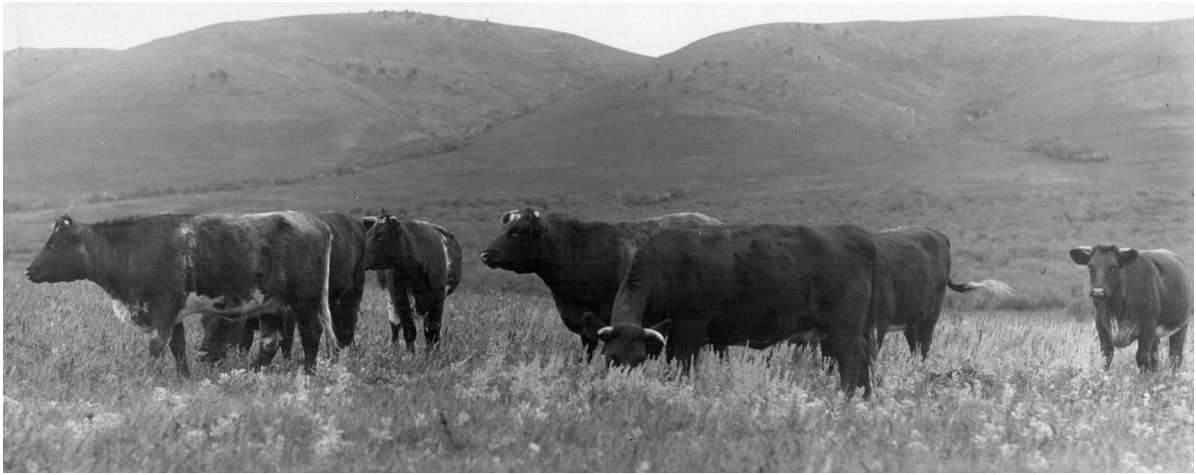
In November of 1930, Princeton Carman



L-R: E.B. Nowers, Calgary; Mrs. Carlyle; A.K. Morrison, Calgary; Prof. W.L. Carlyle; Ms. J.C. Kinzer (nee Carlyle) Versailles, Kentucky; E.D. Adams, Calgary; N.J. Christie, Calgary. E.D. Adams was at least partial owner of Pacific Cartage Co., which had as many as 120 horses, and exhibited Clydesdale or Clydesdale /Shire six-horse hitches. He was also secretary of the Alberta Clydesdale and the Alberta Thoroughbred Associations for approximately 30 years.

(Photo: Toronto Star Photographic Archive, TSPA\_0123848F)





California was the biggest market for Shorthorns from the ranch, of which there were about 130 in 1937, and 10 of Alberta's best herds were headed by bulls purchased from the E.P. The white bull, King of the Fairies (Imp.) -164901-, was Grand Champion at the Royal Agricultural Winter Fair in Toronto and the Chicago International Livestock Exposition in 1925.

(Photo courtesy of Toronto Star Photographic Archive, TSPA\_0123830F)

[13682] was second place Percheron broodmare at the R.A.W.F. She and her foal, Princeton June, were sold for export to England soon after.

Kenwood Farms of Kenwood, California purchased a number of Percherons and Shorthorns from the E.P. Ranch.

In 1935, the White-O-Ranch of Healdsburg, California purchased three of these mares: Princess Abbie [13017], Princeton Hallie [16369] and Princeton Hattie [16370]. Princeton Hattie had been selected by the Percheron Horse Association of America as the sixth most perfect mare shown in America in 1936 and 1937. She and Princeton Hallie were driven in the grey six-horse hitch owned by the White-O Ranch.

Princess Abbie was later gifted to the

University of California.

Following the death of King George V, Prince Edward came to the throne as Edward VIII, King of England. However he abdicated the throne soon after to marry the twice divorced Mrs. Simpson. The purebred livestock at the E.P. Ranch was dispersed and replaced with commercial cattle.

A.C. Ruby Sr., of Portland, Oregon purchased a six-horse hitch of Clydesdales and campaigned them throughout the summer of 1937.

H.C. (Harry) Castagnasso & Son of Sonoma, California also purchased Clydesdales from the E.P. Ranch. Three of the six mares in the hitch shown by Harry Castagnasso in 1940 carried the Princeton prefix.



Pictured in 1923, there were 100 Hampshires on the E.P. Ranch in 1937. Rams had been sold all the way from Northern Alberta through to Texas.

(Photo courtesy:  
Toronto Star  
Photographic  
Archive,  
TSPA\_0123832F)

## Percherons at the University of Alberta

As there is limited space in the magazine, this article will focus only on the Percherons which were bred and raised at the University of Alberta.

It should be pointed out however that they owned a few Belgians and Clydesdales, and showed top steers, exhibiting the Grand Champion steer at the Royal Agricultural Winter Fair in Toronto nine times.

While attending the Calgary Stampede in 1918, Dean Howes and Professor Dowell bought two daughters of Halifax from the Bar U Ranch. Opal [6010] was later second in the 2-year-old class, while Nora Belle [5012] went on to be the Grand Champion mare. Archie Robison, a prominent Percheron breeder from Illinois was judging the show, and was quoted as saying he didn't think there was a 3-year-old filly in the U.S. that could successfully compete with her.

A few years later, the University purchased Umbala [12785] from the Bar U Ranch. Sired by the grey Halifax son Marvel [4759], her daughter, Edeela [16418], bred well.

Earlier foals at the University were sired by Job (Imp.) [6448] 84808 (83984). Reserve Grand Champion at the Chicago International in 1920, the 2,400 pound grey stallion was purchased by the Government of Alberta for \$8,000.

The next sire of note to be used was Perlaet [12309]. Reserve Grand Champion at the Chicago International in 1925, the black son of Laet was purchased by a group of nine Percheron

breeders from Hussar, AB., for \$2,700.

In the spring of 1931, Professor J.P. (Percy) Sackville traveled to Iowa, where he purchased a stallion and three mares. Barnett [13767] 201345, a black 4-year-old stallion weighing 2,200 pounds, was purchased from J.G. Hanmer, a professor at the Iowa State College in Ames, Iowa.

The mares consisted of a black 5-year-old, and two grey 4-year-olds. The greys were bred by J.O. Singmaster & Son of Keota, Iowa, and were daughters of Lagos [7378] 99093 (102389).

The Singmaster family had been one of the larger importers in the U.S., before switching their focus to breeding. Their ad in the 1920 Percheron Review stated that they had 150 Percherons, 46 of which were weanlings to two-year-olds sired by Lagos. Grand Champion stallion at the Chicago International in 1916, Lagos also sired four daughters who were Grand Champions at Chicago.

The next sire of note was Kaptiff [15112] 210785, a black foaled in 1932, bought from the estate of T.B. Bowman of Boone, Nebraska. The sire of Kaptiff was Koncarcalyps 175791 who had been purchased from the Bowmans at the age of 15 by Victoria Dreyfus of Madrey Farm in Brewster, New York, for \$17,000. The Koncarcalyps sire line includes some of the most notable stallions in the breed: Justamere Showtime, South Valley Did-It, D I D, Mc Gee, M.G.'s Prince, and Pleasant View King.



Starlight Laetor [14962]

Bred by Hardy E. Salter, and recently purchased from Matthews Music House of Calgary.

Pictured in 1943, Laetor is being held by Mary Baughn of Rochfort Bridge, AB., who spent her summer working at the University. One of her jobs was driving Laetor and Pauline U A [20911] during haying.

Mary had been attending the Olds School of Agriculture, and had rolled Laetor's mane and tied his tail for this photo.

(Photo courtesy of Bruce A. Roy)





Paramount Monarch's Rose [21330] and Paramount Monarch's Carpel [21332] Sired by Monarch's Laet [13807] and out of daughters of Belle of Cambrai, second at the 1922 R.A.W.F., and full sister to Count Vimy. Paramount Monarch's Rose was the dam of Monpar Belle U A.

Paramount Monarch's Carpel was the dam of Decorator's Caroline U A and Decorator's Doris U A, and has a significant number of descendants throughout the breed.

(Photo courtesy of Bruce A. Roy )

Exhibited at the 1938 Calgary Horse Show, Kaptiff was named the Grand Champion Stallion. Two of his daughters bred by the University also did well, Lady Edkap U A winning the yearling class, and her full sister Lady Etna U A was the second place two-year-old.

Two new additions to the University in the mid-1940's were Paramount Monarch's Rose and Paramount Monarch's Carpel (above), purchased from George Fraser of Tate (Semans), SK.

George Fraser bought his first purebred Percheron mare in 1917, and quickly achieved his goal of raising top quality horses.

The Chicago International Livestock Exposition was one of the largest Percheron shows anywhere, and in 1921, George's stallion Iocarpre was eighth in the three-year-old class.

The first Royal Agricultural Winter Fair was held in Toronto in 1922, and the Fraser entries dominated the Percheron show. First and second in the foal class, first and second in yearling filly, second in two-year-old mare, second in three-year-old mare, first in progeny of dam, and first in get-of-sire under two years.

As if that weren't enough, George also exhibited the second place 2yo stallion, and had Grand Champion with Count Vimy [8337]. Count Vimy's notable descendants include the stallions Koncarhope [19037] and Konot [19164].

The final Percherons of note owned by the University were acquired from Jonathan Fox, Jr., of Lloydminster, SK. These were the black stallion Justamere Decorator [18320], and the grey mare Justamere Elnora [22459]. Both were sired by Dragano [16908], and both were descendants of Mona [10258], a mare from a top bloodline

purchased by Jonathan Fox, Sr., before he and his family moved from Minnesota to the Lloydminster area in 1918.

Exhibited at the 1954 Toronto R.A.W.F., the University Percherons had an excellent show. In addition to the highlights listed farther down, they were also first in the classes for get of sire, progeny of dam, and group of three mares.

The large number of draft horses being shown at Toronto at the time gave no indication that draft horse numbers were actually plummeting due to mechanization.

The University consigned six Percheron mares to the Calgary Spring Horse Sale in 1955. Selling for only modest prices, most went on to have a significant influence in the breed. They were:

- Decorator's Dinah U A [23497] - Grand Champion at the R.A.W.F. in 1954. Purchased by the Keleman Bros., Punnichy, SK. for \$500.
- Koncarhope's Ellen U A [23866] - Reserve Grand Champion 1954 R.A.W.F., and the dam of Paigeview Ellen, who was the dam of Highview Dragano. Purchased by William Russell for \$425.
- Justamere Elnora [22459] - 1st place broodmare at the R.A.W.F. in 1949, and the dam of Decorator's Dinah and Koncarhope's Ellen U A. Purchased by William Russell for \$350, Elnora has a significant number of descendants.
- Monpar Belle U A [23251] - the dam of Rex Mondraghope [19274], Grand Champion at the R.A.W.F. 1953, 1958, 1959, 1960, 1961, 1962. She was purchased by Hardy E. Salter for \$335.
- Decorator's Doris U A [23500]- also purchased by the Keleman Brothers.
- Decorator's Caroline U A [23344], a full sister to Decorator's Doris U A.

## Glenn Osborn



Glenn Osborn driving. He is accompanied by Harold French of Donovan, SK.

(Photo courtesy of Glenn Osborn)

Glenn Osborn has been involved with livestock for most of his life. His father, H.J. (Harvard) Osborn grew up on the family farm near Weyburn, SK., and had bred and milked Holsteins. Due to changing regulations, the Holsteins had been replaced with beef cattle before Glenn was born.

Harvard starting showing six-horse hitches in about 1945. Early hitches were comprised of mixed horses, most of which were crossbreds. In the early 1950s a pair of buckskins were used in the lead, while a few years later it was a pair of bays.

By the late 1950s, the hitch was comprised completely of roan Belgians, and the Osborns were showing at Weyburn, Estevan, Moose Jaw, Saskatoon and Regina.

In the 1960s, the Osborns started exhibiting their Belgians at the "A" circuit fairs of Brandon, Calgary, Edmonton, Saskatoon, and Regina.

They exhibited at the Toronto Royal Agricultural Winter Fair eight times beginning in 1961, winning both the light draft team and four-horse hitch classes in 1963, and the heavy draft team in 1964.

In the early days the horses were transported

by rail car or truck. In later years a three ton truck with a 16 foot box, pulling a tandem axle trailer with the wagon and tack, was used. The trip to Toronto was made by palace car.

Although finding roans was not a problem at the time, finding horses that were roan, sound, would hitch, and were matched for color was near to impossible. Most of the horses were purchased, but the Osborns did raise a few of their own, the most memorable of these being the mare Miss Monica.

The show wagon that the Osborns used was located near Souris, Manitoba by Hope Turner. It had been the hitch wagon for McArthur's Transfer of Brandon, and cost the Osborns \$75. The box was in desperate need of repair, but the running gear was in excellent condition.

The wagon was later sold, along with the harness, to Jim Poole for use by the Alberta Game Farm, and later to Dennis Gordeyko, Ohaton, AB.

The last year that the Osborns showed a six-horse hitch was in 1970. Hubert Freitag of Alameda, SK., bought the last mare, Fairview Rosette, who Glenn had purchased from Harry Wendel in Iowa.



In addition to the Osborn's Belgians, Glenn also worked with other draft horses. One of the first instances was in about 1959, when he went to work with the Belgians at Meadow Brook Farm in Michigan (see the caption at the bottom of page 32 for a few notes on Meadow Brook).

Glenn also worked with the Clydesdales owned by Wilson & Co. (see Duncan Mulholland on page 26 for more on the Wilson hitches).

In 1962 Glenn worked with the Bolger Farms hitch, owned by Chas. Bolger of Chicago, Illinois, during the Chicago International Livestock Exposition and the Toronto R.A.W.F. One of the best hitches of the time, the Bolger Clydesdales won the six-horse hitch class at both shows.

Despite some of the worst weather of the winter, enthusiasts from as far north as Meadow Lake, and as far south as Alameda (a distance of 550 miles) attended the Saskatchewan Draft Horse Association meeting in January of 1969.

Glenn was the president of the association, and wrote his first column of Saskatchewan news for the February 1969 Draft Horse Journal.

Covering a number of topics, in 1971, Glenn wrote that 10 six-horse hitches had competed at the recent Royal Manitoba Winter Fair in Brandon, and that a Unicorn class had been added, something which was new to Canadian shows.

Glenn was also very interested in cattle, and in March of 1961, he was named master showman at the 28<sup>th</sup> annual Little Royal and Achievement Day at the Olds School of Agriculture in Olds, Alberta. Some of his early 4-H projects became the foundation for the Glenbriar Shorthorn herd that he started at about this same time.

Glenn was also involved with other cattle breeds. Following the R.A.W.F. in 1964, Glenn accompanied Holsteins on a ship to Great Britain. After their arrival, Glenn rented a car and toured some of the draft horse stables in Scotland. Glenn also accompanied a shipment of 580 Holsteins to Italy.

In 1972, Glenn went to work at Bar 5 Simmentals in Brandon, MB. Since his Dad was unable to care for his Shorthorns, Glenn sold them and bought three half-blood Simmentals from Bar 5 in 1973. Glenn started a fitting service, and continued to increase his herd.

Glenn later returned to the Weyburn area, and under the name of 3 Star Simmental shifted his focus to breeding black Simmentals.

In recognition for their involvement with the various Simmental associations, and many other accomplishments, in 2009 Glenn and his wife, Vera, were presented with an Honour Scroll at the Saskatchewan Livestock Convention.



Glenn was one of the best when it came to decorating a draft horse, as can be seen in this photo of Marksman at the Toronto Royal in 1968.

The Osborn mane rolls were made out of cheesecloth, and their decorations were red and white.

Glenn's draft horse judging assignments included the Northwest Washington Fair in Lynden in 1969, and the Percheron classes at the 1970 Royal Agricultural Winter Fair in Toronto.

(Photo courtesy of Glenn Osborn)

## Parades



A lot of time and effort went into this float in a parade in Winnipeg, MB. in September 1912. When the harness is compared to other photos, it seems likely that the horses were owned by the Manitoba Cartage Company, who used a number of Clydesdales on the street and showed a six-horse hitch quite successfully in the 1920s.

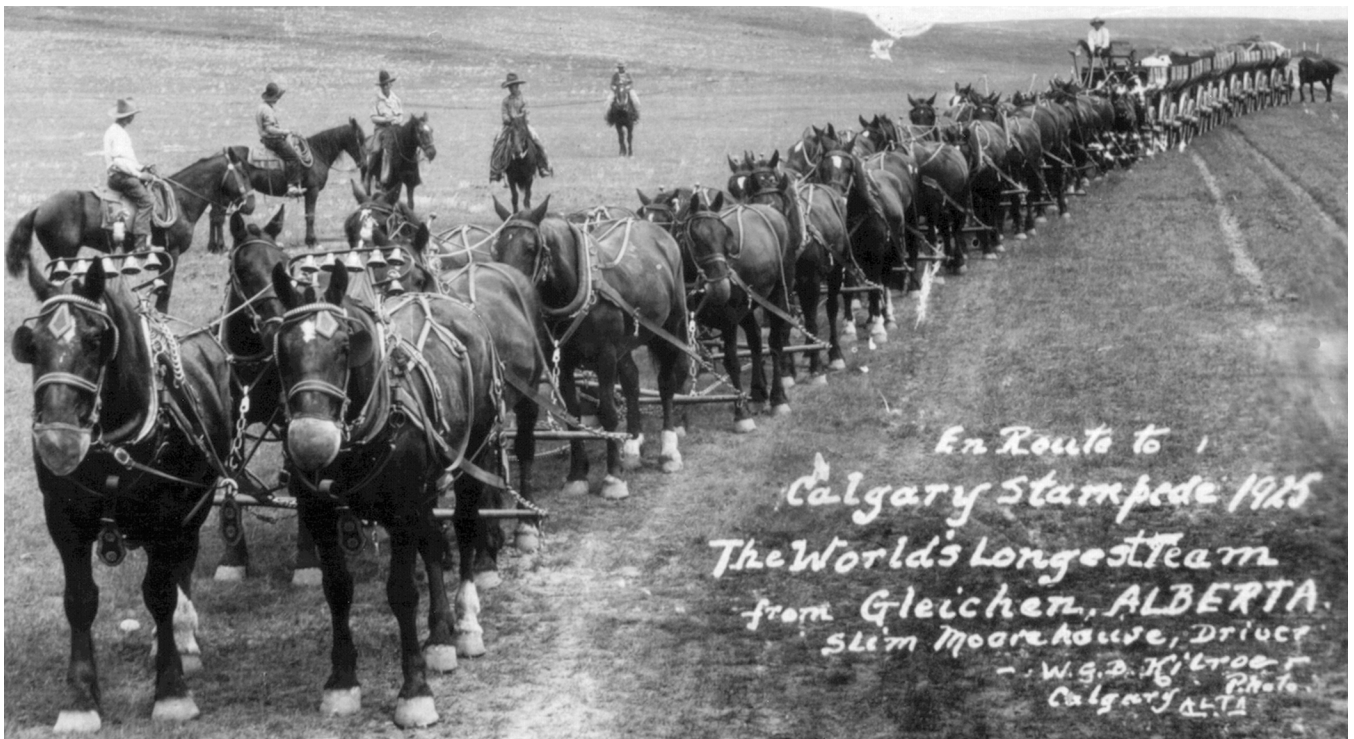
(Photo courtesy of Winnipeg Public Library, B4A067)



This parade was traveling down the 700 Block of Granville Street in Vancouver in 1914.

(Photo courtesy of City of Vancouver Archives, CVA 371-915)





36 horse team referred to below.

(Photo courtesy: University of Alberta Libraries, PC030538)

From an ad in June 16, 1925 *Calgary Daily Herald* - "... On July 6th at Calgary, there will be the greatest display of Alberta horses ever seen. The floats in the great historical pageant will be practically all drawn by four and six horse teams, which, with the world's longest team of 36 horses from Gleichen, hauling ten wagon loads of wheat supplied by the Alberta Pacific Grain Co., Limited, will provide a wonderful demonstration

of the high quality of Alberta heavy horses. The cowboy section of the Stampede parade will contain 1000 saddle horses and chuckwagon teams which will illustrate the splendid stock found on the ranches of Alberta. ... There were no fewer than 918 horses in the last Stampede parade. There will be between 1,200 and 1,500 horses in the Jubilee Historical Pageant and Stampede Parade..."



Calgary Stampede parade ca 1925.

(Photo courtesy University of Alberta Libraries, PC006143)

## Duncan Mulholland



Duncan Mulholland driving the Wilson & Co. Clydesdales in April 1949. Riding with Duncan is Art Zerr, the Budweiser Clydesdale driver who had been hired to teach him how to drive.

Born in Scotland in 1930, Duncan Mulholland was the oldest of three siblings. For approximately the first 15 years of his life, Duncan's father was first plowman on farms which grew turnips, cabbage, rhubarb, etc.

When Duncan was about 11, he started helping out in the fields. He was the oldest child of the plowmen, and his duties included jobs such as taking a cart loaded with potatoes back to the steading where it would be unloaded, and then returned to the field. Or, he might take a wagon loaded with hay, oats or wheat to the yard, and swap it for a wagon which had been emptied.

In 1947, Duncan's Aunt Nan, returned to Scotland for a visit with her parents. She sent a letter to her husband Charles in Chicago, and mentioned that she hadn't been able to visit Duncan yet, as he was so busy with his apprenticeship and night schooling. Charles wrote back, "if he works that hard, why don't you ask him to come to the U.S.?"

When Aunt Nan mentioned the idea to Duncan a little later, he could hardly have been more enthusiastic. At midnight on February 25, 1948, Duncan, then 17 years old, left Prestwick Airport in Glasgow on a plane bound for the U.S.

The plane, which traveled at a speed of

approximately 200 miles per hour, flew to Iceland, and then to Newfoundland, stopping at both places to refuel, and allowing the 40 passengers to go indoors and enjoy a hot meal. From Newfoundland, the plane flew to Idlewild airport (now JFK) in New York. Duncan was then transferred by limo (which had been pre-arranged by the airline) to Newark, and boarded a United Airlines plane for the last leg of the trip.

Duncan had written and told his aunt and uncle that he was anxious to get working as soon as possible after his arrival in America. Uncle Charlie worked for Wilson & Co., and had talked to personnel to see what might be available. Duncan was interviewed the following day and went to work as a groom for Wilson & Co. on Monday morning.

The driver of the Wilson & Co. Clydesdale hitch was Frank Housley. Born on a farm in England, Frank first drove a six-horse hitch in 1899. By 1908 he was driving the famous grey Percheron hitch owned by Swift & Company, also a meat packing house from Chicago.

In May of 1909, Frank and a six-horse hitch of bay Clydesdales owned by Morris & Co. crossed the Atlantic for a tour of shows including the English Royal and the Royal Highland.



Frank Housley became very well known for his driving ability. A report about an upcoming appearance by the Wilson & Co. Clydesdales at the American Royal in 1935 stated that "the lead team will be fed carrots from the drivers seat at every exhibit in the Royal this week."

A number of newspapers from 1941 reported on a pair of geldings which had been imported by Wilson & Co. When they were about 1,500 miles from Glasgow, the freighter they were on was torpedoed by a Nazi submarine. Fortunately, the ship was able to make it back to Glasgow, and the geldings were unharmed. About a week later, the geldings left Scotland on another ship, but due to trouble with the boiler, they were forced to return yet again. On its next attempt, the ship sighted a submarine, but was able to drive it off with depth bombs, and after seven long weeks, the geldings finally reached St. Johns, Newfoundland.

Duncan had reached Chicago on February 26, 1948. Keeping his end goal of engineering in mind, he felt that the job with the Clydesdales might be the best of the two options available at Wilson & Co., giving him the opportunity to get a good reference when the time came to leave.

For the next couple of months, Duncan worked as a groom at the barn in Chicago, which at the time was located on the grounds of the Chicago Stock Yards. The road hitch went out in late April, and he was asked to go along.

At the end of October, Duncan had a visit with Frank Housley and told him that he planned to leave Wilson & Co. after the Chicago International.

At a meeting with Mr. Wilson and six board members soon after, Mr. Wilson told Duncan that if he was willing to stay, they would teach him to drive the six-horse hitch. They felt that in two or three years he could be in charge of the road team, and also said, "driving a six-horse hitch need not be the top of your career at Wilson & Co., we are watching you." Duncan was asked to think it over and let them know within a week.

Having made the decision to stay, Duncan soon began getting lessons from Art Zerr, who had been hired to teach him to drive. Art had been a coachman for Adolphus Busch, and when Adolphus' grandsons decided to purchase

Clydesdale hitches to mark the end of prohibition in 1933, he and Billy Wales were selected to be the first two drivers of the Budweiser Clydesdales.

Duncan remembers Art asking him one day whether he wanted to be a fisherman, or whether he wanted to learn to drive horses. What Art wanted Duncan to see was that he had been reaching in front of his hand and plucking the line, and when he released it, it would go right back to where it had been.

Duncan's first time driving in front of a grandstand was at the Tampa State Fair in 1949, and he remembers Art giving him two pieces of advice, "don't damage the fence, and don't damage the wagon."

Mr. Wilson was not in favor of trucks, and as a result the hitches travelled by train. Wilson & Co. would lease a regular mail express car from the railroad and convert it into a horse car.

When the train began moving, there was only a small jerk to the first car behind the engine, and so the horse car was always situated there. Doors opening to the right and left were located at one end, and it was through these that the portable stalls, a couple of sets of work harness, brooms, buckets, braiding bench, and anything else needed for a stable to function would be loaded. The final item would be the wagon, inside which the show harness had been placed, one set at a time, and then covered with blankets to prevent scuffing.

The car which contained the wagon and other supplies would be unhooked and parked 15 feet from a level crossing. However, every now and then it would be parked so that the doors which opened for unloading were parked at the wrong end of the crossing. In these instances, a set of work harness was used, and a team would be used to pull the car to the correct location.

Eight horses, which allowed for two spares, and the driver and four staff members traveled with the road team. Two men were grooms and looked after three horses each, another was in charge of two horses and the wagon, and the fourth man was responsible for cleaning and maintaining the brass trimmed show harness.

When the train arrived, each of the four men would lead two horses through town to their

destination. Quite often this would be a car dealership in which one inch plywood would be placed on the floor in order to prevent damage, and portable stalls would be set up. The stalls, and any curtains or other decorations, were in the Wilson colors of orange and green.

Many times the dealership would have a wash bay, but if there didn't happen to be one, the horses would be washed outside. It was almost always necessary to wash the horses after getting off the train, particularly if the locomotive was a steam engine. Since the coal didn't burn completely, the dust would go up the chimney and back over the train. Only the horses legs would be washed. On the rare occasion that a horse had gotten exceptionally sweated up, they would be scraped down, their back would be rubbed down with straw, and they would be walked until they had cooled down. This almost never happened, and with the exception of the days they were traveling on the train, the horses were exceptionally well groomed.

Asked to help with some Hereford cattle that were having their photo taken one day, Duncan couldn't help but notice their excellent grooming. After hearing that they regularly used a vacuum, he borrowed it for a short trial. Even with an excellent job of brushing, there can still be a lot of dust or dander stirred up when the harness starts moving. Despite some doubts by the grooms at first, and some ribbing by his other competitors, Duncan considers the vacuum to have been an excellent investment. He feels as though he has had the last laugh when he sees how common the practice has become.

In October of 1949, Frank Housley suffered a heart attack, and although he recovered, he never came back to work for Wilson & Co. again.

As Duncan had only been driving on his own since July, when asked if he was ready to take over the operation, he said no, due to his lack of experience. While he considered Harold Clark an excellent option, he also felt that Harold was quite satisfied and unlikely to leave Meadow Brook. His next suggestion was Andy Haxton.

Andy was born in Scotland in 1889, and came to Manitoba in 1908, at the age of 17. In 1923 he began working with the hitch of Clydesdales

owned by the Shea Brewery in Winnipeg. When Anheuser Busch purchased the Shea hitch which Andy had been driving in 1933, he accompanied them to St. Louis and drove for Budweiser for a number of years. Wilson & Co. contacted Andy, and soon after, he began driving the show hitch.

For several years, Mr. Wilson took an active role in supporting 4-H. During the International, the Chicago Stock Yards pipe band would enter the arena, followed by an eight-horse hitch of the Wilson Clydesdales, each with a large H attached to the outside of their harness, and the 4-H members. This was the only instance in which the Wilson & Co. Clydesdales were hooked as an eight-horse hitch.

Andy Haxton was driving the hitch at the 4-H event in 1949, and Duncan was on the wagon with him. Gene Autry sang Rudolph the Red Nosed Reindeer, which was broadcast live coast to coast on the radio from the back of the Wilson & Co. wagon.

The appearance of the road hitch was often in conjunction with a charity event or fundraiser, and consisted of a demonstration in a parking lot or similar location. Visits to Crippled Children's Hospitals were common, and Duncan remembers that at one, a doctor carried a blind girl out in his arms. Reaching up and touching the gelding's nose, she commented, "he must be beautiful."

There were a few times when the hitch attended a show however, and one particularly memorable one was at Springfield, Illinois in August of 1950. In a parade in front of the grandstand on the Friday afternoon, Duncan was accompanied on the wagon by Minnie Pearl. That night he was to compete against Budweiser, who had brought their show team from St. Louis.

The six horses Duncan was driving consisted of five geldings and Peggy Vanguard, bred by Alex Milne of Newdale, MB., and Grand Champion Clydesdale mare at the 1946 R.A.W.F. Having practiced his backing several times, and with a good drive during the show, the Wilson & Co. hitch was placed first over Budweiser. Duncan states, "I was shocked, and Budweiser was shaken."

Weight guessing contests were sometimes held in conjunction with visits from the horses.



Usually asked to guess the weight of six or eight of the horses without their harness, prizes varied from baskets of Wilson & Co. products, to new bicycles, or a radio / phono (record player) combination.

In June of 1950, the Korean War began, and Duncan enlisted November 20. His last appearance driving the Wilson & Co. Clydesdales was on November 18 in the Chicago Thanksgiving Parade. He served in the Air Force for four years, including two years in Japan.

During his time away, Duncan reached the conclusion that although he had enjoyed working with the Clydesdales, he would again pursue a career in engineering.

Duncan had a long and distinguished career in the field of engineering, ending with over 30 years at Boeing. He worked on a number of projects, but there are perhaps two which are most notable.

The first was being the Configuration Manager - Engineering for the new Air Force One 747. His team also designed the interior architecture of the 777. The first interior to win a design award, Boeing incorporated this design into all of their other models.

Duncan and Martha raised a family of two daughters, Alexandra and Victoria, and in 2008, Alexandra suggested that he should consider attending the Puyallup Fair again. Shelley Manning happened to notice that Duncan was

really eyeing up their Clydesdale wheel team, and seeing the Clydesdale embroidered on his cap, she asked if he had a connection to the breed.

When Shelley's husband, Alan, a former farrier for Budweiser, came along later, he and Duncan got visiting in more detail, and in the days following, have become good friends. Duncan has enjoyed helping them at a few shows, and driving their Shezam Clydesdales some of the time too. Although it had been sixty years since he had driven for Wilson & Co., Duncan felt quite comfortable with the lines, and has thoroughly enjoyed himself.

Unfortunately, Alan Manning was having a few health concerns this, and so did not enter Puyallup or the Evergreen State Fair at Monroe in 2021. Knowing this, Curt Wilder entered Duncan in the Senior driving class, and offered him the use of the family's Percherons. Coming out of the ring, Duncan met long time Clydesdale exhibitor Bob Hamstra, who was on his way in. Seeing Duncan with the Percherons, Bob called out, "Duncan, you must be getting old, you're driving the wrong horses!"

Duncan Mulholland lives in Timber Ridge, a large retirement complex in Issaquah, Washington. He enjoys visiting about a number of topics, including of course his time as an engineer, and the days when, as a young man, he drove the Wilson & Co. Clydesdales



Art Zerr and Duncan Mulholland at the Chicago Amphitheater in 1949, the year in which the Wilson uniforms were changed from white to a green gaberdine material. Duncan says that Art used to refer to the white uniforms as their "Popsicle Salesman suits," and they were impossible to keep clean.

(Photo courtesy of Duncan Mulholland)

## Jim Richendollar

If you have enjoyed reading draft horse books or magazines previously, you may have noticed that there are often photos from the “Jim Richendollar collection.”

Jim lives in Belleville, Michigan, and when I asked him recently about whether or not he had grown up on a farm, he replied, “no, but I have loved horses ever since I can remember.”

Some of his earlier memories are of his Mom reading *Black Beauty* to him when he was about four or five years old. Not too long after that he started collecting western type comics of Gene Autry and Roy Rogers which had colored photos of their horses on the front and back covers.

Jim had a paper route, and one of his stops was for a riding stable. He found himself even more drawn to horses, and saved his money so that he was able to buy a small barn and a mare he named Beauty.

Jim would use Beauty to deliver papers sometimes, and things seemed to be going quite well - until the day that someone complained, saying that it wasn't right to have a horse in town.

Jim's reaction was to throw manure in the complainant's yard, but that only made things worse. His Dad punished him for it, and Beauty still had to be sold.

Besides horses, Jim was also very interested in sports. He played football at Hillsdale College, and was three times Scholastic All American. He signed a contract with the Ottawa Roughriders, but since he was valedictorian of his class he had received a scholarship to the University of Michigan, his Dad suggested that he go there instead. Jim took his father's advice, getting his masters degree, and going on to become a teacher and a coach of both football and wrestling.

While Jim was teaching social studies at Southfield, he asked his students to bring in a newspaper clipping related to current events. One young lady brought in an article which told about Brooklyn Supreme, the Belgian stallion that had been promoted earlier as the biggest horse in the world. The clipping also stated that horses of this same breed would be at the Michigan State Fair.

Jim wasted no time in taking his wife and

young daughter to the State Fair to see for themselves. He became an instant admirer of the Belgian horse, finding them to be very docile, and yet so powerful.

On hearing that he was interested in Belgians, a man on the school board told Jim of a team that he knew was available. Originally purchased from Meadow Brook Farms, one of the geldings was slightly skittish, and their elderly owner didn't feel as though he could keep them anymore.

Jim and his wife and family went to see the team and visit with the owner. When it came time to discuss a price, the owner stated that he was so impressed with Jim and his family that he was going to give him the team.

While looking through an older issue of the *Belgian Review*, Jim had noticed an advertisement for Water Cress Farms of Northville, Michigan. Since it is only a fifteen minute drive, he thought that it might be worthwhile to see if they still had any Belgians.

Stopping at a house across the street from the address in the *Belgian Review*, Jim was given a very frosty reception by the lady who lived there. While driving away, he happened to notice a barn for Water Cress Farm. A man working nearby was much more friendly, and advised Jim to go a little farther down the road and talk to Don McKarns.

Having located Don, Jim had to climb over a fence and walk through a pasture in order to get to him. Jim introduced himself, and stated that he was very interested in Belgians. Don's reply was, “you must be interested, I never saw anybody walk through cow\*\*\*\* with their good shoes on!”

Water Cress Farm had been established by Julius Porath & Son, who were in highway and tunnel construction. Julius had first been attracted to the use of Belgians in his construction business. At one time he owned a stable of 60 work horses, and hired several hundred additional teams as needed.

Water Cress had exhibited their Belgians very successfully at some of the largest shows, under the direction of their head horseman, Don McKarns.



The Belgians at Water Cress had been dispersed and replaced with Quarter Horses, the preferred breed of Julius Porath's granddaughter. Although the Quarter Horse program was also very successful, the Belgian was still Don's favorite breed.

Don ended up being an advisor and good friend to Jim, and he and his wife came over and showed Jim the correct way to harness and hitch up.

Before Don retired and moved to Frankemnuth, Michigan, Jim persuaded him to attend a meeting of the Michigan Draft Horse Association. While there, Don gave a presentation. Recognizing and appreciating the depth of his knowledge, the horsemen in attendance gave him a standing ovation.

Jim got many hours of enjoyment from his team, offering free hay and sleigh rides as a way of giving back to his community. They were also used in events such as parades or fundraisers for athletics, before passing away at about age 26.

Anyone interested in Belgian horses at this time was very familiar with Meadow Brook Farms, which was owned by Mrs. Wilson, the widow of John Dodge of automobile fame. Under the direction of head horseman, Harold Clark, Meadow Brook bred and exhibited Belgians in halter and hitch classes for a number of years.

While teaching driver training, Jim came up with a creative way to visit Meadow Brook. When it came time for Expressway Driving, Jim would

take three students at a time, and they would make the one and a half hour trip to Meadow Brook.

They would make a brief stop, Jim would point out a few of the horses, and one of the other students would get behind the wheel for the return trip.

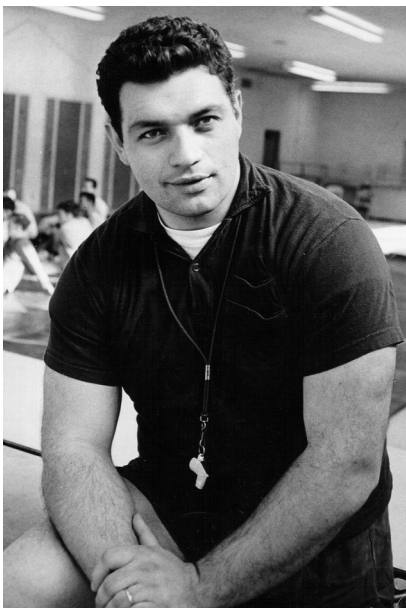
It was on one of these trips that Jim overheard Harold Clark comment that he wished people would help out, instead of just looking at horses.

When Jim went over and offered to give a hand, Harold's reply was to the effect that he probably wouldn't be much help anyway. That did not sit well with Jim. It hadn't been long since his football playing days, and he was still young and in good shape.

It was a very hot day, and Jack Hale and Jack Van Voorst were out baling. Jim, still mad over Harold's comment, joined them, and says that he had the bales flying as though he was competing in shotput.

When Harold's wife, Ruth, came along with some cookies later, Jim politely declined, saying that he was there to work.

They returned to their baling, and by the time they came in with the wagon, the hay was stacked particularly high. Harold commented that he'd never seen anyone work like that, and offered to pay for his help. Jim declined, but asked if he could look at their stud books. Harold was happy to loan him the books, and the two became good friends.



**L:** The cover photo of *"Promise Kept: An Authorized Biography of Jim Richendollar."* "This book provides a glimpse into the life of Jim Richendollar progressing from his youth, his time as a student and valedictorian at Hillsdale College, his University of Michigan graduate degree, and then 36 years as a teacher and administrator of Van Buren Public Schools in Belleville, Michigan including his time as a superintendent. It includes stories about students who went on to become highly regarded professionals including Coach Michael Garland, assistant basketball coach at M.S.U. The *Promise Kept* is Jim's story of his promise to God that if he was able to stay in school, he would dedicate his life to the development of young people. This book is a great read for educators looking to make a difference in the lives of their students and communities. Proceeds from the sale of this book will be donated to the Legacy of Excellence - Jim Richendollar Scholarship Fund." "Promise Kept" was written by Jerry LeVaute, as a thank you to Jim for tutoring his son. It is available on Amazon.

Jim used to travel to Chicago over Christmas vacation so that he could acquire more photos for his draft horse collection. He would stay in his car in order to avoid spending on a hotel room, and felt as though he was always treated well by the man selling the pictures. Even better, Jim was given the first chance to buy the entire collection, just like he had been promised.

Jim has always been interested in big horses, and he estimates that he has photos of 30 horses which have been promoted as the "World's Largest Horse."

In 1977, Jim attended the Michigan Draft Horse Association picnic, which was held at the home of Dan Creyts near Charlotte. One of the things Dan mentioned was that he was working on a new show, the Michigan Great Lakes International.

Jim put together some albums of the different draft horse breeds and offered them as packages at the first "Great Lakes" show. The M.G.L.I. became one of the largest draft horse events in North America, holding both a show and a horse pull. Although he hasn't sold that many breed packages since that first show, Jim continues to attend, selling photos of individual horses.

One of many people that Jim met at the "Great Lakes" was Philip Weber, who also collected draft horse photos. Philip wrote two books on draft horse history: *"Heroes in Harness: A Pictorial Tribute to the Workhorse,"* and *"They Did It With Horses,"* and the two men enjoyed looking through each others collection.

Over the course of the past ten years or so, Jim has also attended draft horse National or World shows offering photos and memorabilia for sale.

Jim has also written a number articles for the *Draft Horse Journal*, *Belgian Review* and *Equine Images*. These have been on a variety of topics, including prominent horsemen from past years, as well as artists such as:

- George Ford Morris, considered a leading painter of horse portraits

- Calvin Roy Kinstler, a master at sculpting and painting horses from wood. A portion of Jim's collection of model horses as well as his article on Kinstler can be viewed at <https://www.modelhorse.gallery/K/Kinstler/CRKhome.html>

- Lloyd Sawhill, who drew, painted and sculpted draft horses, which he featured in his book, *"The Painter From Podunk."*

In the past few months, Jim has been focusing a little bit more in finding draft horse videos from years past. He is also the unofficial historian for the Belgian Draft Horse Corporation of America, and has recently recently been looking into videos of draft horses from years past.

Jim mentioned that he appreciates the friendships that he has made over the years through his interest and collecting. He has sold draft horse memorabilia as far away as Belgium, and continues to add to his collection.

If you are looking for photos, books, magazines, or other items related to draft horses, I strongly recommend that you check with him.

You can reach Jim at 734-223-3224.



Harold Clark, head horseman at Meadow Brook Farms with Firestone, Grand Champion Belgian Gelding 46 times.

Owned by Matilda Wilson, the widow of John Dodge of automobile fame, Meadow Brook continued to breed and exhibit Belgians in some of the most depressing years of draft horse history.

Many of their horses names began with the letters Con... Congolaise, Constrico, Consetta, Constable, Continue, etc.

(Jim Richendollar collection)





Jim was introduced to Charles Philip ("Chappie") Fox (above, left) while attending the circus parade in Milwaukee, Wisconsin.

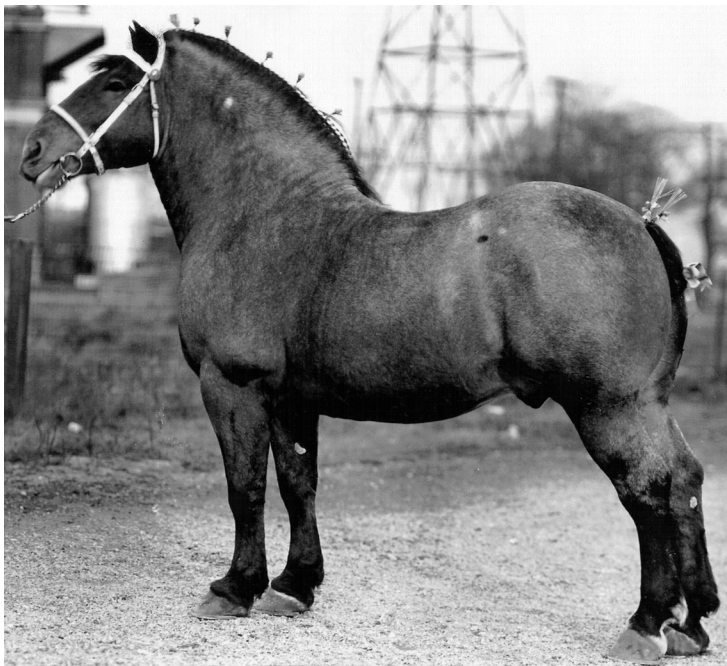
The author of at least 25 books, including *Circus Baggage Stock: A Tribute to the Percheron Horse*, and several other pictorial histories about the circus, Chappie had also written children's books such as *Mr Stripes the Gopher*, *Opie Possum's Trick*, and *A Fox in the House*.

Chappie was pleased to learn about Jim's collection of draft horse photos, and included some of them in his books later on.

Chappie also deserved much of the credit for the Milwaukee circus parade. First held in 1963, it featured 350 horses (175 draft horses), and a variety of other animals. Even larger in later years, the parade attracted thousands.

One of the highlights of the parade was the "40 Horse Hitch" of Belgians driven by Dick Sparrow of Zeoring, Iowa, and later by Dick's son, Paul Sparrow (right).

This summer, Paul Sparrow's grandchildren were competing in the junior classes at a few shows in Alberta. (Jim Richendollar collection)



One of many champions in Jim's collection: Carmen Dale [3503], Grand Champion Belgian Stallion at the 1929, 1930, 1931 and 1932 R.A.W.F. for Haas Brothers, Paris, Ont. Carmen Dale was bought in Iowa by C.M. (Charlie) Rear, Saskatoon, SK., who sold him to the Haas Brothers.

Grand Champions exhibited at the Toronto Royal by Charlie Rear included:

Goliath - Gr Ch Belgian Stallion 1928

Fanny de Thielt - Gr Ch Belgian Mare 1930

Cadeau - Gr Ch Percheron Stallion 1928

Dean - Gr Ch Percheron Stallion 1930 & 1931

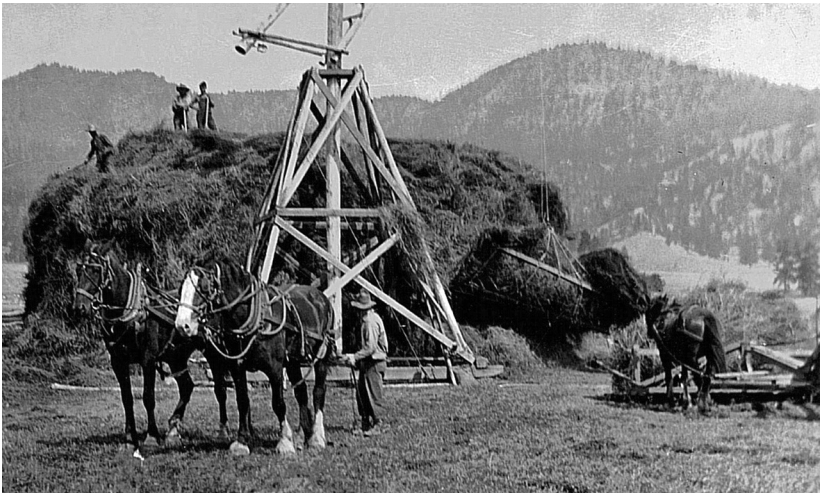
Blanche Kesako - Gr Ch Percheron Mare 1930 & 1931. Later purchased by Carl Roberts of St. Adolphe, MB., Blanche Kesako was sold at the age of 16 in 1934 to Australia.

(Jim Richendollar Collection)

## Haying



The Hagborg brothers of Meadows, Manitoba haying. The team on the right has used a dump rake to pull the newly mowed hay into windrows. The team in the middle is hooked to a sweep. It will be used to gather up the windrowed hay and take it to where it will be stacked. The team on the left is pulling a sweep which has already gathered up a load of hay. (Photo courtesy of Donna Ridgeway)



Stacking hay on the Circle J Ranch near Westwold, B.C., in 1925. Owned by Joe Bulman, the Circle J grew a significant amount of hay, including alfalfa, timothy and clover, and employed 15 men during haying. There were 40 acres of Netted Gem potatoes, and in 1933, there were also 300 - 350 pigs, and 350 cattle. Horse numbers totaled around 600, with 135 foals the previous year. Good Clydesdale sires were used, and a number of horses were broke for sale. A good team of heavy draft or agricultural type horses was worth \$600.

(Photo courtesy of Olive Darch)



A wagon, which has been loaded with hay, is parked in front of the barn doors. The farmer has unhitched from the wagon, and has hooked on to a cable which is used to lift the hay from the wagon up into the loft of the barn.

As in many photos from years past, the family dog is nearby, and looks to be enjoying the day.

(Photo courtesy of Kelvin Gieselman)





Loading hay onto a wagon by hand at Nicola, B.C. Although just barely visible, a second man can be seen below the hay that is being lifted.

(Photo courtesy of Nicola Valley Museum and Archives, NVMA PR056)

In 1913, sons of the late Laurent Guichon were farming 850 acres at Port Guichon in the Delta municipality in B.C. Their livestock included 70 grade Holsteins, 24 of which were being milked, and 45 purebred Clydesdales.

With 400 acres in oats, and 225 acres in hay, the baling was done by a gasoline driven hay press, which was operated by the Guichon's employees.

In early August of 1918, the Macleod Farmers' Hay Association in southern Alberta were looking for farmers who were willing to send men and/or horses north to put up hay. The wages being offered per day were as follows:

Man on stack - \$4

Man, rake and 2 horses - \$8

Man and 2 horses on sweep - \$8

Man and 2 horses on stacker - \$8

Man, mower and 4 horses - \$11

The haying season was expected to last two months, and transportation to and from the area was free. Board for men was \$1 per day, and hay for horses was free.

A booklet published by the U.S. Department of Agriculture in 1927 stated, "One of the latest devices for saving man labor in handling hay is a combination baler that has been developed in Kansas. This machine takes the hay directly from the windrow or swath, bales it and delivers the baled hay to a wagon as the outfit travels through the field."



Saving a considerable amount of manual labour, these two men are using a John Deere hay loader to pick up hay which has been windrowed in central Ohio, U.S.A., in 1938.

(Photo courtesy of Library of Congress, LC-USF33-006541-M3)

## Leonard Wylie

Leonard Wylie has been interested in Clydesdales nearly all of his life.

Leonard's father, J.C. (Jack) Wylie, was born in Scotland, and settled just south of Calgary, AB.

In the early 1920s, Jack purchased the registered Clydesdale mare Lady Lewie Craig [36664]. Jack registered her 1922 foal as Hillcrest Chief [24115], and he was the second place 2-year-old stallion at the 1924 Calgary Spring Show.

Lady Lewie Craig bred very well, and most of the Clydesdales bred by Jack in later years were her descendants.

The Wylie Clydesdales were strong contenders at the shows. A few highlights include:

- First place team 1928 Calgary Ex & Stampede
- First six-horse hitch 1932 Calgary Spring Show
- Nan Scott [56264] - Reserve Gr Ch Calgary Ex 1936, Gr Champion Calgary Spring Show 1939
- Princess Royal [57696] - Res Jr Ch Calgary Ex 1936 & 1937, Res Jr Ch Calgary Spring Show 1937
- Queenie Garnet [59751] - Senior Champion Calgary Spring Show 1941

Princess Royal and Queenie Garnet were both daughters of Elsie Craig (below).

Leonard's involvement with the Clydesdales began early on, and when he was 10 years old, he stood on a plank divider between the horses to harness them.

It wasn't too much later that Leonard would stay home from school for a couple of weeks to help with seeding and threshing.

Although it has been quite a few years since Leonard was actively involved with Clydesdales, he has remained interested in the breed, and remembers a number of things from past years.

This includes the fact that the Wylie show harness had been made in Lanark, Scotland.

Their mane decorations were pink and white roseblossoms. Leonard's mother, Grace, was quite artistic, and she would cut crepe paper, and then roll and shape it into roses. A green leaf was added underneath, and attached with a copper wire. Mane rolls were made from cheesecloth.

Alex Crawford used to keep a Clydesdale stallion on the Calgary Stampede fairgrounds. Alex led Garnet's Sensation [23387] behind a saddle horse during breeding season, and the two stayed overnight at Wylies every Wednesday.



Heading out for haying in 1945, Leonard Wylie is riding Elsie Craig [53690]. His sister Annabelle is riding a daughter of Elsie Craig's named Winnie Garnet [55717]. Leonard drove this team on the hay rake, while Annabelle drove the sweep for the overshot stacker. Leonard's father, Jack, mowed with a young team, and his uncle built the loose stack.

(Photo courtesy of Leonard Wylie)



A son of the noted Edward Garnet [18900], Garnet's Sensation was a bay roan, and had been Grand Champion at Edmonton Spring Show in both 1926 and 1927. He was the sire of Nan Scott and at least four full sisters out of Elsie Craig.

Leonard also remembers riding over the hills to have a mare or two bred to Robin Adair at the Macmillans. Tom Macmillan, and his son, Tom Jr., imported, bred and exhibited Clydesdales for a number of years. This included exhibiting at the Calgary Spring Show for approximately 50 years, as well as showing at the Toronto R.A.W.F. and the Chicago International Livestock Exposition at times.

Robin Adair [26203] was a brown, foaled in 1931. His sire, Brunstane Pivot [25558] had been imported by the Macmillans, and he in turn was a son of Brunstane Again.

Jack Wylie passed away in September of 1946. Leonard was only 15 years old at the time, but as the oldest of two sons, he stepped in to take his father's place.

Leonard had always been intrigued with Ayrshires, and when he was 17, he bought a purebred calf for \$25. Several people commented that he had made a mistake, since it was possible to buy a calf for \$10 at the time.

The family milked cows and shipped cream, and also kept pigs, but Leonard made the decision to go into dairying on a bigger scale.

Although the first years were quite difficult,

Leonard persisted, and continued to build up the dairy.

Despite having started with Holsteins, he patiently worked towards changing the herd over to Ayrshires.

Leonard showed Ayrshires for the first time at the Calgary Stampede and Exhibition in 1956. Although he didn't show in 1957, he was back at the Calgary show in 1958, and never missed a year until 1990.

In addition to Calgary, Leonard also exhibited his Heather Grove Ayrshires for 10 years at the Pacific National Exhibition in Vancouver, as well as other shows in Alberta, including once or twice at Lethbridge and Medicine Hat.

In recognition of his dedication to the breed, his involvement with the provincial and national associations, as well as his success in the show ring, Leonard was awarded the Provincial Award of Distinction at the Westerner Dairy Showcase in November of 1994.

After selling his Ayrshires in 1991, Leonard raised beef cattle, including a few purebred Herefords. The cattle were sold two years ago, and this is the first year in which the Wylie land has been rented out.

Leonard often comments that he wants to stay on the farm as long as possible, and that if circumstances had been different, he would have continued raising Clydesdales.

### Haying In England



It can be interesting to look at photos from other regions. Some of the more obvious differences in this picture of Shires bringing in a load of hay include: chain traces on the harness; the horses working single file; a horseman leading / walking beside the lead and shaft horses, and the size and style of the wagon.

(Photo courtesy of  
University of Edinburgh  
Library Special Collections  
Coll-1434/2147)

## Barns

I hope to include another page or two and some information related to barns in upcoming issues. Due to space and time constraints for this issue, we will just include the photos below.



Near Killam, Alberta in 1912.

(Photo courtesy University of Alberta Libraries, PC003830)



Near Didsbury, Alberta in about 1910.

(Photo courtesy University of Alberta Libraries, PC003374)



## Construction



It's often common to hear a reference to "construction season" at some point during the summer. Although it often relates to filling potholes or patching, in past years much of the construction would have involved the initial building of the road. In the photo above eight horses pull and four horses push a road elevating grader near Chinook, Alberta.

(Photo courtesy of [www.prairie-towns.com](http://www.prairie-towns.com))



Excavating a street using a Thew Automatic Shovel for reconstruction of streetcar lines in Vancouver, British Columbia in about 1912.

(Photo courtesy of City of Vancouver Archives, SGN 1068.22)





**Haying at the University Farm, Brookings, South Dakota, U.S.A.**

**(Jim Richendollar Collection)**