

The Clippity-Clop Chronicle



Volume 1, Number 2 - October 2025

Welcome

Thank you very much to those who emailed with their thanks and compliments after receiving the August issue. I really appreciate it.

Even before starting on the magazine initially, one of the concerns I had was the likelihood of a mail strike here in Canada.

Having moved from just being a possibility to an actual strike, things have changed again, and we now have “rotating strikes.” Unfortunately I am not at all certain about what is likely to come next, or when.

For now, I will continue to post the magazine on my website, with the hope of having print copies available within the next few weeks.

See the Magazine page on my website for more information or updates.

Although it hadn't been my intention, I needed to make a few changes with this issue, and there ended up being a bit of a focus on bigger and/or unique hitches from early days.

I hope that you enjoy this issue, and if you do, please be sure to tell a friend.

Merlin Ford
9 4605 49 Avenue
Lloydminster, Saskatchewan, Canada
S9V 0T1

Phone: 306-338-9672
Email: clippity.clop1@gmail.com
Web: www.clippityclop.ca

Main Features

Barns at Whitewater Falls Stock Farm	4	Harvesting and Fall Work (pictorial)	16
Frank O'Connor Clydesdales	6	Justamere Percherons	24
Goebel Brewing Co. Clydesdale Hitch	8	Trumans' Pioneer Stud Farm	28
Hanley Brewing Co. Belgian Hitch	11	Bushnell Horse Show	33
E.G. Stinson Belgian Hitches	12	Draft Horses at Ohio State University	36
Genesee Brewing Co. Hitches	14	Hodgen Belgians	38

Cover photo - Percherons arriving at the Pacific International Livestock Exposition in Portland, Oregon in 1928. Note the dog on the passenger side of the truck.

(Photo courtesy of Oregon Historical Society, 374N0848)



Harvesting oats at Douglas Lake Ranch, early breeders of Clydesdales in British Columbia.

(Photo courtesy of Nicola Valley Museum and Archives, NVMA PR199)

Craigie Realisation



Craigie Realisation (Imp.) [27227] (22258)
Brown, foaled May 6, 1932
Bred by James Kilpatrick, Craigie Mains, Kilmarnock, Ayrshire, Scotland
Sire: Craigie Ambition (21195), by Bonnie Buchlyvie (14032)
Dam: Craigie Fragrance (58559) by Craigie McQuaid (20724)
 The winner of the Cawdor Cup as a yearling in 1933, Craigie Realisation was purchased for 600 guineas, and imported by the Ontario Agricultural College at Guelph in May of 1935.

(Photo courtesy of Alyce Gibson)

Shown at the R.A.W.F. in 1936, Craigie Realisation was second in the aged class. Although one newspaper report states that he was Reserve Grand Champion at Toronto, I've been unable to verify the year. He died in 1940, at the age of eight.

The most notable of his offspring would likely be two sons, a stud foal and a yearling, which won their classes at the 1938 R.A.W.F. for Albert Hewson, the father of Wreford Hewson.

Doug Wilkieson, and his daughter, Ann, purchased a mare from the Hewsons named Sweet Memory 2nd. She, in turn, was the dam of

Doura King Scott, whose descendants include Donegal Dr. Pepper, Grand Champion at the World Clydesdale Show in 2011, and Redcastle Brelee Majestic, registered in Canada as Brelee Majestic Finnigan, and exported to Scotland where he won the Cawdor Cup in 2011.

In addition to Collessie Jennifer, Cawdor Cup winner in 2015, Redcastle Brelee Majestic is also the sire of Bandirran Blackford Majestic, imported from Scotland by Colin and Karen Brown of McMurchie Clydesdale Stud in Mandurama, New South Wales, Australia.

Ayrshires at Indian Head Experimental Farm



An Ayrshire bull was standing for service at the experimental farm at Indian Head, Saskatchewan, as early as June of 1897. A herd of Ayrshires was established in 1925 with six cows and a bull, and by December of 1929, the herd numbered 25. Four females were shown at the Regina Exhibition in 1929, winning three firsts. Tullochgorum Dorothy went on to be Grand Champion female.

The Clydesdale stallion James Arthur (Imp.) [1374] (5888) arrived in 1892, and the experimental farm was home to a number of top Clydesdales in later years.

(Photo courtesy of www.prairie-towns.com)

Barns at Whitewater Falls Stock Farm



Built in about early 1909, this barn measured 64 feet by 120 feet. It had 20 box stalls, 20 open stalls, and was 72 feet from the foundation to the cupola. It required 125,000 feet of lumber and 134,000 shingles, and two carloads of cement were used for the foundation and floors. Well ventilated, it was lit by acetylene gas, had compressed air water service, as well as sewer and sleeping apartments for several men. A model barn, based on the plans of J.C. Robison, it cost \$9,500.

(Photo courtesy of Towanda Area Historical Museum)

When J.W. (James William) Robison moved from Illinois to Kansas in 1874, he took some good grade Percheron mares with him.

In 1883, he purchased his first Percheron stallion, Norval 1369 (794), a black, foaled in 1876, and imported by M.W. (Mark) Dunham of Oaklawn Farm, Wayne, DuPage County, Illinois in 1881.

Percheron sires were used on the grade mares from this point on, and many of the resulting descendants were recorded as French Draft under top-cross rules.

Percheron mares were bought in 1897, 1898 and 1899, and J.W. Robison was joined by his son J.C. (James Charles) Robison.

In the spring of 1900, four imported mares were purchased from S.W. McMillan of Topeka, Kansas. One of these mares was named Fine 13085 (26998), and the Robisons registered her black filly foal at side as Zaza 24618.

In 1904, Zaza was first in the aged mare class at the St. Louis Exposition. Her maternal sister, Fauvette 27223 won the three-year-old class. Immediately following the show, they were purchased by E.B. White of Selma Farm at Leesburg, Virginia for \$1,000 each.

E.B. White considered Zaza one of the greatest broodmares he ever owned. By 1914 he had sold nearly \$10,000 of her descendants, and had all but two of her female descendants left.

In 1902, the Robisons purchased the stallion Casino 27830 (45462). A brown black, standing 17 hands, he was foaled in April of 1896, and had been imported in 1901 by Singmaster & Sons of Keota, Iowa. A line bred Brilliant, Casino won numerous prizes at state fairs in 1902 and 1903, and was first place aged stallion at the St. Louis World's Fair in 1904. An advertisement from April of 1910 stated that Casino had won 115 firsts and championships in France and America.

He weighed 2,100 pounds, and was standing to outside mares. His terms were \$100 for registered mares, and \$15 for unregistered mares. All of the Robison stallions had been examined and passed sound by the State Veterinarian.

The Robisons bought a large number of mares, particularly from Illinois and Iowa, and an advertisement from 1912 stated that they were "The Largest Percheron Breeding Establishment in the West," with 175 stallions, mares and colts of all ages for sale.

The March 1, 1906 *Kansas Farmer* reported on the fifth annual sale of Percherons owned by J.W. & J.C. Robison. The high selling stallion, Iena 23155, a black seven-year-old was purchased by T. Schrock of Hutchinson, Kansas for \$2,200, which was said to be a record at the time.

While many of the Robison horses had been sold by auction at Wichita previously, their ninth annual sale was held at the farm in a new sale barn on November 9, 1909. A large crowd attended, and 61 horses averaged \$647.

Reporting on a sale held later, the January 15, 1912 *Interstate Farmer* said, "... The first thing you do to get to Towanda is to go to Wichita. From there you ride fifty-four cents worth on the Missouri Pacific. If it is a Robison sale day you will find Jim Robison's big automobile backed up against the station platform. You will also find all the other automobiles in that section, ranged in waiting for the crowds from the train, and flanked by a couple of dozen of surreys, spring wagons and other vehicles, all there for the

purpose of conveying the visitors and prospective buyers to the sale. Work in that region stops when Robison has a sale, and everybody hitches up and drives over to help haul "Jim's" crowd from Towanda to the sale pavilion and back again..."

The fifteenth annual sale of the Whitewater Falls Stock Farm was held on December 19, 1912. Many of the mares were in foal to Casino, then 16 years old. The high selling stallion, Jus 90832 (87349), a black three-year-old, was purchased by A.O. Tedrick of Lamar, Missouri for \$1620. 24 stallions averaged \$783, while the 27 mares sold averaged \$468.

A list of buyers from the Robison sales included purchasers from: Kansas, Missouri, Arkansas, Oklahoma, Texas, Louisiana, Arizona, New Mexico, Nevada, Idaho, Utah, Montana, Oregon, Washington, Colorado, Nebraska, Iowa, Illinois, Indiana, Virginia, and Mexico.

There were also a number of horses sold privately, and experimental stations from Kansas, Oklahoma, Texas, Colorado, Illinois, Washington, Missouri and Arkansas had all purchased Whitewater Falls mares.

The Robisons also dealt extensively in registered and high grade Holsteins.

There are a significant number of descendants of the Robison Percherons today. Cassius 35839, a black foaled in March 1904, was sired by Casino and out of Fine. The descendants of Cassius include Chloris, Rozelle, Sir Laet, Chief Laet, Chelet Magic, Riverbend Monkoncarlaet and Justamere Showtime.



A newspaper report in April of 1909 stated that J.C. Robison was building a new sale barn. Measuring 72 feet by 100 feet, the sale ring was to be 40 feet by 100 feet. The barn would stable 50 horses and have a seating capacity for 800 people.

(Photo courtesy of Towanda Area Historical Museum)

Frank O'Connor Clydesdales

Born in 1885, Frank O'Connor's parents had emigrated from County Cork, Ireland to Ontario earlier.

Following his graduation from high school, Frank went to work in the Canadian General Electric Company factory. After having saved a little bit of money, he married Mary Ellen Hayes from Belleville, Ontario.

In 1913, the newlyweds moved to Toronto with little more than the money they had saved and a candy recipe. They rented a store, converted the upstairs to a little candy factory, and called it the Laura Secord Candy Company. The public took to their candies immediately, and by 1921 Laura Secord candies were being sold all across Canada.

In 1919, they began opening stores in the U.S. using the name of the Fanny Farmer Candy Company. By 1923, only ten years after they had started, the O'Connors had 100 stores in Canada and the United States.

Frank O'Connor had always dreamed of owning a farm, and having achieved a great deal of success, he had the means to make it a reality.

In 1928, he began purchasing land and continued adding to it over the next several years, eventually reaching over 1,000 acres. The farm was named Maryvale, after their daughter Mary.

One of Frank's early Clydesdale purchases was May Woodbine [52130]. A roan daughter of Carbrook Buchlyvie, she was first in the 3-year-old class at both the C.N.E. and the Toronto Royal in 1928. She was also Reserve Senior Champion Mare at the Royal that year.

Another daughter of Carbrook Buchlyvie named Kate Buchlyvie [51650] won the yeld mare class at the C.N.E. in 1928.

Bridgebank Melissa (Imp.) [53768] (57409) was a consistent winner at the C.N.E. and the Toronto Royal. Second on at least three occasions, she won her class three times, and went on to be Senior and Grand Champion at the Royal in 1928.

Ellen O'Connor passed away tragically in September of 1931, still a young woman.

In 1933, Frank moved into a beautiful new farmhouse, and continued raising high quality Ayrshires and Clydesdales. He also owned a stable of Thoroughbreds.

In 1934, Maryvale Farm hosted the provincial plowing match and a farm machinery demonstration. With \$500 in prizes, a record breaking entry of 48 boys competed in the Inter-County Competition, and there were 107 entries in the tractor competition.



Preston Willie
Grand Champion at the
Royal Agricultural
Winter Fair in Toronto
in 1936 for Frank P.
O'Connor.

(Photo courtesy of
Alyce Gibson)



L-R: Solway Maid (Imp.) [54349] (57878), exhibited at the C.N.E. and the Toronto Royal from 1929 - 1936, she was first or second on every occasion but one. Grand Champion at the Royal in 1933.

- Joe, 5th Canadian bred gelding at the 1933 Toronto Royal.
- Willie, imported gelding
- Jim, imported gelding

(Photo courtesy of Alyce Gibson)

A large horse show was held, and 25 prizes were awarded to the best plow teams. The O'Connor six-horse hitch was also on display.

In 1936, Frank donated an Ayrshire bull to the Ontario Agricultural College at Guelph.

Sadly, Frank O'Connor was diagnosed with a terminal illness in 1938, shortly before his 53

birthday. Although he rallied briefly, he never recovered, and passed away at Maryvale Farm on August 21, 1939.

Those of you in other countries might find it interesting to hear that Laura Secord Chocolates are still being sold in Canada today.

David and John McCrae

David McCrae of Guelph, Ontario was elected President of the Clydesdale Horse Association of Canada when it was first formed in 1886. He served as President until 1888, and again in 1902.

An ad for Janefield farm in February 1899 stated that David was a breeder of Galloway cattle, Clydesdale horses and Cotswold sheep.

David McCrae's son, John McCrae, wrote the poem "In Flanders Fields" on May 3, 1915. John McCrae passed away on January 28, 1918, at only 45 years old.

The McCrae family were quite involved in: the Guelph area, livestock breeding, medicine, and the military.



Goebel Brewing Co.



Fred Robinson driving the Goebel Clydesdales. This wagon was later owned by a few notable hitches including Meadow Brook Farm and the Live Oak Plantation.

(Jim Richendollar collection)

August Goebel Sr., and his partner, Theodore Gorenflo, founded A. Goebel & Co. in 1873. Enjoying almost instant success, by the 1880s the company had grown to be the third largest brewery in Detroit.

Although those were years in which “real horsepower” had been common, the February 1, 1913 issue of *The Power Wagon* reported that the company was using 4 Packard trucks to make it's deliveries. Prior to this, a fleet of 39 horses and from 10 to 15 wagons had been used.

In 1918, following the introduction of Prohibition, which banned the production and sale of alcohol, the company was liquidated and dissolved.

When Prohibition ended in 1933, Goebel set out to resume production, and once again, become one of Detroit's leading breweries.

In early 1935, the Goebel Brewing Co. introduced a hitch of six bay Clydesdale geldings to the public. One of their early appearances was a visit to the Mayor of Detroit and City Hall at the end of April. In early May, the hitch spent a week in the twin cities of St. Joseph and Benton Harbor, Michigan, and participated in the annual Blossom parade.

Both the driver of the hitch, Paul Pritchard, and his assistant, Harold Taylor, wore white uniforms. Frank Wiggins, Lowell Blackburn, and Elvin T. Smith also worked with the Clydesdales.



The Goebel Clydesdale hitch followed by three of their transport trucks.

(Photo courtesy of Sally Robinson)



A transport truck and one of the Clydesdales owned by the Goebel Brewing Co.

(Jim Richendollar collection)

The geldings, most of which had been purchased in Canada, or from Nathan Goff of Clarksburg, West Virginia, were between three and five years old. Decorated in red, or red and white, they were outfitted in brass trimmed harness. The wagon, which weighed 8,300 pounds, was also red and white, and was said to be one of the first seen in the region with hydraulic brakes.

In September of both 1935 and 1936, the Goebel Clydesdales were exhibited at the Michigan State Fair. Their 1936 winnings included first, second and fourth places in the class for pairs in harness. They also won the four-horse hitch class, and exhibited the Grand Champion Gelding. Their 1935 results were said to be equally impressive.

The hitch also traveled to Chicago in late 1936, to compete at the International Livestock Exposition. Third in the class for pair of draft geldings or mares, weighing not less than 3,800 pounds, the Goebel horses were also fourth in the four-horse hitch, and second in the six-horse hitch. Other exhibitors competing in some or all of these classes included: Wilson & Co., Chicago, Ill.; Nathan Goff, Clarksburg, W. Va.; E.A. Jones & Son, Bangor, Wis.; E.G. Buchsieb, Columbus, Ohio; and G. Babson, DeKalb, Ill.

A mare and a gelding were added to the hitch, and for the next five years, the Goebel

Clydesdales continued to spend approximately nine months of each year attending fairs and exhibitions. Most of their remaining time was spent making deliveries in Detroit or other centres in Michigan.

Paul Pritchard continued to drive the hitch, and advertisements from 1941 state that they had covered over 23,000 miles during the previous year, exhibiting, parading, or making deliveries in New York, Ohio, Indiana, Illinois, Wisconsin, Michigan, Pennsylvania, Florida, Louisiana, Mississippi, Alabama and Kentucky. Visitors had been welcome to see the horse in their tent stables.

Although there are reports of the hitch being in Shreveport, Louisiana in April of 1942, there are few news items from that point on, and it seems likely that the hitch stopped traveling sometime later that year.

In the fall of 1947, following World War II, a hitch of Clydesdales was again being traveled on behalf of the Goebel Brewing Co. A number of changes had been made, including a new driver, new chrome trimmed harness, and three new 30-foot Fruehauf trailers to transport the horses, harness, wagon, and any other necessary supplies.

Fred Robinson, 34 years old, and from Howe, Indiana, was the new driver of the hitch.

Fred had shown hunters and jumpers, and for the past thirteen years had been extensively involved raising and driving ponies. This included multiple hitches of up to ten and twelve ponies.

Several newspapers from December of 1946 included a picture of two hitches side by side at the Chicago International. On the right was the Clydesdale hitch owned by Wilson & Co., of Chicago, and driven by Frank Housley. On the left was the six-pony hitch, owned and driven by Fred Robinson.

In late 1947, one year after that photo was taken, Fred was again back in Chicago, only this time he was driving the Goebel Brewing Co.'s Clydesdales. Placed third in the six-horse hitch, the winner of the class was Anheuser-Busch.

Along with a crew of four men, Fred and the hitch traveled extensively in 1948, with stops in Arizona, California, Mississippi, Indiana and Pennsylvania.

Reporting on a parade in Allentown, Pennsylvania, the September 22, 1948 issue of the *Morning Call* said, "But the biggest roar was saved for the prancing gyrations of two six-horse hitch teams: Goebel's Brewery's Clydesdales and Holly Ravine's Percherons. ..."

Surprisingly, it was just over one month later that the *Battle Creek Enquirer* reported that "the nationally known Goebel eight-horse hitch is up for sale." This included: 10 Clydesdales, two of which had been spares; two show wagons; two four-horse vans; a tandem wagon trailer; harness for eight horses; and portable tent stables

complete with lighting equipment.

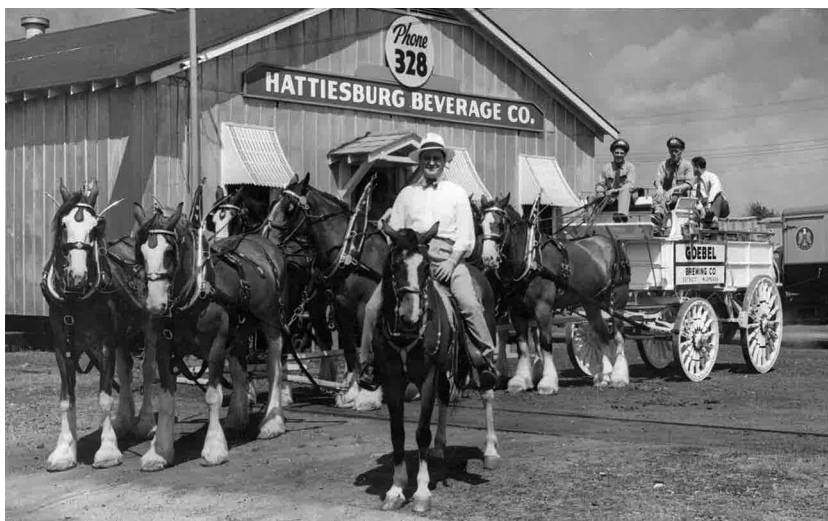
Following the sale of the Goebel hitch, Fred Robinson began making appearances all across the country with a hitch of eight Shetland and Hackney cross ponies on behalf of the Holland Furnace Co., of Holland, Michigan. In some instances, a furnace would be delivered to it's new owners using the pony hitch and wagon.

Fast paced driving was something Fred thoroughly enjoyed, as evidenced by the roman style chariot races he and an assistant performed at places like Madison Square Garden, and his time spent driving the pony hitch owned by the Victor Comptometer Corporation of Barrington, Illinois.

The November 27, 1955 issue of the *Chicago Tribune* reported that "The crowd got an extra thrill when a rear wheel dropped off as Fred Robinson of Howe, Ind., was sending his six-pony hitch thru a fast, tight circle.

Robinson, 43, appearing at the International for the 23rd year, brought the ponies to a halt and accepted the applause. Then he nonchalantly stood up to shift the weight forward and drove off on the rolling equivalent of a wing and a prayer."

One of the wagons used by the Goebel Brewing Co. has been owned by a number of prominent draft horse exhibitors in the years which followed: Chester Umholts of Earl Park, Indiana; Meadowbrook Farm of Rochester, Michigan; Walt Keirn of South Whitley, Indiana; Ed Sigmon of Newton, North Carolina; and Live Oak Plantation of Ocala, Florida.



Fred Robinson and the Goebel Clydesdale hitch in Hattiesburg, Mississippi.

(Photo courtesy of Sally Robinson)

Hanley Brewing Co. Belgian Hitch



Billy Wales driving the 12-horse hitch owned by the Hanley Brewing Co. of Providence, Rhode Island.
(Photo courtesy of Bruce A. Roy)

The January 21, 1915 *Lancaster New Era* reported on a six-horse hitch of roan Belgians exhibited by Walter H. Hanley of Providence, R.I. at Madison Square Garden in New York city.

The newspaper commented that the six horses were nicely balanced and that, "In the off wheeler Mr Hanley has a young mare whose equal for size, make and shape it would be difficult to find in any breed. She is 17-3 hands high, weighs considerably more than two thousand pounds, and is just about a model of conformation." Although there are a few other references to this mare, unfortunately I have been unable to find any more information about her name or breeding.

Almost every report on the Hanley Belgians includes a reference to the size of the horses. There is a fair bit of variation, but most state that all of the horses weighed well over 2,000 pounds.

By August of 1916, three more horses had been added, and a nine-horse hitch was being driven by Billy Wales. A spare horse also traveled with the hitch.

J. Crouch & Son of the Lafayette Stock Farm at Lafayette, Indiana had been campaigning a seven-horse hitch of greys, but the Hanley hitch was believed to be the only nine-horse hitch.

Before being hired by Walter Hanley, Billy Wales, who was considered one of the top drivers anywhere, had driven the hitch of greys owned by the Armour Packing Company on a five month tour of England and Scotland in 1907.

A postcard which featured the Hanley nine-horse hitch stated that the horses were dressed in

"perfectly appointed harness," and pulled a 20 foot show wagon. Used for exhibition purposes only, they were shown throughout the country at all leading fairs and horse shows.

In 1917, three more horses were added and the Hanley Brewing Co. hitch grew to 12 horses. At a dress rehearsal for the National Horse Show at Madison Square Garden in November, it was discovered that the gates were too narrow for the three-abreast hitch. The grooms unhitched the horses, and took them and the wagon into the ring separately before hitching up and continuing on as per usual.

A report from this same time described the wagon as being "electrically lighted." It was painted red, green and white, and these colors were also used for the driver's uniforms and the horse's mane rolls.

Glen Larsen was the assistant driver, but due to the skill and ability of Billy Wales, it seemed as though he "had little or nothing to do."

A newspaper report from 1919 stated that the Hanley Belgians were no longer being shown, but were being used on the Hanley farm.

On October 19, 1921, the twelve Hanley Belgians "brought very satisfactory prices" at the weekly auction of the Bergen Horse Company in Jersey City, New Jersey. Most were purchased by Mr. Richards, who intended to use them in his work for the local firm of Butler Bros.

Jim Richendollar has a video of the Hanley horses in 1915. For more information, or to order a copy, contact Jim at 734-223-3224.

E.G. Stinson Belgian Hitches



The Belgian 16-horse hitch owned and driven by E.G. Stinson.

(Jim Richendollar collection)

In 1913, E.G. Stinson of Orange, California, was contracted to supply gravel for the building of two sections of county highway. This required 26 teams, each hauling approximately ten tons of gravel per day. He was also in charge of the excavating for a new business section in Orange in January of 1916.

In 1918, the *Santa Ana Register* carried ads for Stinson Truck & Tractor Co., the Orange County distributor for GMC trucks, as well as GMC Samson, Lambert and Trundaar tractors.

One of the first reports of E.G. competing with livestock was at the 1921 Orange County Fair when he exhibited Duroc Jersey hogs. The Stinson Holsteins did very well in 1922, and at the 7th annual fair in 1923, they swept the boards, winning all of the Holstein championships.

The October 7, 1923 *Los Angeles Times* included a picture of Stinson's grade black Percheron team along with other highlights from the Orange County Fair. Three years later, E.G. was competing in the six-horse hitch class with an entry of grade mares, four of which were sorrel. In the final performance of the class, C.W. Bowers received first prize money of \$225, A.C. Ruby was second, and E.G. was third.

It appears as though E.G. had been bitten by the "hitching bug," as he entered at least three fairs in 1927, although unfortunately he had some problems with shipping fever. There were

five entries in the eight-horse hitch class at the Los Angeles County fair that year. E.G. was driving a hitch of grade bays, complete with a new show harness which had just been imported from London, England. E.C. Marks of Pomona was driving eight greys, also in new harness, and pulling a new wagon. The remaining three entries were all entered by the firm of Ruby & Bowers (of Portland, Oregon and Sacramento, California). The Ruby and Bowers entries were placed first, second and third, Earl Marks was placed fourth, and E.G. was fifth.

The 1929 Los Angeles County Fair offered a \$1,500 stake of the First National Bank for a six-horse hitch. Entrants showed on three consecutive nights and were judged on conformation, equipment and driving ability (which was to count for 50% of the total score). Driving a hitch of roans, E.G. Stinson was the winner. The entry of H.C. Muddox and Son of Sacramento was second.

Along with the purchase of the wagon, which had been used by the James Hanley Brewing Company of Providence, Rhode Island, 1930 was also the year in which E.G. started driving more and bigger multiple hitches. In addition to two roan sixes, an eight, and a ten-horse hitch at the San Joaquin County Fair in Stockton, he also drove eight and ten-horse hitches at the Los Angeles County Fair in Pomona.

E.G. Stinson's sons, E.G. Jr. and John, assisted at the shows and while traveling with the horses. When showing a second hitch, E.G. Jr., who was eight years older than John, usually drove.

The Stinsons entered 40 horses at the Los Angeles County Fair in 1931. Five eight-horse hitches were competing, and at the conclusion of the third night, James Huston, driving the grey Percherons of the Carnation Company, was placed first, while Stinson was second. The Belgians exhibited by the Los Angeles County Farm were third, a second Stinson entry was fourth, and Ruby and Bowers was fifth.

An ad in the 1932 *Belgian Review* for E.G. Stinson featured a photo of his ten-horse hitch of sorrels, and stated that the six leaders were all 2-year-olds. At the State Fair in Sacramento that year, the Carnation Company was placed first in the six-horse hitch stakes, and the Stinson entry was second in a good class of five.

In September of 1933, Earle Brown of Brooklyn Farm at Minneapolis, traveled by train to the Pomona fairgrounds to inspect Stinson's horses. Purchasing the ten-horse hitch for \$11,500, it was agreed that the Stinsons would continue to exhibit the hitch in their name, first at the National Belgian Show, then at Aksarben in Omaha, and finally at the International Livestock Exposition in Chicago. The horses would then be delivered to Brooklyn Farm.

Held annually in Waterloo, Iowa, entries for the 1934 National Dairy Cattle Congress and the National Belgian Show included over 1,100 head of dairy cattle and 225 Belgians. 1,100 junior farmers took part in 4-H club contests and demonstrations. And, with "Thousands of poultry and waterfowl. And the Biggest Rabbit Show ever," it must have been something to see. As he had in 1933, E.G. Stinson again drove his ten-horse hitch in the Hippodrome.

E.G. did his best to make 1935 even more noteworthy. At the California State Fair, a Belgian stallion named Playboy had his halter removed, and was put through a series of obedience type tests and fancy stepping exercises.

At the Los Angeles County Fair, four Hereford oxen were used to pull a high-wheeled logging cart, which had been brought in

specifically for the demonstration. And, at the American Royal in Kansas City, E.G. drove a 12-horse hitch. Probably the most notable attraction of the year however, was the driving of a 16-horse hitch at the California State Fair and the National Belgian Show.

The 16-horse hitch became a news item very quickly, and reports from 1936 state that the outfit would be driven in small circles and figure eights, etc., and then turned so that the leaders could eat carrots out of E.G.'s hand.

Busy with shows and driving appearances on behalf of General Petroleum Corporation in 1938, the Stinsons also had a contract to harrow the track and pull the starting gate at the Santa Anita racetrack. Thirty-two horses were shown at Pomona and the results were excellent, with both first and second places in the eight-horse hitch class. E.G. also gave a demonstration of driving five horses tandem, and drove the 16-horse hitch in the dark, using only floodlights underneath the wagon to shine on the horses' hooves.

Seven eight-horse hitches entered the driving competition at the California State Fair in 1939. Exhibitors were: White-O Ranch, with two Percheron outfits (one dapple grey, one black); E.G. Stinson with two roan Belgian hitches; Mrs. H.C. Muddox with dapple grey Percherons; Castagnasso and Sons with Clydesdales; Arnold Christenson with Shires; and E.G. Pepper with Belgians. The hitches were to compete in four drives, with performance and ability to count for 90%, and general appearance 10%.

One of the last appearances made by E.G. Stinson was in February of 1942, when he drove four Belgians on a wagon for the Los Angeles Brewing Co. Due to wartime rationing, the brewery's supply of tires for their trucks was getting low, and they had decided to make a trial run with horses. The brewery still had its original stables, and felt that the biggest challenge would be finding experienced drivers for the horses.

E.G. Stinson became critically ill, and passed away in October of 1944. His son, E.G. Jr., spent a number of years in St. Louis, where he was employed with the Budweiser Clydesdales. He passed away in the Buck Creek, Iowa, area in August of 1973.

Genesee Brewing Co. Hitches



The 12-horse hitch of roan Belgians traveled by the Genesee Brewing Co.

(Photo courtesy of Bruce A. Roy)

The Genesee Brewing Co., of Rochester, New York, was founded in 1878. Following the repeal of Prohibition, the brewery purchased two three-horse teams of roan Belgians for making deliveries in the downtown section of the city. The reaction from the public was so positive that six more roans were purchased, and all 12 horses were soon used for advertising.

In the spring of 1934, the Genesee 12-horse hitch began touring Michigan, making public appearances for nearly two months. Then it was on to Ohio for a month, three weeks on Long Island, and two months in New England states.

Unfortunately, there are only two newspaper reports which mention the driver. One states that his name was O.B. Caster, while another gives it as O.G. Castor. The only other name mentioned is Roy Shelters, said to be an assistant driver.

Appearances made by the hitch in 1935 included Hamburg Fair in New York, the Eastern States Exposition at Springfield, Massachusetts, and the South Carolina State Fair in Columbia.

While on the road, the horses were transported in what was described as "the most complete and luxurious motor-drawn palace horse car in existence."

The trailers, with room for five horses, were also fitted with loudspeakers. The public was invited to bring their children and visit, and were offered a color picture of the horses.

The Genesee roans attended the Florida State Fair in Tampa in February of 1936. Also giving daily demonstrations were the Wilson & Co. Clydesdales, and the ten-pony hitch of the Jenny Wren Products Co. By September of that year, the Genesee hitch had made appearances from Maine to Florida, and had traveled over 50,000 miles.

Following their appearance at the Boston Horse Show in October of 1937, reports detailing the Genesee 12-horse hitch taper off quickly.

In December of 1940, the horses were shipped by rail and truck to the Hartwick Seminary National Youth Administration Resident Center. Gifted by Louis A. Wehle of the Genesee brewery, the 12 roan Belgians would be used to help with farm work at the center, where 62 young men worked in various departments such as dairy, field crops, poultry, vegetable crops and farm machinery repair.

Approximately four years later, the Genesee Brewing Co. started to assemble another 12-horse hitch. This time however, the horses were bay Clydesdales, purchased in Canada.

By September 1946, the Genesee Clydesdales were making public appearances. The driver was Gordon Gross, and the assistant driver was Irving Clark. The horses traveled in air-cooled and insulated trailers, and when they returned home, they resided in an air-conditioned barn on the Wehle Farm near Rochester.



Gordon Gross drives the 12-horse Clydesdale hitch owned by the Genesee Brewing Co., circa 1947.

(Photo courtesy of Karen Mallaber)

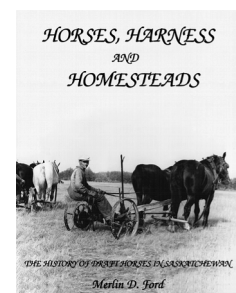
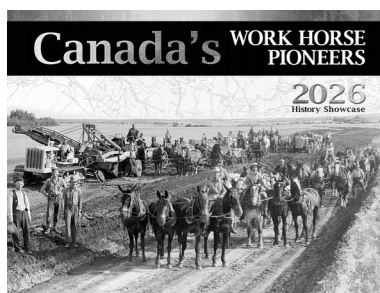
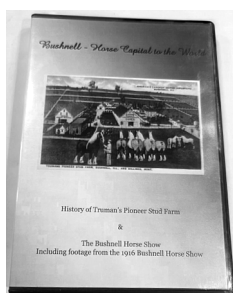
The manager of the Clydesdale hitch was Jim Levack, who had been a representative of Winchester Arms Co., and was nationally known for his shooting ability. Some of his favorite demonstrations included using a .22 rifle to peel a potato, or shooting a bullet through the hole of a washer that had been tossed into the air. For any skeptics in the audience, the hole of the washer would be covered over with tape, and thrown into the air a second time.

Appearances by the Clydesdale hitch in 1947 included New York, Connecticut, and the Eastern States Exposition. Usually housed in a special tent, the public was welcome to view the horses until 10:30 each evening. Although there are reports which reference some of the Clydesdales later, it seems as though the hitch may not have made many public appearances after 1947.

Approximately 14 years ago, Dan Creyts of Charlotte, Michigan, purchased one of the wagons which had been used by the Genesee Brewing Co., in partnership with Ned Niemiec of Lakeville, Massachusetts. With a weight of 6,000 pounds, and three sets of leaf springs in the back, Dan felt that it was too long and heavy for anything other than parading. After making a few modifications and painting it dark green and cream, Dan is very pleased with the end result.

While it is many years since draft horses have been used to promote the Genesee brand, Genesee 12 Horse Ale has been reintroduced in recent years, and there are quite a number of items which feature the Genesee hitches from past days.

Gift Ideas



If you are looking for a few ideas for Christmas gifts, or just something of interest for yourself, click on the thumbnail for gifts at the top of the Magazine page: www.clippityclop.ca

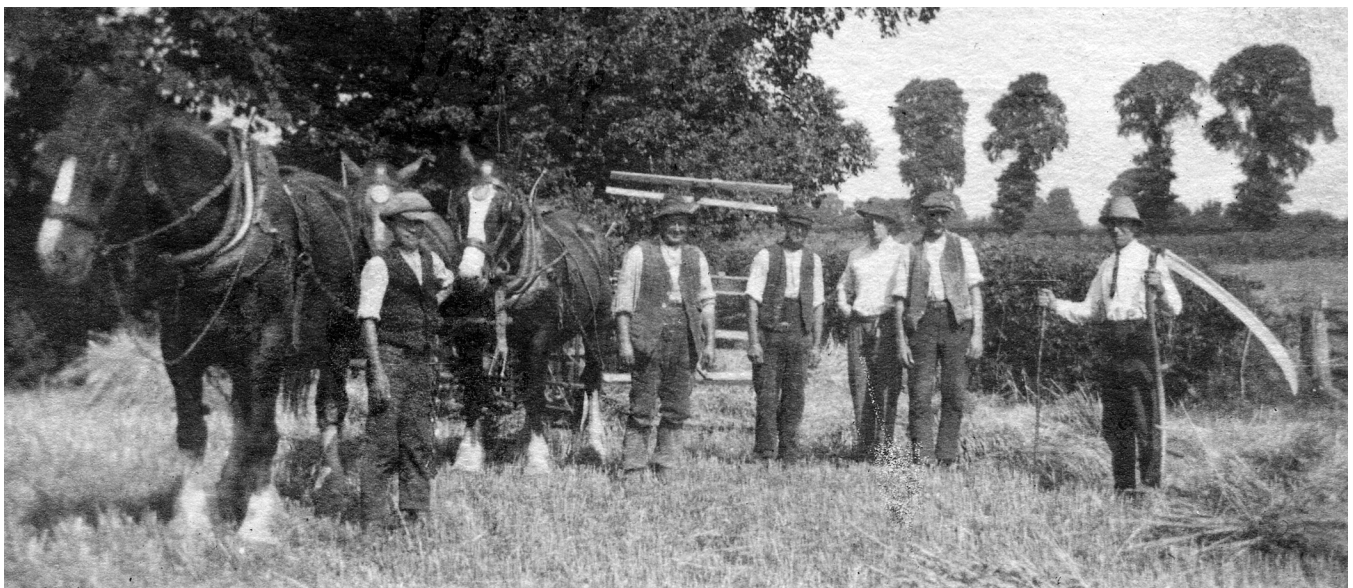
Harvesting and Fall Work



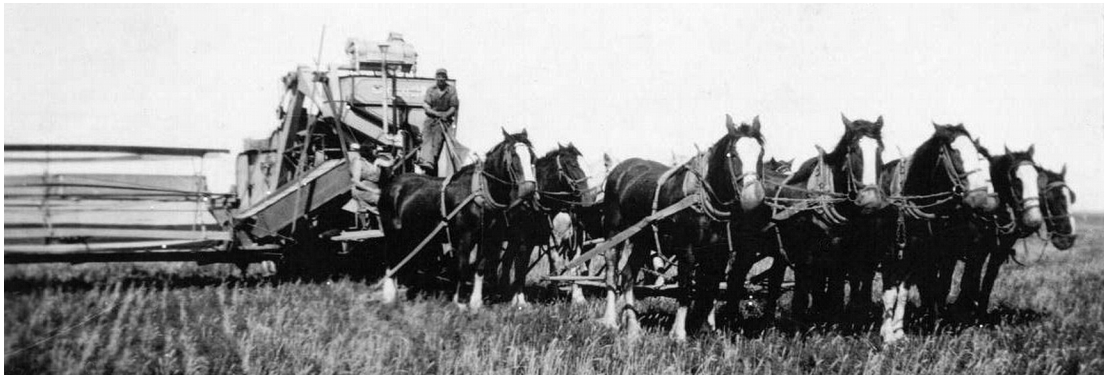
Reapers (which were invented by Cyrus McCormick in 1831) cutting flax near Kindersley, Saskatchewan.
(Photo courtesy of www.prairie-towns.com)



The successor to the reaper was the binder (which in this case happens to be a McCormick). After cutting the grain, it was tied and dropped, either to be arranged in stooks in the field, or picked up by a stook loader. Someone has written “Mixed Farming” on the photo, as a play on words, since both horses and oxen are being used by the farmer.
(Photo courtesy of www.prairie-towns.com)



Based on a number of factors, such as the size of the trees, the horses, the way they are hitched and the harness, it would seem as though this harvest photo was likely taken in either England or Scotland.
(Photo courtesy of Saskatoon Public Library, LH-6756)



The successor to the binder was the combine. Here 12 Clydesdales pull a 16 and a half foot Nichols & Shepard combine owned by George Skirving of Zealandia, Saskatchewan.

(Photo courtesy of Georgina Robbins)



Mules and horses are being used to pull this Harris combine in the years between 1925 and 1940, but the grain is being hauled with a truck. The sign on the door reads, "Under 10000 Gross."

(Photo courtesy of Washington State Archives, A M Kendrick Collection, eakendrickcoll_1136)



The horses have been replaced, and a Fordson tractor is being used on the combine in this photo from 1908. It looks as though a couple of men were required for the combine, and the man driving the tractor is using a combination of a hat and a bit of material to reduce the effects of the heat somewhat.

(Photo courtesy of Oregon Historical Society, OrgLot678_B45_1541)



In the days before the combine, threshing machines were used to separate the grain from the straw. In this picture from about 1910, both oxen and horses are being used to pull the wagons which transport the sheaves made by the binder to the threshing machine.

(Photo courtesy of Saskatoon Public Library, LH-5462)



Harvest involved a lot of time and help in the days when threshing machines were used, and this photo helps to illustrate that somewhat. It was taken on the T. Arthur Elliott farm near Smithville, Saskatchewan.

(Photo courtesy of Saskatoon Public Library, LH-1773)



While preceding pages have featured a few unique or bigger hitches used for promotional purposes, the big hitches of mules and horses on these two pages were being used for something quite a bit different. This photo was taken near Cunningham, Washington in about 1900.

(Photo courtesy of Washington State Archives, eakendrickcoll_1961)



Combining with two Harris Harvesters.

(Photo courtesy of Washington State Archives, A M Kendrick Collection, eakendrickcoll_1143)



Armand Bernier driving the Bernier's Belgians on a binder in the St. Louis - Hoey area of Saskatchewan in about 1986.

(Photo courtesy of Dean Bernier)



Lee Dennis of Bluffton, Alberta with four Percherons on a John Deere binder. According to the John Deere website, the company began making binders in rented circus tents and buildings in East Moline, Illinois in 1910.

(Photo courtesy of Walter Hughes)



Chad Haaland of Hanley, Saskatchewan holds the lines of his team while the sheaves are unloaded into the threshing machine at a demonstration on September 27 of this year.

Hosted by the Borden & District Threshermen's Society, the annual event is enjoyed by 400 - 500 people who appreciate the chance to see how things were done in years past.

A cook car that was once used to provide meals for threshing crews in the area is used to provide soup and homemade bread to spectators.

(Photo courtesy of Chad Haaland)



It's the time of year when the fall run is on, and farmers have been hauling their livestock into the auction markets. In the days before trucks and trailers or semis, horses would likely have been used to chase or haul the cattle to town. If you look closely, you can just see the animal's back above the wagon being used by Hugh Ogilby of the Sheho, Saskatchewan area.

(Photo courtesy of Jean Graham)



After they reached town, livestock would have been held in corrals like these ones at Dumas, Saskatchewan until the train arrived.

(Photo courtesy of www.prairie-towns.com)



A lot of what was hauled in early days was moved using either horses or a train.

(Photo courtesy of www.prairie-towns.com)

Justamere Percherons

In the early 1900s, Jonathan Fox of Simpson, Minnesota established Pleasantview Stock Farm, where he bred Percherons, Shorthorn cattle, Shropshire sheep and Poland China hogs.

Some of Jonathan's early Percheron females were bought from L.W. Orr of Afton, Minnesota. In 1900, Mr. Afton purchased Fany 20458, and she had turned out to be an excellent foundation mare. In addition to a couple of others, Jonathan purchased a granddaughter of Fany's named Bessy 82579, and Bessy's daughter, Mona [10258] 105026. There are a significant number of today's Percherons which are descendants of these females.

At about this same time, Jonathan purchased the stallion Fabio 46432 (56671). A black, foaled in May of 1902, he had been imported from France by Dunham, Fletcher and Coleman of Oaklawn Farm at Wayne, Illinois. A report about Oaklawn in 1899 said that, "Nearly 5,000 stallions and mares, both imported and home-bred, have found a home in its stables."

In about 1918, Jonathan Fox sold some Percheron stallions and Shorthorn bulls to a friend who had started ranching in Canada. When Jonathan delivered the animals, he noticed that his asthma didn't bother him nearly as much, and he made the decision to move north.

He became a partner in the Kennedy and Davis Ranch at Rockyford, Alberta, and brought a number of animals from Minnesota with him.

In 1919, he moved to Lloydminster and started Justamere Stock Farms, using Percherons and Shorthorns he had raised in the United States as his foundation.

A Justamere ad from December of 1923 stated that there were 30 registered Percherons. "Many of the stallions and mares are out of ton mares and sired by Nelson 101965, a 2,300 pound horse ... We also breed Poland China swine, Irish Wolf Hounds, Collies and Red Holland turkeys..."

Up to now we have been referring to Jonathan Fox, Sr., who was awarded an honor scroll for his contribution to the industry at a Saskatchewan Livestock Association banquet in January, 1960. He passed away at the age of 88 in April of 1961.

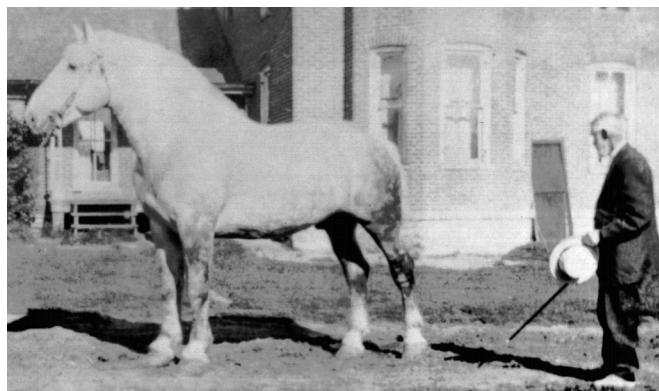
Now we will shift our focus to Jonathan Fox, Jr., referred to in later years as Jonathan Fox III.

In 1936, at the age of 16, Jonathan Fox, Jr., began exhibiting at the A and B circuit fairs.

In 1938, he was showing Justamere Bucephalus [16141] and Justamere Mamona [19597]. Full siblings, sired by Major [13155], they were out of the 2,300 pound Mae [15463], who was in turn a daughter of Mona [10258].

Justamere Bucephalus was Grand Champion at a number of shows, and Justamere Mamona won her class at most. At the Toronto Royal that year (1938), they were first in the class for progeny of dam. In the next five years, Justamere Mamona won 56 firsts and 16 championships.

On July 3, 1937, Jonathan artificially inseminated the mare Blanch [18603]. Diamond [14206], the stallion the Fox's felt would make the best cross with Blanch was travelling near Rivercourse, about 35 miles away. Jonathan drove to Rivercourse, collected the semen, then drove back and inseminated the mare. The resulting foal was Justamere Marcella [20618], born on May 23, 1938.



Nelson [9436] 101965

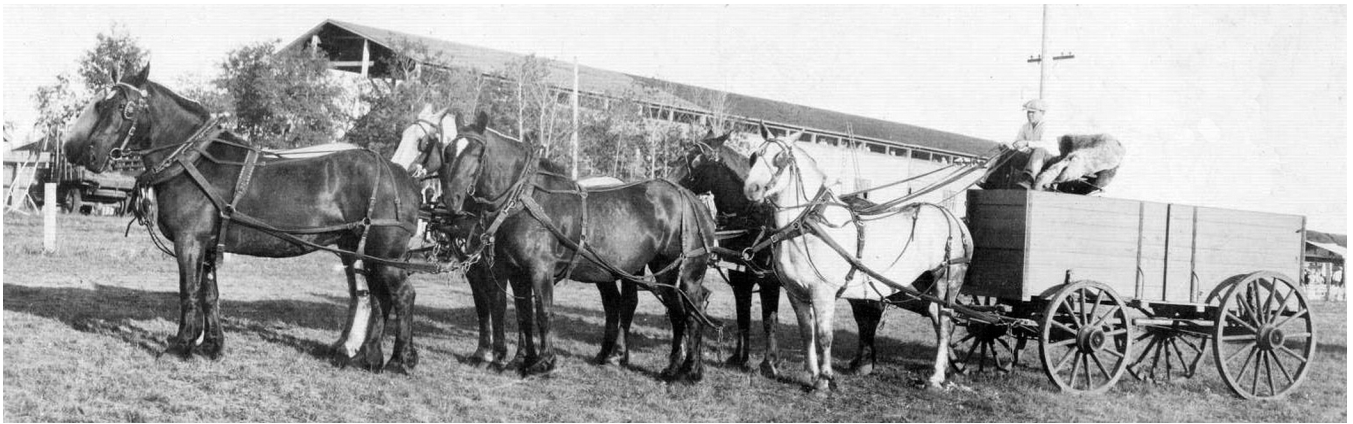
Dark grey, foaled March 26, 1912

Sire: Osanges 42808 (58011)

Dam: Verna 43943, by Castelar 25043, Grand Champion at the first Chicago International in 1900 for Dunham, Fletcher & Coleman.

When Jonathan Sr.'s brother-in-law first saw Nelson he said, "a man should take his hat off for a horse that nice." Purchased for \$2,300, Nelson's descendants include Justamere Showtime.

(Photo courtesy of Molly Fox)



In the 1992 *Canadian Percheron Broadcaster*, Jonathan Fox, Jr., wrote “... A hitch was made up mainly of what mares had been left dry to accommodate the work force on the farm for that particular year. Not that professional hitches were not in existence in the 20’s, but they were seldom brought out to the local western fairs, leaving this event open to the local farmers and horse breeders. To participate in it was an interesting challenge.”

Some of the most notable mares being driven by Jonathan in the picture above are:

- Off (right) wheel - Mae [15463], dam of Justamere Bucephalus and Justamere Mamona, grand dam of Justamere Decorator and great grand dam of Justamere Stylish Stella.
- Left swing - Birdette [13005], sired by Kaptain and notable broodmare at Justamere in the thirties.
- Nigh (left) lead - Madge [14336], sired by Clayton whose sire was Nelson. Madge was the dam of seven fillies at Justamere, and practically all of them made the show string.
- Off (right) lead - Mabel [14335], also by Clayton and from Mona, all time favorite show mare of the 1920s. Mona was the dam of Elnora and Mae, and as mentioned on the previous page, this female line has a number of descendants throughout the breed.

(Photo courtesy of Molly Fox)

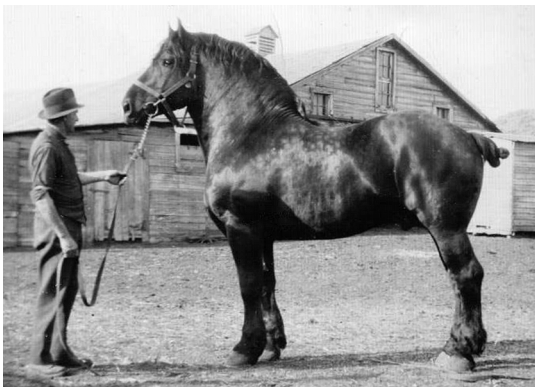
Due mostly to mechanization, as the 1940s progressed, thousands of horses throughout Canada and the United States were traded off, sold, or sent for meat.

Justamere had 25 mature stallions that had been travelling in federal clubs, and there was no longer any need for them. And there were still over 100 head of broodmares and young horses at Justamere.

Although the number of horses at Justamere was reduced, Jonathan felt the need to retain as many horses, and their genetics, for as long as possible.

Jonathan had been retained as a stallion inspector by the Saskatchewan government, and inspected his last stallion in 1948.

Somewhat surprisingly, there were still some large classes at the bigger shows in the 1950s.



Dragano [16908] 219707

Black, foaled April 25, 1935

Sire: Treviso 144394, by Dragon 52155

Although the trend in the U.S. had been to downsize Percherons in the 1930s, with stallions generally about 16.2 hands, Dragano stood 17 hands, and weighed 2,100 pounds. Of the 12 animals in the Justamere show string in 1944, nine were sired by Dragano. All three Justamere bred horses on the following pages were out of Dragano daughters.

(Photo courtesy of Molly Fox)



Riverbend Monkoncarlaet [18432]
 Black, foaled July 7, 1942, bred by
 Carl Roberts, St Adolphe, Manitoba
 Sire: Rookwood Grandeur [14559]
 by Koncarcalyps 175791
 Dam: Monet [16474]
 by Rolaet [13277] 194085
 Riverbend Monkoncarlaet was the
 Reserve Grand Champion Stallion at
 the 1947 Toronto Royal, and a
 herdsire for some of Saskatchewan's
 best Percheron breeders: George
 Fraser, Tate; Jonathan Fox; and the
 Keleman Brothers, Punnichy.

(Photo courtesy of Molly Fox)

With an almost non-existent market for horses, Jonathan felt the need to make a change, and started a herd of Holsteins in 1948.

Although there were a few other breeds and types of livestock at Justamere over the years, possibly the best known would be the Polled Herefords.

One newspaper article stated that the Justamere cattle were being shown in Calgary, Alberta; Toronto, Ontario; Fort Worth, Texas; Jackson, Mississippi; Kansas City, Kansas; Atlanta, Georgia; and Denver, Colorado.

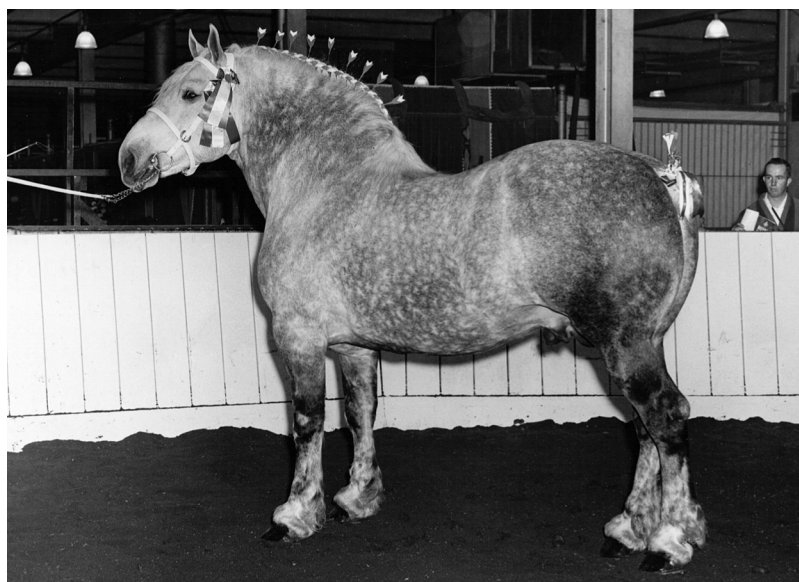
At the 1969 Royal Agricultural Winter Fair in Toronto, Justamere exhibited the Reserve Grand Champion Hereford Bull. In 1970, Justamere exhibited the Grand Champion bull and the Reserve Grand Champion female at Toronto.

At the first Canadian Western Agribition held in Regina, Saskatchewan in December of 1971, Justamere exhibited both the Grand Champion Hereford Bull and Female.

The following year, Jonathan was asked to judge the Hereford show at Agribition. Knowing that he had approximately 600 head to sort through in eight hours, Jonathan felt the best way to accomplish this would be if he judged on horseback.

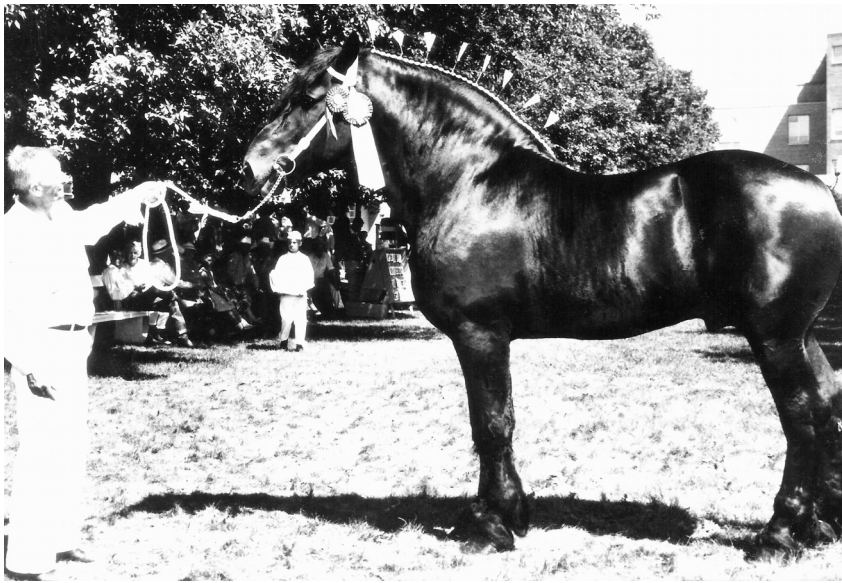
One of the stories told later was that someone had asked, "Well Jonathan, did you get that class right?" Jonathan replied, "I don't know if I got it right, but it's official."

Another story involving Jonathan happened while he was attending a Hereford sale.



Justamere Par-Excellent [19665]
 Black grey, foaled April 1, 1960
 Sire: Riverbend Monkoncarlaet [18432]
 Dam: Justamere Elnora [22459]
 by Dragano [16908]
 Grand Champion Percheron Stallion
 at the Toronto Royal in 1964, 1966 and
 1967 for the Michalysen Brothers of
 Brandon, Manitoba.

(Photo courtesy of Molly Fox)



Justamere Showtime [19450]
 Black, star, foaled June 8, 1956
 Sire: Riverbend Monkoncarlaet
 Dam: Justamere Perfection
 [23104] by Dragano [16908]
 Second aged stallion at the 1963
 Toronto Royal for Allan Bexson.
 Grand Champion 1969 Calgary
 Stampede for Gordon Young.
 One of the most influential
 stallions of the breed, there are
 descendants of Justamere
 Showtime around the world.

(Photo courtesy of Molly Fox)

Jock Blacklock, well-known auctioneer of Saskatoon, SK., was selling, and the bidding on this particular heifer was slow, so Jock asked Jonathan if he might like to say a few words.

Jonathan stood up and gave a little bit of a speech about how the heifer was worth more than the current bid, etc. It seemed to have the desired effect, and the heifer ended up selling quite well.

At this point, Jonathan turned to the fellow sitting beside him and said, "I think I might have said too much!"

Jonathan judged the draft horse show at the Calgary Stampede in 1966, and gave reasons for his placings over the microphone. Reporting in the *Draft Horse Journal*, Bruce Roy wrote that

Jonathan "kept a crowded ringside keenly interested, and provided some most worthy comments on his placings."

It was at about this same time that Justamere Stylish Stella and Justamere Par-Excellent were dominating in the Percheron show at the Toronto Royal.

The influence of Justamere Showtime continues to grow, to the point that there are now Percherons all over the world which are his descendants.

These have been just a handful of highlights relating to Jonathan, who was inducted into both the Canadian and Saskatchewan Agricultural Hall of Fame. He passed away on October 3, 2008.



Justamere Stylish Stella [23834]
 Dark grey, foaled May 13, 1952
 Sire: Riverbend Monkoncarlaet [18432]
 Dam: Justamere Dragona 2nd [21680]
 by Dragano [16908]
 Grand Champion Percheron Mare at
 the Toronto Royal in 1958 through
 1964, 1966 and 1967 for Victor
 Cookson of Bowmanville, ON.

(Photo courtesy of Bruce A. Roy)

Trumans' Pioneer Stud Farm

In the 1870s J.H. (Jonathan Hall) Truman of Whittlesea, Cambridgeshire, England began making annual trips to Chicago, Illinois where he would buy beef on the hoof for shipment to England.

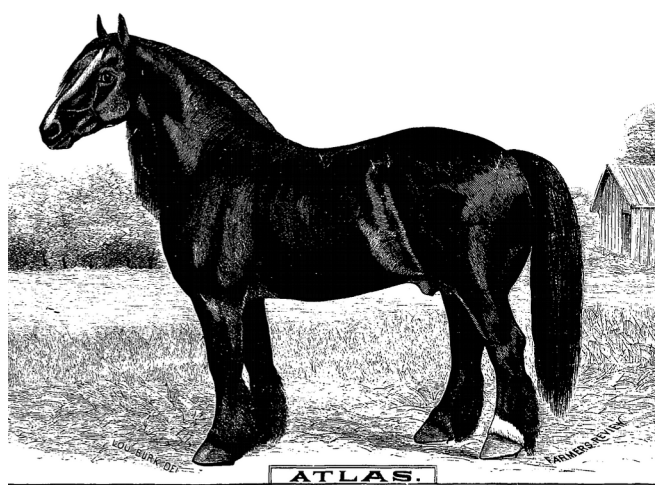
Noticing a shortage of draft horses on the Chicago streets, he decided to try bringing some Shires over. This was in about 1878, and for the first three or four years, the Truman horses were handled by Tom Evers at the Union Stock Yards.

In April of 1882, 19 Shires belonging to J.H. Truman were sold by auction at the stockyards, bringing an average of \$1,208.

The November 16, 1882 issue of *The Farmers' Review* included an illustration of J.H. Truman, and described him as "America's greatest importer and England's greatest exporter of this noble breed."

The writer went on to state that although they had not been aware of Mr. Truman until 1881, he had made four importations since that time, totaling 88 horses. He had also imported 200 "of the choicest Shropshire sheep."

One of the Shires which had been imported was Young England's Glory 1081, "the champion prize-winner, open to all ages and breeds, at Chicago Fair."



From the Nov. 16, 1882 *Farmers' Review*: Atlas. Four Year Old English Draft Stallion... "made by our own engraver from a sketch from life on wood by Burk." Lou Burk went on to do a significant number of livestock drawings and paintings, including the one at right.

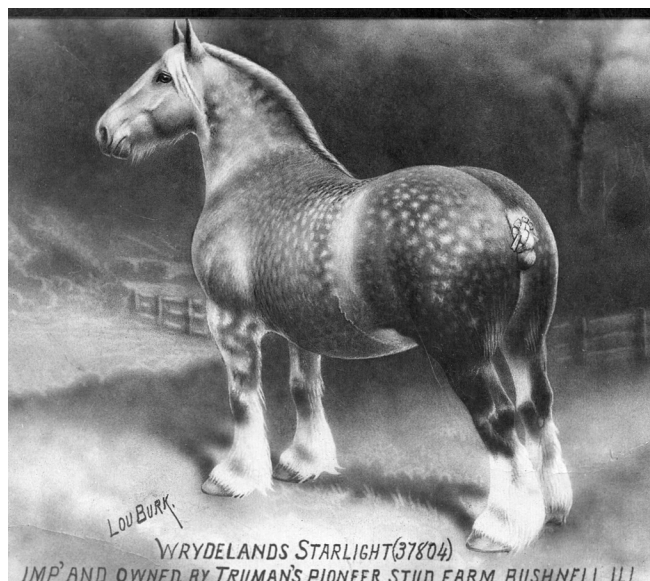
An importation made in August of 1882 was made up of 54 Shires, including four geldings which were bought on commission for Bemis, McAvoy & Co., Brewers on 24th street in Chicago. These geldings had averaged 1,960 pounds on their arrival, and could be seen working on the streets daily.

In early 1883, an advertisement announced the "Second annual sale of Truman's Wonderful English Draft Shire Horses and Shropshire sheep," to be held on January 10, 1883 at Dexter Park. Adjacent to the Union Stock Yards in Chicago, the sale was to include 22 stallions, 6 mares, and 150 sheep.

In the fall of 1884, J.H. Truman became aware of a significant market for horses in Montana. He decided to establish headquarters in the territory soon after, and in November his son, J.G. (John George) Truman, took 8 Shire stallions to Helena.

The Trumans had also started selling horses at Bushnell, Illinois, southwest of Chicago, a year or two earlier, and this was to become their main headquarters in later years.

A Truman importation of 26 Hackney stallions in 1886 was thought to be the largest shipment of Hackneys made to the U.S.



Wrydelands Starlight 9413 (37804), grey, foaled 1900, imported in 1907. A 64 page catalogue printed by Trumans in 1903 features a number of illustrations, including several by Lou Burk.

Eight importations of Shires and Hackneys were made in 1888, and there were over 100 horses on hand at the farm near Bushnell. J.H. Truman was also selling horses from a stable in Salt Lake City, Utah and dealing in a few French Coach horses.

An advertisement in 1890 stated that an auction was to be held at the Bushnell stables on Thursday, December 4. It would consist of 60 imported Shire and Hackney stallions and mares, from two to five years of age.

In 1903, J.H. Truman traveled to Calgary, Alberta to exhibit some horses at the Calgary Exhibition, and to look into the possibility of establishing a branch barn there.

The horses being shown included two Shire stallions, and His Grace (2737) 177, a Suffolk Punch stallion who had won "heaps of prizes" in England, and that "carries his 2000 lbs. with the style and grace of a Hackney."

Although a couple of newspaper reports stated that J.H. Truman had decided to open a stable in Calgary, I have been unable to find any other references to it later.

The September 8, 1903 *Brandon Daily Sun* reported that J.H. Truman had been selling imported horses at Brandon, Manitoba during the season, and that the Truman horses had done very well at the recent Iowa State Fair.

J.G. Truman arrived in Bushnell with an importation of 51 Shire mares on November 15, 1909. Soon after, the firm was planning to make

the largest exhibit of Shires ever made at the Chicago International.

This was to be followed by a sale of 80 imported Shire mares at the farm at Bushnell on December 15 and 16. The females, ranging in age from two to eight-years-old, consisted of bays, browns, blacks and grays. 25 of them were bred to Dan Patch, Grand Champion at the Chicago International in 1908, and at the Iowa and Illinois State Fairs in 1909.

200 of the 466 Shires imported to the United States in 1910 were brought over by the Trumans.

Filled to capacity, a new pavilion at the Bushnell farm, was the scene of a record-breaking sale in December of 1910. 40 imported mares, all of which had been selected by J.H. Truman, sold for an average of \$726.

The high selling female was Coldham Surprise 11980 (53468). A six-year-old roan, she had been second at the Chicago International, and was purchased by Geo McCray of Fithian, Illinois for \$2,000. Coldham Surprise was later Grand Champion at the Chicago International in both 1911 and 1913, and raised some notable progeny.

The Truman sale of Shire mares in December of 1911, was once again record-breaking, with 54 mares averaging \$921. The high selling mare, Billingborough Belle 12738 (65571) was purchased by John J. Mitchell, president of the Illinois Trust & Savings Bank of Chicago, for \$6,200.



Dan Patch 9856 (25815)

Brown, foaled 1905, imported August 1908 by Trumans' Pioneer Stud Farm.

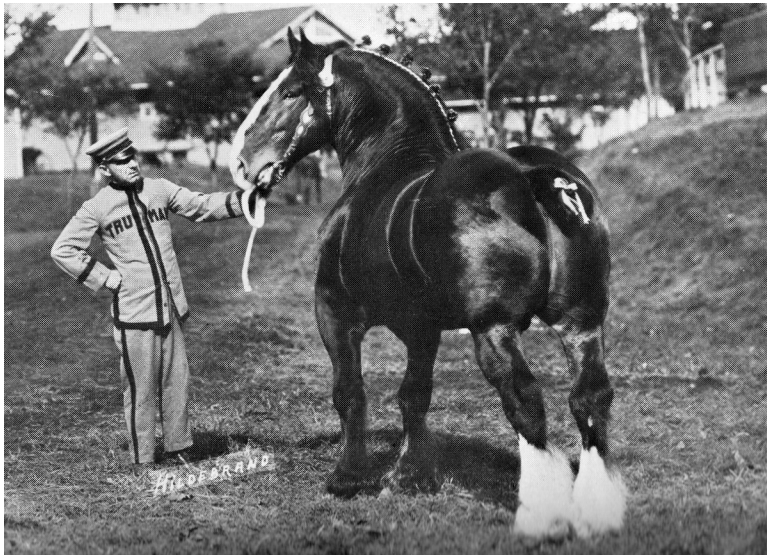
Sire: Wellingborough (21015)

Dam: Primrose (36940)

Grand Champion at the 1909 Illinois and Iowa State Fairs, and the Chicago International in 1909 and 1910.

Purchased in early 1911 by John J. Mitchell, president of the Illinois Trust and Savings Bank of Chicago, for a reported price of \$10,000.

(Courtesy of Archives & Special Collections,
Western Illinois University Libraries)



Southill Castle 12726 (27781)

Bay, foaled 1905; imported September 1911 by Trumans' Pioneer Stud Farm
 Sire: Castle Bromwich Keith (17865)
 Dam: Southill May Flower (46312)
 Grand Champion 1911 New York State Fair
 Reserve Grand Champion Shire Stallion
 1911 Chicago International.

Note the Truman uniform being worn by the groom.

(Jim Richendollar collection)

The third high selling female, Coldham Charm 12000 (59877) had been Reserve Grand Champion at the Chicago International just a week or two earlier, and was purchased by John J. Mitchell for \$4,000. A bay three-year-old, weighing 2,100 pounds, she had been defeated for the championship at Chicago by her dam, Coldham Surprise, high selling mare for the Trumans the previous year.

Not only was the sale a record for draft mares of any breed in the United States, but a significant number had been purchased by farmers who lived within ten miles or less of Bushnell.

The Truman ads in early 1913 stated that "We have over 100 imported Shire, Percheron, Belgian and Hackney stallions ..." Percherons owned by the firm included the mare Hysope 89487 (74401), and the stallion Intitule 88224 (78981).

Hysope and Intitule were exhibited at the International Horse Show of 1912 at Olympia in London, and were said to be the first registered Percherons shown in England. At the Chicago International later that year, Hysope was the Grand Champion Mare, while Intitule was second in the aged stallion class. He was purchased soon after by Samuel Insull of Hawthorn Farm, Lake Co., Illinois, for \$10,000.



Boro Blusterer 14187 (31140)

Chestnut, foaled 1911, imported by Trumans in October 1913.

Sire: Blusterer (25945)

Dam: Hallaton Flashlight (28810)

In early 1916, Hawthorn Farm of Lake County, Illinois purchased 17 registered Shire mares and Boro Blusterer from Trumans' for \$74,000.

Boro Blusterer was Grand Champion at the 1917 Chicago International.

He was sold in early 1919 to J.H. Westbrook of Letts, Iowa for \$11,000. He weighed 2,450 pounds, and was one of the largest stallions of the breed in the U.S.

(Jim Richendollar collection)

A letter sent to a 1913 newspaper reported that Horace W. Truman had sailed from Tilbury, England on August 9, with the sixth importation of the year. Consisting of “the very best Shire, Percheron, Belgian and Suffolk stallions and Shire and Percheron mares possible to procure in Europe,” it would increase the Truman stud to considerably more than 100 imported horses.

The week after the Chicago International, a sale of 40 imported Shire mares was held at the farm at Bushnell. A bit more conservative than previous sales, the average was \$548. The high selling mare, Normanby Sweet Briar 13461 (68038), a bay three-year-old, was purchased by J.E. Cross of What Cheer, Iowa, for \$1,000.

The majority of the females, including the high seller, had been bred to Lockinge Hengist 13273 (27514), Grand Champion at the Chicago International in 1912. Trumans had been standing Lockinge Hengist at a fee of \$100, and in late 1913 he was sold to Geo. Stoll of Chestnut, Illinois, for \$11,500.

Spring of 1914 saw the arrival of 188 Shire, Percheron, Belgian, and Suffolk Punch stallions.

In early August of 1916, the steamship Minnewaska reached Spokane, Washington from London. A number of prominent importers were onboard, and when someone suggested holding a horse show on the ship, the idea was met with a great deal of enthusiasm.

The show took place between the decks on a Friday, in an area where there was enough room for the horses to display their gaits, and Edwin Hobson was asked to judge.

The ship was carrying 226 horses, which were being brought over by prominent importers including: Samuel Bell and William Bell of Wooster, Ohio; Wirth Dunham of Wayne, Illinois; E Hobson, Clifton, Illinois; W.V. Lewis, Wayne, Illinois; W.E. Pritchard, Ottawa, Ontario; and J.G. Truman of Bushnell, Illinois.

In addition to importing a significant number of Shires, the Trumans were also very successful exhibitors. An example of this can be found in the results of the 1920 Chicago International, where Trumans were first in all but one of the stallion classes, and all but two of the females classes. It comes as no surprise that they also had both the Grand Champion Stallion and Mare.

A quick look through the highlights of the Chicago International for the years 1908 through 1919 shows that Trumans exhibited the Grand Champion Stallion at least eight times in ten years. (No shows were held at Chicago in 1914 and 1915 due to an outbreak of hoof and mouth disease.)

Before moving on, it could be mentioned that in their busiest years (from 1900 to about 1917), Trumans employed about 20 men at Bushnell, as well as six traveling stallion salesmen.



Toft Dandelion 12730 (27864)
 Foaled 1908, imported by Trumans' in September 1911
 Sire: Dunsmore Jameson (17972)
 Dam: Dunsmore Double Daisy (41778)
 Purchased in early 1912 by L.M. Tate of Edgar County, Illinois. A regular customer of the Trumans', he owned a number of Shire mares which they had imported. Toft Dandelion was a rising four-year-old at the time, and weighed 2,200 pounds.

(Jim Richendollar collection)

There was a full time blacksmith, and when the show string left for the state fairs there were sometimes as many as five carloads of horses.

Of the 3,907 Shires brought to the United States from 1900 through 1918, the Trumans had imported 1,032.

J.G Truman served on the board of the American Shire Horse Association in a few positions, including as Secretary from 1930 to 1939.

The last of the Truman Shires were sold following the 1939 Chicago International.

H.H. (Herbert) Truman, a veterinarian and a son of J.H. Truman, was credited with introducing the Percheron breed to England in 1911.

In 1939, his March Percheron Home Stud consisted of 40 Percherons, and he had been selecting Percherons for the family in Bushnell for approximately 50 years.

Probably the best known of H.H. Truman's Percherons was the stallion March Viking (B.473), Supreme Champion at the Percheron Society's Show at Histon in 1935, 1936 and 1937.

In 1940, John Truman estimated that he had handled 800 Percherons over the past 58 years.

The Trumans also dealt in a few Suffolk Punch horses. Due to a few factors, including a trend towards a smaller horse as a possible alternative to the tractor, the breed saw a significant increase in the 1930s.

While there had been only six Suffolks imported to the U.S. and Canada in 1926, there

were 31 imported in 1936, and between 70 and 80 imported in 1938.

The Suffolk Punch shows held at the Chicago International in 1938 and 1939 were easily the largest that the breed had ever seen.

Boxted Confider, the Grand Champion Suffolk Punch stallion at the 1941 Chicago International was the last International champion imported by the Trumans.

One of the Truman's customers from many years ago was Jonas McGrew, of just up the road at Walnut Grove, Illinois. Jonas was buying Truman mares as early as 1911, although it seems almost certain that he had been buying Shire stallions from them a few years before that.

In a class of 15 teams competing at the Bushnell Horse Show in 1913, Jonas McGrew was second with a team of grey Shires.

The book *Types and Classes of Market Livestock* includes a picture of grade Shire mares shown by Jonas McGrew at the Bushnell show in 1914, and stated that all of the dams, and some of the granddams had been sired by Shire stallions imported by the Trumans.

When Shire stallions became difficult to locate in later years, the McGrew family switched to the Belgian breed. One of their early purchases was Bloc de Herchies 21823, who had been imported by the Trumans, and was second in class at the 1940 Chicago International to the Grand Champion Stallion, Jay Farceur.

Jonas McGrew's grandsons, Bill and Ken McGrew, are still breeding good Belgians today.



Eclipse of Morston (6748) 1969

Chestnut, foaled 1936

Imported in July of 1938 by Trumans

Sire: Woolverstone Eclipse

Dam: Harkstead Emerald VI

Reserve Grand Champion at the 1941 Chicago International for L.B. Wescott of Clinton, New Jersey. Featured in a 1942 painting by Paul Cadmus titled *Lloyd and Barbara Wescott with Eclipse of Morston, Mulhocoway Butterfat Favorite and Heartsease Butterfat Heather* (two of the Wescott's Jersey cows), which was sold in 2021 for \$2,430,000.

(Jim Richendollar Collection)

Bushnell Horse Show



Class of Shires at the 1911 Bushnell Horse Show.

(Photo courtesy of Archives and Special Collections, Western Illinois University Libraries, 001040)

The first Bushnell Horse Show was held on October 15 and 16, 1908. The premium list the first year was approximately \$1,000.

Although the Trumans were very involved right from the beginning, they did not show, as importers were barred and the show was strictly for farmers and breeders. The Trumans did participate in the parade of horses however, which was estimated to be about 8 blocks long, and was watched by a crowd of 15,000.

By 1911, the premium list had expanded to over \$4,000 in cash and plates, and there was a record-breaking entry of 641 horses. Although there was a downpour which kept a number of people from attending, the crowd was estimated at between 16,000 and 20,000. The judging went right along, and the lengthy program of some 80 classes finished on time.

The show was free to everyone, and was unique in that “outsiders cannot buy the right to sell anything on the streets. The good folk of the burg put up the prize money...”

President of the show was John M. Brant, whose company was one of the largest heavy farm machinery firms in Illinois. Secretary L. J. Barber “has leading furnishing business in town”, and Treasurer A. C. Roach was the President of the Bank of Bushnell. The General Manager was J. G. Truman of Trumans’ Pioneer Stud Farm.

Mounted marshalls kept the crowd out of the judge’s way, and the two main streets in town were dressed in bunting, which had cost the association and merchants close to \$2,000. Music for both days and evenings was provided by a local band, as well as the P. and O. band of Canton, Illinois.

Shires were judged on Thursday, and the class of 17 registered aged mares was said to be larger than at any of the other big fairs that year.

F.M. Williams won the class for foals of both sexes with a filly foal by Dan Patch that went on to be named Champion American-bred and Grand Champion Female.

Rain interfered with a good Percheron show on Friday, and an outstanding 2-year-old Suffolk gelding, weighing 1,740 pounds “easily overcame his company of all ages” to win the grade section.

As J.G. Truman was busy with many aspects of the show, the parade of 70 to 100 stallions and mares of all ages, and several breeds, was left to his brothers, W.E. (Wright Edward), Horace and Dr. Truman, the veterinarian.

With a band ahead of them, the horses were paraded twice around the business blocks. After the rain had stopped, a grand parade of prize winners was also held.

A significant number of light horses were also shown.



Trumans' Pioneer Stud Farm parade - Bushnell Horse Show, Bushnell, Illinois - October 12, 1911

(Photo courtesy of Archives and Special Collections, Western Illinois University Libraries, 001044)

The fifth annual show, held in 1912, was even bigger and better, with 760 entries, \$5,000 in premiums, and seven silver cups sent from England as special prizes.

About 800 automobiles were parked around town, 70 cars of people had traveled by rail, and there were horse drawn vehicles everywhere. The crowd for the two days was estimated to be at least 55,000.

The October 21, 1912 *Chicago Live Stock World* commented on an "intense rivalry existing among the farmers in the territory interested to buy or breed something that can win at Bushnell. Several men who had suffered defeat in former seasons equipped themselves with animals they thought could surely win this year. Sometimes they won and sometimes they did not."

They also wrote that a "rather unfortunate mixup arose when the four-in-hands were paraded for inspection. This clause was a new one on the program and rules governing it had been omitted. Two astute owners therefore put their heads and their horses together and turned out a four that was practically unbeatable. The owner of the champion gelding and his mate joined hands and teams with the owner of the first prize pair in harness and that sort of a combination naturally walked off with the coin quite easily."

Once again the show concluded with a parade of prize winners, from ponies to draft horses. It was said to be superior to similar parades at some of the state fairs.

One of the highlights of the 1914 show was the appearance of the Union Stock Yard & Transit Co.'s six-horse hitch of Clydesdales, which had been first at the Chicago International the previous year, and was driven by Billy Wales. (See Hanley Brewing Co. Belgian Hitch).

The Bushnell Horse Show was cancelled in 1915 as the result of a quarantine due to hoof and mouth disease.

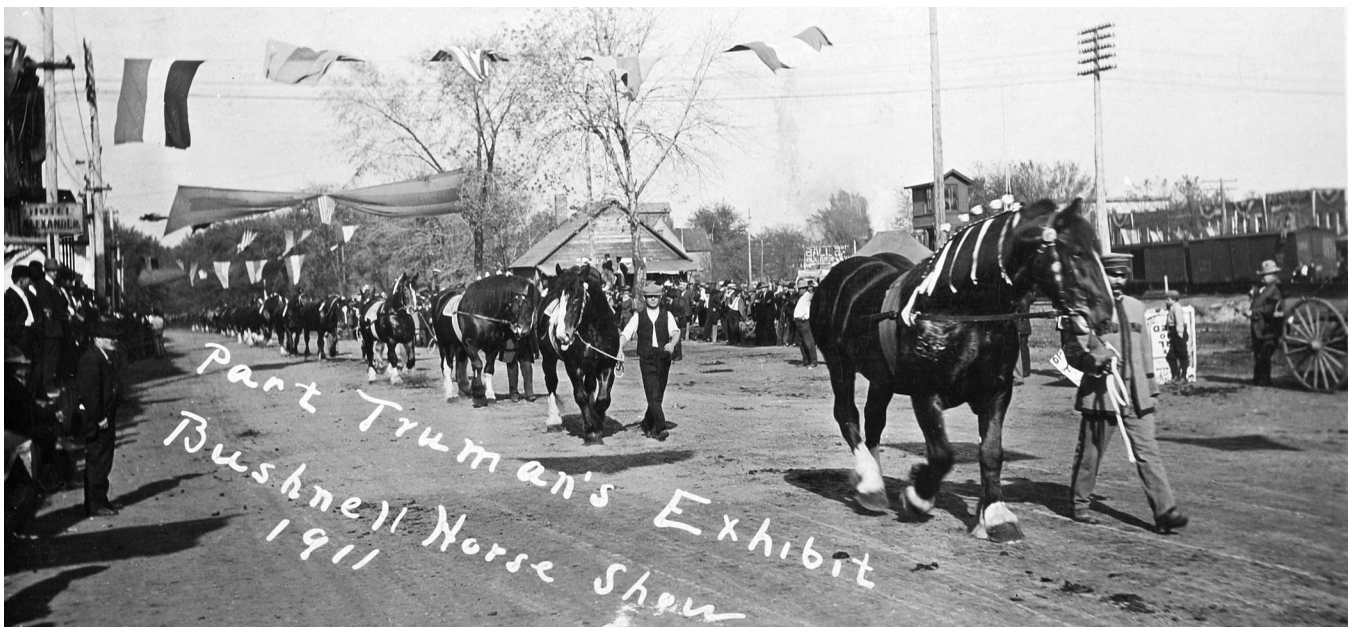
The show was held again on October 12 and 13, 1916. As had been the case in previous years J.G. Truman was the manager, there was \$5,000 in cash and prizes, and a full list of classes. The judges, R.B. Ogilvie and Harry McNair were also familiar, having judged the show previously.

Samuel Insull of Hawthorn Farm at Libertyville, Illinois, had purchased some of the most notable Truman horses of a few different breeds, and he brought a number of Suffolk stallions and mares to the show in 1916.

The show was canceled again in 1917, this time due to conditions created by World War I.

In 1921, the *Macomb Daily Bystander* reported that "The Bushnell horse show which during the past few years, beginning with the effects of the war, had become a thing of the past, will be revived this year and will be put on in a bigger way than ever."

It would seem as though this may have been the last Bushnell Horse Show held at the time, as I have been unable to find any references to later shows.

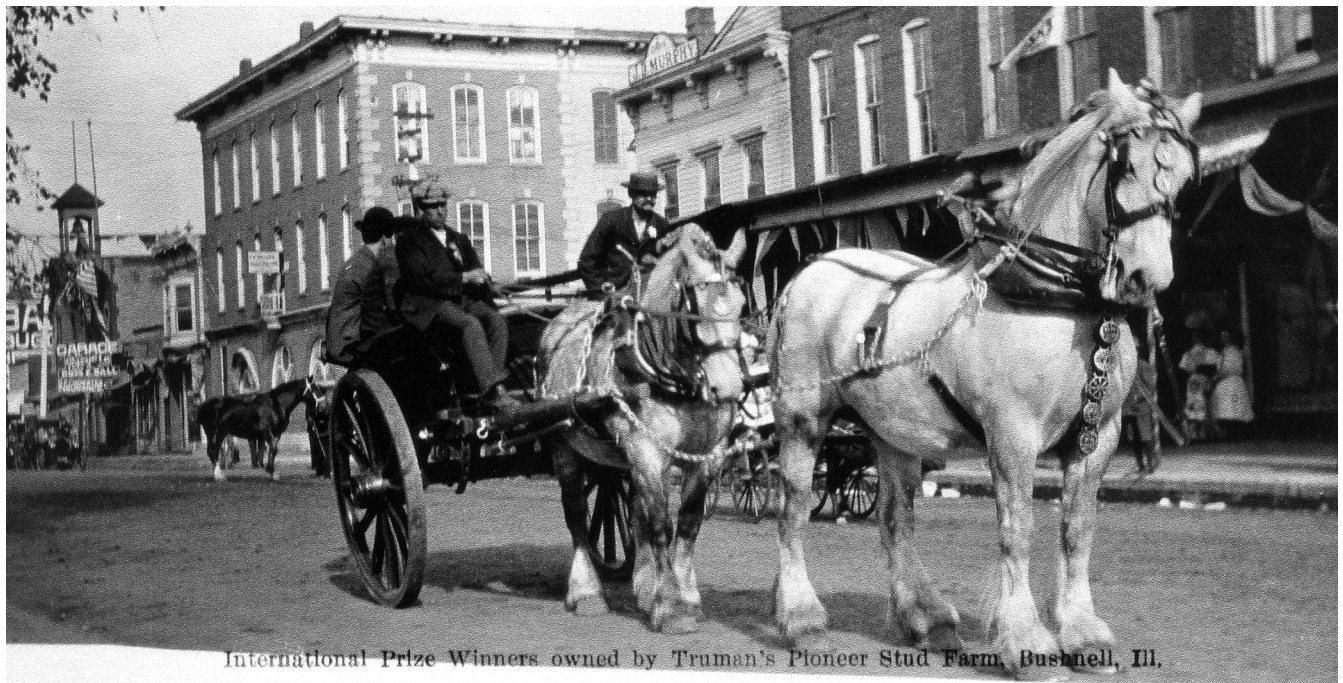


Part of the Truman Pioneer Stud Farm exhibit in Bushnell Horse Show 1911.

(Photo courtesy of Archives and Special Collections, Western Illinois University Libraries, 001010)

Nearly 80 years later, in 2004, a horse show, which was a qualifying show for the North American Six-Horse Hitch Classic Series, began in Bushnell.

Videos featuring footage from the 1916 Bushnell Horse Show and the history of Trumans' Pioneer Stud Farm can be purchased from Ken McGrew. You can reach Ken at 309-341-6593.



Bushnell Horse Show Oct. 14, 15, '09.

Truman Stud Farm in Bushnell Horse Show 1909. Note that the style of harness and cart is similar to what would be used in England.

(Photo courtesy of Archives and Special Collections, Western Illinois University Libraries, 000355)

Draft Horses at Ohio State University



Located at Columbus, Ohio, livestock at the Ohio State University in 1910 consisted of: 25 horses - Percheron, Clydesdale, Hackney; 100 hogs - Berkshire, Duroc, Yorkshire, Lincolnshire (the University was gifted five Lincolnshire curly coated pigs in Sept. 1909, and these were the first of the breed imported to the U.S.); 50 sheep - Southdown, Shropshire, Cotswold, and Merino; 75 cattle - Jersey, Holstein, Guernsey, Ayrshire, Kerry, Devon, Red Poll, Shorthorn, Angus, and Hereford.

Breeds owned by the University changed slightly in later years. Their entries at the 1930 Ohio State Fair consisted of: 10 Percherons, 6 Belgians, 4 Jerseys, 3 Holsteins, 5 Guernseys, 11 Ayrshires, 2 Chester Whites, 15 Yorkshires, 5 B-class Merinos, and 4 C-class Merinos.

As a result of the friendship between J.B. McLaughlin, a prominent horse importer and former student of the Ohio State University, and Charles Aveline in France, in 1906 the Societe Hippique Percheronne commissioned the noted bronze sculptor M. Masson to build this model. Standing 25 inches tall, it was displayed at the annual Percheron Society show in Nogent-le-Rotrou before being gifted to O.S.U.

Representing the perfect Percheron, the student scoring the highest in an annual horse judging competition was to be the temporary winner.

(Photo courtesy Percheron Horse Association of America)

130 animal husbandry students took part in a livestock judging contest at the Judging Pavilion in January of 1921.

John K. Luckey, who scored 785 points out a possible 800, was awarded a gold watch chain and a medal.

Ernest D. Noffsinter, second with 777 points, had his choice of a fountain pen or one of three books: the "History of Percheron Horses," by Sanders; the "History of Shorthorn Cattle," by Sanders; or "Pork Production," by Smith.

Livestock judged in the competition included beef, dairy, sheep, swine and horses.

A number of trophies had been won by the judging teams in intercollegiate competitions in 1932. One of the most notable was a huge bronze bull, which had been won at the Chicago



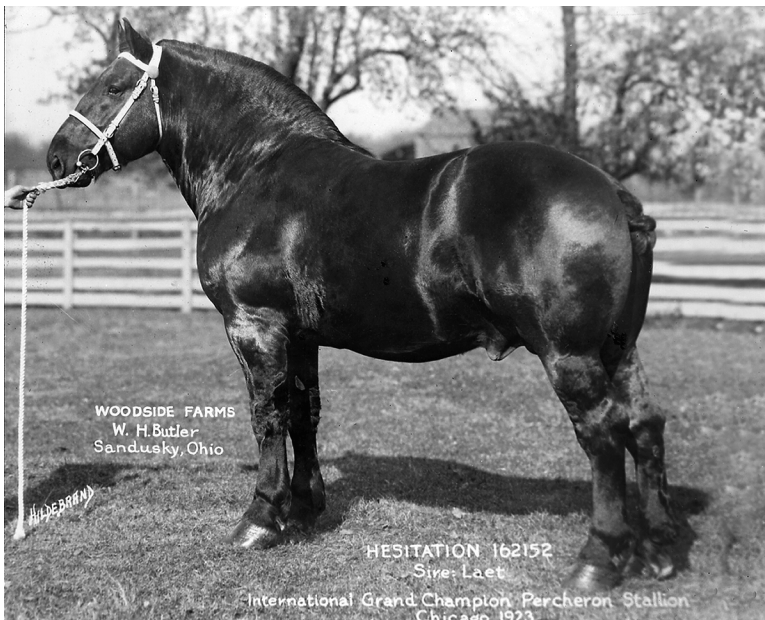
L-R: Prof. Ralph Hudson, Supt. of Michigan State College farm.

- Robert (Bob) Watson, outstanding groom Ohio State University 1911 - 1954, named Percheron Horse Association of America "Honor Groom."

- Jack Carter, outstanding groom Michigan State College.

- Professor D.J. Kays, who taught horse production and coached livestock judging for many years at O.S.U.

(Jim Richendollar collection)



Hesitation 162152

Foaled May 3, 1920, bred by E.B. White, Leesburg, Virginia.

Sire: Laet 133886

Dam: Syncopation 113966

Chicago International - 1st 1921, Junior Champion 1922, and Grand Champion Percheron Stallion in 1923 for Woodside Farms, Sandusky, Ohio.

Grand Champion in 1925 for O.S.U.

Sire of Hesitation Leon 216511, who was purchased by O.S.U and was Grand Champion at Chicago in 1938.

Hesitation's many descendants include the stallions Mc Gee and M.G.'s Prince.

(Jim Richendollar collection)

International Livestock Exposition. Donated by the Union Stock Yards and Transit Company of Chicago, the trophy had to have been won three times in order to become the property of the winner.

The Percheron trophy, a large silver punch bowl, was the result of having the high score in the horse judging division of the Chicago International contest for a third time.

An article written as a tribute to Bob Watson by Professor D.J. Kays included an impressive list of Belgians and Percherons exhibited by the University that had been champions at the Ohio

State Fair between the years 1918 and 1931. Some of the most notable Percherons at this time were:

Libretto 121447

Dope 85573

Hesitation 162152

Gene Tunney 200007

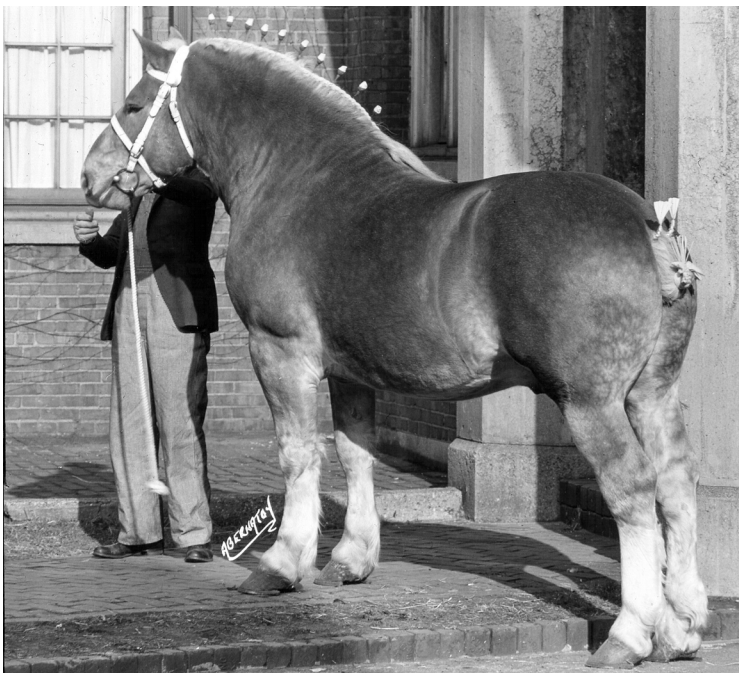
Notable Belgians included:

Woodrow Wilson 11141

Hazel 6671

Woodrow Wilson's Annabelle 11714

Lady 13559



Kenfleur's Jay Farceur 25199

Foaled February 15, 1939. Light sorrel, bred by H.C. Horneman, Danville, Illinois, and purchased by O.S.U. in February 1940.

Sire: Jay Farceur 17627

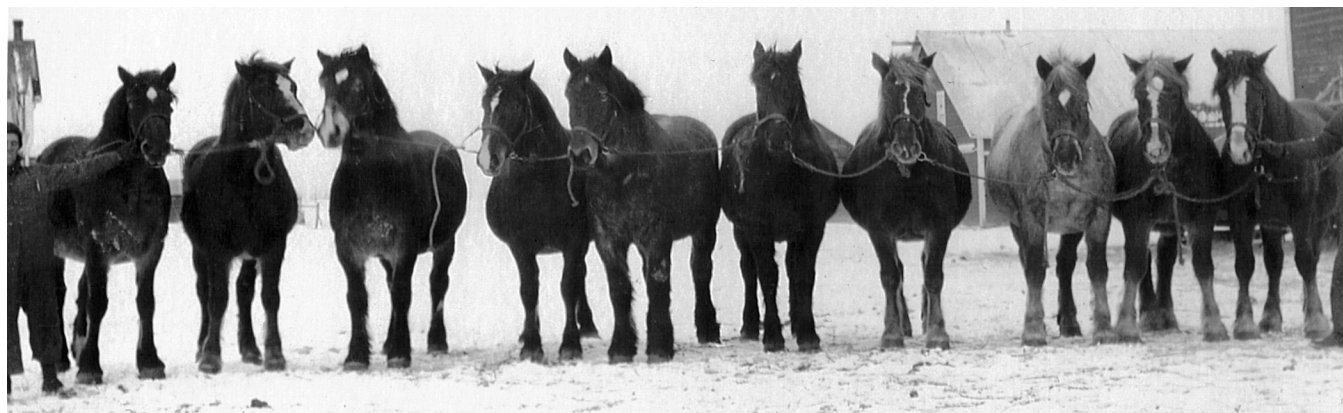
Dam: Blue Bell 16477

Grand Champion Belgian Stallion at the 1941 Chicago International Livestock Exposition.

A significant number of descendants can be found throughout the breed including the stallions Orndorff's Congolaise Classic and Orndorff's Congolaise Supreme.

(Jim Richendollar collection)

Hodgen Belgians



Belgians owned by the Hodgen family of Halbrite, Saskatchewan. Note the variety of colours which was common in the breed at the time. (Photo courtesy of Donna Saunders)

Along with their family, which consisted of four children at the time, Jones and Francis Hodgen moved from Belleville, Ontario to Halbrite, Saskatchewan, arriving on March 22, 1906.

The Hodgen family became one of the largest breeders of Belgians in Saskatchewan in the early years of the province.

Three horses are listed under the ownership of Jones Hodgen in Volume 1 of the Canadian Belgian stud book: a brown mare, a brown stallion, and the stallion, Victor Tresor -1869-. A bay, foaled in 1917, Victor Tresor was sired by Tresor de Vynckt and out of Black Beauty.

Victor Tresor was exhibited by Jones Hodgen at the Brandon and Regina exhibitions in 1920, and at the Royal Manitoba Winter Fair in Brandon in 1921. Placed either third or fourth at these shows, he was also second in the class for a Belgian stallion of any age, shown by an amateur exhibitor, at Regina.

Held at Regina for a few years, the prize list for the 1919 exhibition stated that animals competing in the amateur classes "must be owned and have been fed for at least two months by a resident of Canada who has never won a first prize or who was not a member of a firm at the time of the firm winning a first prize in that department (Horse, Cattle, Sheep, Swine) at any exhibition held in Regina, Saskatoon, Calgary, Edmonton, Brandon, Winnipeg or Toronto between January 1, 1913 and December 31, 1917..."

In February of 1920, Jones Hodgen purchased 8 mares from C.G. (Grant) Good and W.B. Donelson, both of Ogden, Iowa. The mares consisted of 1 roan, 3 bays, 1 "blackish brown", 1 chestnut, and 2 sorrels. Jones also purchased King Farceur -2526- 11874, a rising yearling, sorrel in color, and a son of Farceur, the roan stallion which Grant Good had purchased for \$47,500 just a couple of years earlier.

Jones Hodgen was doing very well at the shows at this time. Seven of eight horses exhibited at the 1920 Brandon exhibition were either first or second, and at the Regina exhibition that same year, five horses were in first or second place.

On January 26, 1923, Jones Hodgen and Robt. Thomas, a prominent breeder of Belgians from Grandora, SK., held a sale of 16 Belgian females at Regina, SK. All were in foal to either King Farceur or Monseur, who were both sons of Farceur. Unfortunately, I have been unable to find any results from the sale.

Jones Hodgen and/or his sons, H.C. (Harold) and E.L. (Elmer), continued to exhibit their Belgians at Brandon, Regina and Saskatoon until about 1930.

One of the largest breeders in Saskatchewan at the time, there are 96 horses listed under the Hodgen name in Volume 2 of the Canadian Belgian stud book, and approximately 30 in Volume 3.

Elmer served as secretary-treasurer of the Saskatchewan Belgian Association in 1922, and Jones was a director.

Master Lotus -4770-
Red roan, foaled July 7, 1930,
bred by Elmer L. Hodgen
Sire: Paramount Lotus -4149-
Dam: Crisoline -1470-

(Photo courtesy of
 Donna Saunders)



R.W. Caswell

In April of 1893, R.W. (Robert) Caswell, who had come to the Saskatoon, SK., area from Ontario, was advertising poultry and eggs for sale. The poultry included: White Wyandottes, R.C.W. (Rose Comb White) Leghorns, Cornish Indian Games, and Pekin Ducks. Eggs were priced at \$2.25 for 15, or \$4.00 for 30. Duck Eggs were \$2.00 for 9.

In 1910, the Caswell Shorthorn herd, which had only been started six years previously, numbered 70.

Robert Caswell also farmed several hundred acres in the district.

On December 20, 1911, the Traynor Brothers, who lived near Condie, in the Regina area, held one of the most successful Clydesdale dispersal sales of the time, setting Canadian records on at least three females. These were:

Amy of Darley (Imp.) [23562] (25251) - \$1,675
 Lady Sterling [21402] - \$1,050
 Royal Gem [15185] - \$1,000

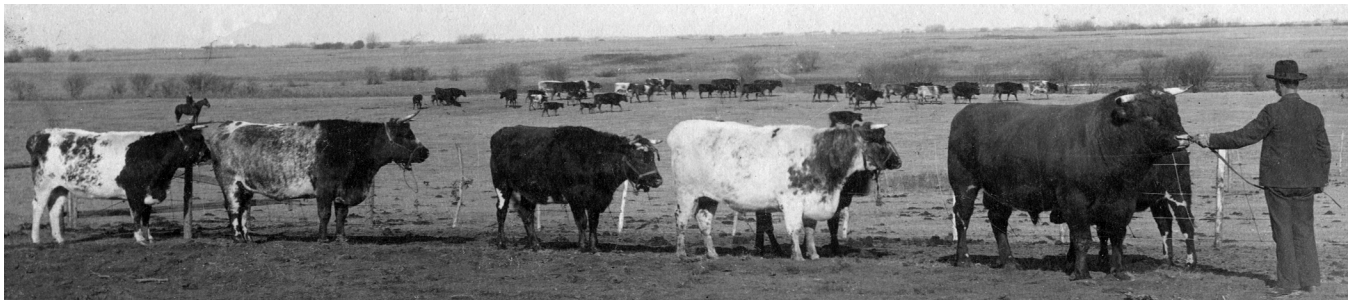
The record setting females were all purchased by Robert Caswell, who bought eight more horses, including three mares from the Traynor's six-horse hitch.

Robert Caswell held a dispersal sale of his Royal Stock Farms on November 19 and 20, 1913. The average price for his Shorthorns, which had been exhibited very successfully across Canada, and at the Chicago International, was said to be higher than at any previous Shorthorn sale in Canada.

W.C. Sutherland, of the Saskatoon area, purchased the noted bull Gainford Marquis privately following the sale, for \$5,000.

While not considered as sensational as the sale of the Shorthorns, 9 Clydesdale stallions averaged \$430, and 34 Clydesdale mares averaged \$475.75.

Caswell School in Saskatoon is named in honor of R.W. Caswell, and is located on land which he once farmed.



Shorthorns owned by R.W. Caswell of Saskatoon, Saskatchewan ca 1914.

(Photo courtesy of Saskatoon Public Library, PH-2002-145-2)



Crossing a bridge at Beaver Creek near Saskatoon, Saskatchewan in the late 1930s.

(Photo courtesy of Saskatoon Public Library, B-3167)