

taining to progress in agriculture or stock-raising. He thinks the live stock ought to be kept shivering all winter for fear they might take cold when coming out of a warm stable. He appears to think that none but scrubs could endure such treatment as he advocates, and therefore he is all the more wedded to his system. For our own part we do not advise farmers and stock-raisers to do anything calculated to prejudice their interests in the long run, but of course this does not prevent us from pointing out to them opportunities for the investment of money in cases where the returns appear likely to be swift and sure. We know, as everybody else knows, that for beef-making and butter-making qualities the Shorthorns, Galloways, Herefords, and Polled Angus, on the one hand, and the Jerseys and Guernseys on the other, are sure to give vastly better returns for the feed they consume than the scrubs or, as our contemporary miscalls them, "natives." We also know, however, that the scrubs will endure more freezing and starving than any of the improved breeds. For fifty years and more our scrubs have been kept on starvation fare every winter, while those of them that have had the shelter of an open shed have been thought "well fixed," so far as sleeping accommodation is concerned. This freezing and starving through many generations has thickened the coat, and has developed a tendency to direct the nutriment received by the animal solely in the direction of resistance to the cold. Even the enormous growth of hair which Nature has mercifully provided for the protection of these animals is not grown without taking up its share of the food consumed by the animal. In the case of the Shorthorn, Hereford, Galloway or Angus, all the food taken by the animal, beyond that which is necessary to sustain the system, goes to beef, in the Holstein and Ayrshire it goes to milk, in the Jersey and Guernsey it goes to butter, but in the scrub to a liberal growth of hair, and to carbon expended in keeping the unfortunate animal warm.

This matter of keeping cattle warm during the winter is a very simple one. It is cheaper to keep the stock warm by means of a close, well-made stable (properly ventilated of course) than by feeding hay, grain and roots to be expended in resisting the intense cold to be endured in an open shed or a badly constructed stable.

Of course it is quite possible to carry the system of warm stabling to an extreme that is at once unnecessary and prejudicial, but any intelligent man who has travelled through Canada in winter and observed the farmyards and stables cannot have failed to come to the conclusion that where we keep one herd of cattle too warm a hundred herds are not kept warm enough.

CAVALRY AND ARTILLERY HORSES.

The Commander-in-Chief of the army in India, Sir Frederick Roberts, V.C., G.C.B., dealt with this subject at a banquet in London as follows:—

"I am not one of those who think that the day for cavalry is over; on the contrary, I believe that a glorious future awaits this branch of service, but the men must be taught to fight on foot as well as on horseback. It is very satisfactory to find that

an improved rifle is about to be issued, and not only, I am glad to say, to the British, but to the Indian army, for it has always seemed to me unfair that we should call upon our native soldiers to fight alongside their British comrades while we arm them with an inferior weapon. It is impossible to over-estimate the value of artillery in war, but of all branches of the service it requires the most careful and constant attention. Its duties are very varied, and unless they can be carried out efficiently, artillery, instead of being an assistance, must become an incumbrance to an army. Artillery, if I may be allowed as a gunner to say so, is far too precious to be permitted to remain in an imperfect condition, and, above all, we must remember, it is a service which cannot be quickly augmented. The horse question is a very serious one. Our peace establishment is so small that a very large increase has to be made whenever a British army takes the field. For home purposes we could, and would have to, indent upon the 3,000,000 or so of horses which it is calculated exist in the United Kingdom, but those who have the best means of judging, say that only an exceedingly small proportion—about three per cent.—of these horses would be any use for a campaign in a foreign country. Change of climate, heavy work, and scanty food must speedily lead to a survival of the fittest, in its most alarming aspect. To go through a campaign a horse must be sound in wind and limb, and in hard condition. If we cannot depend upon finding, in the hour of need, a sufficient number of such animals in the United Kingdom, it is absolutely necessary that proper arrangements should be made beforehand, both by the establishment of reserve depots at home and by deciding on the places abroad from which a further supply could be speedily obtained. As to the non-combatant departments, I have not the personal experience which would enable me to say whether their organization is all that it should be, but I am under the impression that it would not be an easy matter to expand them rapidly and economically. The question of transport is, if possible, of still greater importance than that of horses, for even the infantry portion of an army is helpless for offensive purposes if it cannot move. Unfortunately the transport used in England is altogether unsuited to those countries in which a British army is most likely to be employed. Heavy four-wheeled wagons may do very well where made roads exist, but in mountainous districts where there are nothing better than bridle paths, or in sandy deserts, or marshy, low-lying lands, pack animals or the slightest description of carts are the only kinds of transport that could be depended upon. It is not sufficient, moreover, to collect at the port of debarkation thousands of animals, and hundreds of men to look after them; much more than this is required to render an army movable; and even when a start has been made nothing demands more experience, care, and constant supervision than the transport of animals. We have soldiers who will fight, we have officers to lead them, and the country may rest assured that its officers and men are ready to go anywhere and do anything; but unless they are equipped with an efficient transport, the best troops that ever existed could not possibly bring an expedition in a foreign country to a successful issue. To make the attempt would inevitably lead to bitter disappointment and a deplorable waste of life and money. I have said that we should always have in readiness carriage for the first reserve of infantry ammunition, and I cannot too strongly urge this. In these days of breechloaders the ammunition in men's pouches may be speedily expended, and it is absolutely necessary that the means should be at hand to replenish it. Mules are the only satisfactory description of transport for this purpose; they can accompany the troops over any kind of ground, and will thrive where other animals would starve, and it would not be very expensive to keep up the number of mules required for at least one army

corps. They could be usefully employed at our large military centres, such as Aldershot, the Curragh, etc.; and all the troops could in turn be taught how to load and look after them. In this matter, and many others connected with war, India could afford the most valuable assistance to an English army operating in Asia or Eastern Europe.

TROTTING IN ENGLAND.

Bell's Life in London.

One of the most important trotting matches ever decided in the Sheffield district was brought off at the Newhall grounds yesterday evening, in the presence of about 1,000 spectators. The contending animals were Early Morn and My Shadow, the former being the property of a local medical practitioner, Dr. McDonald, while the latter is owned by a well-known veterinary surgeon, Mr. Bryder. The conditions were that the animals should trot ten miles, owners up, for £50 a side. The match has been on the tapis for about six weeks, and has created so much interest in local trotting circles that considerable money depended upon the result. Early Morn, who is a brown mare, bred in Ireland, comes of a trotting strain of blood, is rising six years old, stands fifteen hands high, and was trained by the well-known jockey Jimmy Boothroyd, Jr.

My Shadow is a chestnut mare, and has a rather fashionable pedigree, she being bred at Sheffield Lane Top Paddocks, and is by the thoroughbred race horse Toxy, out of a trotting mare called Brightside Pet, is rising five years old, stands 14 hands 1 inch, and was trained by her owner, and driven by Mr. Brydes. It was five and one-half when the nags were driven upon the track. My Shadow going to sulky, while Dr. McDonald was on the back of Early Morn. The betting had been slightly in favor of My Shadow, but, after the nags had been driven round a lap, the talent was so well pleased with Early Morn's style that they laid odds of 7 to 4 on her. The Newhall track measures 638 yards in circumference, and in order to compass the distance the animals had to travel 27 laps and 428 yards.

The stakeholder and referee, Mr. Fred Cartledge of Intake, gave the word "Go," and Early Morn, being quickest away, passed the post in the first lap with a lead of 50 yards, which at the conclusion of the fifth lap was increased to 150 yards. In the sixth lap Mr. McDonald took a judicious pull on Early Morn, who was evidently wanting her head, but was still steadily drawing away from My Shadow, who was trotting in anything but a taking-on style. In the thirteenth lap Early Morn could have overlapped My Shadow, but her jockey contented himself with following in her wake until the sixteenth lap, when Early Morn went in front and kept there for the remainder of the race, finally winning by about 650 yards, in 40 min. 53½ sec., which time she could doubtless have beaten by two minutes had she been driven all the way.

THE HORSE MARTS.

PRICES IN ENGLAND.

English Live Stock Journal.

The Nimrods resident in London and the vicinity of the "Wen," as Cobbett used to call the great city which has now developed into double the size it was in his time, were this year much disappointed at Sir Thomas Lennard having dispensed with his annual sale of hunters at Belhus, which for several years afforded them an opportunity of getting well mounted, besides being a pleasant "outing." This year, the 15 horses he had taken some trouble to collect were sold at Albert Gate, and formed the principal feature at that great emporium. The greater number of them were high-class hunters, and were brought under the "box" in that fine hard