

## THE FARMER'S ADVOCATE AND HOME MAGAZINE.

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DOMINION.

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stepped into the breach at the critical moment and saved the day—or postponed an evil one—and the Western farmers are yet to have an opportunity to state their case.

### Ontario Agricultural College Opening.

The opening of another scholastic year at the Ontario Agricultural College, Guelph, occurred on September 13th and 14th, the number of new or "First Year" students being 110. The enrollment of the other years was as follows: "Second Year," 57; "Third Year," 17; "Fourth Year," 27, making a grand total of 211, compared with an enrollment of 201 at the same date last year. That the number of new students is, we believe, the largest in the history of the institution, is an encouraging condition of affairs. The slight falling off in the number of "Third Year" men is due to the matriculation status required before students can take the B. S. A degree at the end of the fourth year. A number have dropped out in order to complete their scholastic work and obtain their matriculation standing. The appearance of the college grounds and buildings this season is most inviting, and everything augurs well for a successful year in all departments.

The outlook at the Macdonald Institute is equally promising with that of the College, and promises to be overcrowded with young women students.

### Thanksgiving Day Date.

Mr. J. A. Horon, Buchan Farm, Billing's Bridge, Ont., referring to a recent article in the "Farmer's Advocate," is of the opinion that the second week in November would, in the interests of the farmers, be the most suitable time for the observance of a day of thanksgiving.

The Government has selected Thursday, Oct. 26th, as a day of national thanksgiving. The Government also decided to postpone the popular observance of the King's birthday until May 25th. The annual artillery salutes will be given from military stations on November 9th.

## HORSES.

### The American Harness Horse.

A writer in the English Live-stock Journal has this to say about the zealous efforts of our American friends to evolve a harness horse from pure trotting stock:

"The remarkable increase in popularity achieved by the Hackney in America appears to be the chief cause for the agitation that has taken place in favor of inducing the Government of that country to establish a national stud for the purpose of raising harness horses bred from trotting stock. Apart from the fact that many supporters of the movement found excellent opportunities for indulging in patriotic utterances at the expense of the Hackney and other 'foreign breeds,' the Government experiment is a matter which concerns the citizens of America and no one else; but when it comes to a question of trotting pedigrees on the one hand, and more or less thinly-veiled aspersions on 'foreign breeds' on the other, the exclusiveness of those who adopt the latter term borders on the ridiculous. We have no right to attempt to force the English Thoroughbred or the Hackney down the throats of Americans or anybody else. Their merits are the highest recommendations they can possess, and those who labor under the impression that they can produce a better race-horse or harness animal are welcome to their opinion. It is another matter, however, when some of our American cousins, in the indulgence of their patriotic zeal, refer to the trotter as though he were indigenous to the land of the Stars and Stripes. That he is an American production we will admit, and willingly enough, but what everyone who knows his studbook will add, is a reference to the existence and importation of such English horses as the Thoroughbred Messenger and the Hackney Bellfounder. A good number of corner-stones in trotting pedigrees have sprung from these stallions, and consequently it is opposed to the existence of absolute facts to describe the Hackney or the Thoroughbred in one breath as being 'foreign breeds,' and to allude to the trotter as pure American in the other. Our people are, at all events, consistent, when they have gone the length of admitting the full-blooded Arab to registration in the General Studbook, thereby rendering to that horse the credit that is due to him for his share in the production of the Thoroughbred; and it is scarcely wise, let alone sportsmanlike, to exclude the breed to which Bellfounder belonged from any participation in the honor of association with the American harness horse of the future.

"Patriotism, every well-regulated mind will admit, is one of the sublimest of human virtues, but when it comes to a matter of business, in which the decrees of nature are closely involved, the action of the ultra-patriotic Americans who plead solidly for the trotter when developing a variety of harness horse, will scarcely commend itself to long-headed, practical men. The trotter, in his own particular line of business, which is trotting, occupies an unassailable position, and reflects the greatest credit upon the skill and enterprise of those who created him from a series of well-considered crosses. The Hackney, on the other hand, has been bred for years for what we in this country term 'light,' and our American friends 'heavy' harness work; and consequently it is difficult to see how, until many years have passed in experiments, a better fast trotter than the American production, or a better animal for leather than ours, is likely to be produced. I do not for a moment suggest that there are not plenty of trotter-bred horses that possess heaps of action, whilst a reference to Vol. I. of the Hackney Studbook will convince the most skeptical that the Hackney can travel fast; but, taking horse for horse, it is the trotter that has the pace, and the Hackney the substance and action. The American Government, therefore, appear to be trying to make difficulties for themselves when, from patriotic notions, they are setting themselves to work to evolve a race of harness horses from a variety, the chief characteristic of which is speed, at the same time ignoring the existence of a breed that has not only assisted in the production of their own horse, but has been raised for years for utility harness work, and not for racing. A well-known American writer, amongst other practical men on the other side, endorses this view, and very handsomely expresses his opinion that the Hackney 'is everywhere recognized as the pre-eminent carriage horse of the world.' This is nothing more than the truth, of course, but it must be doubly appreciable to breeders in this country to learn that the merits of the Hackney are so thoroughly recognized. The information should likewise inspire the Hackney breeders, both of England and America, with renewed confidence in their favorite horse, and it is to be trusted that it will likewise inspire them with the determination to send out such Hackneys as will for a very long time, at all events, maintain the prestige

of the breed. If the American Government persist in the attempt to establish a national breed of carriage horse from the trotters, their progress is likely to be a very slow one. Until their paragon does appear, things will be made very easy for the English horse, at all events as long as there are ladies and gentlemen in existence whose object is to drive the best horses and nothing but the best. The American idea is magnificently patriotic, but if not absolutely Quixotic, it certainly cannot be regarded as business.

### Horses at N. S. Provincial Exhibition.

Standard-breds and Clydesdales were the strong classes at the N. S. Provincial Exhibition this year.

**THOROUGHBREDS.**—There were only two exhibits. The aged stallion Cyclist, owned by John Doran, of Windsor, N. S., a nice breedy horse of good quality, though lacking in substance, won first in his class and special for best stallion of any age. Mr. L. B. C. Phair, of Fredericton, N. B., won first in the three-year-old class with Mobeat, a son of Honfleur, out of Atlanta.

**STANDARD-BREDS.**—There was a strong show of Standard-bred stallions—eleven entries in all—and the competition was keen. The first place went to Montrose Jim, owned by David Duffie, Fredericton, N. B. He is a big, strong, well-going young fellow that ought to render good service as a stock horse. Kingsborough, owned by L. D. Morton, Digby, N. S., won second place, and third prize went to Sableton, owned by O. Wheelock, of Middleton, N. S. In the three-year-old stallion, Dr. J. P. Annis, of Bear River, N. S., got first on Border Junior. The first for two-year-olds went to Electric Red, owned by Frank Boutillier, of Halifax, N. S., the same exhibitor winning third in the yearling class on Frank Power, first and second going respectively to G. H. Fowler, of St. John, N. B., and J. O. Stevens, of Ellershouse, N. S. There was a fairly good show of brood mares and foals, none of which were in good show condition. The geldings and fillies of different ages were a fair average lot, Mr. G. A. Fowler showing a very promising three-year-old filly in Bertha McVienen, sired by McVienen.

**ROADSTERS.**—This class was very well filled—a good average lot, with no exceptional merit. Mr. A. Lamphier, of Halifax, won first in single drivers on Silver Queen, and John Holman, of Truro, N. S., first for best horse of any age on Borderland, by Border, out of Romona.

**CARRIAGE.**—In this class the entries, while not numerous, were of good quality. The youngsters were a promising lot, in good show condition, and, although there were only three brood mares, they were good ones. In matched pairs, first went to F. S. Yorston, of Truro, second to J. M. McGrath, of Halifax. In single harness, W. W. Black, of Amherst, N. S., won first, while the special prize for horse of any age was won easily by J. M. McGrath with a beautiful high-stepping black.

**HACKNEY AND COACH.**—In this class there were only two exhibitors, H. C. Jewett, of Fredericton, who showed his Hackney stallions (one aged, and the other a three-year-old) and a German Coach, which make only one exhibit in each class. W. W. Black, of Amherst, showed a nice, promising gelding, three years old. Although the exhibits in this class were all good, lack of competition spoiled the interest that ought to have been taken in it.

**CLYDESDALES.**—There were eleven entries in Clydesdale stallions—a good strong, even lot of horses, in which competition was very close. First prize was won by R. S. Starr, of Port Williams, N. S., on Baron Primrose; second to Glassey & Co., of Truro, N. S., on Adjutant, and the third to W. W. Black, of Amherst, on Prince of Arnick. In brood mares, Wm. O'Brien, of Windsor Forks, N. S., won first with Lady Flashwood, and also got first on her foal. A very promising lot of youngsters were shown. A special for best mare of any age went to C. R. H. Starr on his three-year-old Juliet. Mr. R. S. Starr secured the special for stallion any age on Baron Primrose.

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