

se, strength of bone, largeness of muscle, and great endurance under severe exertion. These are the qualities which we require for use; for very few of us would buy a horse for his single quality of speed—indeed, none but turfmen could care to own such an one. The general public do not require such horses, because they are of no use for them in the daily routine of life. Those who like to travel fast may gratify their wish any time in an express train. But even if we were our wish to travel fast on horseback, it would be unsafe to do so on the public roads; and where would we find a race horse to carry fourteen-stone farmer at the pace, and come to the inn yard as fresh as the smart little cob produced from a judicious cross?

There are thousands of race-horses bred, and bred to the age of two years, which, after trial, are found worthless for the purpose they were bred for, and these are expelled from the racing grounds in disgrace, and they are sold for little or nothing; some of them are given away, and are worth not dear even at that price. Thus, our country, once famed for the best breed of saddle horses in the world, is becoming overrun with a mass of worthless, weedy, refuse racing-stock, which, by many inexperienced farmers and breeders, are gradually being crossed with, and is deteriorating the breed of, our short legged, spindly-bodied, wide-hipped, strong-loined, saddlers, the lineage of which, in a few instances, can still trace, by their compact forms, to the breed of race-horses encouraged by our forefathers, who bred horses for useful purposes, to carry men long distances, and not the spindle-legged velocipedes bred by our turfmen of the present day, that break down after running a few furlongs with a baby on their backs. Of what little use, I would again ask, are the races of the present day, when they are tried and found wanting in speed for the purpose for which they were bred? Besides the great damage that has taken place in the forms of our race-horses, they are become strongly disposed to lameness and disease, and before even starting their first race many of the best are lame; and are rendered so for life by running a race like the Derby; nearly all are more or less infirm from their birth and would knock their pastern joints if they were to carry an average sized man a reasonable distance on a public road. Our race-horses have been much ruined under the existing practice on the turf breeding in-and-in, as it is only from a small portion of the vast numbers of race-horses that the best breed is kept up. Every one breeding for the turf sends his mares only to the stallions of the stock has most speed. If the old style of breeding had been kept up, viz., four-mile distances, under a weight of ten to thirteen stone, the evil would have been avoided: because, if the endurance and constitutional vigour were reduced in any stud, the owner of it would naturally have sent his mares to a stallion which was in possession of those qualities.

It is curious to see the helplessness of our thorough-bred foals, which usually cannot move about for some days after being foaled. On first observing this, I suggested to the owner of one that it would be better to destroy the poor little miserable devil; but I soon found it was the pure effect of constitutional weakness in the parent, common to all thorough-bred foals. Notwithstanding the public objections to our turf for the encouragement of a idle and serviceable breed of saddle horses, suitable either for the hunting field or for the cavalry, we are every year more and more deteriorating the race, and thus obliged to yield to the growing weakness, and give them less to do, with shorter distances to run, and lighter weights to carry. The Jockey Club are content to see our race horses losing every quality but speed; for that, and that alone, is the quality required by the racing world under the existing system of running. To the Jockey Club, or to the gentlemen who breed our race-horses, it matters not what is the character of their horses, as a whole: each individual desires only to have the best of that whole. But I do not see what it can matter to these gentlemen, or the racing world, what is the average speed of their horses. Their sole object is to win money; but if they would insist on the performance of the old tasks—viz., longer distances, with heavier weights, our turf would soon abound with horses displaying a fine union of constitutional vigour, physical strength, and endurance, with sufficient speed for every useful and pleasurable purpose, while gentlemen connected with the turf would win and lose their money with as much facility as they do at present.—BALLINASLOE, in *London Review*.

Prizes for Horse-Shoeing.

At the recent Dorsetshire (England) Agricultural Show, prizes were offered for *Horse-Shoeing*—a feature entirely new to us, although it is said to have been tried by this Society once before. The idea is a good one, to say the least, and we suggest it to the managers of similar associations in this county. A workshop, on this occasion, was loaned for the purpose in the immediate vicinity of the show ground:

Five forges with five horses were placed at the disposal of the stewards, and in order that too much time should not be taken up, the contest was limited to making shoe nails, fitting and preparing the foot, and putting on a single shoe on the fore-foot. There were 10 competitors, so that only five could work at one time. The signal was given for starting, and in the course of 22 minutes for the shortest and 32 for the longest, the five shoes with the requisite number of nails were reported to be made, after which the signal was given again for nailing on, which was accomplished in from four and a half to seven minutes. No filing of shoes was allowed, as it was held that this, though very proper in