

selection from the original breed of horses found in the southern part of the island of Great Britain. Possibly an Eastern cross may have found its way into the breed at a very early age, even as far back as the time of the Roman period. We have it as a fact that the existence of a breed of clean-legged, active horses, clear of Thoroughbred or carting cross, was acknowledged quite two hundred years ago, and in all probability these were of the Cleveland Bay breed. There are writers who, anxious to account for every characteristic and good quality which the breed possess by deriving it from some other source, maintain that the hardihood of constitution, the courage and activity of the Cleveland Bay could only spring through a strong infusion of Eastern or Thoroughbred blood. But the native breed of horses was undoubtedly hardy in constitution, very active, and possessed of comparatively a fair turn of speed. It is, however, not improbable that an occasional cross of Thoroughbred was introduced, though it is remarkable that an instance of its occurrence is not found in any historic record of the breed.

From the latter part of the 18th century to the middle of the present one the agricultural work of the Cleveland Vale was practically performed by Cleveland Bay horses, but towards the latter period much of the grass land was put under cultivation, and being of a heavy clay nature, farmers required a heavier breed to do the work. So many fine Cleveland mares were crossed with cart horses, with a result that was disastrous, and which indeed nearly proved fatal to the existence of the Cleveland Bay as a distinct breed. Another circumstance which took place about the same time also did much harm. It became a rage to drive big, upstanding horses, approaching and sometimes exceeding seventeen hands in height, and to meet the prevailing fashion fine Cleveland mares were crossed with leggy, flash-topped Thoroughbred horses to a very considerable extent. These causes coming together nearly put an end to the pure-bred Cleveland Bay. This was about 1823, but since that time up till 1867 Cleveland mares revived and flourished, but soon came another reaction. The Cleveland iron trade had made rapid progress, demanding heavier horses to draw the loads on the roads and in the mines, with the result that Cleveland horses became neglected, giving place to the cart breeds. In 1883, however, a revival in Cleveland Bays took place, and since that time it is satisfactory to note that the improvement which has been effected in other breeds of horses has taken place in the Cleveland Bay breed in quite as conspicuous a manner, until the classes set apart for it at the larger British horse shows compare favorably with others in excellence of exhibits.

#### THE HACKNEY.

In the May 1st (1895) issue of the FARMER'S ADVOCATE was published a carefully written history of the Hackney horse, so that all that is necessary at the present time is to summarize briefly for the benefit of new subscribers the main points of our previous article.

As far back as the twelfth century the names hackney, nag and roadster were synonymous terms, used in referring to riding or road horses for general purpose as distinct from the war horse. It was in the department of the Hackney to encounter and overcome emergencies and difficulties of every description. In 1495, also in 1530, acts were passed to prevent the removal of the best horses from England, to establish a uniformity of type and prevent the use of anything but desirable stallions. From that time forward care has been taken to improve the Hackney along the lines of conformation and action.

One of the first noted sires of the present-day Hackney was the great Norfolk Phenomenon. He was sired by Norfolk Cob. He was roan in color, and was foaled in 1825. His dam by Marshland Shales, a very fast trotting mare that was never beaten.

One John Armstrong, an old English Hackney breeder, writing in November, 1878, regarding the Norfolk trotters, says: "The Hackney is the produce of Thoroughbred and Old Norfolk strains of blood so blended and cultivated that an almost distinct race is established, combining all the desirable characteristics of the two families in an improved model frame." We may then conclude that Great Britain has had for a century a distinctive type of trotting horses, of which until thirteen years ago no record of pedigrees was made, but which we now have in the Hackney Stud Book.

#### Foot Rot in Sheep.

Herewith re foot rot, remove the sheep to some place like their natural habitat—dry and hard, out of hot manure and filth, which, getting between the toes, dries, hardens and makes friction, and thence the inflammation so-called foot rot, a sure sign of ill management. The shepherd in my Old Country who allowed foot rot in his flock would be soon told to look out for another place.

**Cure.**—Having pared the feet of overgrown horn without drawing blood and leaving no "pockets" to hold dirt, apply ointment composed thus: Gunpowder, wet so as to mix with any grease, well between toes for once or twice, according to case. One application generally cures. Stockholm tar and salt mixed is also good, with a day's interval. Butyr of antimony also is much used, with good effect often; but caustic applications often used shrink up and harden the horn too much and make the feet tender. A. B. CROSS.

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#### Canada a Breeding Ground for Horses.

(FROM OUR ENGLISH CORRESPONDENT.)

Perhaps one of the most important questions for Canadian farmers of the present day is what to produce in order to secure the largest return for their labor. Many indeed are the varieties of produce of the farm, and many of them, if not all, could and would find a market at profitable prices here in England if proper care and discrimination were taken to send only that one quality for which there always has and always will exist here a demand at remunerative prices, namely, the best of the kind. Amongst the many different descriptions of produce sent us from Canada, all of which could be usefully dealt with in your valuable columns for the mutual benefit both of the vendor and purchaser, there exists one branch in particular to which I would direct your readers' attention, namely, the horse export trade.

Statistics are dry subjects to deal with in a general way, yet to the student, and in fact all parties concerned therein, they are not only interesting but instructive as well, as giving data from which inferences, generally true ones too, could be drawn, and discussed with general advantage. To fully realize the importance of this trade that has recently become so important to countries like Canada, and to fully explain certain facts, we have prepared the following tables, which deal with the question as a whole; these are followed by what may be termed sectional tables, giving the same information for each section into which the home authorities divide the imports, namely, United States, Canada, and other countries. Taking the tables for the entire trade first, they are as follows. It may be remarked that we have taken a period of three years, namely, the figures for 1895, 1896 and 1897:

Table 1: This table gives the number of horses imported, their declared value and average value per head—

Period.	No. Imported.	Declared Value.	Average.
1895	34,092	\$4,607,450	\$135 14
1896	40,677	5,138,680	126 32
1897	49,519	6,271,710	125 65

Table 2, shows the percentage of increase in respect to numbers imported during the previous year—

No. Imported.	No. Imported.	Percentage of Increase.
34,092 in 1895	22,866 in 1894	49.00
40,677 in 1896	31,092 in 1895	19.31
49,519 in 1897	40,677 in 1896	21.73

Table 3: This table shows the percentage of increase in the total declared value of the imports—

Value.	Value.	Percentage of Increase.
\$4,607,450 in 1895	\$2,730,270 in 1894	40.95
5,138,680 in 1896	4,607,450 in 1895	2.84
6,271,710 in 1897	5,138,680 in 1896	9.46

These tables give in a nutshell the results of the period under review, and may be briefly summed up as follows: There has been a continuous and large increase in the number imported, and both the declared value in the aggregate as well as individually has materially increased, showing in unmistakable facts that although the supply has been considerably increased, that the quality and value thereof has decreased. As the object of this article is to bring home directly to the Canadian exporter his true position in the matter, we have divided, as before stated, the total figures dealt with in tables 1, 2 and 3 into the three sections into which the trade and navigation returns are divided, and we give them in the following order, United States, Canada, and other countries.

#### UNITED STATES.

Table 4, showing the total number of horses sent to England, etc., during 1895, 1896, and 1897—

Year.	No. Exported.	Declared Value.	Average.
1895	10,351	\$1,726,875	\$166 83
1896	17,930	2,663,115	149 05
1897	26,520	3,967,825	149 61

Table 5, shows the percentage of increase in respect to numbers sent during the period under review, each year being compared with its predecessor—

10,351 sent in 1895	4,843 sent in 1894	Increase of 113.82%
17,930 sent in 1896	10,351 sent in 1895	Increase of 73.22%
26,520 sent in 1897	17,930 sent in 1896	Increase of 47.90%

Table 6, shows the percentage of increase of value of those sent in each of the three years as compared with its predecessor—

Declared Value.	Year.	Declared Value.	Year.	Percentage of Increase.
\$1,726,875	in 1895	\$ 870,740	in 1894	93.86
2,663,115	in 1896	1,726,875	in 1895	54.21
3,967,825	in 1897	2,663,115	in 1896	11.70

#### CANADA.

Table 7, corresponding to table 4—

Year.	No. Exported.	Declared Value.	Average.
1895	12,903	\$1,945,685	\$150 79
1896	11,852	1,593,195	134 42
1897	11,247	1,040,285	92 31

Table 8, corresponding to table 5—

12,903 sent in 1895	5,424 sent in 1894	Increase of 137.88%
11,852 sent in 1896	12,903 sent in 1895	Decrease of 8.14%
11,247 sent in 1897	11,852 sent in 1896	Decrease of 5.10%

Table 9, corresponding to table 6—

Declared Value.	Year.	Declared Value.	Year.	Percentage.
\$1,945,685	in 1895	\$ 905,395	in 1894	Incr'se 102.76
1,591,195	in 1896	1,945,685	in 1895	Decr'se 13.86
1,040,285	in 1897	1,591,195	in 1896	Decr'se 11.88

#### OTHER COUNTRIES.

Table 10, corresponding with table 4—

Year.	No. Exported.	Declared Value.	Average.
1895	10,838	\$1,034,790	\$95 47
1896	10,895	882,370	80 98
1897	11,752	901,600	76 71

Table 11, corresponding with table 5—

10,838 sent in 1895	12,590 sent in 1894	Decrease of 13.97%
10,895 sent in 1896	10,838 sent in 1895	Increase of .52%
11,752 sent in 1897	10,895 sent in 1896	Increase of 7.87%

Table 12, corresponding with table 6—

Declared Value.	Year.	Declared Value.	Year.	Percentage.
\$1,034,790	in 1895	\$ 944,155	in 1894	Incr'se 9.69
882,370	in 1896	1,034,790	in 1895	Decr'se 14.72
901,600	in 1897	882,370	in 1896	Incr'se 2.17

It will thus be clearly seen that whilst the progress of this trade has been during the past three years one of continued increase, that Canada's share of that increase, which was enjoyed by both the United States and Canada in 1895, as compared with 1894, has not been maintained, nor has the value of the Canadian exports, either in the aggregate or at per head, been anything like maintained. The United States, on the other hand, has not only continued yearly largely to increase the number sent, but has also managed to maintain a near level of value, although at a small reduction. What, then, are the lessons to be drawn from such figures. Leaving out of question any comparison between the United States horses and yours, possibly they are many, but some of the most patent are that the class of horse most largely sent us are those which have already to compete in a market that is full to overflowing, and hence realize only poor prices. We have any number of tram car and 'bus horses, as well as light runners, but what we do want and for which there would, at any rate for some time to come, be found a market, are heavy draft horses—Clydesdales or Shires, with plenty of bone, good sound feet and action. These at from five to six years old and weighing anywhere from fifteen cwt. to twenty cwt. would find a ready market, if they were broken, at from \$300 to \$400. Then, again, brougham horses, good colors—browns with black points, or bays—are always sure of a good market at remunerative prices, from \$300 upwards; matched pairs being always at a premium—but they must have style and action, coupled with age. If unmade—i. e., unbroken—there would still be a demand for them, provided they are well bred, with plenty of blood in them, and standing upwards of 15.2.

Another feature, and one which needs more attention being given thereto by your vendors, is that of pony breeding. There is a very large demand for small ponies and for polo ponies, both of which it would well repay your farmers to devote more attention to. These, too, will be found to be far easier to bring up, and need less care and attention than larger horses, besides being far more hardy.

The motto of the whole business, however, is: Breed from the best of the best of each separate sort, and a market for the produce will be found to exist here. Remember, second quality horses are in the descendant here as elsewhere, and therefore the sending of such can only result in poor returns being made.

#### Roots—Their Value in the Raising of Good Stock.

The first seed sown from which the wonderful and beautiful specimens of our domestic animals to be seen in our great showyards to-day sprung was when the turnip was introduced into England; and when American stock-raisers learn the value of this health-giving, frame-making and economical root, no country in the world can beckon them to come on. I do not hesitate to say that the best cattle and sheep to be found outside of England are to be found in Ontario, where the turnip finds a place in the ration fed by the skillful shepherds and herdsmen.

Many—entirely too many—stock breeders on this side of the water hold the erroneous idea that it is the climate of Great Britain that is the principal factor in her success in the raising of good stock. Climate has considerable to do with it, no doubt, but I have evidence to prove that with her salubrious climate England at one time produced animals that would at the present time be called a disgrace to a civilized people and nation. In a paper read before the London or Central Farmers' Club, by Alderman Nechi, in, I believe, '61, he gives us some very interesting reading.

From B. C. to A. D. 450, he says: "No doubt the agriculturists of that day had their Webbs, Bakewells and Collings, but they had no oil cake, turnips or clover to carry them through the winter. . . . One-fifth of their herds perished every winter from exposure and want of food. . . . The wool of a sheep was valued at two-fifths of the price of the whole sheep. A. D. 1400 to 1480.—During this period our flockmaster must have improved the quality of their wool, 'the cheap and principal commodity of the realm,' for it was highly esteemed abroad, and the demand exceeded the supply. I presume the mutton was also improved and that the animals were better fed, for in former times sheep were kept for their wool only. . . . 1600 to 1660.—Bligh in his 'Improver Improved' (1652) pointed out the advantage of growing clover for cattle; and Sir Richard Watson soon after published an account of the cultivation of turnips in Flanders, by which cattle and sheep might be fattened in winter. 1660 to 1670.—The extension of the turnip husbandry was already affecting the most important revolution in the history of modern agriculture. Those improvements were also commenced which have gone so far toward eradicating the defects of the ancient breeds of domestic animals in this country. Bakewell, the great improver of live stock, commenced