

incomparable style. Again, imp. Bellfounder and his descendants, such as Hambeltonian 10, Harry Clay, and others in the American trotting blood owe and display the same manner of going to this source.

As the modern English harness horse he is a combination of stylish action and attractive form, he must appear well from all points. Unlike the English Coach horse, which placed before the high heavy carriage or lighter brougham and driven by the coachman, this horse is all for side appearance. It matters not how plain he may appear from the driver's perch, he must have plenty of style in neck and head, as he moves with a slow and stately step. He is just the horse to draw the family carriage of the middle aged lady or old gentleman.

Far different is the high-stepping Hackney. He must be attractive from all points as he is driven by his owner. He must look as well from the driver's seat on mail phaeton or wagonette, as his brilliant action appears to those who meet him on the street or in the park, and while driving at eight miles an hour should show as though he were going twelve. As he draws special attention everything must be in perfect keeping. He should be well harnessed, showing any amount of spirit while going; he must look as well standing, his legs placed well under him, for our high steppers must be sure footed. His head is carried naturally and well. He is a horse essentially for pleasure, to be used by men of wealth or business men to drive back and forth from residence to counting house. The horse alike for the city swell or the girl of the period. He at once inspires life to the driver and those in the carriage drawn by him. The Hackney horse of past days was used for long journeys—he was more a horse for work than for pleasure. The advent of railways changed the whole requirements of the horse. Short distances to the railway stations, the park, the street—he has to appear in the most attractive form—therefore the high stepper, with probably enough work for exercise, will perform what is required of him, while for long journeys the highest steppers may not be so suitable as a horse with less sensational action. Horses are required to have the same attractive paces for dog cart and tandem teams, or our now popular box carts. When driven single the horse makes the whole display in himself, as there is nothing about the vehicle and appointments which does not derive its appearance from the horse and his manner of going. Just what the thoroughbred has been in improving the quality and endurance of our horses for saddle and harness purposes this breed of Hackneys should accomplish in bringing up the appearances of our horses. We have scores of mares with breeding and endurance and other good qualities that go a long way towards making good carriage horses, but they lack attractiveness in their gaits. In trotting we have been accustomed to see our horses ape the action of the fast trotter, which is for speed. The long quarter, the thin stifle and shoulder, which is quite appropriate for the skimming along the road motion, which in the trotting horse has been developed. This is just as much out of place for an attractive turn out as the high stepper would be for the race track. The Hackney stallion should work wonders in the much needed line of improving the style of going in our horses. A stud book for this horse has been started of late years in which the breeding is as carefully recorded as in any other, and the Hackney is likely to become as popular in Canada as he has been in his native home.

Horses.

The breeding season is now well over, and looking back on what has taken place in agricultural circles in the last twelve months let us ask ourselves what lessons we have had taught us in this line of stock breeding, and also whether we have taken advantage of these lessons in a practical way, and I am afraid the conviction that will be forced upon us will not be altogether a satisfactory one; for while I am very willing to give our farmers credit for every move they make in the direction of better stock, and more of it, I am afraid in the line of horse breeding we cannot, on careful consideration, find that any decided move has been made for the better within the last year. That the course of events in the past as been such as would lead us to expect such a move no one can deny, and the fact that it has not taken place, at least to any noticeable extent, I think goes some way to prove the truth of the assertion made by me in a former paper, viz., that a large proportion, if not a majority of Canadian farmers, are more inclined to lay the blame of hard times on "that wicked Sir John and the N. P.," than they are of trying to find out the real cause of poor crops and low prices and whether they have not a remedy for them in their own hands; but as this may be deemed by some to be a somewhat libellous statement let us glance for a moment at the events of the last few months and see what reasons I have for making such an assertion.

That the day of grain raising has gone by is a fact that certainly has received stronger confirmation than ever, for while grain crops all over Ontario last fall, as a rule, showed a very light yield, prices have been as low as ever, and the question therefore now before us is, Can this deficit in the returns hitherto received from the sale of grain be made up in any other way? and if it can do the events of the past year warrant us in believing that part of this deficit can be made up by horse breeding? To both of these questions I answer most unhesitatingly "Yes," and when I say "yes" I mean "yes," and I shall stick to it in spite of my friend Smith from the back concession, who says "he don't believe there is any money in horses, any how, for he sold his brown five-year-old for \$90 last month and Pete Brown and Job Robinson couldn't sell their's at all, and now those blamed Yankees are putting on \$30 a head duty, and who can blame them, any way, when that old tough, John A., won't give us reciprocity, &c." But hold on, Brother Smith, for a moment or two. What about your neighbor Watson who sold a bay two-year-old colt for \$150 and was offered the same for his two-year-old Shire-bred filly, but refused it? What did you say? Some fellows always do have tarnation good luck, any way. Oh! yes, but you did not call it good luck when Watson paid \$16 for the use of an A1 imported horse, and you and Brown and Robinson used that mongrel little Canadian bred at \$6 to insure, because a foal was a foal, any how, and you were not going to pay such all-fired prices to any man. No, Watson was a fool according to you then and would never see his money back. Let me ask my reader which principle he followed out last May and June, that of always breeding to the best male to be got, even if it did cost an extra \$5 or \$10, or that of pretending to believe one horse as good as another and consequently using the one that cost the least. I am afraid a

good many of the readers of the ADVOCATE whom I know well will have to confess to having followed the latter plan, and more than that, will try to justify themselves by declaring, like our friend Smith, that they cannot make a cent out of horses for they cost more to raise than they sell for. Now, let us look the question fairly in the face and see whether such a plea is justifiable.

In the first place, is there any truth in the assertion that there is no money in horses? Well, I think there is a great deal of truth in it, for I honestly think that at the very least one half the farmers in Ontario are raising colts today that will never pay for their keep. But if you ask me, on the other hand, Can money be made out of horse? I would say, most certainly it can, and if you want proof of it go down among the farmers of Scarboro, Vaughan, Markham or Pickering and ask them do their horses pay them; or slip into Grand's, in Toronto, and ask Mr. Grand what prices saddlers and carriage horses fetched at his sale last April.

What, then, is the reason we are told so often that there is no money in horses? Simply this, these men who are kicking so about horse raising are breeding either a class of horses that are very little use to themselves or to any body else, such horses, for instance, as you may expect to get when you breed a common Canadian mare, weighing say 1,100 or 1,200 lbs., to a little Canadian trotting stallion, standing 15 to 15 2 hands high and weighing about 1,000 lbs.,—a miserable little cat-hammed brute that would not make a decent gelding and whose only recommendation is that he can trot a mile in four minutes, or, perhaps, even three and a-half; or else they are breeding a class of horses the market for which, while they undoubtedly are far superior to the last mentioned, is very limited and has been overstocked for some time past—I mean general purpose horses. But that there is good money in breeding the right class of light horses was very apparent last April to any one who attended Grand's sale, for while there were numbers of such horses as I have just referred to, viz., small, ill-shapen roadsters and general purpose horses taken away unsold or else knocked down at what could never pay for raising them, anything in the shape of a decent saddler, carriage horse or cob that showed even moderate action was quickly snapped up at prices ranging from \$175 to \$520, and a very significant fact is this, that almost all these horses were bought by American buyers from Boston, New York and Rochester, showing conclusively that while Americans do not want our roadsters, and very little wonder, when they have a very much superior class bred in their own country, they do want and are willing to pay good prices for light horses of an English type, provided they are sound and show lots of breeding.

I cannot therefore urge too strongly on our farmers the necessity there is for their leaving entirely alone the miserable little trotters that are swarming throughout Ontario today; it will take years of careful and patient breeding to undo the mischief that has been done already by these horses. And while it is very apparent to any one who has carefully watched the light horse trade during the past two or three years that there is a splendid trade in saddlers, carriage horses and cobs awaiting our farmers if they can only be persuaded to breed such classes of horses; it is equally apparent that unless our farmers make up their minds, once and for all, to patronise a better class of light stallions this trade will gradually slip through our fingers. There is an old saying that "you cannot make a silk purse out of a sow's ear," and in the same way you cannot breed a good saddle or carriage horse from a little, cat-hammed, droop-rumped trotting stallion.

BLUE BLOOD.

[TO BE CONTINUED.]