

Spain, Portugal, Scotland and Ireland, and the remainder to the home counties. Besides this I have enquiries from several other countries beyond the seas, including some three or four applications for prices, &c., from Canada. And further, I can truthfully say that in every country where I have sent these Improved Yorkshires they have proved an entire success, and have ousted the Berkshire, the blatantly puffed up Tamworth (in the few countries like Denmark and Sweden where it has been pressed on the curers), and all other breeds and crosses. If we take Denmark for instance, there are some twelve large curing establishments, and the proprietors of eleven, if not of all the twelve, are known to be distributing pigs from my stock, the greater part of which were bought direct from Holywell. The Berkshire is quite thrust to one side, because the curers find these pigs and their crosses to be too heavy in the shoulders, too short in the back, too light in the ham, with too much fat and too little lean. Some two or three years ago I received an order to send five Berkshire boars to Russia. The Russian government was desirous of establishing the bacon curing industry. Almost as soon as these Berkshires were despatched there came a letter countermanding the order, as it was found on enquiry of practical curers in various parts of the world that the present style of Berkshire was totally unsuited for the purpose, and that everyone replied that the Improved Yorkshire as bred at Holywell was the pig best suited to produce and to beget curers' pigs.

Mr. Snell asserts and Mr. Green appears to accept the statement "that the Improved Large White Yorkshire is not recognized as a pure breed at the Royal." For a great number of years pigs bred by me or from my stock have won scores of prizes in the classes for Large Whites at the various Royal Shows, and these pigs are bred from the same strains and even from parents which are the progenitors of these pigs from Holywell which have proved such a tremendous success under the careful and judicious management of Mr. W. Davies and of Messrs. Ormsby & Chapman.

SANDERS SPENCER,
Holywell Manor, St. Ives, Hants, Eng.

Elgin Stock Farm.

Of which Messrs. A. & J. Bell, of Athelstan, P. Q., are the proprietors, is the scene of a well established business of importing and breeding Clydesdale horses. The firm are also breeding Shorthorn and Ayrshire cattle, Cotswold and Shropshire sheep, Berkshire and Chester White swine. Their first purchases for their stud were the two stallions Sir Walter Scott and Prince Royal, bought of James I. Davidson, Balsam, Ont. These horses proved a successful investment to the Messrs. Bell, with a corresponding benefit to their patrons, as the impress they left upon their colts paved the way for extending their business operations by importing from Scotland some superior horses, among which we noticed Endymion (1650), a horse of the compact, blocky type, with extra heavy bone, good set pasterns and feet, with extra well feathered legs, well formed head and good expressive eye; his stable companion, Lockerbie Lick (4509), is a large, strong horse, with the right sort of bone, and has been very successful in the show ring.

General Bell [644] is a Canadian bred horse, sired by Sir Walter Scott; is built on a smaller scale than the two just mentioned, but is a horse of good make up and attractive in form.

Scottish Banker [648], sired by Endymion, is another bred here, of blocky build, showing good Clyde points with plenty of style, good head and neck, and extra good shoulder and underpinning.

General Mite [640] (4402), was purchased from

James Biggar, Dalbéattie, Scotland; sire Sir Michael; good bay, with black mane and tail, two white hind feet. He is very square and full, with underline of good length, denoting easy carriage.

Forward (4376), sire Clydesdale Prince, dam Fanny (1575), is a good bay, very broad chest, short back and well ribbed up. He has proved himself to be a good stock-getter.

Black Warrior (2605) is a horse, when in condition, will weigh between eighteen and nineteen hundred, good breast and barrel, with a good square all round build, and good quality of bone.

Old Times (4604) is very powerfully built, particularly fine neck, bay, white face and hind legs.

Banker of Athelstan [643], sire Prince Royal [543] 242, dam Mona [369] Vol II., 3246 Vol. VII., is a very dark bay, white hind feet and face, good top, with very fine set of legs and neck. He has carried off sweepstakes wherever shown.

In all, the Messrs. Bell have about thirty Clydesdales, seventeen of which are stallions, and the same number of in foal mares.

Horse Breeding in Canada.

In aiming to breed the light harness horse, as a business, speed is the trait too often sought—beauty of form, soundness, attractive action, size, are hardly thought worthy of a place in selecting the stallions to breed to our road mares. The hope of drawing a winning card by breeding something fast is the great aim, while if a horse is only sired by something fast, that can trot in the 30 list, or has a brother or sister a winner, or is bred in the same line as a horse that has just lowered his record, it matters not about the other useful and necessary qualities. They may hobble all over the road, be curly legged, like the \$105,000-Axtel and his sire, or any other blemish that will at once block the sale in a \$75 horse, yet if they have fast blood in their veins they will pass muster as a trotter, with the hope that one in 500 will be fast enough to pay for training. Now against the trotter that America has made a special production of, we have not a word to say, provided size and other qualities have not been overlooked. The gentlemen's driver is one of the luxuries that are most saleable among horse flesh—very few of our business men but indulge in something of this kind. But why not allow some other quality than speed to be the first to look to. There are among our standard bred horses those that have lots of size, any amount of quality, good color, beauty of form enough to please the most fastidious, and some of the knowing ones are just now making a specialty of breeding them. They say they will get a trotter once in a hundred times, you may get one once in fifty, but we have a horse that, if only one in a hundred draws a prize, the other ninety-nine will sell at a good profit; while your fiftieth sells at a good long price, you have forty-nine horses that are next to useless—poor, worthless weeds that are out of place wherever they are placed. It will take two of them to draw a moderately heavy buggy, and then they will lag on anything over an ordinary journey. On the highly finished half-mile track they will do, but on the country road they are entirely out of place, while on the street in the city they are worse. That there is a vast difference between the trotter and the gentleman's driver, it is well known and recognized by breeders of experience. The inexperienced breeder, however, fails to

grasp the importance of the difference. We see labored articles in which the writers have advised farmers to breed their mares to standard stallions, with the purpose of getting trotters; failing to get trotters, they would get roadsters—the next best thing. Many stallions with fast record are inferior on the road, and are even used by drivers themselves. They may get trotters properly mated, but never good roadsters. Let us briefly consider the main point of difference between the two classes of horses. The trotter to be valued as such, that is, for turf purposes, must be a horse with pure trotting action, or easily made to acquire the action by means of weights and scientific shoeing, must have speed 5 to 10 seconds better than his record. But if once out classed by being forced to a record which represents the extreme limit of his speed, or through bad engineering obtain a record they cannot again approach, they have very little show of a share of the profit when started in a race in the class to which they are eligible. What becomes of them? A few are kept on the turf by men who are sanguine enough to hope they will yet acquire speed to win. The mares, if well-bred, may find their way into the breeding ranks, and so, too, the stallions, but what of the geldings? The percentage that will make good roadsters are readily sold to wealthy men at big prices, but unfortunately the percentage is not one in fifty. The rest are often lost sight of, some of them find their way into the hands of unscrupulous owners, who give them new names and make "ringers" of them at some fourth-rate track, or they do to fill up the attractions at our fall exhibitions; the rest eventually wear the work harness, and haul scavenger's wagons on our streets. The roadster, as a success, is a horse with fairly true trotting action, with a gait moderately open, so as to be easy for himself; a strong constitution, good legs and feet, plenty of nerve; good style, carrying his head well; good color; well broken; good mouth, not a puller, yet holding the bit well; ready for a brush on the road, or willing to trot along at a four or five-minute gait: quick to respond to the word or line, and altogether a pleasant animal to drive—in fact a gentleman's horse all over. How many trotters answer this description? It therefore appears that for profit farmers would find it much safer to breed for the points necessary to fill the bill as a good roadster. In the past our horse breeders have sought more for some imaginary ideal, rather than come down to cold, hard facts. The chances of breeding a fast horse that will ever pay the cost of raising and training is a matter of extreme improbability. It may serve as a pastime to men of capital, but to farmers it is a very doubtful means of increasing their yearly profits.

The rich harvest that breeders are now reaping, in some of the lines of horse breeding, is a proof of what close attention to the useful points may attain. For instance, in heavy draught horses the Clydesdale men have now produced a horse weighing up nearly a ton, that can trot, of showing, easy carriage and attractive action, when shown upon the line, that will put to blush many of the light horses. Being extremely practical, they have paid such attention to the form of legs and feet, as well as quality of bone, that their horses are sought after from every country that is on the road to improvement. The present is especially a practical age, and those who produce a horse for a purpose must at the outset breed with a definite purpose.