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S. BEATTY, MANAGER.

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A NEW CATTLE MARKET.

While we have no sympathy with people who
have axes to grind at the public expense, we can-
not but think it high time that something was done
toward the selection and securing of a site for a
new cattle market. It is very well known that
while the present market is not suitably placed as
far as general accessibility is concerned, that is no
its worst fault. It is not fit for the reception of live
stock, and were it made suitable at the cost of a very
serious outlay, the investment would be a foolish
one, as in a very few years the trade would outgrow
the limits of such a small location. The forty
acres between Dundas and Bloor Streets would be

easily reached by all the lines of railway centring
in Toronto, and it might be many years before the
demands of the trade would render necessary the
acquisition of more territory. The question of ac-
cessibility from the city is not a very important one,
as any site that might be selected would soon be
served with street car communication. Extensive
cattle yards would not render the streets in their
immediate vicinity particularly desirable quarters in
which to live and it is more than possible that a
large proportion of the citizens of Toronto would
not object to the selection of a site for the new
cattle market even more remote than the one already
suggested.

The live stock interests of the Province of On-
tario, as well as the business interests of Toronto,
demand that this cattle market question should be
dealt with promptly and in a proper spirit.

REARING HORSES THAT WILL LAST.

Among those who keep horses for pleasure it is
always a source of sorrow that horses wear out so
quickly. By the time a pair of carriage horses are
well mated and sufficiently accustomed to each
other so that they will drive well together, they are
too apt to begin to show symptoms of wearing out.
They begin to go a little stiffly when they first
leave the stable, or flinch on a hard bit of pave-
ment, cough and wheeze if the weather happens to
be a little damp and, in short, one or both of them
soon begin to hang out those signs which always
mean that the horse showing them "has seen his
best days." When one has become well accus-
tomed and, as it were, acquainted with a really
good driver or saddle horse that suits him in every
respect, it is a painful experience to see him
steadily deteriorating from the time he reaches
ten or twelve years of age. And, apart from the
uncomfortable feeling one experiences on seeing
a favorite horse failing while he should be in his
prime, and just as his owner has become thorough-
ly attached to him, the economic side of the ques-
tion is a serious one. If a horse is to wear out in
from from four to six years of steady employment,
the cost of keeping a horse or a pair of horses be-
comes a very serious matter to a householder of
anything short of the most ample means. But it

the early decay of the carriage or saddle horse be
a serious matter, what shall be said as to the thou-
sands of animals kept solely for the purpose of
earning money? The cart horse, the dray horse,
the express and omnibus horse, the livery horse
and the street-car horse, and the farm horse?
In the case of these it becomes purely a matter of
dollars and cents. A horse that will last eight
years in active service, and be well up to his work
for the whole of that period, is worth double the
price of one that will last only four years in the
same kind of work, plus the value of the time spent
in training or fitting a horse for the work. Mules
are not, as a rule, handsome, and in many cases they
are not pleasant to handle, and yet they bring
good round prices because they will outlast horses
in almost any kind of hard work. This is certainly
not as it should be, and with proper care in breed-
ing and handling, a horse should last nearly, or
quite, as long as a mule. Another factor to be
considered is, that while the mare is often valuable
as a breeder after being more or less incapacitated
for work, the mule of either sex is useful only for
work.

There are several reasons why our horses do not
last as they should. One of these is that proper
care is not taken in the selection of a sire. Stal-
lions are selected for almost everything except
longevity. Among the many massive Clydesdale
and Shire stallions to be seen at our Industrial
and Provincial Exhibitions, how many live long
enough to profit by the success of their first two or
three years in the stud? At the annual exhibitions
held by the Ontario Society of Artists none but
new pictures are exhibited. One would think that
some such rule prevailed among our exhibitors of
big stallions. How many old Clydesdale or Shire
stallions are there in Ontario to-day, taking it for
granted that a stallion begins to be old after he
reaches fourteen? It would be interesting to
know what is the average age of heavy draught
stallions now kept for service in Ontario. Unless
we are very much mistaken, we should find that
our big stallions come of a very short-lived race.
If like begets like, how can we expect the progeny
of such stallions to be long-lived? This is not the
case with our thoroughbreds and light harness
horses. Terror, one of our most popular and suc-