

Haras. Their certificates of pedigree will promptly convince those who are acquainted with the Norman and Percheron Stud Books of their racial superiority. We cordially invite all connoisseurs in horseflesh to visit the stables, which have been pronounced without rival in the Dominion, and to there examine Percherons and Normans, and assure themselves by personal inspection of the truth of our assertions. At Montreal they will always find a carriage at their disposal to convey them to Outremont. (The office of the Haras is at 30 St. James St.)

"The Haras National was inaugurated May 10, 1890, by his Excellency the Governor-General, Lord Stanley of Preston, who, together with a large number of Senators, Members of Parliament and others had come down from Ottawa by special train and arrived at Outremont at 12.30. There were present Hon. L. Beaubien, Mon. R. Auzias-Turenne, Count De Sieyes, Baron De Poliniere, of Paris; Hon. J. A. Chapleau, Secretary of State; Hon. Edward Stanley, Hon. L. O. Taillon, Hon. Senators Ogilvie, Girard, Perley, Casgrain, Cochrane, Howlan, Sanford and Thibaudeau; Messrs. Jas. Mackay, Ottawa; H. S. Foster, Treasurer Dominion Dairy Association; B. R. Woodward, President Eastern Townships Agricultural Association; Hon. Dr. Ross, Col. Panet, representing the Minister of Militia, etc., etc. Over eight hundred invitations had been issued.

"His Excellency remarked that 'this establishment would open up an important industry for the Province, and he wished the projectors of it every success.'"

Railway Companies and Fair Associations in Relation to Stockmen.

BY J. Y. ORMSBY.

Read before the Swine Breeders' Association of Canada.

The subject to which I am about to draw your attention is the position which we, as breeders of pure-bred swine, hold towards the managers of the various Fair Associations and also towards the two great railroad corporations which practically control the whole railroad system of Canada.

I may say that my principal reason for bringing this subject before you is that I do not consider that we are receiving the amount of consideration due to us from either the railroad companies or the Fair Associations, and I shall now briefly place before you my ideas on these points, both as to what are the principal disadvantages that we labor under and how these disadvantages may best be overcome.

With regard to the Fair Associations I think the worst trouble that we have to complain of is the system of selecting judges now in vogue. According to the present system, the judges at the different fairs are selected by the directors. They are asked to give their services for nothing, and in most cases to pay their own expenses, the result being that in very many cases we find a man selected who absolutely knows nothing about the stock he has to judge, his sole recommendation being that he is a friend of one of the directors, and, according to that gentleman's account, a good judge of pigs. Now, gentlemen, I contend that being a good judge of pigs in general does not for one moment render a man capable of going into a ring of pure-bred pigs of any particular breed and judging them, for if it does, we may as well do away with our different classes for different breeds altogether and show all the breeds together, and let one of these good judges of pigs in general judge the whole lot by his standard of a good pig.

Let me ask here what would be thought of a

Fair Association that would select a man who had never handled any sheep but Cotswolds to judge Southdowns, or a fancier of Ayrshire cattle to judge Shorthorns, and yet, because a man has bred some good Berkshires, he is thought quite capable of judging Poland Chinas and Yorkshires.

Now, surely this must be wrong. Every distinct breed of hogs, as of horses, sheep and cattle, has its own distinctive features or points, and until we get men as judges who are capable of going into the ring and judging our pigs by their points, we shall never in my opinion get anything like satisfaction in the show ring, and the only way I can see to get such men as judges is for the fanciers of each breed or swine to meet together, select a number of men, who are, they are satisfied, capable of judging the breed they represent by its own scale of points, and declare these men fitted in their opinion to act as judges on this particular breed. Then let a list of these men be sent by the Secretary of the Hog Breeders' Association to the secretaries of the various fairs, with a request that they choose their judges therefrom.

Another point to which I would draw your attention is the persistent way in which the Fair Associations ignore the existence of herd books among pig breeders. On looking over the prize lists of the principal fairs in Ontario I fail to find one case in which registration in a herd book is mentioned as necessary.

Now, gentlemen, if it is necessary that a Shorthorn, or an Ayrshire, or a Devon cow be entered in her respective book to insure her purity of blood, why, I ask, is not a similar stipulation made in the case of a Berkshire, a Yorkshire, or a Suffolk pig? If the fanciers of these breeds of swine see fit to have a herd book in which to record their stock, it seems to me that Fair Associations, which are ostensibly formed to promote the breeding of pure-bred stock, should do all they can to support such herd books, and to insure, by the fact of registration in them, the purity of pigs shown as representatives of the various breeds.

Before leaving the subject of Fair Associations, there is one point that I feel needs your attention, and that is the need there exists for better accommodation, both for ourselves and our stock at shows.

Pigs are not the easiest animals to drive, and I certainly think whoever inaugurated the principle of building pig pens in parallel rows, with narrow alleys ways between, open at each end, deserves very little thanks from pig breeders and exhibitors; and I would suggest that, in view of the necessity that will soon exist for more accommodation for pigs at the Industrial Fair, the attention of the Fair Association be drawn to the advisability of erecting any new pens in the form of a rectangle, with an open space in the centre for exhibition purposes, and also of providing space above the pens where bunks can be placed for the attendants to sleep in.

With regard to the accommodation that we receive from the railroad companies, while I am willing to allow that they have made a certain amount of concessions in our favor, still I do not think they have gone far enough in that direction.

As the thing stands now we pay full car rates to the first fair that we attend, and then half rates to those following, with a free return home from the last fair to the place we started from. This is all very well, but I find the trouble is that we are only allowed one attendant to each car, and if we send more, which we are compelled to do, for no one man can attend to a carload of valuable stock, we have to pay full rates for them. It is true that a special rate is given on production of an exhibitor's certificate, but under the present conditions this is almost useless, as it almost always happens that our stock in order to arrive in time at a fair has to leave home before the date on which this special rate comes into force.

Drovers travel for a cent a mile. Now, surely breeders of improved stock, to whose exertions

mainly the very trade in which these drovers are engaged owes its existence, may reasonably look for a similar concession in their favor, at any rate at a time of year when they use the railroads to as great an extent as they do at fair time.

I would therefore suggest that this Association pass a resolution asking the various Fair Associations of Canada to urge upon the railroad companies the advisability of granting to exhibitors, in addition to one free pass with each car of stock, tickets at the rate of one cent a mile for all attendants needed to accompany the said car, and also of giving a similar rate on passenger trains to all persons producing exhibitor's certificates during the fair week and the three days preceding.

Having now taken up a good deal of valuable time, I will close my paper with a hope that it may bear some fruit in gaining for stockmen some further consideration from the Fair Associations and railroad companies of Canada.

Horse Breeding in Canada.

Formerly the Hackney horses as used in England were recognised as horses for work on the road. Whatever other qualities he had it was necessary that he should have feet and legs of that wearing type that could stand, as the English groom with his pronounced provincialism gives it, the "ammer, ammer on the 'ard 'igh road." He was a horse for harness or saddle wherever hard or quick work was required; he was ridden to cover, to meet the hounds by the road or across the country as the case required, the hunter having been sent ahead by a groom, and if the hunter failed to turn up he took the field with the best of the hunters, and in many cases he was a hunter one day and hack the next. His power of endurance could be obtained only by good breeding, but it is more as a finished harness horse that he is recognised on this side of the Atlantic and it is only of late years that the Hackney has been freely imported.

With English equipages and English style of driving this English horse has naturally come to the front. The English Hackney, like the French Coach and the American trotter, have all had their trotting actions improved by the Norfolk trotter. Lawrence says:—"The early English horses were improved by horses brought over by the Norse invaders, who had their strongholds in Yorkshire and Norfolk." However horse breeding was paid attention to in England at a very early date, for we read that Athelstan forbade the exportation of their best horses in the eleventh century. The best blood for hundreds of years was brought from abroad; in the long series of wars in which England was embroiled, every opportunity of selection was thus afforded.

The peculiarity of the action, as indicated by the name of Hackney, is the most important difference between him and the thoroughbred.

It is from the original native mares in this case that the trotting habit is derived, as this distinctive trait seems to have been a peculiar feature in the ancient breed. From very early times the trotters of Norfolk and Yorkshire were crossed with the thoroughbred Arabs and Barbs. Thus the Norfolk trotter, through long inherent good qualities, have proved particularly effective, and can claim quite as select breeding as the thoroughbred himself. Crossed with heavy mares, cobs of the highest action were produced; crossed with the thoroughbred he produced the modern English Hackney. Across the channel we find the same blood freely running in the veins of the French Coacher who carries himself in the same