

compulsory inspection is the spur, and public feeling is the force behind it. In some quarters President Roosevelt has been accused of a rash act which has had the effect of thoughtlessly crippling the live stock industry of the United States, but well he knew that less heroic measures would have failed to bring the offenders to their knees. In the end, the American farmer will lose nothing by the packing-house exposure, with the exhaustive inspection now legally provided. Instead, everyone will gain.

In this connection we read with some interest, lately, a couple of editorials in the leading stockmen's journal in the United States. This paper, with some others, has been distinctly unsympathetic towards President Roosevelt for his action in the matter of the packing-house exposure. It pointed out some time ago that a blow was being struck over the packers' heads at the American live stock industry. It is not to be denied that the farmers of the Republic will for a time be rather hard hit, but we do not believe American husbandmen are the kind who would wish to see the public consume unwholesome food. An agricultural or stock paper may quite properly champion the interest of the class it represents, so long as this does not conflict with the general good, but our contemporary's views in this instance seem not untainted with a callous commercialism. The tenor of one of the articles referred to above was a palliation of the packers' crime, a minimizing of the unsatisfactory conditions revealed in the Neill-Reynolds report, and regret at the President's precipitate and, inferentially, unnecessary action.

The next article consists of a well-presented case for the establishment on the premises of the Union Stock-yards and Transit Co., Chicago, of a superlative veterinary school for the training of inspectors who will now be required in considerable numbers in the stock-yards and packing plants. It is stated that the best veterinary school now in existence is at Calcutta, India, and a demand is made that the American institution must be even better. The reason for establishing the school at the stock-yards is that here the students will be surrounded with the very diseases which they will subsequently have to detect. "Comparatively few veterinarians in country practice," says the *Breeders' Gazette* "have ever seen such a varied assortment of diseases as may be seen any Thursday ('canner' day) in the Chicago yards. When a man's hogs begin to die off, he gets them to market as quickly as he can. The great yards are used as dumping-grounds. It is known in the country that some kind of price can be obtained for any kind of diseased animals," and so forth. The article goes on to say that diseased stock will be disposed of in the country "when the knowledge is forced upon shippers that diseased animals consigned will be condemned and tanked, and that all the shipper will get out of them will be the privilege of paying the freight and commission charges." The above damning admissions that diseased animals have been regularly shipped to Chicago and disposed of for some kind of price, undoubtedly for food, is about as severe a condemnation as any that has yet been levelled against the American packers. And yet this journal would have had the President refrain from arousing public opinion, the one influence that promised to be completely effective in stopping this sort of thing.—*Farmer's Advocate*, London, Ont.

HORSE

When a horse refuses to eat it is time to give him a rest.

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This season has been a record breaker in the importation of Clydesdales to Canada.

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It needs no more demonstrating after Prouse's sale, that Winnipeg is the last town in the west where a man can hold a sale of stock.

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The exhibiting of Clydesdales has this year been entirely to breeders and farmers, the public not making a show this summer.

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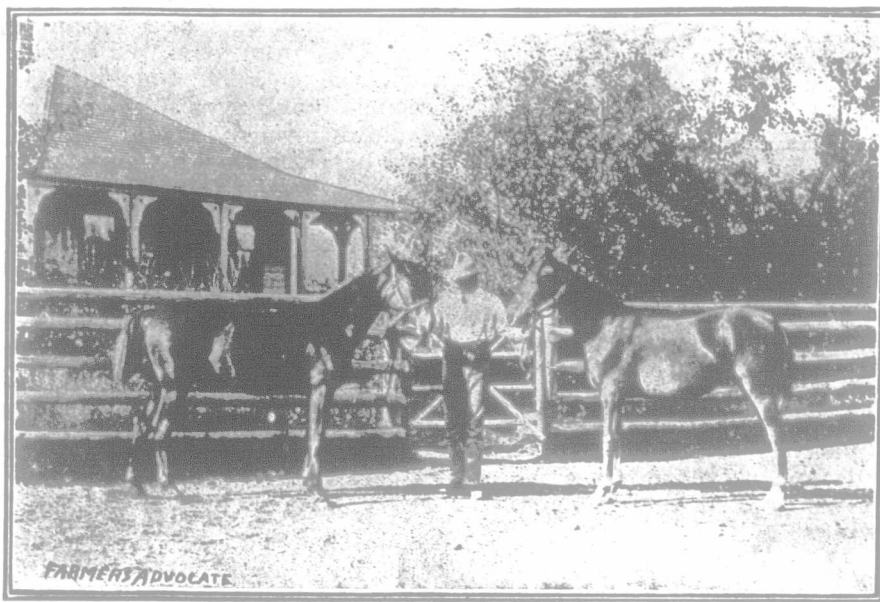
The live stock commissioner is a horse-doctor. He might do worse things than secure a horse to examine into the methods of packing horses that are admitted into our stud-book.

Breeds of Light Horses.

THE HACKNEY.

The Hackney, the typical carriage horse of the present day, is, like the Thoroughbred, an English production. His origin must of necessity, to some extent, remain in doubt. Some claim that he originated by crossing the "Royal Mares" with the original "Norfolk Trotter," while others claim that he is the produce of the Thoroughbred, out of mares of this breed or class. The latter is probably nearer the facts. It is not probable that such sires as the Darley Arabian or God-

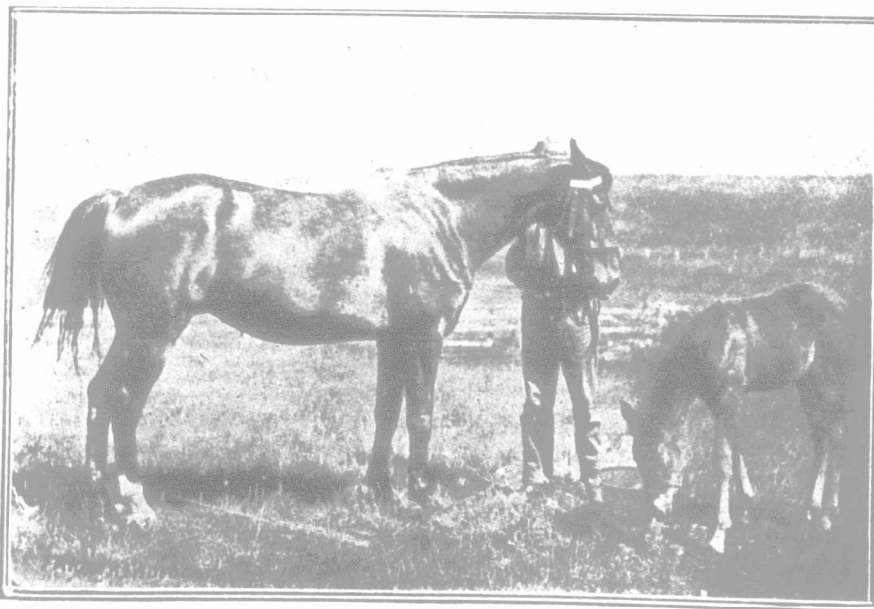
breeders of the past, although denied the benefit of a studbook, were not regardless of the value of pedigree. Referring to the antiquity of the Hackney as a recognized breed, it may be stated that sufficient proof exists in the writings of recognized authorities. John Lawrence, who wrote in the 18th century, makes frequent allusions to a breed that was, in its principal characteristics, identical with the modern Hackney. In the "Philosophical and Practical Treatise on Horses," a work published by him, we find that, "in former days," the horses for the saddle were nags, ambler, pacers, stirrers, trotting horses, hobbies,



YEARLING HACKNEY FILLIES.

olphin were, in the zenith of their fame, bred only to galloping mares. There is, in fact, abundant proof to the contrary; neither can it be contended or substantiated by evidence that other light mares, besides gallopers, were not highly prized by horse-breeders of the 18th century. Mr. Henry F. Euren, the energetic secretary of the Hackney Horse Society, and an enthusiast upon all questions of pedigree, has satisfied himself by a reference to the files of the *Norwich Mercury*, of the breeding of the original old Shales, a horse which is regarded by modern Hackney breeders as the foundation-stone of the studbook. Shales, according to an advertisement in the *Norwich Mercury*, in April, 1772,

great horses, or horses for the buff saddle, hunting horses, coursers, race-horses; while "for present use amongst us," are road horses, riding horses, saddle horses, nags, Chapman's horses, hacks, hackneys, ladies' horses, or pads, hunters, running horses, racers, race-horses, chargers, troop horses, post hacks or post horses, trotters, cantering hacks, horses which carry double, cobs, Galloways, ponies and mountain-merlins. The same author, in his "History of the Riding Horse," again refers to the Hackney as a recognized breed over one hundred years ago and connects him with the roadster. That the Hackney in those days was largely used for saddle purposes, and that he had considerable speed at the trotting



HACKNEY MARE AND FOAL.

and March, 1773, was the sire of Scot's Shales, who was at stud at a fee of one guinea and a shilling to the groom, and is stated to be "by a son of Blaze; Blaze by Childers, out of a well-bred hunter mare." Blaze was foaled in 1733, and was by Flying Childers, dam by Gray Grantham, by Brownlow Turk, out of a mare by the Duke of Rutland's Black Barb. Of the many sons of old Shales, two at least, viz., Driver and Scot's Shales, in turn became pillars of the studbook, and to the former of these very many of the best Hackneys of the present day trace. For instance, Mr. Philip Triffitt's great sire, Fireaway, was by Hairsine's Achilles, by Scot's Fireaway, by Ramsdale's Fireaway, by Burgess' Fireaway, by West's Fireaway, by Jenkinson's Fireaway, a son of Driver, out of Mr. T. Jenkinson's mare, by Joseph Andrews, by Roundhead. Other instances might be cited to prove that Hackney

gait, is proved by existing records. It is recorded that Driver, a son of old Shales, trotted 17 miles in an hour, and that a son of his, with 15 stone up, trotted 15 miles in the same time. Pretender, at five years old, with 16 stone in the saddle trotted sixteen miles in an hour; whilst Reed's Fireaway won second prize given by the Agricultural Society to the best trotter in 1801, and after winning the prize trotted a mile in 2 minutes 40 seconds. Phenomena, a mare by Othello, out of a Norfolk trotting mare, is credited with 17 miles in an hour. In 1822, when 12 years old she trotted 17 miles in 50 minutes on the Huntingdon Road, and her performance being questioned, she was trotted a mile and trotted the distance in 48 minutes 18 seconds, and trotted the same distance in 48 minutes 18 seconds against time, to wit, 48 minutes 18 seconds, for a stake of 20 guineas. The horse who was paid forfeit