

Those who imagined they saw 3,000 gs. in a Kirklevington Duchess got a very severe lesson last week. So much money should never be spent on a cow or heifer.

If the thousand guinea 'Shorthorn-men' have got a rebuff, there is no occasion to despair of Shorthorn breeding. On moderate or any other than mere imaginary lines, there is happily no grounds for misgivings. Prices a little over value for pedigree Shorthorns have been kept very well up, considering the times. That, in the case of the fifteen Duchess males and females sold last week, the average should have taken the shape of hundreds instead of thousands, need cause no surprise or regret. The only regrettable feature is that so many of the animals, embracing the best blood of the day, should have been allowed to leave the country. Most of the best-bred lots, bought by Mr. Simon Beattie, Mr. Gray, and Mr. J. J. Hill, go to Canada and the States, chiefly, if not wholly, we believe, to Mr. Hill and the Canada Farm Stock Association at Bow Park.

Duchesses have not been sold so cheaply for nearly 20 years, and we lament the loss of so much of the finest old Kirklevington blood, but our foreign friends seemed to have nearly the whole affair in their own hands. Very few English breeders crossed the three-figure margin, which was significant of more things than one. It showed that among them the thousand-guinea days were over, and that agricultural depression, in its penetrating operations, had reached even the fancy Shorthorn element."

DRIVING UNSHOD HORSES.

Just now there is considerable discussion as to the propriety of driving horses without shoes. Some advocate the substitution of tips for the present pattern of horse shoes, while others come out boldly in favor of no shoes. Had these theorists a little more practical experience it is hardly probable that so much would have been written on this subject. It is probable, however, that the discussion may accomplish some good. It has been the habit with horsemen to employ shoes too constantly and too extensively, and when all that can be said in favor of an opposite tendency has been said, horsemen generally will, in all probability, adopt a more rational course as to the care of their horses' feet. A Chicago correspondent of the *Turf, Field, and Farm* recently gave some interesting experiences of driving unshod horses. He had driven a horse on the boulevards of that city for three months without shoes and no ill-effects had been experienced. And further on he said:—

"The North Side Street Railway Co. have used tips and tips, only, on each and every horse on their line for the past two years or more, winter and summer. They could not be hired to go back to the old way of shoeing. Their stock travel better than ever before. They have no trouble with corns, seedy toe, or pun: mice foot, that other horses have that wear shoes. They use the tip to avoid cupping the foot or cutting the frogs. It is not the roads that make the poor horse go lame, it is the iron they nail on his feet, and the way they prepare the same before shoeing. I would not advocate tips for speeding and track work, but any horse will travel more miles with tips than he will with shoes.

"Keep the feet of a horse well, and he will never have any trouble with splints, spavins, string-halts, &c. Take the foot of a horse full of corns, shoe him with tips, drive him every

day for one year, and he will have as well and healthy a foot as when foaled. Should you give him a hard drive any one day, give him a little rest the next day or day after. He can wear shoes out, but he cannot wear his feet out. Nature gave them for use, and should a long, hard drive make them a little tender, nature will make them well and strong in twenty-four hours with rest."

So far as tips are concerned, we have had no experience with them and cannot pretend to speak with authority concerning them, but while we have great confidence in them for expanding contracted heels when the "patient" is to be jogged moderately on a soft dirt road, at the same time we should be inclined to agree with the editor of the *Turf, Field, and Farm* when he says:—

"Tips will do for slow and moderate work, but when the horse is asked to extend himself and the concussion is great, the strain on the foot and cords is not properly distributed and you run the risk of breaking the animal down. A firm, unyielding toe and an elastic heel are the result of tips; and the unequal concussion will sooner or later prove disastrous."

As to unshod horses, however, the writer of this article has had a pretty thorough and sufficiently far-reaching experience, which has thoroughly convinced him that it is most unsafe to depend on unshod horses. In driving on the plains we have tried well-bred horses, Cayuse ponies, and mules, and we have never yet found an animal that could travel day after day over the dry prairie grass uninjured without shoes. For a time it is all right, and it would seem that the unshod feet that have never been touched with a shoe or shoeing tool of any kind would wear as long as the pony would; but after a time those flinty little hoofs begin to become very smooth on the bottom, and then the pony begins to slip badly. When this stage has been reached the sooner the pony is shod the better, for the hoofs have commenced to wear away, and in a short period, if the wear is not arrested, they will be rendered useless. From that stage it will not take long to so wear the hoofs that the blood will mark every step. It is sheer nonsense to suppose that on anything like average roads a horse can be severely and safely driven without shoes. In winter, when the snow lies deep on the country roads or on the prairie trails, a horse is the better of having no shoes so long as he is not expected to travel over ice, but in average driving through this country in winter ice is so often met with that it is hardly safe for the traveller to count on escaping it.

The question of "unshod feet" may be briefly treated as follows:—When your colts or horses have nothing to do that can be called work, let them go barefoot by all means.

If they have contracted feet, corns, diminished frogs, or are suffering from any of the many evils that follow in the train of bad shoeing, use them gently in tips.

If your horses have hard work to do they should have feet fit for the work, and if they have these good sensible shoeing will do them no harm.

Correspondence.

WHAT NEVER?

To the Editor of THE CANADIAN BREEDER.

SIR,—Your paragraph under the heading "Never" is, like all other rules, "proved by an exception." At any rate, to the formula "Never breed from any male but a thoroughbred" should be added the qualification, "where you are breeding with a view of obtaining thoroughbreds of an established class." But how is it when you are trying to produce a new breed or a new class of breed? I imagine if in attempting to fix certain traits a thoroughbred of any sort were continuously used, the result would be to revert to the breed of which the thoroughbreds were produced, and not to establish a new breed having special attributes of its own. If the first breeders of Shropshire downs, for example, had persistently used a Southdown tup, the breed would have come back to Southdown.

The object, the reason, for using thoroughbreds in ordinary course is to improve away the original female stock on which the improved animal were grafted, the thoroughbred being the perfect type aimed at; but it is clear, if we want a new breed having its own individuality, we must extend our selection to those subjects which promise a combination of the points we desire, although we are in consequence obliged to stray outside all the herd books and pedigrees which have ever been compiled.

I am, yours,

E. G. MUNTZ.

Toronto, June 1st, 1885.

OUR ENGLISH LETTER.

From our Special Correspondent.

LIVERPOOL, May 23rd.

With only one cargo of Dominion cattle, business this week was not so bad, considering that the arrivals from the States footed up to 2,500 head. Apparently the short supply from Ireland and Scotland gave buyers a fright, for between local and London purchasers, the 3,000 cattle have all been taken up. Certainly the prices quoted are not as good as last week, but still on the whole, taking one consideration with another, they might have been worse. The cattle ex Dominion did not get up in time for Stanley, and sales were consequently under some slight disadvantage at the Lajarges. A portion were shown in Manchester and Wakefield, at both of which markets there was a steady demand, with prices a shade in favor of buyers. For next week, there are only two cargoes due, one from the States and one from Quebec; it is doubtful, however, if either will do any good, as the Whitsuntide holidays will knock business all wrong for eight days.

There were no American cattle in Glasgow, but a correspondent informs me the Concordia is expected with the first direct consignment of the season from Quebec.

At the sale of the late Sir Curtis Lampson's Shorthorns the following animals were secured by Canadian breeders. As at the Hindlip sale, the enterprise of our Dominion stockmen made all the difference between a good sale and a bad one.

Duchess of Rowfant, red—T. Nelson & Sons, Canada.....\$2,500