

won in 1883. After Spark had accomplished this feat, which no other horse has ever done, Mr. Gilbey very wisely kept him entirely for the stud, where he promises to prove as great a success as he was in the show yard. Some of the young stock are sired by Spark, and several of the mares and three-year-old fillies are in foal by him.

If intending purchasers can be more certain of one thing than of any other, it is that every lot will, to the best of Mr. Gilbey's knowledge and belief, be exactly as it is described. This is a sufficient guarantee for every Englishman, as Mr. Gilbey's straightforwardness and energy are proverbial.

AMATEUR.

STALLION SERVICE VOUCHER.

Mr. Sadler, of Galt, has kindly furnished us with a copy of one of his vouchers for stallion service. It is the form adopted by the Horse-Breeding Association of Toronto two years ago. Stallion owners who have had a little experience in collecting accounts will readily understand the value of these vouchers. The form reads as follows:—

Post-Office.....

Galt, Ont.,.....1884.

I,.....residing on lot.....
 Concession.....Township of.....County of.....
 agree to breed my.....Mare.....
 to Wm. Sadler's Imported Stallion "St. Elmo," for the sum of \$20.00, payable \$5.00 cash at the time of service, and a further sum of \$15.00 to insure a foal, payable in February, 1885, if she proves with foal. The Mare to be brought to the said Wm. Sadler, in the Town of Galt, in February, 1885. If she proves to have been or be with foal, the \$15.00 become due and payable immediately to the said Wm. Sadler at Galt. But if she proves not to have been or be in foal, then this becomes null and void so far as relates to the \$15.00 only. Should I sell or otherwise dispose off or fail to produce the said Mare in Galt in February, 1885, as aforesaid, then the \$15.00 to become due and payable immediately to the said Wm. Sadler, in Galt. Interest will be charged after First of March, 1885.

(Signed,).....

Witness—

Proprietor.....

Groom.....

Paid, \$.....

THE SUFFOLK PUNCH AND CLYDESDALE CROSS.

Mr. Wm. Sadler, of Galt, writes us as follows:—"The cross of the Suffolk Punch on the Clydesdale mare is just what is wanted in Canada. It gives them a good middle, makes deep in the flank, and good feeders. They will do more work on less feed than the Clydes. My colt "Exhibition," sired by "Young Hero," dam a Clydesdale mare, her weight 1,225 lbs. (and her first colt), was foaled on June 2nd, 1883. You will see by the following measurements and weight he is going to make an extra Canadian-bred horse:—Girth, 82 inches; arm, 27 in.; knee, 15 in.; shin, 9 in.; girth of kidney, 85 in.; hind arm, 23 in.; hough, 19 in.; shin, 11 in.; base of neck at collar, 54 in.; at head 36 in.; weight, 1,400 lbs. Height 15½ hands. Age 20 months He is a good square mover, and as active as a blood horse."

CANADIAN CATTLE EXPORTING—DOES IT PAY?

Correspondence of London Live Stock Journal.

In a former article dealing with the subject of American cattle exporting we endeavored to show that the position of the United States exporter of live cattle was such that business in the immediate future would be comparatively limited in extent, and probably confined wholly to dead meat. This conclusion was arrived at from an examination of the relative cost of live animals in America and their sale value when disposed of here, the comparison showing a loss against exporters, which, it was fairly assumed, would drive them out of our market. To some extent this anticipation has already been realised, the diminished volume of business noticeable during last three months proving its accuracy. Some of our readers may have surmised that Canada, as a Trans-Atlantic cattle exporting country, was included in this category, but such is not the case, the Dominion exporter's position being different. Although, from a geographical point, the Canadian shipper is, to all intents and purposes, on an equal footing with his United States competitor, there are one or two points of differentiation separating their ventures. The most important of these is that cattle from Canada are at liberty to travel through any part of Great Britain, the Dominion being free from any disease of a contagious nature. This of itself is an immense advantage, enabling the Canadian exporter to distribute his shipments all over the country, thereby minimising the losses occasionally incurred through over-supply at the principal markets. There are other features which tend to favor the Canadian shipper, such as the absence of any great demand for home slaughtering. In Chicago there is an enormous consumption in this direction, two or three firms (Swift Brothers, J. Eastman and Co., and T. C. Eastman) buying thousands of cattle weekly to supply the Eastern markets with fresh meat, and maintain the refrigerated export trade to England. For several months back a regular trade-war has been raging in America between these big Western slaughtermen and the local butchers of the Eastern cities, the latter finding that the meat stores started by the Chicago houses were doing all the trade. This new departure has largely contributed to keep values in Chicago at such a figure that buyers for the European markets find it impossible to secure stock at prices which would leave any margin of profit.

Another fact to be noted which has no little bearing in favor of the Dominion shipper is this—nearly all the Canadian exporters are represented in this country by members of their own firms, who also act as salesmen. Where the representative does not actually sell, he, as a rule, "follows the stock," and with a keen eye to business sees that his cattle get all the feed and attention charged for in the account sales. The veriest tyro in agricultural matters knows the value of such supervision, which has been crystallized into a proverbial phrase, that tells us, "Tis the master's eye fattens the beast." If further evidence were required to prove the advantages possessed by the Canadian shippers, it would be found in the statement that they enjoy the almost unlimited confidence of their Government, their bankers, and their railway and ocean carrying companies, all of whom apparently believe that a big success is in store for those engaged in building up the live stock export trade of Canada. On these grounds we consider that there is sufficient divergence between the operations of the two great Trans-Atlantic countries to war-

rant the assertion that, apart from a mere geographical coincidence, their commercial interests are totally different.

Applying what may be called the "P. and L. account" to Canadian shipments this season, we find that, despite the substantial benefits accruing from the freedom of our provincial markets, the actual profit earned has been fractional. This is attributable to the depreciation in values for secondary beef cattle, general throughout the country, a reduction which has also been more or less severely felt by owners of choice home-bred stock. From a careful examination of reliable reports dealing specially with Canadian export stock, we form the following estimate:—

VALUE IN MONTREAL.

Dr.	£	s.	d.
Prime Candian steer, weighing 1,300 lbs. at 5½ cents. = 69.87 dols., or say	14	11	2
Add freight and insurance.....	"	4	5
Feed and men.....	"	0	12
Expenses in England—market dues, driving, commission, &c.....	"	0	15
Total cost.....	£20	3	8

SALE VALUE IN ENGLAND.

Cr.	£	s.	d.
A steer weighing 1,300 lbs. would shrink 5 per cent. = 65 lbs.; nett weight alive, 1,235 lbs., which would dress 53 per cent., giving a carcase weight of 654 lbs. = 81½ stones at 4s. 2d. per stone.....	17	0	8
Hide, and offal.....	3	8	0
	20	8	8

Balance to credit of owner..... 0 5 0

One-and-a-quarter per cent. is by no means a dazzlingly alluring return for the capital, time, and talent invested in a live stock business; but, as times go, it is better than many a large manufacturer can show at this present moment. We are aware that an opinion has been quoted in our columns that even the modest profit brought out by us above is hardly warranted by actual transactions. With all deference to the author of that opinion, we submit that in Canada, as in Britain, cattle dealers may occasionally thrive on their losses, and the loss of 2,000,000 dollars last year did not keep the Dominion exporter from our markets, but, as a matter of fact, the shipments of cattle were larger than ever.

We do not incline to the opinion that Canadian beef cattle will be sent in any larger quantities than hitherto, simply because it will be found more profitable to export stockers or half-fatted cattle. With the impetus that has been given to grazing matters of late, we believe that the feeders of England and Scotland will turn their attention to this business as one which affords a ready and accessible means of producing fat stock at less cost than the system suggested of rearing more home-bred calves. In Scotland Canadian store cattle have been in request for two or three years at the back end of the harvest, and in every instance their keep has been amply repaid when sold off in the fat market four or five months later. We cannot admit stores from Wyoming as Mr. Frewen would wish, but we can do so from Canada, and the probabilities are that a very large business in feeding cattle will be inaugurated this year by Dominion dealers. From the raw material sent us the finished article produced by our farmers and graziers will be able to hold its own in the market, at a price virtually prohibitive to any foreign rival, at same time giving a reasonable profit to all interested in its production.