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S. BEATTY, MANAGER.

Toronto, Friday, June 5th, 1885.

Advertisements of an objectionable or questionable character will not be received for insertion in this paper.

RAILWAY HORSE CARS.

The Grand Trunk Railway Co. have on their main line and their Great Western division horse cars specially fitted for the transportation of valuable horses. These cars have padded stalls, Miller platforms, Westinghouse brakes, and are intended to run on fast passenger trains. They are of two sizes, with capacity for six and twelve horses respectively.

HORSE PARADES IN ENGLAND.

The London *Live Stock Journal* has an interesting article on the time-honored Horse Parades of England and Scotland. Referring to the Horse Parade of Glasgow, it says:—

"After all, the best way to prevent cruelty to animals is to inculcate kindness among those who have charge of them, and, viewed in this light, nothing has done so much good for horses in our large towns as horse parades or processions. Glasgow has possibly the oldest horse procession in the country, though there is not a single prize awarded for the best groom or best kept animal, the carters having for a long time set aside a day when they should all

proceed to the country and enjoy themselves with their wives and families, while the horses nipped the green sward in some flower-clad glen. All the horses are on such occasions gaily decked with ribbons, and the huge wag-gons with festoons of flowers, so that the sight is one which any artist would indeed love to paint. Indeed, the Clydesdale is rarely seen to better advantage than on such annual holidays, when he steps proudly out as if as happy as the many gleeful children which are seated in smiling rows behind him. At Craignethan castle, the renowned Tillietudlem of Sir Walter Scott, or whatever may be made the rendez-vous, the scene is generally a most happy one, and children who are taught to treat horses with kindness on such occasions, rarely in after life so far forget themselves as to cruelly kick and beat them in harness or in stable. In Bristol, Newcastle, Hull, and other large places it cannot be doubted that a very large amount of good has also been done, and, no doubt, in London a similar parade, when fully established, will be equally successful in its results."

Of the attempted parade in London, the same paper remarks: "What little we saw convinced us that a London May-day horse procession would be one of the grandest and finest sights ever seen in the metropolis, and one of the most instructive to horse-breeders." At Ryde (Isle of Wight), the parade included teams and equipages of all sorts, from the carter's dray to the swell four-in-hand, and the lady's pony phaeton. Of the draught horse exhibit at this show, the same journal states that "the class of 26 cart horses was decidedly the feature of the show," and, speaking of another of these parades, held annually at North Lancashire, it thus describes the scene after the awards were made:—

"After the judges had given their decisions, the gaily-decked and well-groomed horses, headed by brass bands, formed processions and paraded the principal streets of the respective towns, which were crowded with sight-seers, for a love of equine flesh is inborn in Englishmen. Possibly the most useful of the prizes awarded is that for 'all the year round cleanliness and kindness.' In order to adjudge this,

the members of the May-day committee note the whole of the horses in their districts, the care and kindness bestowed upon them by the grooms, and thus make their awards, and there is no prize so valued by the drivers as is this one."

NO MORE FANCY PRICES FOR SHORTHORNS.

The recent sales in England in which the fashionably-bred Shorthorns of Sir Henry Allsopp and the late Sir Curtis Lampson were dispensed, bring forcibly to one's mind the fact that the day of fancy-priced Shorthorns is at an end. It was only a few years ago when, at the New York Mills sale, one cow realized \$40,000. Another of the same herd was taken England for Lord Bective at about \$30,000. This was in 1873, but \$20,000 and \$25,000 respectively were paid for two heifers at Windermere six years ago. At the Dunmore sale, in 1875, \$22,500 was paid for a bull, and the same year in Toronto a Duchess heifer less than six months old brought \$18,000. In 1876, also in this city, a pair of Duchesses realized \$21,000 and \$23,000 respectively. In 1879, at Dunmore, two Duchesses were bought at about \$15,000 apiece by Sir Henry Allsopp, and their progeny came into the ring in good form at one of the recent sales to which we first alluded.

The prices of finely-bred Shorthorns, however, are very far from what they used to be, but this does not prove any real practical decadence in the Shorthorn breeding interest. Shorthorns are as good as they ever were, and the fact that the Duchesses no longer bring such fabulous prices only indicates that the excellence of the race has become more generally distributed, and that as a whole Shorthorns are now more real, practical value than they were in the old times. Commenting on the recent sales the *North British Agriculturist* says:—

"We quite recognize the value to the country which the retention in it of concentrated old strains of blood possesses and imparts. But the four figures were rather much to expect to be continued. In all conscience, when the three figures are broken, fancy has, in our opinion, done its duty in the bovine or ovine species."