

"Anglo-Saxon" is a Cleveland Bay, a valuable breed of horses, a full account of which will be found elsewhere in our present issue. He was raised in Trafalgar, was sired by Anglo-American, Anglo-American by King Alfred. Anglo-American's dam was sired by Bond Eclipse; Anglo-Saxon's dam was by Forester, grand-dam by Wellington. When two years old, "Anglo-Saxon" was purchased by Mr. Jas. Armstrong, of Yarmouth, from whom his present owner bought him at a very high figure. He took the first prize at the Provincial Exhibition in 1860, as the best three-year old colt. In 1861, '62 and '63, he took the first prizes as the best roadster and carriage horse. In the same years, he took the two Prince of Wales' prizes, the Gold Medal and Diplomas, showing against any horse of any age or breed. Mr. Weld informs us that he is a sure stock getter, that his colts have taken prizes at every place where shown; and though he was not shown at the last Exhibition, the judges admitted that there was no horse there that could compete with him. Mr. Weld is an energetic, experienced farmer, and keeps pure bred Cotswold, and Cheviot Sheep, Ayrshire and Durham cattle, and improved Berkshire swine.

The Cleveland Bay.

THERE has been much controversy whether the Yorkshire, or as they are now more generally termed, Cleveland Bays, should be recognised as a pure and distinct breed, some regarding them as a mixed race, having been formerly employed as pack horses when many of the roads in England were impassible for carriages during a portion of the year. Whatever may have been the origin of this variety of the horse, we are now disposed to regard it as a distinct breed from all others. The colour of these animals, and the general uniformity of their points, warrant the conclusion that the breed is not now a mixed one. The Cleveland Bays owe some of their most valuable properties to crosses with the race horse; hence they have long been distinguished as hunters, roadsters, and for the various purposes of draught. As strong, active carriage horses they stand, perhaps, unrivalled, and where combined action and strength are required, they are well suited for the work of the farm. It is stated when the roads of England were much inferior to what they are at present, that three of these horses would draw a ton and a half of coals, and sometimes more, travelling sixty miles in 24 hours, without any other rest but two or three baits upon the road; and they would frequently perform this labour four times a week; a circumstance clearly indicating good action and power of endurance. In the county of Cumberland, where considerable numbers of the lighter description of horses have always been bred, Cleveland stallions have been much used. These of late years have somewhat given way to thorough-breds, the produce between which and the Clydesdale mares, well selected, not unfrequently turn out valuable carriage horses. The broad, and, as the dealers say, "rather too useful" characteristics of the dam, are, however, apt to manifest themselves here and there unduly, to the prejudice of style and uniformity. A safer plan appears to be to select a Cleveland mare, a cross between that and Clydesdale, or between the latter and blood, to put to the thorough-bred horse. Stallions of the right qualities are not easily to be met with, the present system of breeding too exclusively for speed, having materially deteriorated the form of common thorough-breds for country use, which are now too commonly seen as weedy, low shouldered, narrow made animals, approximating in some degree to the shape of grey hounds.

The old English coach horse has now become entirely an animal of the past; he was long and heavy, usually of a black colour, round shouldered, a prancing action, his pace a slow trot, seldom exceeding four or five miles an hour. The modern

coach horse is a very different animal, adapted to the modifications that have since taken place in the state of the roads and social intercourse. He is a large high bred animal, with a large infusion of blood accompanied by sufficient muscle and bone required for draught. The general tendency of late has been to breed horses of lighter form and quicker action, both for the saddle and the carriage; adapted to the less bulky vehicles and improved roads of the present day. In this way a more suitable animal for the saddle and lighter carriage was obtained, and also to some extent, at least, for farm labour, and the blood of the race horse has thus been insensibly but most beneficially diffused through the general mass.

"Of the varieties of coach horses," observes Professor Low, "one in general estimation for private carriages is the *Cleveland Bay*. It is termed Bay, from the prevailing colour, derived from approximation to the superior races, and Cleveland, from the fertile district of that name situated in the North Riding of Yorkshire on the Tees. About the middle of last century this district became known for the breeding of a superior class of powerful horses, which, with the gradual disuse of the heavy old coach horse, became in request for coaches, chariots, and similar carriages. The breed, however, is not now confined to the district of Cleveland, but is cultivated through all the great breeding districts of this part of England, although Cleveland yet preserves its preeminence, and supplies with stallions the parts of the kingdom where superior coach horses are raised.

"The true Cleveland Bay may be termed a breed, from the similitude of characters presented by the individuals of the stock. It has been formed by the same means as the hunter, namely, by the progressive mixture of the blood of the race horse with the original breeds of the country. But a larger kind of horse has been used as the basis, and a larger standard adopted by the breeder. By coupling a race horse with a draught mare, an animal will be produced partaking of the properties of both parents and which may be employed as a coach horse. But the results, as was before observed, of such a mixture are uncertain, and the progeny will probably be wanting in just proportion of parts. Many carriage horses are doubtless produced in this manner, but many of them, if their history were told, have been found to be worthless. To rear this class of horses the same principles of breeding should be applied as to the rearing of the race horse himself. A class of mares, as well as of stallions, should be used having the properties sought for. It is in this way only that we can form and perpetuate a true breed in which the properties of the parents shall be reproduced in their descendants. The district of Cleveland doubtless owed the superiority which it continued to maintain in the production of this beautiful race of horses, to the possession of a definite breed, formed not by accidental mixture, but by continued cultivation.

"The demand for these horses has long been very great in London and all the more opulent towns of the kingdom, and the number carried abroad is large. The English purchasers generally require the bay stock; but the foreign dealers do not reject what are called the vulgar colours, and therefore carry away many horses which could not be sold in England but at a low price.

"Although the Cleveland Bay appears to unite the blood of the finer with that of the larger horses of the country, in the degree sufficient to combine action with strength, yet modern taste has been continually refining upon this form of coach horse by adopting a lighter standard. The Cleveland Bay, having arrived at a certain degree of breeding, can receive, without the violence of too extreme a mixture, a still further infusion of the blood of horses nearer to the race horse. Many of them are accordingly crossed by hunters and even thorough-bred horses, and thus another variety of coach horse is produced of lighter form and higher breeding; and, in truth, many of

our superior carriage and four-in-hand horses are now nearly thorough-bred."

Youatt in his treatise on the horse, in reference to the Cleveland breed observes:—"From less height and more substance we have the hunter and better sort of hackney, and from the half bred, we derive the machineer, the poster, and the common carriage horse; indeed, Cleveland and the vale of Pickering in the East Riding of Yorkshire, may be considered as the most decided breeding countries in England for coach horses, hunters and hackneys. The coach horse is nothing more than a tall, strong, over-sized hunter. The hackney has many of the qualities of the hunter on a small scale.

"Whether we are carrying supposed improvement too far, and sacrificing strength and usefulness to speed, is a question not difficult to resolve. The rage for rapid travelling was introduced by the improvement in the speed of the racer, and for a while it became the bane of the postmaster, the destruction of the horse, and a disgrace to the English character."

Before the commencement of the railway system in England, the average rate of mail coaches on the principal roads was ten miles an hour, including stoppages, which, however, were very short—the changing of horses occupied only three or four minutes, and the length of the stage or drive would seldom exceed half a dozen miles. It should always be borne in mind that it is the pace that breaks down the horse more than the mere weight which he is required to draw and the duration of his labour. The general diffusion of railways in England and other countries, has produced a great change in relation to the horse, and must have mitigated his sufferings to a degree difficult to conceive. Short stage coaches, it is true, have been consequently much increased, and it is doubtful whether the number of carriage horses has been diminished by the railway system; but the fast and cruel driving that characterized the period immediately preceding the introduction of that system, has in a great measure given way to the superior force of the iron horse, and to the inexpressible relief of the living one.

The Cleveland Bay is but very little known in Canada, or indeed on this continent. It is most desirable that a fair trial should be given him, for he promises to be a useful animal among us. As most of our farmers require a horse of good size and action that can draw a plough or waggon on the week day, and a light carriage on a Sunday or holiday, the Cleveland appears to be an animal well suited to their wants; and we shall be glad to be informed of the opinions of those who have tested these matters by practical experience.

Killing Hogs.

KILLING hogs is a business in which the whole community is interested, and perhaps a small proportion acquainted with. It is termed "butchering," and often carried on in butchering style, while it is a business worthy of being conducted in a decent and scientific way. I do not propose going into a long programme of telling how to catch a hog, and how to hold him, etc., but to throw out a few hints.

Do not suffer the hog to be run and worried by men, boys and dogs, getting his blood and flesh heated just before he is killed. I believe this is one cause of meat spoiling. Sometimes we drive a hog or two to a neighbor's, so as to "kill together," as it is termed, making use of the same force, same fire, and other fixings; and we have known the hams and shoulders of hogs thus criven to come out a little "short" before the next summer was over.

Let the hog be killed with as little noise, worryment and excitement as possible. A Jerseyman has one man to go to the pen, select his first victim, and shoots him, or with a broad-faced hammer (like a shoemaker's hammer) knocks down the hog, when other men come immediately and stick, others drag