

There was no substantial evidence to prove that the cow from which Roger was said to have descended ever crossed the Atlantic, and private records were not reliable. The conveners of the meeting should not cast reflection upon the revising committee; it was their duty to "hew to the line," and if the standard adopted in the constitution was not satisfactory or just, the power to change it was vested in the Association. No matter how superior the individual merit might be, this argument had no force under the constitution in making the animal eligible for registration. But nineteen-twentieths of the breeders rejected his views when he pleaded for the men of small means and for the standard of merit instead of that of long pedigree.

Mr. D. Talbot strongly emphasized the fact that the Dominion Herdbook was not established on sound principles, and could not, therefore, stand, but must, sooner or later, collapse again.

Mr. James McQueen strongly denounced the action of the Association, and cited instances in which he had obtained higher prices for his rejected Roger stock than had been obtained for stock registered in the Dominion Herdbook. He cautioned breeders to beware of the "ring," and wagered that he could beat their "scrubs" anywhere with his Roger stock and five-cross bulls.

Prof. Brown said that all the cattle in England were practically thoroughbred, and many herds were not registered at all. It was not necessary to register an animal to make it thoroughbred. The rejection of so many animals that did not come up to the pedigree was a national wrong. There were hundreds of other breeders affected as well as the owners of the Roger stock. There was plenty of native-grown stock having 15 or 20 crosses that was just as good as the imported article.

James Laidlaw said that if the four-cross standard was adopted in the English Herdbook, the merits of the Dominion Herdbook were thrown to the winds. If our Shorthorn Herdbook admitted four English crosses, surely it ought to admit eight or ten crosses of our native-grown stock.

Henry Wade explained that four crosses were eligible for registration in the English Herdbook, but no cases were reported in which such registrations had been made.

John Hope, Bow Park Farm, was called upon by the Chairman to state his experience in English thoroughbred stock. He stated that he had taken no part in the question, but was very sorry that the spirit of disunion had manifested itself. The seceders had acquiesced in the action of the Association, and it was now in bad grace for them to kick against the researches of the revising committee which they aided in appointing to act for them, seeing that the Committee had done all in its power to count the Roger stock in. The breeds in different counties in England were known to be kept distinct for a period of 80 or 100 years, and were as thoroughbred as registered animals. In the respective localities there was no use in registering such stock, the price not being enhanced thereby, and although they comprised some of the best herds in England, they could not be exported without pedigrees, there being no demand for unregistered stock. Several unavailing attempts had been made to get these animals registered in the English Herdbooks. Canadian breeders had nothing to fear from four-cross importations, as the cost of transportation was as great as that of thoroughbreds,

and low grade stock would not bring remunerative prices.

After a lengthy discussion, the following committee was appointed, to meet the Association at their next annual meeting, to be held in February, for the purpose of endeavoring to secure a modification of the rules of constitution objected to: G. Pettit, Robert McQueen, Daniel Talbot, Thos. Waters, Wm. Donaldson, Jas. Laidlaw and James G. Wright.

Origin and Purpose of the Cleveland Bay Horse.

The origin of this breed, which is rapidly coming to the front, is involved in obscurity, and much speculation exists relating thereto. The more ancient name was the "Chapman horse." Some writers, basing their remarks on the fact that the ancient Romans painted and sculptured their horses in similar type, contend that the Cleveland Bay is a descendant of the Roman war horse. Others pretend to trace it to the aboriginal breed of Britain. It is an historical fact that the aboriginals were very powerful, active, and well trained horses, and we find Julius Cæsar, in his commentaries of the invasion of Britain, state that the very terror of these horses threw his choicest legions into confusion. Prof. Lowe, of Edinburgh, makes the following allusion to this breed:

It is the progressive mixture of the blood of horses with higher breeding with those of the common race which has produced that class of coach horses usually termed Cleveland Bay, from the prevailing color 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 is not, however, now confined to the district of Cleveland, but is cultivated throughout all the great breeding district of this part of England, although Cleveland still preserves its pre-eminence, and supplies with stallions those districts of the kingdom where superior coach horses are reared.

The true Cleveland Bay may be justly 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, i. e., 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 draft 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 we before observed, of such 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 breeding of the race horse himself. A class of mares, as well as of stallions, should be used, having the qualities sought for. It is in this way only that we can form and perpetuate a 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 continual cultivation.

Other authorities state that the breed has been produced by crossing the thoroughbred with the draft mare; but this is improbable unless the breeding had been systematically

carried on for a great length of time, and even then the endurance of the Cleveland Bay could scarcely be attained.

Mr. Lloyd gives the following description of the Cleveland horse: "He should be 16: 1 to 16: 2½ in height, should be possessed of good sloping shoulders, a short back, powerful loins, and long quarters. His head is rather plain than otherwise, and on the large side, but it is well carried, and his general appearance denotes activity and strength combined in a manner not seen in any other breed. His action is not remarkably high, but it is the kind of action for getting over the ground. In color he is bay—either light or dark—with black legs clear of hair, and black, zebra-like stripes on the arm and above the hock are sometimes seen. These are known as the black points, and are supposed to denote especial purity of breeding. White, save a small star, or a few white hairs in heel, is not admissible, a blaze or white foot proclaiming at once the admixture of foreign blood."

The Cleveland Bay surpasses any other breed as a general purpose horse, and his docility, strength and endurance admirably qualify him for artillery purposes.

Feeding Horses.

The question of feeding horses is now receiving a good deal of attention, and the experiences of the best feeders are being compiled. The quantity of nutriment to be obtained in a given bulk of food is also being discussed, as well as the quantity and bulk for horses of different weights and for different classes of work. Dr. Fleming, Principal Veterinary Surgeon of the British Army in his "Practical Horse Keeper," makes the following observations:

For the largest-sized draught horse which performs steady hard work for a number of hours every day, 18 lb. of hay, and a small proportion of straw, cut into chaff, with 18 lb. of oats, and a pound or two of beans or peas, is reckoned a fair allowance. Reynolds states that the weight of dry food absolutely consumed by an average-sized, well-conditioned cart-horse, moderately worked, regularly fed, well housed, and supplied with diet of good quality, is from 29 lb. to 34 lb. daily, of which the hay and straw should constitute about two-fifths. However nutritious the food may be, less than 29 lb. will not suffice to maintain the organs in healthy action. In a stud of cart-horses which he managed, the following was the daily allowance:—Indian corn, 10 lb.; Egyptian beans or Canadian peas, 5 lb.; oats, 2 lb.; oatmeal and linseed, 1.3 lb.; bran, 2.1 lb.; hay, 10.6 lb.; roots and grass, 3 lb.

Maize, beans, or peas, with bran and cut hay, formed the basis of the usual food allowance. The oats and linseed were used only for sick or delicate-feeding horses. The oatmeal was made into gruel, of which each horse was allowed a drink on coming to his stable when the day's work was completed.

The roots and grass were given during the months it was considered advisable to use them. In autumn or winter the corn was bruised and given raw, except a night feed of steamed food three or more times a week. In spring and summer the grain was steamed, but an occasional meal of dry food was allowed as a change. A further change both in the proportion and quantity of the grain given was also frequently made, as conditions of weather or work appeared to indicate, but the autumn allowance was always the most stimulative. The bulk of the hay was given in the form of chop with the corn, two or three pounds only being given in the rack the last thing at night. In quality the best obtainable clover hay was used. A small quantity of straw was sometimes chopped with the hay. The horses were of average size, moderately worked at equable and regular labor every day (25 per cent. were also worked for about three hours each Sunday morning), and their condition was good.

Another large company employing a number