

brated four-year-old mare 'Moss Rose,' cup winner at Ayr, Glasgow, and Edinburgh Centenary last year; the three-year-old stallion the 'M'Camon' (3818), cup winner as best stallion under three years at Edinburgh Centenary; 'Edith Plantagenet,' the two-year-old filly which was first at Kilmarnock, Ayr, Glasgow, and Edinburgh Centenary; and 'Crown Jewel' (2708), the three-year-old colt which carried first at Kilmarnock and Ayr last year. The Council of the Society report that it was found impossible to obtain a satisfactory portrait of 'Darnley' (222), which gained the champion cup for best stallion above three years at the Centenary Show, and which has been the sire of so many distinguished animals.

The following is the record of the stallions that have died or been exported:—Lord Derby' (485), died at close of season 1884; 'Stanleymuir' (1536), died in February 1885; 'Trademark' (3269), died in March 1885; 'Corsewall' (1420), died in January 1885; 'Benmore' (1984), was exported to Canada in August 1884; 'Commander-in-Chief' (2692), was exported in August 1884; 'Commander' (2029), was exported to Canada in Sept. 1884; 'The Douglas' (2060), died 14th February 1884; 'Daniel' (2715), was exported to Canada in April 1885; 'Darwin' (2730), was exported in January 1885; 'Turn o' Luck' (3275), was exported in March 1884; 'Champion of the West' (3493), was exported in January 1885; 'Rocket' (3137), was exported in August 1884; 'Endrick Pride' (2761), was exported in August 1884; 'Fore-side' (3341), was exported in September 1884; 'Glenree' (2142), was exported in July 1884; 'Laird o' North Glen' (2216), was exported in July 1884; 'The Darnley Prince' (2718), died in March 1885; 'Knight of Keir' (1174), died in March 1884; 'The Maclean' (2991), died in August 1884; 'Prince of Kelton, (3099), was exported in March 1885; 'Athole' (2570), was exported in August 1884; 'Buchanan' (2644), was exported in August 1884; 'Carpen' (2660), was exported to Buenos Ayres in August 1884; 'Knight of Snowdon' (2112), died 1st May 1885.

THE MONTREAL RACES.

In another column will be found a full report of the summer meeting of the Province of Quebec Turf Club. As will be seen by the summaries, the two stake races (the Queen's Plate and the Canadian Derby) had only three starters each. The race for the plate was a very tame affair, as Dr. Craik's pair had it all their own way and finished as they pleased. In the Derby there was a good race, however, and the result appeared to be in doubt until the youngsters were well into the last furlong. At the stand Mr. Burgess' colt proved a very easy winner, as he finished hard held and with some little daylight between him and the filly. Had the filly not had the misfortune to have her saddlegirths slip so as to allow her jockey to slip up on her withers she would no doubt have made the colt run an even faster mile

and a half than he has now to his credit, but whether she could have beaten him or not is quite another question.

The best feature in connection with this race, however, is that it brought to the post what must be acknowledged to be the best pair of Canadian bred three-year-olds ever stripped in the Dominion. It is satisfactory and encouraging to know that such thoroughbreds can be bred in Canada. Only a few years ago some of our chronic croakers had it that a colt could not be bred in Canada and fitted to run a mile and a half as a three-year-old, but here we have a three-year-old carrying 118 lbs. and literally home in 2.44½, while a filly with 113 lbs. away up on her withers makes an excellent showing. While such animals as Brait and Curtolima are seen coming out among our province-breeds, Ontario breeders need not despair of yet rivalling the most successful producers of race horses in any country.

The remainder of the racing programme at Montreal was good, though in the selling race and the special race there was good reason to believe that all was not right.

BUTCHERS' RINGS.

The public at length appear to be waking up to the fact that they are being "beaten" by tradesmen's rings, who come between the consumer and producer to the detriment of both. Of course no sane man will object to the middlemen so long as they are satisfied with moderate prices, but when it comes to charging from thirty to forty and even fifty per cent. on staple products it is evident that both the farmers and the consumers are getting the worst of it. Not long ago the workings of the butchers' rings were alluded to in the daily press, but the all-powerful "Society," "Trade Union," or whatever name it may go by will quickly compel those giving information and complaining to close their mouths so far as the outside world is concerned, and the refractory members will soon be whipped into line, so that nothing need be expected of them.

In the meantime farmers must not be idle or apathetic regarding this matter. They must meet combination with combination, and as soon as their arrangements for co-operation can be made they should establish depots for the sale of their produce in the city. The cheese factory and the creamery are both of the co-operative sort of enterprise, and they have always been most beneficial to the farmer and the consumer, and there is no reason why the former should not apply the co-operative principle to the disposal of his products in the city.

STALLIONS FOR SALE.

Mr. Geo. Bowden, Somersal, England, announces in the advertising columns of THE BREEDER, that he has for sale the Shire stallions "Magnum Bonum" and "Wanted the Most," also the trotting stallion pony "Mineral Water." Cards and photographs can be seen at this office.

Correspondence.

OUR ENGLISH LETTER.

From our Special Correspondent.

LIVERPOOL, June 16th, 1885.

Arrivals for past week of Canadian cattle foot up to 1,508 head, and from the States 1,965. Business during the earlier part of the week was slow but without any great difference in prices. Later on, however, the warm weather interfered with the demand and values dropped considerably. In London supplies for two weeks past have been in excess of ordinary arrivals, and though prices have been maintained with some steadiness, there is a weaker feeling now apparent which will probably result in a reduction. In this market the effect of close, warm weather is always disastrous, buyers limiting their transactions to the lowest minimum. From the States regular shipments have come to hand, but the tendency is to reduce numbers, there being no margin for exporters at current Chicago rates. Freight from U. S. ports are said to be hardening up, and as one or two leading companies have intimated their intention of withdrawing several steamers from the trade, it follows as a natural sequence rates will go higher. The anticipated reduction of American live stock shipments will affect Dominion exporters favorably, and even should the rates from the St. Lawrence increase above present figures, the compensating advantage of better prices in our open markets would fully cover the difference. It must be borne in mind, however, that this outlook is subject to various contingencies which are not at all unlikely, such as a fall in values at Chicago, a resumption of trading on the part of the steamship companies, or an inflation of prices here. Any one of these occurring would alter the aspect of affairs materially. It is to be hoped, now that the first rush of the season is about over, exporters will be guided by past experience and act with due prudence.

In the leading provincial markets, such as Bristol, Southampton, and Glasgow, supplies have been very large, and from reports sent me I understand sales have not been very remunerative; indeed, it is said that the balance of some lots were disposed of at a big loss.

In connection with the handling of Canadian stock at Glasgow a few days ago, I am informed that the owners of a large consignment ex "Carthaginian" were put to great inconvenience as well as pecuniary loss, through a bit of trade spite on the part of one of the local firms interested in a cargo that came to hand a few hours earlier. The facts of the case have been stated to me very clearly, but as their publication would compromise an official noted for his obliging disposition I refrain from stating them *in extenso*. An immense amount of ill-feeling has been stirred up by the incident, and I believe there is every chance of its being heard of again in a more public way.

The extraordinary efforts of Glasgow to maintain its present monopoly of the Canadian cattle traffic have not been without cause, as a formidable competitor has entered the field, in the Greenock Harbor Trust. This body, it appears, look with envy on the traffic that sails past its extensive harbors, and particularly on the live stock from Canada. In Greenock it is proposed to tap this trade, and make the Western Sugaropolis a distributive centre for Scotland. Strong and weighty arguments were adduced by the gentlemen who appealed to the Privy Council for leave to erect a foreign animals wharf, but very little hope was held out to them that their claim would be granted. Incidentally it came