

THE KIND OF HORSES WANTED.

It is not improbable that some of our readers may think we are inclined to worry them a trifle too much on the subject of breeding saddle horses, hunters, fancy roadsters and others requiring a pretty liberal infusion of warm blood. While we have striven by every means in our reach to encourage the breeding of the classes mentioned, we have been careful not to lay even a straw in the way of the breeders of heavy draught horses. What we have tried to obstruct as much as possible has been the very objectionable practice of haphazard breeding which has prevailed to such an alarming extent throughout the Dominion. Our farmers are too fond of breeding to the cheapest stallion, irrespective of merit, and the sooner they abandon this course the better for themselves and for the horse-breeding interest generally. We have laid particular stress upon the breeding of the lighter classes of horses because we were of opinion that they would command a better and a surer market than any other class, and we are glad to find that we are supported in this way of thinking by so good an authority as the (London) *Live Stock Journal*. In an editorial entitled "Riding and Driving Horses," the *Live Stock Journal* begins as follows:—

"The Fylde farmers have seen through the fallacious idea of breeding only heavy horses, and have had their eyes opened to the reality that it is necessary to supply the demand for animals for both carriage and draught purposes.' This, from a Preston contemporary, describes with tolerable accuracy what has occurred, or is occurring, in various parts of the country beyond the Fylde districts. The selling value of draught horses has declined greatly within the last two or three years. The fall has probably reached 30 per cent.; it has certainly, on the average, exceeded 25 per cent., and for third-rate animals there has been a very slow demand. On the other hand, the tone of the market for good riding or driving horses has been exactly the reverse. The supply has been limited, and in consequence prices have advanced considerably. For the better class of hunting and carriage horses prices have become very high indeed, and we are not surprised that farmers who have been breeding a moderate and almost unsalable class of draught horses should be turning wistful eyes towards the lighter-legged sorts which are more in demand."

CHANCELLOR FOR SALE.

Any one witnessing the display of hunters and saddle horses—the product of thoroughbred sires and common mares—at the Industrial Exhibition, could not fail to come to the conclusion that farmers in Ontario are beginning to be aware of the profits of breeding half-breds. Hitherto farmers have been very cautious about embarking in this business, for the reason that the colts were often very slow to mature, and not infrequently too small for the market even when fully matured. The reason of this has been that the thoroughbred stallions employed were either small themselves or else scions of families of small horses. Of late years, however, a better class of stallions have been placed within the reach of farmers. Ruric got half-bred colts, size and style suitable for saddle or dog-cart, while among his produce from thoroughbred mares he left an admirable successor in the

speedy brown horse Terror, out of Maritana. Though Terror was not an uncommonly large horse himself, he has left colts of admirable size and quality from all sorts of mares, but of the many mares with which he was crossed none appeared to suit him better than the big brown thoroughbred Nellie Lyall, by Luther out of Augusta by imported Ainderby. Nellie Lyall invariably threw large and handsome colts to Terror. Indeed, it is doubtful if any thoroughbred mare in Canada ever threw three such colts as Chancellor, Marquis and Homespun. Chancellor is now offered for sale, and it is to be hoped that he will not be allowed to go out of Canada, as it is doubtful if many of our breeders have the enterprise to go out of the country and buy a horse that combines such size, quality and breeding as Chancellor. He stands over 16 hands high, and has length and substance fully proportionate to his height, while for elegance of style and general outline he is surpassed by few if any horses in the Dominion. While on the turf he proved himself a fast and game race-horse at all distances up to two miles and a quarter, and it is extremely doubtful if his equal as a long-distance race-horse was ever foaled in Canada. As already intimated, his breeding is thoroughly good. From his sire he receives the blood of some of the best strains registered in the English stud book in short and direct lines through Ruric and Maritana, while in his dam were combined the blood of imported Ainderby with that incomparable American cross, Lexington and imported Glencoe.

Such a horse as Chancellor could not be bought in England or the United States for a very liberal advance on the price which Mr. Torrance will be inclined to accept for him, and it is to be hoped that some enterprising Ontario horse breeder will avail himself of this excellent opportunity to secure a thoroughly good sire for either half-breds or race horses.

THE TORONTO INDUSTRIAL EXHIBITION.

A brilliant success from every point of view, the Industrial Exhibition which closed in Toronto last week was not quite so great a success, so far as attendance was concerned, as that of 1884. On the other hand, the number of exhibitors was larger, and the show in some of the classes decidedly better than that of any previous year. The reason of a slight falling off in the number of admissions at the turnstiles does not require to be long looked for. The smallpox scare unquestionably did it, and the only thing to be wondered at is that the decrease was so small. Had it not been for the outbreak of smallpox in Montreal, there can be no doubt that the gate receipts would have been considerably in advance of those of last year. As it is, it is expected that the royalties received from the switch back, roller coaster little world, electric railway, and other special attractions will more than compensate for any falling off in the gate receipts.

We have already had something to say as to the advisability of paying so much attention to the side-show business in connection with the Industrial Fair, and now that it is over we have nothing to take back on that score.

The necessity of an abundant and always increasing revenue is sufficiently apparent, but according to present appearances the revenue appears likely to grow quite fast enough to keep pace with the requirements of the institution.

The pressing wants just now are more ground and better stables. All last week the grounds were uncomfortably crowded throughout every afternoon, and not only were visitors rendered uncomfortable, but the pressure at some points was absolutely dangerous. More territory should be secured before another fair is held, and as soon as the additional land shall have been acquired, no time should be lost in re-arranging the grounds. Should it be found desirable to acquire land for this purpose north of the railway, all the sheds for cattle, sheep, and swine should be removed thither at once, while whatever else, excepting the horse stables, that can be easily taken away from the present should also be taken to the new ground. This would leave not only plenty of room for ample and admirable horse stables, but would enable the directors to carry out the long-contemplated change by which the present cramped and inadequate horse-ring is to be converted into a first class half-mile track. The present track is not only a slow one, but the turns are so sharp and the grade so narrow that it is positively dangerous to start a large field of horses upon it either under saddle or in harness, while the space enclosed by the present ring is not nearly as large as it should be.

The necessity for entirely new stables is even more pressing than for an enlarged horse-ring. The stables now in use are mere apologies for what they ought to be. The stalls themselves are many of them far too small for the horses that have to be squeezed into them, while very many of them are so dilapidated as to be positively unsafe. Nor is this all. Of the stabling, such as it is, there was this year not nearly enough to meet the necessities of exhibitors. Many owners belonging to the city were obliged to keep their horses at home every night, and only bring them upon the ground as they were likely to be wanted in the horse-ring.

In spite of all these drawbacks, however, the show of horses was the finest ever seen in Canada. In the thoroughbred class the show was much larger than usual, there being no less than eight entries in the aged stallion class. First prize was taken by imported Woodstock, a brown colt, four years old, by Sir Bevy's, out of Stella. This is a large useful looking horse that in general make-up forcibly reminds one of the bay horse King Tom (son of Lexington and Tokay). He is a good horse, taken altogether, but at the same time he is a trifle slab-sided, has an upright shoulder, and has hocks that are not as well let down as they should be. How such a horse should have taken first prize over a horse like Day Star is indeed a mystery. Some said it was on account of his breeding, but any horseman who knows anything at all of pedigrees could not prefer Woodstock's to Day Star's. Sir Bevy's won the Derby, it is true, but it was in such very slow time that one is forced to the conclusion that there must have been a sorry lot of screws finishing behind him. A horse that takes over three minutes to traverse the Derby