

There is no doubt a difference of opinion as to the practicability and workability of such a plan, but there can be no two opinions as to the beneficial results that would follow the carrying out of some effective system of inspection of stallions. But the question is, will the end justify the means, and in a free country like Canada will not a rigid inspection and regulation of animals used for service interfere with personal liberty and impose a hardship upon a certain section of the population? Such a system might perhaps cause persons travelling through the country with inferior or blemished stallions to lose their trade, but aside from this an adequate plan of inspection and regulation of stallions carefully and judiciously carried out would prove effective in introducing a better class of breeding stock and laying the foundation for a better class of horses that would in time be of great benefit to the farmers of this country. The whole question is well worth a full discussion, and we would be glad to have the views of any one interested for publication.

Canada, however, is not the only country where such a system is being discussed. Several of the Western States are considering the matter, and the chief objection raised to the scheme is that it would give too much power to the veterinary surgeons of the country, who would do the inspection. But this is not an objection to the principle of the scheme, and a sufficient number of honest veterinary surgeons could surely be secured to do the inspection. In France and Italy a system of inspection and regulation of stallions has been in force for some years with splendid results. The scheme is not looked upon in these countries as a hardship or as interfering with the liberties of any individual, but in the broader sense of benefiting the whole community in causing a better and more uniform class of horses to be produced throughout the country.

If we follow the history of the horse in Great Britain we will find that as far back as the reign of King John strict regulations were enforced so as to induce the increase of good horses in the country. During the reign of Henry VIII. stringent laws were enacted with the object of improving the quality of the horses in the country. After noting the fact that by breeding many mares to small stallions and nags the breed of good horses in the kingdom was being greatly diminished, and was likely to further decay unless speedy remedy were provided, the law goes on to state that all owners or farmers of land and enclosed ground of the extent of one mile shall keep two brood mares of the height at least of thirteen hands, under penalty of 40s. A penalty of 40s was also imposed on the lords, owners, or farmers of all lands as above who should willingly breed any of these mares to stallions less than fourteen hands high, and no person was allowed to put a stallion of less than fifteen hands high in the fields where mares and fillies were kept in certain countries named. There was another clause in the law which, if in force at the present time, would doubtless cause a rebellion, though it would clear the country of "scrub" horses, and which reads as follows:

"And furthermore be it enacted, that if in any of the said drifts there shall be found any mare, filly, foal or gelding that then shall be thought not to be able nor like to grow to be able to bear foals of reasonable stature, or not able nor like to grow to be able to do profitable labors, by the discretion of the drivers aforesaid or of the more number of them, then the same driver or drivers shall cause the same unprofitable beast and every of them to be killed, and the bodies of them to be buried in the ground or otherwise bestowed, as no annoyance thereby shall come or grow to the people there near inhabiting or thither resorting."

After this period other laws were enacted from time to time chiefly with the object of increasing the size of the horse. Size counted more in those days when roads were bad than it does at the present time. There were frequently enactments to prevent the exportation of large horses if there was a likelihood of their becoming scarce in the country.

Any of our readers wishing to have a copy of this week's issue sent to their friends will kindly notify us by post-card with name and address.

About the Horse

The weight of the heaviest horse ever known was 3,000 pounds, and was of the Clydesdale breed. It was on exhibition in New York in 1889, and was 20½ hands high, and although only five years old measured 32 in. round the arm, 45 in. round the stifle, 95 in. in girth, 34½ in. round the hips and 11 ft. 4 in. in length.

The number of dangerous or vicious stallions does not seem to be as large as in the days of our fathers. The change for the better in this regard is said to be due to definite efforts to breed for desirable characteristics and to generally superior methods of training.

Nothing is more valuable in a good horse of nearly any kind than to be a fast walker. On the farm, on the road, and even for hunting or riding purposes, a good walker is worth a great deal more than a slow, ungainly walker. Though this quality in a horse is to some extent a matter of training when the animal is young and when first driven, it is in a very large degree hereditary, and should not be lost sight of when breeding.

In stopping a runaway horse it is not a good plan to rush straight at the horse's head. The best and safest way is for the man to place himself on the near side of the road, and before the runaway reaches him start to run in the same direction, and if he can keep alongside for a few yards and clutch the rein, he can, by gradually bringing pressure on, succeed in bringing the horse up by increasing the pull on the bit.

Statistics show that there are about 75,000,000 horses in the world, of which Russia has 35 per cent., and the United States 20 per cent. North America has 17,000,000, South America 5,000,000, Europe 38,000,000, and Asia 9,000,000.

Following the example of France, which has levied taxes of from \$20 to \$40 on horses of different ages imported, Germany is likely to so arrange its tariff as to lessen foreign competition. According to the present law, Germany and Austro Hungary levy a uniform tax of \$5 upon all imported horses, but in Germany, as in France, the imports of American horses have increased very much since 1891, while the exports have fluctuated very little.

In 1893 the British Clydesdale Horse Society were reported as exporting 112 head; in 1894, 21, in 1895, 15; in 1896, 55; in 1897, 57; and in 1898, 132. These figures show progress. The demand last year was general, a goodly number of horses going to Europe, others to the United States, Canada, South Africa and Australia. In many districts of Scotland it is reported there are not more than three Clydesdales bred where eight or nine years ago there were twenty, and it is felt throughout Scotland that the supply will not be equal to the demand.

The Clydesdale

The Clydesdale is perhaps the most popular draft horse in Canada. It is probable that the Shire and the Clydesdale are of the same breed originally. They doubtless started from the same origin and are descendants of the Old English Great horse, as mentioned elsewhere. The people in Scotland, however, evinced an earlier interest in horse-breeding and it is doubtless due to the different climate and soil, the rich lands, the healthy herbage and the nourishing grasses of the North that the Clydesdale of the present day owes its activity and quality characteristics, which have made him superior in the eyes of foreigners.

There is no evidence to show where the Clydesdale received its distinctive name, but it is doubtless from the farmers of the upper valley of the Clyde who took the earliest and greatest interest in the improvement of the old Scottish breed that its name was derived. In the Clydesdale Stud Book the genealogical tree shows that a horse named Glancer, foaled about 1810, was the root from which the breed sprung. This horse was supposed to have been descended on his dam's side from a Flemish horse brought to England between 1715 and 1720. Two noted horses of this breed, Prince of Wales, 673, bred in 1866, and Darnley, 222, are worthy of note as being the two horses from