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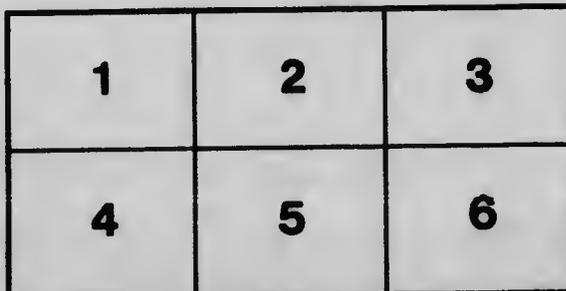
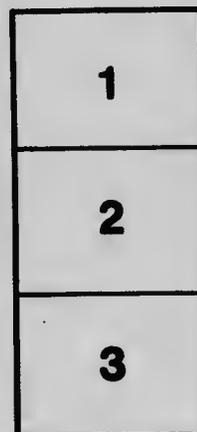
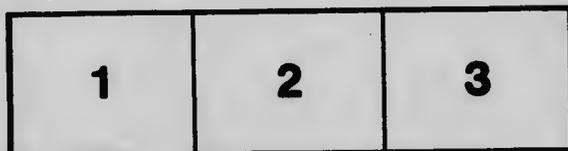
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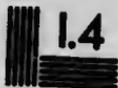
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The
Canadian National
Bureau of Breeding
Limited

6
For the Improvement of
the Breed of Horses in
Canada by means of the
Thoroughbred Cross



BOOKLET NO. 2

THE CANADIAN NATIONAL BUREAU OF BREEDING, LIMITED

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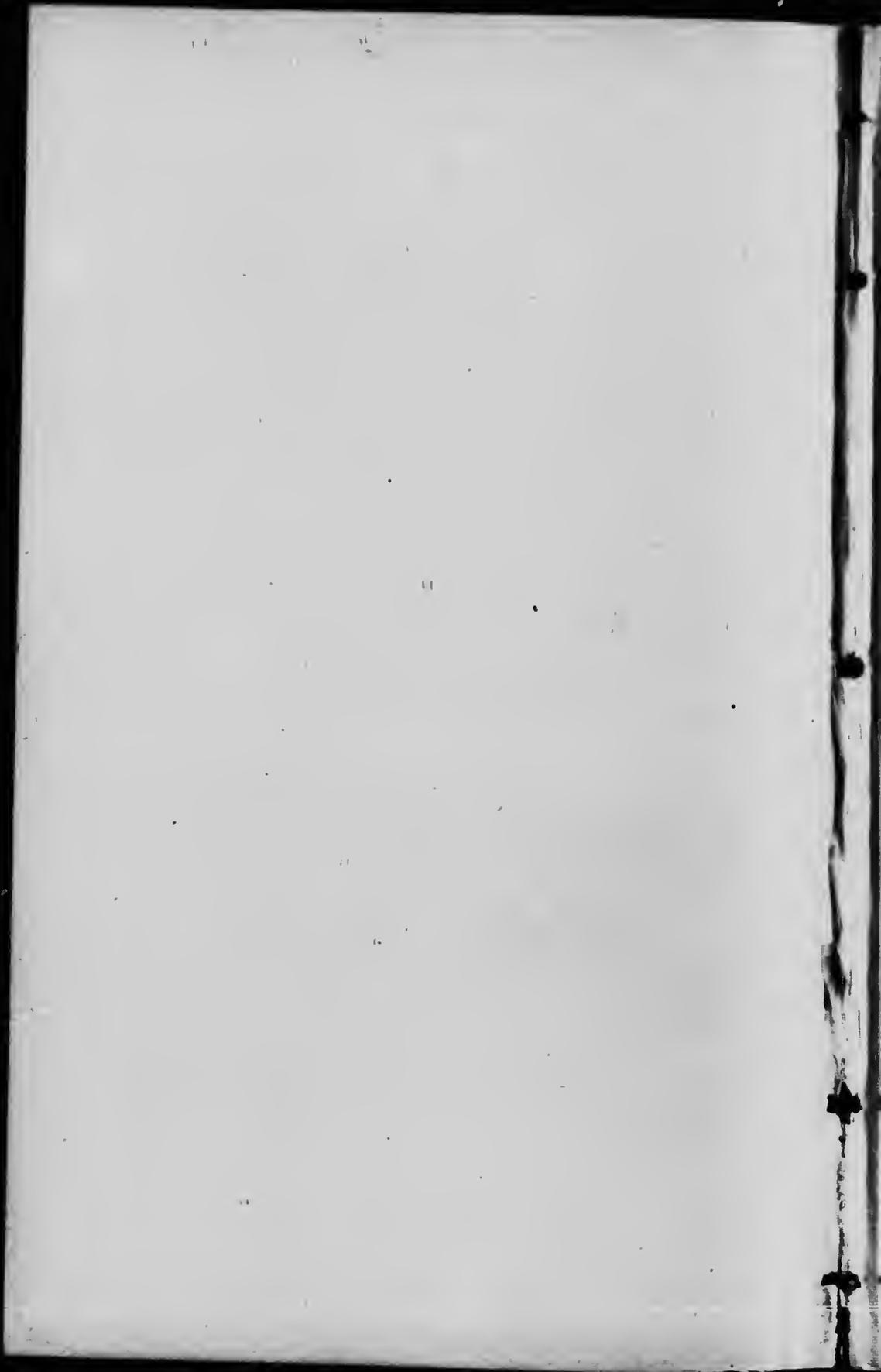
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MONTREAL, *March 20th*, 1909



The Canadian National Bureau of Breeding, Limited.

NATIONAL BUREAU WORK.

In this the second message of the Canadian National Bureau of Breeding, Limited, to the farmers and horse breeders of Canada, we wish first of all to thank the thousands of progressive Canadians who are showering us with letters of encouragement and co-operating cheerfully for the betterment of King Horse. The Bureau has a great work ahead of it and the demands are stupendous so we ask for patience on the part of all those interested and in return we give assurance that we will do our best to place as many thoroughbreds as we possibly can in different parts of Canada.

Since the last booklet was issued we have secured by donation many valuable horses, some of which have been shipped from a great distance to Canada. Valjean, for example, came all the way from Los Angeles, California, to Montreal by express. He is a gift from Phillip T. Chinn, a well-known breeder and sportsman, who like many others approves of the National Bureau plan and has taken this way of showing his appreciation of the work we are attempting.

We want every farmer in Canada who loves the horse to know as much about this Bureau and its methods as we ourselves know, and if any point is untouched in the booklets which we have distributed and will distribute we will welcome any letters of inquiry, which may be sent in to the Head Office, and will cheerfully answer all questions. The Canadian National Bureau of Breeding, Limited, has no secrets and it will remain so.

In this connection it may be well to answer the question, which has perhaps been asked more frequently than any other, and this is as to how the Bureau can possibly get so many valuable stallions by donation. The answer may be hard to explain to those who do not understand the strong sentiment which exists between a good sportsman and a good thoroughbred, especially when such thoroughbred has been raised by the man who owns him. There are in America many men who have thorough-

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bred stallions which money could not buy, but who will give and who have given such horses to an organization like the National Bureau. The principal reason for this is that when a man buys a horse he can do as he pleases with that horse, the only check on him being the societies for the prevention of cruelty to animals. Many thoroughbreds who once paraded before applauding thousands have ended their days in the hands of a night-hawk cabman or rough teamster and the cold facts in such instances have been printed broadcast. Such treatment of a well-bred animal who perhaps may have earned a fortune, is a shock to true sportsmen and to the better class of breeders. When, however, a thoroughbred stallion is donated to an institution like the National Bureau, the men in charge of such Bureau are in honor bound to the man who donates the horse to see that he is given the care and attention which his prowess and lineage demand, and to secure for him a good home and comfortable surroundings. He is neither worked nor raced but is maintained for breeding purposes, so that his blood, which is the basic blood of the horse world, may be infused with other strains and benefit all with which it comes in contact.

The National Bureau is not blazing out any new trail nor is it wandering on an unbeaten path. Its first principle is that the thoroughbred, being the parent blood inevitably betters any and all breeds with which it comes in contact, and this principle is as solid as the Rock of Gibraltar. The Bureau is attempting a work which should have been commenced in Canada a quarter of a century ago. It does not make any claims to originality. France, Germany, Austria, Hungary, Russia, Italy, Egypt, the United States, Mexico, The Argentines, Brasil, Australia and Japan, all have Bureaus of Breeding, and every Bureau has attained the object aimed at. The Canadian Bureau, however, is the only organization in the world that ever received foreign thoroughbreds by donation.

It is a proven fact that the introduction of thoroughbred blood into any country produces a utility type of horse of the best class. An animal out of a good cold blooded mare by a thoroughbred stallion can outwork any other horse of his weight, or even a couple of hundred pounds heavier. He has the courage, the inherited gameness, the heart and the lung power. He can travel farther in a day than any other horse without tiring. He has the strength to pull a plough and the speed to sprint with a hose reel. He has the common sense necessary in an ideal saddle or carriage horse and he has the sureness of foot and speed necessary in drawing an ambulance. He can pull heavy loads and endure great fatigue. These are all peaceful avocations.

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When the war bugle sounds you can take the harness of industry off a half-bred, throw a saddle on him and he is the cavalry horse that all the Governments of the world are after.

This is a condition of horse breeding which the National Bureau would like to see in Canada. We do not take the stand that the Canadian farmer will make all or even the greater part of his profit by selling to War Office buyers. The utility horse and the carriage and saddle type, which comes from a thoroughbred cross, will bring the farmer a good revenue, and those of the produce selected for more menial work will be far better than the utility horse of the present. By no means does this or any other Bureau depend on war for success, for that indeed would be a sad condition, but if the type of horse can be developed which will do a large part of the nation's work and at the same time be of the kind required in times of national stress, then England will not have to search among foreign countries for remounts as the case during the Boer War.

In this booklet will be found several articles of interest by men of great experience in the breeding industry, and an effort will be made in every issue to secure material which will be of value to the Canadian farmer and small breeder. The large breeders of this continent seem to realize that the National Bureau is bound to do much good and to make many friends for the thoroughbred. This accounts for the cheerful manner in which they are helping by expert advice and in conjunction with the reasons given previously, is one explanation of the reason of the many donations of valuable stallions.



ROSEMOUNT

National Bureau Stallion, 5 years old, by Hastings, dam Lady Rosemary by St. Blaise.
Placed with Samuel Nesbitt, Petite Cote, Que.

ROYAL GIFTS OF HORSES.

From the newspapers of Constantinople come the interesting tidings that King Edward has presented the Sultan with a thoroughbred horse. The news suggests a most interesting reversal of an order of things which has lasted for some ten centuries, and has probably done more to improve the breed of horses than any other royal custom, for it was from the pure Arab of Nejd that the English thoroughbred was first produced, and, no doubt, the owner of two such Derby winners as Persimmon—which is, alas, no more—and Diamond Jubilee was well aware of the double significance attached to so graceful a gift.

By many signs in contemporary documents we can see that whether they derived it from the Roman Conquest or not, the Anglo-Saxon kings were already in love with the thoroughbred. By the reign of Athelstan this fact had become so far appreciated abroad that when the father of Hugh Capet was courting the daughter of the British King he could find no gift more appropriate for so important an occasion than some "running horses."

There is no record of an Arab horse being brought to these islands by a Briton until Alexander, king of Scotland, presented one to a church in 1121, and his companion, which was a gift from eastern Europe, with some Turkish armor, was kept in the royal stud at Gillingham. At Hastings, William the Conqueror rode a small eastern stallion of fourteen hands, given him by Alfonso of Spain. By that time the Crusades, so fruitful in many other luxuries, had proved far from barren in the one thing on which the oriental has always prided himself and Favell and Lyard, the favorite steeds of Richard Coeur de Lion, were valued at \$5,000, a great sum in his time.

The royal registers record that John imported horses from the east and had some given to him, while the gifts of barb stallions to Roger de Belesme, Earl of Shrewsbury, also enriched the royal stud. Edward III, bought horses to the large total of 25,000 florins from the Count of Hainaut. Mares were never used by knights in armor, and the French wars depleted the English stock as greatly—in proportion—as the late South African campaign. The abbey was invariably ransacked for remounts at such a crisis, which may perhaps explain the gift of an Arab to a church already mentioned.

One famous eastern horse occurs in the annals of the Wars of the Roses, in an episode as sad as the slaying of Veillantif by dying Roland in the defiles of Roncesvalles—Black Saladin, which deserved a better fate, was slain by his master at the

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battle of Barnet, in April, 1471, to encourage his followers to fight better on foot, and his gravestone may still be seen in the grounds of the Warwick Hotel, on the East Barnet road.

On March 20, 1514, the Marquis of Mantua sent over a present of some of his best thoroughbreds to Hampton Court for Henry VIII. From two of them, called Altobello and Governatore, the sixteenth century stock of English racers was largely recruited, and the best was a bright bay, the right color for a Mantuan barb. In 1517 several further gifts from the famous stables of Francesco Gonzaga had reached England, and Ferdinand of Aragon had sent Henry VIII. two high-bred barbs from Spain.

By 1526 the royal stables were so full that King Hal was able to send Francis I. a present of no less than eighteen horses. Thirteen years later the gap was more than filled by the Imperial gift of five and twenty Spanish horses from Charles V. All these royal gifts were of that eastern breed of which Mohammed wrote: "Thou shalt be to a man a source of happiness and wealth," from which Pindar called Cyrene a "city of fair steeds and goodly riders," which gave Carthage a horse's head upon her coins, which furnished Hannibal with his Numidian cavalry and Mohammed with his victorious squadrons.

So to you our farmer friends in the Okangan Valley and to you, our earnest supporters in old Quebec; to the men who took the stumps out of Ontario and now have the leisure to enjoy a good horse; to the courageous souls who are building up the Great Northwest. To all of you let us say that in improving the breed of horses you are engaged in a work which is as old as the Pyramids.

In (Job 29; 19-23) you will find these words, "Hast thou given the horse strength? Hast thou clothed his neck with thunder? The glory of his nostril is terrible. He paweth in the valley and rejoiceth in his strength. He goeth on to meet the armed men. He mocketh at fear and is not affrighted. Neither turneth he back from the sword."

So you see that even the Patriarch had some idea of army remounts.

BROOD MARES AND FOALS.

By Foxhall A. Daingerfield, Manager of James R. Keene's
Castleton Stud, Lexington, Kentucky.

Noting that the object of The National Bureau of Breeding, Ltd., is the improvement through thoroughbred infusion, of all utility horses, as well as the safeguarding of the thoroughbred

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himself, I shall endeavor first to treat the subject to a certain point, as applicable to all classes of equine alike, and then differentiate according to the ultimate use to which the individual is to be pointed.

First, make as little difference as may be in character and amount of usage of mare before and after she becomes pregnant, simply avoiding strains or excessive fatigue if the mare is ridden or driven. Exercise, when mares are not turned to grass, where they may roam at will, is necessary for the best results. The food of mares should be increased gradually during the last three months of pregnancy, the demands of the growing foetus cannot be supplied otherwise without too great depletion of the vitality of the dam or the insufficient nutrition of the growing foetus.

Continue the generous feeding of the mare until the foal is old enough to eat oats from a trough placed within a pen in the pasture in which the mare grazes. This pen should be so constructed that the foal can walk in under a plank too low for the dam to enter.

The stables in which the foals are kept after weaning should be roomy boxes 12 to 14 feet square. The outer walls planked to the roof, with large glass windows, protected by fine woven wire, these placed above and out of reach of the foals, the wire for protection against insects, when the slide glass window is opened. The best form of stables for a number of foals, is a square with a large inner court. The inside of the boxes, opening on this open court, should have a canopy or oversheet, making a walk way for attendants and for the young things. The inner wall facing this court should only be planked to the height of the door (a little above the heads of the youngsters) and the space above slatted to the roof, one-third of the space between the several box stalls should be of slats, so that the youngsters can see each other up and down the rows of box stalls. Have two troughs in each box and wean two foals (two colts or two fillies) in each for company.

Feed oats, bran, cracked corn or barley, varying to keep appetite sharp. With all the clover or mixed hay they will eat. When they are yearlings they may be given separate boxes, preferably keeping those which have been together, in adjoining stalls.

Let all stables be cool, light and airy, simply protecting against draughts, that the animal may not take cold on going from his stable into the field; the larger the better, in which he should exercise during the day in winter and day and night in summer.

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If mares foal in winter weather they should be in a warmer box stalls, where the foal and dam may be kept two or three days, but close warm stables, with sudden transition to the cold winter air is dangerous. All young things should be inured to the climate in which they are to be reared. A soldier used to sleeping out of doors, never takes cold unless after a night's rest in a close room in a warm bed. This is more essential in the colder than the warmer latitudes. If you are raising thoroughbreds for racing, give them all the food they will consume at all times and all the liberty to run it into muscle. If saddle horses, hunters, or other general utility animals, more moderate feeding after the first winter will do. These suggestions are from my experience in the breeding of saddle horses, trotters and thoroughbreds.

KING'S PREMIUMS AND BUREAUS.

The following argument for the importance of the maintenance of thoroughbred breeding is made by Vigilant, of the London Sportsman, in a recent issue of that paper:

"What provision does the state make for a due supply of horses for military purposes? The war in South Africa shows us how the state's duty in that respect has been neglected, the matter of breeding horses for army purposes having been fostered only to the extent that the Royal Commission on Horse Breeding is allowed to expend annually in the shape of King's premiums the sum of 4,200 pounds, which provides exactly 28 premiums of 150 sovereigns each. The owners of the twenty-eight thoroughbred stallions which obtain these premiums have to allow the stallions to serve at a stipulated fee in the districts to which they are assigned. Further than this the Government interest goes very little, with the result that during the war in South Africa we had to ransack the world for remounts and transport and artillery horses, buying them in South America, Austria-Hungary, Australia and other countries, and in many cases paying exorbitant prices for animals that were found to be almost worthless.

"In sharp contrast to the callous indifference of Imperial Britain is the attitude of most continental countries in regard to their supply of horses for military purposes. All our state does is to pay 150 pounds a year to the owners of twenty-eight thoroughbreds on condition that their services are devoted to covering half-bred mares in their districts at a low fee. All else is practically left to individual enterprise. How different these things are managed in France is shown by the fact that the State Stud Commission has under it seventeen

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stallion depots containing no fewer than 234 stallions, the property of the state, which are at the service of the breeders. Germany, although not as well equipped in this respect as her neighbor, has at all events no fewer than 101 state owned thoroughbred stallions distributed among the five chief royal studs and the various royal studs in the different districts.

A number of these stallions, especially those at the chief studs, were bought practically regardless of cost, notably, Ard Patrick and Galtee More. For Ard Patrick the German Government paid no less than 21,000 pounds, and Galtee More, who has been acquired for a similar sum by Russia, was after three or four years sold to Germany for, I believe, about 16,000 pounds. German sportsmen and breeders of half-breds apparently view with apprehension the fact that the French State Commission has more than twice as many Government stallions as Germany, and in an article on the subject 'Deutscher Sport' deploras the fact, and strongly presses the German authorities to safeguard the interests of Germany and the security of the country by means of state gifts of increased prizes, bigger breeding premiums, and additional funds for the importation of blood stock than have hitherto been granted."



HASTINGS
By Spendthrift, dam Cinderella, Sire of the National Bureau Stallions Masterman and Rosemount and
Champion Stallion of America in 1908

THE STORY OF SEA HORSE II.

By Harry Williams.

("Hindoo," of The New York Telegraph.)

Sea Horse II., now one of the National Bureau stallions, was a winner from his second to his ninth year. Bred in New Zealand, his first prominent victory as a 2-year-old was in the Auckland Nursery Handicap. In this stake he took up 124 pounds and won very easily. The same year, 1898, he won the Criterion Handicap with 119 pounds up, and he was winner of the Shorts Handicap at five furlongs.

As a 3-year-old he was winner of the mile of the Hawkes Bay Guineas. He won the mile and a half of the Spring Handicap. It was in this year that he scored the most noble victory of his career when he won the 1,500 pounds New Zealand Cup at two miles. He won the Canterbury Derby at a mile and a half, the Canterbury Cup at two and a quarter miles, and the Auckland Plate at a mile and a half.

After brilliantly distinguishing himself on the flat, Sea Horse II. was put to jumping, and he proved a wonderfully good performer through the field. It was while he was winning his way in Australia in steeplechases that he was purchased by Temple Gwathney, the American sportsman, who raced under the nom de course of "Mr. Cotton." He was purchased, that Mr. Gwathney might have a starter in the Liverpool Grand National. James Owen, the American rider, was sent to England to ride him in that race, but the horse fell in the running.

In 1905, Sea Horse II. was brought to the States by Mr. G. R. Tompkins. Unfortunately the good son of Nelson and Moonga only started twice on this side of the Atlantic, and in his second race he was thrown down and was so seriously injured that he had to be retired from racing, and although he recovered rapidly, did not race again.

It was at Saratoga that Sea Horse II. was first shown, and under a very incompetent ride by Rogan he was only able to finish second, though his dazzling speed and faultless jumping caused many experts to proclaim him the best steeple-chaser seen in many a day.

The next time he was opposed by the English mare Gate Bell, and when he was in a winning position he was thrown against a fence and fell.

At the time Sea Horse II. landed at Saratoga he was fit to beat most of the horses racing on the flat. Mr. Tompkins, over the Saratoga track, which has never been a fast one, worked him a mile and a quarter in 2.05 4-5, work that would

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be considered amply good enough for a Euburban or a Brooklyn Handicap. He was a most impressive horse in training, was possessed of both extreme speed and faultless action, and it was only the most remarkable run of misfortune that prevented his occupying a prominent place in turf history of the United States, even if he was nine years old before being brought to the country. He is a handsome individual of impressive conformation.

Sea Horse II. came by his quality honestly, for his sire, Nelson, was winner of the Auckland Derby, Auckland Handicap, Epsom Highweight Handicap, Auckland Cup as a 5-year-old, 6-year-old and a 7-year-old, Auckland Racing Club Handicap. Nelson was trained for seven seasons, which is a remarkable record for New Zealand, where race meetings are not as close together as on this side of the Atlantic.

FACTS ABOUT SEAHORSE II.

The Canadian National Bureau of Breeding, Limited, after making enquiries in Australia, England and the United States, has obtained the following interesting facts about Sea Horse II., one of the Bureau's thoroughbreds.

He is a chestnut stallion, foaled in 1896, and comes from the No. 9 family of Cyllene, which produced Cicero, winner of the Derby.

Raced in New Zealand, England and the United States.

Won at all distances from half a mile to two miles and a quarter on the flat, over hurdles and through the field.

Cost \$16,000 when nine years old, and at present is insured for \$10,000.

Won the New Zealand Cup, \$7,500, two miles, Auckland Handicap, Criterion Handicap, Short's Handicap, Hawkes Bay Guineas, Spring Handicap, Canterbury Derby, Canterbury Cup (2 1-4 miles), the Auckland Plate, besides many races through the field.

Worked a mile and a quarter at Saratoga in 2.05 4-5 in preparation for a steeplechase.

Sired by Nelson, winner of twenty-three races, mostly stakes, in thirty-eight starts, and 19 races at more than a mile and a half.

Nelson was out of My Idea, by Yattendon, who won the Sydney Cup in 1865, and sired Chester, winner of nineteen races out of forty-one starts, and Flaneur, unbeaten.

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The dam of Sea Horse II. was Moonga, by Goldsborough, who defeated a field of eighteen in the Sydney Cup, running the two miles on turf in 3.22 3-4 with 129 pounds up. Goldsborough sired Melos, who defeated Carbine in the Champion race of 1890. Also sired Kamilaroi, winner of the Sydney Cup, and Arsenal, winner of the Melbourne Cup of 1896. As a brood mare sire, Goldsborough was the equal of Rataplan, Touchstone, Hermit or even Stockwell. He got Cinnamon, dam of Abercorn, winner of 28,000 pounds in four seasons; Fraltry, dam of Trenton, Culrassier, and Niagara, the latter the only native sire to head the list for seven seasons.

Sea Horse II. has a double cross on his dam's side of Fisherman, winner of seventy races.

Sea Horse II. had five crosses of Sir Hercules, the best son of Whalebone and the last of his get. But for Sir Hercules there would be no Faugh-a-Ballagh nor Birdcatcher, and therefore no Stockwell, Rataplan or Isonomy in England, and no Leamington in the United States.

This world famous thoroughbred will be shipped from Virginia to Montreal on April 26th, and exhibited in the Montreal Horse Show on May 10th, after which he will be placed in Quebec for service with cold-blooded mares.

VALUE OF THOROUGHBRED BLOOD.

The Oriental horse was the foundation of the thoroughbred, but no up-to-date breeder of to-day would think of going back two hundred years to breed to the best Arab or Barb on earth. Might as well breed to the Wild Boar or Penneroyal cattle, because any thoroughbred that can win races now is so much better that there is no comparison.

When one considers how careful the breeders of this continent have been to import Derby and St. Leger winners, or winners of some of the classic events in England, and mares out of producing dam and Oaks winners, he can easily understand why the breeders from all parts of the world are anxious to secure the progeny. Take one of Mr. Haggin's catalogues, for instance, and we find in the tabulated pedigrees mares like Pocahontas, Alice Hawthorn, Crucifix, Banter, Queen Mary, Martha Lynn, etc., etc., all the greatest matrons of the English turf, and Levity, Miss Obstinate, Young Maid of the Oaks, Gallopade, Magnolia, etc., from our own country, mares that all produced winners and families of winners and pro-

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ducers. Take the sires we have had in America—Diomed, Leviathan, Glencoe, Bonnie Scotland, Leamington, St. Blaise, Gleneig, Mortimer, Order, Prince Charlie, Watercross, Sir Archy, Vandal, Lexington, Poston, the mighty Hanover and a hundred others. I simply mention these to show that the thoroughbred breeding foundation in America was founded on pedigrees as solid as possible and horses to-day to be eligible to registration must have six uncontaminated thoroughbred crosses.

Every community where horses are bred should have a good thoroughbred stallion. The French Government has been using them for years to improve its horses. Crossed on good mares they make the best fire engine horses, the best express and transfer horses, the best all-day road horses, the best quick, active, big horse for any purpose, one that can draw a big load and can go on a trot on a hot day without getting a tired or panting. Get horses out of good big mares by a thoroughbred sire and you will never be disappointed in them

THOROUGHBRED BLOOD IN ROAD HORSES.

It is generally accepted that the "English Mare," the dam of Vermont Black Hawk, was at least a half-bred. So the strain has been reinforced by the thoroughbred until it comes to the dam of General Gates, which is by Revenue, Jr., thoroughbred son of Revenue by imp. Trustee.

Let us observe what imp. Trustee and his descendants have done for the harness horses of this country. Trustee was foaled in 1829, by Catton out of Emma by Whisker, imported into Virginia in 1835. He was greatly distinguished as a stock-horse and a sire of racers of the highest form. He was the sire of the great mare Fashion, the best race mare of her day, and the half-bred trotter Trustee out of Fanny Pullen, the first horse that ever trotted twenty miles within an hour. This he did over Union Course, Long Island, on Friday, October 20, 1848, finishing the twentieth mile in 2.51 1-2, the fastest mile of the race, and the twenty miles in 59.35 1-2, pulling up apparently as fresh as when he started. Imp. Trustee was also the sire of Revenue, Marlborough and a son that sired the standard-bred trotting sire John Nelson, 187.

Marlborough was by imp. Trustee, out of Betty Ransom Jr., by imp. Priam. He was the sire of Ida, dam of John Coldsmith, 2.28 1-2, was the sire of Trusty, dam of Dencaillon,

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2.22, and a great sire of speed, John Love, 2.28 1-2, and Scotland Maid, 2.28 1-2. John Nelson, 187, by a son of Trustee, was the sire of Aurora, 2.27; Nemo, 2.30; Gov. Stanford, 2.27 1-2; Nera, 2.22 1-2, and the dams of seven trotters in the 2.20 list. Revenue was by Imp. Trustee out of Rosalie Somers, by Sir Charles, son of Sir Archy. He was the sire of Exchequer, 8551, Planet and Revenue Jr. Exchequer's dam was Nina by Boston, and he was the first thoroughbred to become standard. He was foaled in 1856 and came into service about the time of the Civil War or he might have become more famous as a sire. He was the sire of Lucille, 2.21, and Rigolette, 2.22.—C. E. Brossman, in *The National Stockman and Farmer*.



JAVLIN

The National Bureau Stallion, 4 years old, by Imported Bridgewater, dam The Ghost by Flying Dutchman.
Placed with Dr. R. E. Webster, M.F.H., Ottawa

JAVLIN

Brown Horse, foaled 1905

The Ghost		Bridgewater (Imp)				
Claudine	Flying Dutchman	Wagner	Prince Charlic	Blair Athol.....	Stockwell.....	The Baron Pochontas
			Duchess of Malic	Eliand.....	Ratapian	Ejlermire
			Duchess of Malic	Duchess.....	St. Albans	Bay Cella
		Glen Mercy	Glenely	Glenmasson.....	Copperstone	Arnette
			Mercy (Imp.)	Gilbest Gurney Mare	Seaweed	
	Boulotte	Iriquois	Leamington	Faugh-a-Baliagh.....	Sir Herculea	Peri
				Daughter of Pantaloon.....	Pantaloon	Daphne
			Maggie B.B.	Australian (imp.)....	West Australian	Emelia
				Madelline.....	Boston	Magnoliu
			Pouch	King Ernest (Imp.)	King Tom.....	Harkaway
Ernestine.....	Touchstone	Lady Geradine				
Harry Bassett.....	Lexington	Canary Bird				
		Wombat.....	West Australian	Daughter of Birdcatcher		
Barnmaid	Hampton	Lady Langden	Kettle drum	Ratapian.....	The Baron Pochontas	
				Hybla.....	The Provost	Otisina
			Haricot	Mango.....	Emilius	Mustard
		Calliard	Pan-dango	Barnton.....	Voltaire	Martha Lynn
				Castanette.....	Don John	Nickname
	Loch Garry	Mayon-aise	Blair Athol	Hetman Platoff.....	Bruhendorf	Comua Mare
				Otisina.....	Liverpool	Otia
			Blair Athol	Stockwell.....	The Baron Pochontas	
		Picnic.....	Blink Bonny.....	Melbourne	Queen Mary	
			Teddington.....	Orlando	Miss Twickenham	
Hampton	Lady Langden	Kettle drum	Ratapian.....	The Baron Pochontas		
			Hybla.....	The Provost	Otisina	
		Haricot	Mango.....	Emilius	Mustard	
			Queen Mary.....	Gladiator	Daughter of Plenipotentiary	
			Calliard	Pan-dango	Barnton.....	Voltaire
	Castanette.....	Don John			Nickname	
	Loch Garry	Mayon-aise	Blair Athol	Hetman Platoff.....	Bruhendorf	Comua Mare
				Otisina.....	Liverpool	Otia
			Blair Athol	Stockwell.....	The Baron Pochontas	
		Picnic.....	Blink Bonny.....	Melbourne	Queen Mary	
Teddington.....			Orlando	Miss Twickenham		
Lord Clifden	New Milner	Touchstone.....	Camel	Basher		
			Bee'a Wing.....	Dr. Ryntax	Daughter of Ardrossan	
		The Slave	Melbourne.....	Humphrey Clinker	Cervantes Mare	
			Volley.....	Voltaire	Martha Lynn	
			Ratapian.....	The Baron Pochontas		
	Lady Langden	Kettle drum	Ratapian.....	The Baron Pochontas		
			Hybla.....	The Provost	Otisina	
		Haricot	Mango.....	Emilius	Mustard	
			Queen Mary.....	Gladiator	Daughter of Plenipotentiary	
			Calliard	Pan-dango	Barnton.....	Voltaire
Castanette.....	Don John	Nickname				

HANDLING OF THOROUGHBREDS.

The Canadian National Bureau of Breeding would like every man with whom a Bureau thoroughbred has been placed or with whom a stallion will be placed this year, to weigh carefully these words of John Mackey, for years superintendent for James B. Haggin:

"Nature never intended that an animal, and particularly a horse, should be cooped up most of the time. This thing of making a prisoner of a horse is all wrong. Give him an opportunity to enjoy himself and get the light and sun and air. Let him out where he can see things and people, and, above all, other horses. He enjoys the sight of his kind as much as we humans do the company of our kind. Down beyond our exercise barn there has lately been built one paddock. Well, that is where old Watercress is going to have his romp when the fair days come. I want that old fellow to get all the good there is in life.

"Out at Rancho del Paso the stallions and the mares and the yearlings all had plenty of range and sunlight and air. They were never cooped up, and let me tell you a lot of good horses came from that farm. If we felt like they ought to have more exercise than they naturally take in the paddock, we put a man on their backs and rode them an hour or two.

"The best lot of yearlings we ever sent from Elmendorf were those that ran every day in a big field which had a spring and a mud puddle about the centre of it. Time after time I have seen these youngsters race from the extreme end of that field to that spring, a distance of three-quarters of a mile, have a drink and a wallow in the mud, and then chase off again to the other end of the field. They did that a dozen or more times a day. They were like a lot of kids at play, and they grew up strong and hardy and healthy, and there were six or seven or eight race horses, splendid ones, that came out of the bunch.

"The average thoroughbred horse can teach the average man a lot of things about correct living, if the man will only give the horse a chance to show him. The horse cannot talk to him, of course, but if the man will watch him he will soon learn that the horse knows better how to take care of himself than the man does. Did you ever notice a lot of mares lying down in a field? Sure you have. Well, is it not a fact that they always lie with their stomachs to the sun? It is the most natural thing in the world that they would do this. The heat of the sun warms them internally and, consequently, aids

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digestion. Lying so, out in the open, they get the benefit of pure oxygen, and that is the very thing they pump into the man who is dying, and when the doctor cannot think of anything else that would possibly save him. Oxygen is the stuff, that they use as a last aid to the dying. If it is good for a dying man, it is a cinch it is good for a well horse.

"The slogan of success in breeding horses is an abundance of outdoor exercise and plenty of sunlight and air."

THE THOROUGHBRED CROSS.

It is admitted by experts in breeding, that while character may come from the dam, strength and endurance must be inherited from the sire, and it is on this basis that many governments have placed selected stallions for service with cold-blooded mares.

When one comes to think it over, it is strange that Canada, with its thousands of square miles of pasture land, has not yet developed any national type of horse. There is nothing in this country to compare with the Orloff of Russia, the Hackney of England, or the superb type of draught of Belgium, which Frank Carpenter aptly described as "an elephant in horse hide." The breeding industry in this country is a veritable pot pourri.

The thoroughbred when first imported into America represented two hundred years of the most careful thought and work on the part of the English people. He was a type developed to suit the needs of man from a pony fourteen hands high. The thoroughbred as he stands to-day is the product of three hundred years of well directed effort; of effort that has required the expenditure of multiplied millions of dollars.

Count Lehndorff, the famous German Master of the Horse, and one of the closest students of breeding in the world, says that as a business proposition it pays the German Government to send to England and invest as much as \$100,000 in the best race horse that England can produce; a horse able to take up weight and carry it over a distance of ground, simply to bring that horse to Germany to be mated with common farm mares. This will be conceded a most potent argument in favor of thoroughbred blood in the improvement of the general type of horse.

The farmers of Canada will perhaps be surprised to know that in France, the Breeding Bureau plan has reached its greatest perfection. According to the 1907 Budget of the

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French Minister of Agriculture, \$3,667,000 were paid for cavalry remounts in that year, and for this year the Chamber of Deputies has voted \$3,475,000; nearly all of this vast sum goes into the pockets of French breeders and farmers.

In 1907, \$265,000 was given by the French Government for the National Stud farms and no less than \$600,000 in premiums to breeders.

In that year stallions to the number of 229 served about 8,000 mares. More than half this product will ultimately pass back into the hands of the Government for army purposes. All money in connection with these immense transactions remains in France.

It is a common mistake to think that the half-bred is nervous and hard to manage. A couple of months ago the writer rode behind a team of young two-year-old thoroughbreds, which had not had the harness on a dozen times, and they were as tractable as a man could wish. At the outings of the Foxhunters Association in Montreal last winter, two thoroughbred steeplechasers pulled a big sleigh in a round trip of 30 miles and were the best looking team in the parade. Every trainer in Montreal and Toronto keeps his thoroughbreds and half-breds in shape by driving them to harness in winter, and these men will all tell you that the horses are quick to learn, full of endurance and easy to handle.

Nearly every good type of horse in the world has at least a dash of thoroughbred blood. Take for example the Morgans of Northern New York and Vermont. This type weighed from 1,000 to 1,250 pounds and could road ten or twelve miles an hour. They were formerly called Burgoynes, because they were a cross between English stallions brought out by Burgoyne, mated with the direct descendants of the barbs and thoroughbreds brought into Canada by the French.

One strain, the Hambletonian, founded on thoroughbred lines, brought \$26,000,000 into the State of New York.

The thoroughbred cross makes an ideal family horse, both under saddle, for driving and for general utility. To begin with they have much more intelligence and do not shy on the road or get frightened so easily as the cold-blooded horse, which is of the highest value when they are used by women and children. Their legs and feet are much tougher and they are less liable to ailments than the average horse.

The beauty of the thoroughbred is its refining influence on other strains. It is the basic blood of the horse world, and the coarsest type of the farmer's drudge, when bred to a smoothly turned thoroughbred horse, frequently produces a prize winner.

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There are a number of fine mares of trotting or saddle blood scattered throughout this country, and these make an ideal cross for the thoroughbred stallion. It is the product of such matings which changes hands for prices up in the thousands in the horse markets of the world.

It is the intention of the Canadian National Bureau of Breeding to inaugurate a campaign of education for the farmer, so that he will prepare his young stock for the market himself. He will be taught how to care for his mares prior to foaling, how to rear the colt so that it will reach its development at the earliest possible time, and then will follow instructions for the biting, breaking and shoeing of the youngsters, so that they may be turned into money as soon as possible.

Another advantage of the thoroughbred cross is its early maturity. While the cold-blooded product is scarcely available before he is four years old, the half-bred is ready for market at three.

George S. Rommel, Chief of the Bureau of Animal Industry with the Department of Agriculture at Washington, has this to say on the value of thoroughbred blood:

"Every European Government, to a greater or less extent, spends money annually in the purchase and breeding of thoroughbred stallions. The two most extensive plans are carried on in France and Germany. The product of the cross with these stallions is used for cavalry remounts. As an illustration of the value placed on thoroughbred blood by the Government I will refer you to the purchase of the stallion Ard Patrick, for the sum of 428,000 marks or more than \$100,000, and to the purchase of Galtee More for 280,000 marks or \$70,000.

"In France, thoroughbred blood has been used more extensively than in any other country. We are familiar in this country with what are called French coach horses, known in France as 'demi-sang.' This type has been developed by the use of the thoroughbred sire."

In the thirteenth volume of the French Thoroughbred Stud Book, which covers from 1898 to 1901, you can find 772 stallions registered. Of this number 351 or 45.46 per cent. were stallions used in the Government breeding establishments.

Now to come to the use made by private breeders, the foundation sire of the hackney breed is a horse known as Elize, a thoroughbred horse. His son Shales ranks next. In the United States, the Morgan horse as already noted, is a product of the thoroughbred. General Gates, one of the greatest of the Morgan type, was out of a thoroughbred dam.

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The trotter, as nearly every one knows, started on this continent with a horse known as Messenger. He came to this side of the Atlantic in 1788, and sired Mambrino, and he sired Abdallah, and he sired Hambletonian. As time goes on the concentration of the blood of Hambletonian is being made more and more intense every year. The great majority of trotters and pacers in America trace back to this horse.

With saddle horses there is more thoroughbred blood infused than with any other breed. In the first volume of the American Saddle Horse Register, there are three thoroughbred sires. The greatest of these was Denmark. He was by Hedgeford.

Out of the fifty horses registered, 50 per cent. were thoroughbred.

Now what has the saddle horse done? It has given what is regarded by horsemen as the best breed of horses the world has known, and the best saddle horses that come to New York—the "best sellers" are from Kentucky, where there is more thoroughbred blood than in any other state.

In the Civil War the cavalry regiments from Kentucky and Tennessee had horses of this blood. When Morgan raided Indiana and Ohio, he covered 90 miles in 25 hours. In another raid after two weeks marching, his command 2,100 strong went 94 miles in 34 hours without a halt. These men were on Kentucky horses.

So from this will be seen the tremendous advantage of the thoroughbred cross in peace and in war.

Canada should lead in developing a type which will perpetuate characteristics of color, gait and conformation. The French Canadian Farmer in particular should regain his lost heritage, for the mares and stallions that gave America the Morgan horse were brought to this continent by the men who followed Champlain and Cartier.

BUREAU'S FIRST CROP.

The first Bureau foals are due next month, and will be born in Vaudreuil County, P.Q., where the thoroughbred stallion Our Boy has been standing at the farm of Major J. J. Riley, of the Duke of York Hussars. Major Riley adopted the excellent plan of going around among the farmers and getting them to select their best mares. The produce of these mares mated with the Bureau stallion will be secured as remounts for the Hussars.

Our Boy is a son of the English sire My Boy II. and Dina. This mare Dina was bred by L. T. Hayden and owned by J. B. Malone, of Gallatin, Tenn. She is the daughter of Kosciusko and out of Idlewild III, a daughter of Iroquois and Electra by Kentucky. Idlewild III was bred by the elder Pierre Orillard, and Electra, her dam was out of the English mare Bernice, a daughter of Stockwell. This at once goes back to the best of English lines, Stockwell being a son of The Baron and Pocohontas, one of the most famous of the Glencoe mares.

Kentucky, the sire of Electra was a son of Lexington and out of Magnolia, another Glencoe mare, who is to the American lines what old Pocohontas is to the English lines.

Iroquois, the sire of Idlewild III, was the first American horse to win the English Derby. He was a son of Leamington and out of Maggie B.B., a daughter of imported Australian, out of Madeline by Boston, second dam Magnolia by Glencoe, taking her back along the same lines as Kentucky. Maggie B.B. produced among other famous ones, Harold, Panique, Wawekus, Okema and Homeopathy.

Magnolia the dam of both Kentucky and Madeline also gave many famous ones to the turf in Victory, Gilroy, Skedaddle, Daniel Boone and several others.

Kosciusko was by the imported horse Kyrle Daly and out of Colossa by Colossus. Kyrle Daly was by the good sire Artillery and out of Coleen Rhue by Gemma di Vergy, one of the truly good English strains.

My Boy II, the sire of Our Boy, was brought over from England in 1896. He is a son of Marclion and out of Marchioness. Marclion was winner of the Ascot Gold Cup and a royally bred horse himself. He was a son of Royal Hampton and Emmeline Marcia, giving him relationship to St. Gatien, who was a half brother to Emmeline Marcia. Royal Hampton was a son of Hampton and Princess, a Great Tom mare, who gave to the American turf several notable performers. Some of her



OSTRICH
National Bureau Stallion, 8 years old, by Order by Bend Or, dam Plumage by Goldfinch by Ormonde

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OSTRICH

Bay Horse, foaled in 1901

Plumage	Lizzie Dunbar	Tibbie Dunbar	Bornna.....	{ Knight of St. George, by Birdcatcher. Levity, by Trustee.
			Bonnie Scotland....	{ Iago, by Don John. Queen Mary, by Gladiator.
		Hazar	Ivy Leaf.....	{ Australlan, by W. Australian. Bay Flower, by Lexington.
			Jack Malone.....	{ Lexington, by Boston. Gloriana, by Eclipse.
	Goldfinch	Thistle	The Flower Safety..	{ Wild Dayrell, by Ion. Nettle, by Sweetmeat.
			Scottish Chief.....	{ Lord of the Isles, by Touchstone. Miss Ann, by The Little Known.
		Ormonde	Lily Agnes.....	{ Macaroni, by Sweetmeat. Polly Agnes, by The Curé.
			Bend Or.....	{ Doncaster, by Stockwell. Rouge Rose, by Thormanby.
Imp Order	Angelica	St. Angela	Adeline.....	{ Ion, by Cain. Little Fairy, by Hornsea.
			King Tom.....	{ Harkaway, by Economist. Pocahontas, by Glencoe.
		Galo-pin	Flying Duchess.....	{ The Flying Dutchman, by Bay Middleton. Merope, by Voltaire.
			Vedette.....	{ Voltigeur, by Voltaire. Mrs. Ridgway, by Birdcatcher.
	Bend Or	Rouge Rose	Ellen Horne.....	{ Redshank, by Sandbeck. Delhi, by Plenipotentiary.
			Thormanby.....	{ Windhound, by Pantaloon. Alice Hawthorne, by Muley Moloch.
		Doncaster	Marigold.....	{ Teddington, by Orlando. Sister to Singapore, by Rattan.
			Stockwell.....	{ The Baron, by Birdcatcher. Pocahontas, by Glencoe.

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good ones were His Highness, Her Highness and Prince Royal.

Emmeline Marcia was a daughter of Queen's Messenger and Saint Edith and while Hampton traces back to Touchstone and Glencoe, St. Edith goes to Birdcatcher.

SOME BUREAU STALLIONS.

Among the latest arrivals for the National Bureau is Valjean, the gift of Phillip T. Chinn, who purchased him from S. C. Hildreth at Los Angeles and sent him over 5,000 miles by express to Montreal via New York.

Valjean combines the stoutest of both English and American blood lines in his pedigree, being by George Kessler and from Missy. On the sire's side through Salvator, one of the best horses that ever raced in America, and whose straight mile record of 1.35 1-2 still stands, he goes back to Lexington. George Kessler was a son of Salvator, by the English horse Prince Charlie, and out of Sallna, a daughter of Lexington.

George Kessler's dam was Miss Woodford, holder of the world's record for two mile heats, and a royally good race mare herself and a famous daughter of Billet. This takes her to Voltigeur, Calcutta and Flatcatcher. From this same family some of the most famous horses of history on both sides of the Atlantic have descended.

Missy, the dam of Valjean, is a mare that was bred by James B. Haggin at his Rancho del Paso Farm, and is a daughter of the English sire Midlothian and Miss Hooker. Midlothian is by Rataplan or Strathconan, and out of Lufra by Windhound, a line that at once takes him to all that stands for what is best in the thoroughbred. Midlothian is a sire of importance, and some of his American get are Arnette, the dam of Reliable, Demire, Teatro and Solloquy.

Miss Hooker, the dam of Missy, was a daughter of Joe Hooker and Laura Winston. Laura Winston was a daughter of Norfolk and Golden Gate, and Norfolk was a son of Lexington and out of a Glencoe mare. Norfolk holds the world's record for three mile heats. Golden Gate, the daughter of Laura Winston, was a daughter of imported Leamington, out of Napatha by Eclipse, and her second dam was Echo by Lexington. Thus it will be seen that on both sides this mare traces direct to Lexington. Joe Hooker, the sire of Missy, is a son of Monday and Mayflower, a daughter of Imported Eclipse, taking him back to a close relationship with the ancestors of Laura Winston.

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The presence of Monday in this pedigree brings another cross of Lexington blood to Valjean, for he was a son of Colton, who was sired by Lexington. Thus it will be seen that there are three crosses of Lexington in the blood lines of Valjean.

Monday was bred by Francis Morris, father of the late John A. Morris. On the dam side this sire at once traces back to the stoutest strain, being out of Molly Jackson, a daughter of Vandal by Glencoe. This particular strain in the breeding lines of Valjean will be of especial interest in Canada, for it was Monday who sired Raven, one of the best cross country horses ever seen in Canada. Colton, the sire of Monday was by Lexington out of Topaz by Glencoe.

It would be hard to arrange a more fashionable intermingling of the famous Lexington and Glencoe strains than is found in this sire, and all history of breeding makes certain his success.

PEACE RIVER HORSES.

By H. B. Round.

It is understood that the first horses in Peace River came from the Plains. Some of the old stock belonging to the Hudson Bay Company, doubtless had some of the Fireway blood, the progeny of one of that breed brought to Fort Ellis to improve the breed of the "Buffalo Ponies." Of the old stock of 1879 there were two good stallions left, one named Paris, a black and the other Soldat, iron grey. The latter showed signs of quality and had fine trotting action.

In 1878, James McDougall was given charge of the Athabasca District Posts, situated on the Peace River from Battle River up, and those of the Saskatchewan District around lesser Slave Lake, forming a new District called Peace River. Mr. McDougall was anxious to improve the breed of horses and add to the number of mares. At the same time the Hudson Bay Co. were thinking of giving up their horse ranch at Kamloops. It was therefore decided to drive the whole band to Edmonton via the Yellow Head Pass. The band started out in charge of Mr. Tate, accompanied by a number of Shuswap Indians. Over 300 head of horses were driven from the old range, but being very wild a whole lot ran back, many were lost and some died from the effects of hard driving. At any rate over 100 head reached Edmonton, of these 50 mares and fillies with two stallions were sent to Dunvegan. Twenty-five head of mares and one stallion were kept for Peace River, and the other 25 and one stallion were sent to Vermillion, where the outcome was practically a failure owing to wolves, deep snow and lack of care.

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The Kamloops were the outcome of an improvement in blood by the importation of a stallion named Veto from England by the Puget Sound Co. The mares brought to Dunvegan were all handsome, clean limbed animals, showing lots of quality and evidences of breed. They were all good colors, mostly bay, brown and chestnut, only one grey, a large mare with very short back. Most of them were short coupled.

The stallion brought to Dunvegan with the Kamloops mares was pure white, weighed about 1150, was short coupled and very active, and a sure foal getter. Fifteen mares were banded with him and herded at Green Island, the old horse never left this range to my knowledge for 13 years.

Five mares were put with Soldat, whose range was "Grosse Butte" (the hill along the ravine 8 miles to the North-west of Dunvegan). Most of the colts in this band threw after the dams, and were all good lookers and had good action.

Five mares were let go on the top of the hill behind Le Petre's Creek, six miles from the crossing, and were driven from there in the Spring of '82, the band numbering sixteen. These were handed over to McKinley at Fort St. Johns and they did not prosper.

From the White Horse (Wapustin) there were 13 colts in the spring of 1880. One of them, Rex, a grey, was the best saddle horse ever raised in that country. He stood at 15.3. Many of the colts for the first few years were first class.

H. F. Davis brought in a black stallion with trotting blood. He came from the British Columbia side via Soda Creek and Hudson's Hope. He ran on the range and picked up some mares, and he was evident in some of his colts.

Another stallion, Cleveland Bay, bought from John Norris, of Edmonton, was imported. He had some good colts but was not high strung.

About 1880, George Garrioch, in the Mission Service, came from Winnipeg, he had a mare with horse colt at foot. This colt was from a horse imported from England by the Brunette boys and was of the hunter class. Garrioch left and sold the stallion (about 4 years old) to George Harvey then a clerk at Dunvegan, this horse collected some sound mares and ranged a little south of the Old Wives Lakes. Doubtless some of this blood is among the band to-day.

All the foregoing were good sound healthy stock, a little awkward to break, but became very gentle and were all bottom. Any of the remnants of this band will raise good animals with good sires, but the mares should be selected to suit the sires.

The horses were all under my care for 13 years, and the information is from my own personal knowledge.

VALJEAN

Chestnut colt, foaled 1886

Missy		George Keeler		Salvator		Stockwell	{ The Baron
Midlothian		Miss Woodford		Sulina		Blinkbonny	{ Melbourne
Strathcoonan		Fancy Jane		Billed		Surplice	{ Queen Mary
Souvenir		Dam by Imp. Knight of St. George		Calcutta Voltigeur		Tomvria	{ Touchstone
New-minster		Nell Robinson		Lightsome Lexington		Demetrius	{ Orcaifia
Touchstone		Bell Lewis		Glencoe		Boston	{ Sarcotis
Beewing		Knight of St. George		Levity		Alice Carneal	{ Dam by Glencoe
Dr. Syntax		Dam by Glencoe		Voltaire		Glencoe	{ Timoleon
Daughter of Ardrossan		Glencoe Yarcoe		Martha Lynn		Levity	{ Dam by Ball's Florist
Birdcatcher		Camel Banter		Flatcatcher		Voltaire	{ Sarpodon
Whim		Wagner		Miss Martin		Martha Lynn	{ Rowena
Assault		Bell Lewis		Wagner		Flatcatcher	{ Sultan
Nitoeris		Knight of St. George		Bell Lewis		Miss Martin	{ Trampoline
Castrol		Dam by Glencoe		Wagner		Wagner	{ Trustee
Idalla		Glencoe Yarcoe		Bell Lewis		Wagner	{ Vandal's dam
Touchstone		Camel Banter		Bell Lewis		Wagner	{ Blacklock
Decoy		Wagner		Bell Lewis		Wagner	{ Dam by Phantom
Lanercost		Wagner		Bell Lewis		Wagner	{ Miletto
Moonbeam		Wagner		Bell Lewis		Wagner	{ Leda
Velocipede		Wagner		Bell Lewis		Wagner	{ Touchstone
Charity		Wagner		Bell Lewis		Wagner	{ Decoy
Lexington		Wagner		Bell Lewis		Wagner	{ St. Martin
Topaz		Wagner		Bell Lewis		Wagner	{ Wagtail
Vandal		Wagner		Bell Lewis		Wagner	{ Sir Charlie
Emma Wright		Wagner		Bell Lewis		Wagner	{ Mann West
Orlando		Wagner		Bell Lewis		Wagner	{ Glencoe
Gaze		Wagner		Bell Lewis		Wagner	{ Tanby Anna
Shamrock		Wagner		Bell Lewis		Wagner	{ Birdcatcher
Ida		Wagner		Bell Lewis		Wagner	{ Midese
Boston		Wagner		Bell Lewis		Wagner	{ Glencoe
Alice Carneal		Wagner		Bell Lewis		Wagner	{ Yarcoe
Glencoe		Wagner		Bell Lewis		Wagner	{ Camel
Chlor Anderson		Wagner		Bell Lewis		Wagner	{ Banter
Faugh-a-Ballagh		Wagner		Bell Lewis		Wagner	{ Dr. Syntax
Dam by Pantaloon		Wagner		Bell Lewis		Wagner	{ Daughter of Ardrossan
Eclipse		Wagner		Bell Lewis		Wagner	{ Birdcatcher
Echo		Wagner		Bell Lewis		Wagner	{ Whim
Naptha		Wagner		Bell Lewis		Wagner	{ Assault
		Wagner		Bell Lewis		Wagner	{ Nitoeris
		Wagner		Bell Lewis		Wagner	{ Castrol
		Wagner		Bell Lewis		Wagner	{ Idalla
		Wagner		Bell Lewis		Wagner	{ Touchstone
		Wagner		Bell Lewis		Wagner	{ Decoy
		Wagner		Bell Lewis		Wagner	{ Loup Tarou
		Wagner		Bell Lewis		Wagner	{ Lanercost
		Wagner		Bell Lewis		Wagner	{ Moonbeam
		Wagner		Bell Lewis		Wagner	{ Venilia
		Wagner		Bell Lewis		Wagner	{ Velocipede
		Wagner		Bell Lewis		Wagner	{ Charity
		Wagner		Bell Lewis		Wagner	{ Colton
		Wagner		Bell Lewis		Wagner	{ Lexington
		Wagner		Bell Lewis		Wagner	{ Topaz
		Wagner		Bell Lewis		Wagner	{ Mollie Jackson
		Wagner		Bell Lewis		Wagner	{ Vandal
		Wagner		Bell Lewis		Wagner	{ Emma Wright
		Wagner		Bell Lewis		Wagner	{ Eclipse
		Wagner		Bell Lewis		Wagner	{ Orlando
		Wagner		Bell Lewis		Wagner	{ Gaze
		Wagner		Bell Lewis		Wagner	{ Hennie Farrow
		Wagner		Bell Lewis		Wagner	{ Shamrock
		Wagner		Bell Lewis		Wagner	{ Ida
		Wagner		Bell Lewis		Wagner	{ Lexington
		Wagner		Bell Lewis		Wagner	{ Boston
		Wagner		Bell Lewis		Wagner	{ Alice Carneal
		Wagner		Bell Lewis		Wagner	{ Glencoe
		Wagner		Bell Lewis		Wagner	{ Chlor Anderson
		Wagner		Bell Lewis		Wagner	{ Leamington
		Wagner		Bell Lewis		Wagner	{ Faugh-a-Ballagh
		Wagner		Bell Lewis		Wagner	{ Dam by Pantaloon
		Wagner		Bell Lewis		Wagner	{ Naptha
		Wagner		Bell Lewis		Wagner	{ Eclipse
		Wagner		Bell Lewis		Wagner	{ Echo

THE CANADIAN NATIONAL BUREAU OF BREEDING, LTD.

RULES AND REGULATIONS.

1. Every stallion placed by the Canadian National Bureau of Breeding, must be housed in a loose box stall in a warm, dry, well lighted and comfortable stable.
2. Bureau stallions may be given sufficient exercise to keep them in condition, either in harness or under saddle, but on no account are they to be worked or raced.
3. The Bureau retains property rights in all its stallions.
4. Every man with whom a Bureau stallion is placed must agree to keep accurate account of all foals and of all mares served, in a Service Book supplied by the Bureau for such purpose.
5. The service fee shall be ten dollars to insure foal, unless farmers keeping Bureau stallions are otherwise instructed by the National Bureau.
6. All service fees shall go to the man who keeps the stallion, and in return for this he must see that the horse is well fed and well cared for.
7. It is understood that the Bureau may take back or transfer any stallion, which is not being properly cared for.
8. In the event of any stallion becoming sick or meeting with an accident, the Head Office must be notified at once.
9. Unless in case of wilful neglect or gross carelessness, a man keeping a Bureau stallion will not be held responsible for the injury or loss of the horse.
10. The Bureau will look after and arrange all insurance policies on Bureau stallions.
11. The Bureau pays all transportation on stallions to the farm selected, and delivers them at such farms in healthy condition and free from all hereditary taint. It also supplies pedigrees free of charge and other information necessary in advertising the horse.
12. The number of mares allowed to be served depends on the age of the horse, and definite details concerning this are sent out with each stallion.
13. All stallions will be changed around every four or five years, so as to prevent the get of a stallion coming back to him.
14. The Bureau has a French-Canadian Secretary, so that Quebec farmers can send in all letters in French if they so wish.
15. For the present, at least, not more than one stallion will be placed in any one county.

JOHN F. RYAN, Secretary & General Manager.

