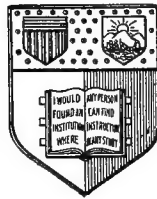


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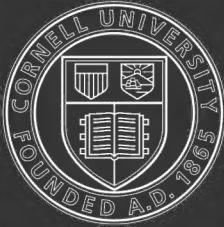
ON THE

MARKET FOR AMERICAN HORSES

FOREIGN COUNTRIES.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1898.



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SPECIAL REPORT

ON THE

MARKET FOR AMERICAN HORSES

IN

FOREIGN COUNTRIES.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE,  
1898.

*To the Congress of the United States:*

I transmit herewith for the information and use of the Congress a communication from the Secretary of Agriculture, which is accompanied by a report on the market for American horses in foreign countries.

WILLIAM MCKINLEY.

EXECUTIVE MANSION, *December 14, 1898.*

## LETTER OF TRANSMITTAL.

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U. S. DEPARTMENT OF AGRICULTURE,  
OFFICE OF THE SECRETARY,  
*Washington, D. C., December 12, 1898.*

Mr. PRESIDENT:

I have the honor to transmit for your information and that of the Congress of the United States a report consisting of a number of communications on the subject of the demand for American horses in certain countries of Europe.

At the time of assuming office as Secretary of Agriculture I was already much impressed with the necessity of an output abroad for our surplus horse production. For some time previous extraordinarily low prices had prevailed for horses in this country, and horse breeders and horse raisers throughout the country were correspondingly depressed. It is quite possible that in this apparent cause for discouragement there really was a blessing in disguise, for it is probably due to these extremely low prices that the first impetus to the foreign demand for American horses was due. Whatever the cause, the figures which I have the honor to submit at the close of this communication will show that the export trade in American horses, hardly more than begun some five years ago, has advanced with rapid strides.

My first thought was that to develop this opening, which presented itself so opportunely to our much discouraged horse raisers, was a duty which this Department owed to them, and I was convinced that the most useful service it could render them was to gather from all available sources whatever information could be procured as to the character and extent of the demand existing abroad for horses of all kinds. Without such knowledge it was obvious that many unprofitable shipments would be made, and not only cause a loss to the shippers and consequent discouragement, but, by placing undesirable animals, undesirable at least from the European standpoint, in foreign markets, dissatisfaction among foreign buyers would be generated and opinions unfavorable to the American horses would result, thus perhaps seriously retarding the development of this export trade, if it did not altogether arrest it.

Actuated by this thought I endeavored to interest our representatives abroad and American citizens going abroad in the gathering of

information as to the extent of the demand in horse-importing countries, and as to the various kinds of horses wanted in those countries, and the distinguishing characteristics to which foreign buyers attach importance. As a result, a large number of communications have been received at this Department from a variety of sources, and I have, after some reflection, concluded that the best way to present this information to the public is to submit all these communications, in the form of a special report to you, for transmission to Congress with the recommendation that that honorable body should order the same printed for distribution to their constituents. As a convenience to the reader of this report, I present here a summary of the information collected by these various correspondents, but as each one pursued his own investigations independently and presented such facts as he was able to gather, often accompanying them with a statement of his impressions on the subject, I have deemed it best to present each communication in full, eliminating nothing save in the case of a few correspondents who added other matter not strictly pertinent to the subject of this report, viz, the demand for American horses in European countries. Following the summary already referred to, I present some tables showing the number and value of horses exported from this country to Europe during the past five years. These figures are amply sufficient to satisfy everyone who studies them that a demand exists in Europe, which should not only afford encouragement to American horse raisers, but should convince them that it is well worth their while to study closely the character of this demand in order that they may be prepared to meet it. I can not reiterate too strongly my conviction that in this, as in all the other branches of our export trade, the needs, the tastes, and even the fancies of the foreign consumers must be carefully studied, and every effort should be made by American producers to meet them. There is little doubt that we can raise as good horses and raise them as cheaply in this country as in any European country, and far more cheaply than in those countries that are obliged to import horses to satisfy their own requirements.

Another point deserves attention. It is of paramount importance that no diseased animals should by any chance be landed in foreign ports from these shores. Under the present law the authority to inspect horses for export is vested in this Department, and the Chief of the Bureau of Animal Industry has already taken the necessary steps to establish a proper system of inspection. Not only is this precaution due to the foreign buyers who seek to enlarge their trade relations with us, but it is also due to our reputation. In these days, moreover, when producers in many countries seem animated by a determination to obstruct by every means available to them the imports into their own country of American products, it becomes an absolute necessity for us,



if we are to successfully develop an export trade for any of our products, to be prepared to guarantee their wholesomeness, soundness, and perfect freedom from every sort of contagion.

Should Congress conclude, in accordance with my earnest recommendation, to publish this report for general distribution, I have the honor to request that not less than 20,000 copies be placed at the disposal of the Secretary of Agriculture for distribution through this Department.

I have the honor to remain, respectfully,

JAMES WILSON,  
*Secretary.*



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# SPECIAL REPORT ON THE MARKET FOR AMERICAN HORSES IN FOREIGN COUNTRIES.

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## RÉSUMÉ OF INDIVIDUAL REPORTS

### INTRODUCTORY.

The American export trade in horses has made great strides within the past five years. In fact, its beginnings were laid only during the Chicago International Exposition of 1893. During the next year there were only five foreign buyers on the Chicago market and only 2,000 horses exported from that city—twice as many as had been sent in an experimental way the previous year—while in 1897 there were seventy foreign buyers, and three-fourths of the horses exported to Europe went directly from that market.

The European nations, with the exception of Hungary and Russia, do not produce as many horses as they need, and of late years have drawn largely upon America, particularly Canada and the United States, to supply the deficiency.

This condition of affairs is due largely to the thickly populated state of the countries, which also operates to prevent the production of sufficient cereal and other food stuffs, creating a market for many of our agricultural products; but partly to the large number of horses which are required by their armies and for the better part of their lives are entirely removed from productive work.

Much that has been published regarding the kind of horse needed for the export trade would lead one to believe that European horses are entirely different from those raised on this side of the Atlantic, and that they are bred according to a definite formula: Just so long, so high, and so thick, balancing the scales at just so many pounds—an ideal horse that America never has grown and never can produce.

The truth is, American horse raisers have just as good stock as that of their fellow-breeders on the other side, where good, indifferent, and inferior horses of draft, coach, and other breeds are produced the same as in this country.

But when horses are selected for shipment 5,000 miles by rail and sea, reason dictates a choice of those individuals, the best of their kind, which will command a price sufficient to pay purchase money, transportation expenses, and a profit. Besides, European countries doubtless produce a sufficiently large number of inferior horses for

their own use, and the demand is only for such animals as are the best of their class. There appears, however, to be an exception to this in the case of Denmark, which imported, in 1896, somewhat over 6,000 horses, mostly from Russia and Finland, valued at \$80 per head, and exported nearly 16,000, valued at \$172 per head.

That the larger part of the horses offered for sale in the principal horse market of the United States are not to be rated as first-class is shown in a report\* of a Government inspector at the Chicago stock yards, who writes:

There were sold from this market in 1896 86,506 horses, 80 per cent of which I find, by reference to the daily sale sheets, were plugs and common horses, leaving in round numbers about 18,000 desirable horses, 60 per cent of these being purchased by foreign buyers. During the first six months of the present year (1897) 52,436 have been sold, and less than 25 per cent are of the classification I have previously mentioned as being available for exportation, and practically all of these have been purchased for that purpose. The extent of business at present being done, and its susceptibility of increase, is limited only by the number of desirable horses that can be obtained. Country buyers and shippers report a scarcity of desirable animals of the type mentioned.

Europe wants good horses of all breeds, just as America does, but there are some conditions which are not the same. Therefore, a good horse which would be just the thing for the purpose of the buyer in America might be unsuited to the work of the prospective European purchaser; and the reverse is also equally true. As the foreign demand is the "life of the trade," taking off the market a large number of horses and thus increasing the value of those that remain, as shown by the large increase in the price of horses since this outlet was created, it is good policy for horse breeders to study the taste and desires of this large number of purchasers and endeavor to produce as many horses as possible that comply with these demands.

#### THE ARMY HORSE.

Besides the usual demand for horses for draft, carriage, and other business purposes of civil life, common to this country and Europe, in the latter there is a considerable annual requirement for horses to remount the cavalry and haul the artillery and baggage trains of their large armies.

While written descriptions of the horses required for the United States Army and those of the European armies are practically the same, nevertheless the animals themselves differ materially in many important particulars, according to the different needs and ideas of the countries. Our horses are weight carriers, with large barrels to stand hard work and to become hustlers when forage gives out. The European horses receive more careful treatment, have much smaller barrels, and are more lightly and gracefully built. Ours may be the more serviceable, but if we desire to sell we must cater to the taste and idea of the purchaser. It pays to do so.

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\*See Appendix, p. 87.

It must not be supposed that trans-Atlantic nations (certainly not France and Germany) are looking to this or any other country to supply them with army horses in time of peace; on the contrary, their policy is to encourage and develop horse breeding at home, so that there may be no need to look elsewhere even in time of war for the necessary horseflesh to mount their cavalry, draw their artillery, or move baggage trains. Nor do these Governments send agents over here to buy horses for their armies. The foreign buyers actually here are simply horse dealers who buy what they believe they can dispose of with profit to themselves. Nevertheless, there is no law, rule, or regulation which interferes with the sale of American horses for military uses, in any European country.

The general outline of methods of purchasing horses for the army is the same in both France and Germany, two of the largest users of army horses. A remount commission, consisting of officers and a veterinarian, have full powers and discretion, limited only to the designated number of horses and to the average price per capita to be paid.

These boards sit at stipulated times and places, and all those having horses to offer are free to bring the same for inspection. The officers decide what price they will offer for each individual horse, subject to a satisfactory report from the veterinarian, and the owner can refuse or accept, as he sees fit, and on acceptance the sum agreed upon is paid in cash to the owner.

There are six of these remount commissions in Germany, three of them buying in eastern Prussia most of the cavalry horses, and the other three paying more attention to draft animals for artillery and baggage trains, purchasing something over 10,000 horses annually in north Prussia. In France the number of horses purchased may be slightly more or less than 10,000, but definite information as to that is not at hand.

The cavalry of those two nations is divided into classes, which in each country are very similarly mounted. For instance, in Germany the minimum height for light dragoons and hussars is 14 hands; for uhlands, dragoons, and hussars of the guard the minimum height is  $14\frac{1}{2}$  hands, and for cuirassiers the minimum height is 15 hands; while in France the minimum height for light cavalry is about  $15\frac{1}{8}$  hands; minimum height for dragoons between  $15\frac{1}{4}$  and  $15\frac{1}{2}$  hands, and for cuirassiers between  $15\frac{3}{4}$  and 16 hands.

All these must be over 3 and under 5 years old, sound and gentle. The first class must weigh from 775 to 880 pounds; the second class, 880 to 1,000 pounds, and the third class, 1,050 to 1,150 pounds. The artillery and baggage-train horse is required to be about  $14\frac{1}{2}$  hands high in Germany, weighing 900 to 1,050 pounds, and  $15\frac{1}{2}$  hands high in France, weighing 990 to 1,100 pounds.

Horses to be accepted in the army service must of course be perfectly sound and not vicious, of solid dark colors, without prominent

marks. A well-bred, low, short, thick-set horse, with strong flanks, good high tail, buttocks full and square, ribs rounded out so as to "furnish" well, well-shaped legs with plenty of bone, and good feet, is about the thing desired. Most of the German cavalry horses are bought in eastern Prussia, where horse breeding flourishes, and the breed is generally known as Trakehnen. This breed originated from native mares crossed with Russian horses. In the course of this century, and especially for the past twenty-five years, top crossing with English thoroughbred stallions has been practiced, and the race has been much improved both as to speed and endurance, and produces excellent cavalry horses.

France has tried many kinds of horses for her army—Arabian, South American, and Spanish—but most of her remounts for light cavalry come from southern France, where the horses are a cross from Spanish Arabian (probably barb) stallions upon the native stock. As a large number of the 9,017 stallions used in France in the season of 1897 were thoroughbreds and over one-third at least half English thoroughbred, Anglo-Arabian, or Arabian, there is no lack of material for first-class horses for the heavy cavalry, dragoons, cuirassiers, etc., and to compete successfully in that market none but the best horses need be entered.

Doubtless, numbers of American horses do find their way into the French and German armies, oftentimes perhaps under the name of English or Irish, their naturalization being completed during the few days elapsing between their trans-Atlantic journey and reembarking for the trip across the channel.

Prices vary, \$180 to \$260 being received for suitable horses in France, while in Germany the price depends on the government to which the horse is sold, \$210 being paid in Prussia (i. e., the total price paid for all horses purchased for the Prussian army divided by the number purchased must give a quotient not greater than 830 marks), and \$290 in Bavaria.

Denmark remounts her cavalry with horses principally drawn from Germany and England, but uses native horses entirely for artillery and baggage trains, her purchases, however, being trifling in number.

In Belgium a few dealers furnish the small number of horses required, and those for the cavalry are usually recruited in Ireland (misfit hunters), and as the business as now conducted has proved profitable (about \$60 net profit on each horse) there is not likely to be much of a demand from them for American-grown stock. The artillery horses are supplied from among the home-grown horses.

Some American horses are in the English artillery service, but none in the cavalry. It requires about 2,000 horses annually to remount the English cavalry, etc., and from 4 to 5 per cent (80 to 100) of these are Canadian. The principal fault found by the inspector of remounts of England with American-raised horses is with their shape—



too long in the body, tail too low down on the body, the hips wider than the buttocks, the back curving in, and leg deficient in bone. The English war office would be glad to buy short, low horses, thick-set, with strong flanks, good high-set tail, muscular buttocks and thighs, ribs well rounded out so as to "furnish" well, and well-shaped legs, especially if they possessed rather more stamina than is accredited to the average American horse shipped to the English market.

## HORSES FOR BUSINESS PURPOSES.

Of the 28,000 horses exported from the United States in 1897 about 4,000 were exported to Belgium, 1,000 to France, Germany, and Holland, and 20,000 to Great Britain. It is evident from this that the business is already pretty well established in Great Britain. This trade should be upheld and fostered while efforts are being made to gain entrance or establish a firm foothold in other countries. The most important and effective efforts to advance this trade must be made by the horse breeders of the United States by a systematic attempt to produce such horses as those markets demand, for if the particular kinds of horses desired are not to be had no amount of energy or push on the part of dealers can increase or even maintain the present export figures.

Of course, much may be done to improve the condition of the horses on arrival in Europe, by securing improved and proper accommodations on board the steamers carrying the animals, and the establishment of an inspection at the port of shipment similar to that employed with cattle, so that no horse affected with any disease, contagious or otherwise, shall be allowed to depart from our shores to injure the reputation of our stock. About 750,000 horses are in daily use in London, their average term of usefulness, depending upon the nature of their employment, being from three to seven years; thus on an average of five years' service, 150,000 new horses annually are required for the London business world. When it is recalled that only about 100,000 horses pass through our largest horse market (Chicago) each year, this London demand is seen in its proportionate importance. Of these 150,000 horses used in London, and the still larger number in the rest of the island, 40,677 were imported during 1896, Canada and the United States furnishing 29,782 of them.

It takes some time for the imported horse to recover from the effects of the sea voyage, and doubtless prices would be higher if that time were allowed to elapse before the horses were put up for sale. There would, however, be some expense attached to it, the buyers considering an addition of £2 (about \$10) to the price of the horse a fair estimate of the expense required to get him in condition for work.

-The Belgian commissioner, who recently visited this country to investigate the raising of horses in the principal centers of horse

breeding, and to report on that industry in its relation to commerce with the Continent, says:\*

The American horse undergoes at his landing in Belgium [or any other country] the same disadvantage of acclimation which our Belgian horse meets on arrival in the United States.

It is scarcely reasonable to expect from an animal which has just made a voyage a sum of work which is exacted of a native horse. This is what some persons have not understood who complain of a lack of vigor in the horse which they bought the day before, and of which they expect immediate service. As soon as the animal is recovered we may expect from him if placed in the same conditions as any other horse, the same sum of service, if not a greater.

In London the tramways, bus companies, jobmasters, and owners of light delivery wagons are large purchasers of American horses. Horses for their use must be from 15½ to 16 hands high, weigh from 1,200 to 1,350 pounds, be compactly built, with plenty of bone and muscle and good action, and average from 5 to 7 years of age. They should measure from 76 to 78 inches in girth, and from 8½ to 9½ inches around the leg just below the knee. Such horses will sell from \$170 to \$185, and sometimes as high as \$200.

Large bus horses for suburban work, 5 to 8 years old, 16 hands high, weighing 1,600 to 1,700 pounds, with a girth of 88 inches, bring from \$185 to \$225, and exceptional native horses sell as high as \$400. The "trotting vanner," a synonym for useful light delivery-wagon horse, 16 to 16½ hands, 78 inches at girth, and 7½ inches around the leg just below the knee, sells for \$125 to \$150.

Carriage horses, 90 inches at girth and 9½ inches around the leg just below the knee, with good knee action and well bred, will, if well matched, bring from \$750 to \$1,500 per pair.

For heavy draft horses the demand is always brisk, and Clydesdale and Shire horses are reported most in demand. Solid, stocky, 16½-hand, 1,750-pound horses, free from blemish, 5 to 7 years old, 10 to 10½ inches around the leg below the knee, and 98 to 100 inches girth bring from \$250 to \$375.

Misfits, scrubs, and badly broken horses will not do; but a young, good, sound, well-broken horse, with plenty of bone and muscle, compactly built, of almost any recognized class or type will sell well in the London market.

The effect of the American trade has been to cheapen horses in England, and horse breeding among farmers on the island is nearly paralyzed. With horses a drug upon our market, it was undoubtedly good policy to sell our stock in Europe, even at exceptionally low prices. But the price at home is looking up. To come out of the business with a profit it is necessary to get better prices abroad than formerly, and to do this only the proper kind of horse must be offered.

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\* Importation de chevaux Americains: Rapport présenté. Par M. Albert Von Schelle. Bruxelles, 1898.

Germany, Holland, Belgium, and France each sends to England good draft horses. France also exports to Great Britain a large number of good carriage horses. It is with the horse breeders of these countries, as well as of the United Kingdom that America is compelled to compete.

Belgium sells a great number of draft horses in Germany, and the horse breeders of Belgium are more concerned at the importation of American horses into Germany than about the few which find sale to Belgian buyers, although the danger to the purity of the breed from these latter is viewed with alarm. Mr. Von Schelle, quoted above, says on this subject:

As to draft horses, the importation of American horses ought to be watched in two directions—in the matter of breeding, for anything that would produce lack of discrimination in breeding. There is room for study of the make-up of imports as to kinds and sexes, and to see if American draft mares are brought here in sufficient numbers to lower the breed. I have already shown that farmers demand in preference mares from Hungary. As to the draft horses, the farm horse, the production of which constitutes the most flourishing branch of our breeding and the exportation of which has been a source of profits which sustain our agriculture, that kind takes above all the road to Germany, and the growing importation of American horses in that country would easily effect the diminution of our exports. There, according to my information, is to be found a great danger from a commercial standpoint, for a fall in price is to be feared.

In lowering the market value of our draft horses by competition of native with imported animals, the importation of American horses constitutes a menace to the breeding of Belgian draft horses.

In another place Mr. Von Schelle remarks:

The growing figures for our exports to Germany, France, the Grand Duchy, Holland, and Switzerland contain without doubt a certain number of American horses landed at Anvers, but which are only passing through Belgium.

The single cab and private brougham horses are kept by the better class of stables for the use of persons who are willing to pay more than the ordinary cab fares for a "turn-out" which has every appearance of being a private carriage, or one owned by gentlemen for their own use. The horse to answer these requirements must have more style and finish than the bus horse. The more style and action he possesses, with sufficient quality and size, the more nearly will he approach the desired standard, until he passes by insensible shades into the fine, high-class carriage horse.

Color is not considered in a lower class horse, unless perhaps in the case of a very bad gray, as purchasers of this class usually go on the theory that one color is as good as another, but as we approach more nearly the high carriage class, there are several points to consider, including that of color, which have an important effect on the price of high-class horses.

It is only by the infusion of draft blood that the size of our horses can be increased, and while this is desirable there is danger that it will also tend to make them too coarse. Care must be given to the

production of size with a little smoother form. If we succeed in this the horse will advance beyond the bus-horse class until he becomes an excellent general-purpose horse, of which there is at the present time a great scarcity. This horse in England will be used by men of moderate means who can only afford to keep one horse, and therefore want one suitable for the brougham, the cart, and at the same time moderately well fitted for the saddle, besides being of such general utility that he can always be sold at a fair price. This horse would also prove to be a good cavalry horse, and is one which American breeders are to-day prepared to raise to better advantage than any other. His legs and feet must be well formed and free from blemish and he should stand right on them, his shoulders and hips good, and his back short. Such a horse is always in demand and, if 16 hands high, sells for a good price, even if he has but ordinary action. He is a good "all-round horse," and his price in England is regulated, within reasonable bounds, almost entirely by his qualifications.

Inferior horses can be sold, but at what price? The horses of Russia and Finland sell in London at an average of \$80 per head. A victory in that competition would be a financial defeat. The average value of horses imported into Great Britain from the United States in 1896 was only about \$150 at port of shipment. This must include many very ordinary individuals, which perhaps should never have left their native pastures, but remaining at home, have done any labor for which they are suited, and not by their introduction abroad have brought discredit upon our truly superior stock, whose qualities have but to be known to be appreciated, and which alone should be offered in foreign markets.

Most of the exportations have been light horses, but the heavier horse is now receiving much attention; bus horses, cart and draft horses, are being shipped and are bringing good prices in competition with the horses of the same class in the old and original home of the breed. This of course arouses opposition from the foreign breeders of draft horses, who, when the imports from America were of a character not calculated to compete with their horses, viewed American prominence in the trade in saddle, light, and fancy driving horses with much more equanimity than now, when their purse and pride are both assailed by the entrance of the American-grown draft horse upon their hitherto undisputed territory. Therefore, we may expect to meet with all kinds of opposition on the continent, where the arm of the Government will doubtless be invoked in aid of the horse breeders. That we may be met with higher tariff rates, oppressive veterinarian regulations, and perhaps complete prohibition, experience leads us to expect. The following extract from an article printed in the *Journal de la Société Agricole du Brabant*, December 6, 1897, and transmitted by United States Consul Roosevelt, at Brussels, to

the State Department, indicates the present feeling of the foreign horse breeders upon the subject, and is of interest to exporters and breeders of horses in the United States:

La Fédération Nationale de l'Élevage du Cheval en Belgique (National Association for Horse Breeding in Belgium) convened the 4th of November, 1897, in a meeting at which all the breeders assembled to discuss the influence which may be exercised upon our indigenous production by the constantly increasing importation of American horses. On December 1, 1897, the Société Centrale d'Agriculture (Central Agricultural Society) also held a meeting to discuss the same subject.

Some few years ago the danger was pointed out in an article which appeared in l'Independence of the 21st of December, 1897. Three months ago a Belgian military review published an article on the subject. In 1894, at a general assembly of the Société Nationale des Eleveurs Belges (National Society of Belgian Breeders), attention was again called to the peril which menaced us, and then for the first time horse breeders were warned that the production of draft horses might suffer by competition from the New World. Since then they have reposed in a deceitful security, and now find themselves confronted by the progress realized in the the American ranches.

The first shipments were of inferior quality, the experimenters having been timid. These importations from North America must not be confounded with an enterprise which breeders in the Argentine Republic had unsuccessfully tried some years before. The wild horses known as "pampas" left a sad souvenir, still remembered by many persons. Such a mistake would do great injustice to the American horse, whose hitherto disputed qualities are to-day fully appreciated at their just value. It can not be otherwise, since the Americans have been indefatigable for years in securing the finest breed of animals from the most perfect European races, which they have taken to their country. Their efforts have been crowned with full success. From latest statistics it is shown that there are now in the great Republic between 14,000,000 and 16,000,000 head of horses. It is well to note in passing that these figures do not include the equine population of Canada, which, although not of such considerable number, is, however, of much importance. On account of a concurrence of exceptional circumstances a crisis was produced in the United States in 1894. The rigors of a glacial winter and the insufficiency of forage greatly reduced the number of horses. Besides other causes—such as the adoption of the bicycle, replacing animal traction by electricity, and automobile motors—the unfortunate economical situation provoked a considerable decrease in the value of horses. This situation aroused the spirit of enterprise of this nation, essentially traders, and caused them to look around for an outlet for their over-supply. The port of Antwerp was one of the first to attract the attention of speculators, and at the present moment several establishments in that city are engaged in selling at private and public sales the cargoes of American horses arriving regularly every week.

During the ten months ended October 31, 1897, 4,440 American horses were sold in our metropolis, and it may be stated that this number does not include horses of the above origin coming into Belgium by way of England or by trans-Atlantic vessels calling into port.

The danger signal was until now particularly directed against fine horses (carriage and saddle horses), but we now see post horses, cart and draft horses (bus, train, and heavy wagon), for which the demand was usually addressed to our Ardennes dealers. More than this, and a fact that should attract the attention of our horse breeders, each cargo of horses includes a certain number of draft horses, which bring the highest prices, a detail particularly remarked upon by

those attending the regular sales. Our draft horses are to-day of great value, due to an intelligent selection. Our indigenous race is the most ancient, the best traced, the type and characteristics of which are most faithfully reproduced. A few farmers have bought at Antwerp draft mares sired by stallions imported into America, belonging to Percheron, Boullonnais, Shire, and Clydesdale races. The mares have to our knowledge been presented to Belgian stallions, and the crossing thus obtained has been sold as indigenous, to the great injury of the reputation and purity of our race.

Moved by this condition of affairs, affecting the only prosperous branch of agriculture, all the Belgian societies having at heart the question of horse breeding have united to combat the danger, and by the most authorized means have agreed to make their conclusions unanimously predominate. The *Fédération Nationale de l'Élevage du Cheval en Belgique* (National Association for Horse Breeding in Belgium), which took the initiative in this campaign, the *Société Centrale d'Agriculture* (Central Agricultural Society), the *Société Nationale des Eleveurs Belges* (National Society of Belgian Breeders), and the *Société Royale Hippique* (Royal Equestrian Society) have made application to the minister of agriculture that he will, without delay, confide to the delegates chosen by the societies the official mission to make a study in the United States and Canada, so as to acquire a full knowledge as to the equine population in the two countries and to make it the object of a detailed report. At the same time there will be made in Belgium and other foreign countries—that is to say, in centers of demand, as well as in breeding localities—investigations to make known the situation and to find new markets for our equine production. Thus the Government will be able by the spring of 1898 to take such measures as the protection and interests of breeding may dictate.

The following clipping from the *Hamburgischer Correspondent*, a German paper, indicates a line of attack upon our horse similar to that made upon the other agricultural products of the United States which come in competition with German agrarian productions:

#### IMPORTATION OF HORSES INTO GERMANY.

HALLE, *February 4, 1898.*

Public economy councillor Dr. von Mendel-Steinfelds, reports the importation of horses to be a serious matter, and that the number brought from Russia is annually 30,000, while from Denmark, Holland, France, Belgium, and other countries it is 46,000.

But the most dangerous importations are from America, inasmuch as there the worst veterinary management imaginable exists. There is therefore great risk of importing disease through this American importation, and it is with the greatest satisfaction that the Government has been found ready to take stringent measures for limiting this evil and has given assurance that most especial watchful care will be given to this matter.

This importing of animals has serious meaning, not only in the direction of prices upon our markets, but also in the danger of admitting diseases, and it is of most pressing importance that measures for the regulation of this trade be established immediately.

To this end it will be necessary to extend the quarantine at Hamburg to four weeks.

That the American horse breeders have for years been importing the finest individual animals of the best breeds from the most perfect European races is clearly proven by the studbooks of the old country,

where the phrase "sold for export to America" is of frequent recurrence, often with the name and residence of the purchaser added. Shires, Clydesdales, Belgian Draft, Percheron, Oldenburgs, Cleveland Bays, and Hackneys, etc., have all figured in the list of importations, and the efforts of American breeders to produce fine pure-blood horses of these breeds have been crowned with success, while the crossing of these stallions upon the large "native mares" has produced a number of large, heavy, showy horses, probably better suited to the needs of our farmers and teamsters than some of the ponderous and less agile pure-bloods.

There are, consequently, horses of all breeds in this country. A glance at the various studbooks will convince anyone of the excellence of the individual representations of each breed. Besides these there are our own well-known standard-bred trotting horses, and that varied, nondescript horse known as the "native stock," a name conveying no information to the uninitiated, but applied to a large and well-recognized class of horses which oftentimes make excellent farm, light-draft, or road horses.

In addition to these are the thoroughbred, the saddle horse, and the horse of the Western range.

Hence there is no difficulty in breeding the kind of horses needed for our own varied purposes or required by the foreign trade, and this latter demand is by no means difficult to satisfy, as the purchases made by the foreign buyers during the past five years prove.

This trade does not require either an impossible or an ideal horse suited to all purposes; but it does demand good horses of every kind, thoroughly prepared for their special work. A horse to bring a remunerative price, either for home or foreign service, must fill a distinct place, i. e., he must be a good one of his kind, whether that be a cavalry horse, a draft horse, a carriage horse, a trotter, a hunter, a polo pony, or what kind soever. The standard by which good horses are judged is practically the same on both continents. A good horse in America is a good horse in Europe provided he fills a distinct want in the business of the country. In Europe horses pull carts, cabs, omnibuses, coaches, trams, plows, etc., and carry men on their backs. Thus they need horses of all breeds, for no one breed can possibly fill all of these requirements satisfactorily.

Europe is far away. It costs from \$30 to \$40 after the horse is purchased in Chicago, Buffalo, or elsewhere in the Eastern half of the United States before he can be disposed of in London, Antwerp, Paris, or Hamburg. This charge is as great on a cheap as on a high priced horse, hence, even if there were a demand for them, the profit on cheap horses would be too small to justify the risks. Therefore, the horses shipped abroad, while of the same breed and used for the same purpose as those sold for domestic trade, are on the whole a better lot of individuals.

Because of hard times and consequent low prices, horses could be

bought in this country and shipped to Europe for a sum of money less than the cost of production in those countries; and European producers of the kind of horses usually exported not being able to compete have in many cases gone out of the business. However, as the demand for horses in this country increases and values rise, competition by horse raisers in Europe will again be strong, horse breeding will again resume its sway in the countries at present affected, and unless ways and means are devised to hold our vantage ground this valuable addition to our agricultural exports will decline.

At present there is a scarcity of desirable animals, and prices are rising. The susceptibility of an increase of the present value of export business is therefore of vital importance to horse breeders of the United States.

The larger part of the export trade consists of draft and road horses, the former weighing over 1,600 pounds and being either pure blood or half-breed Clydesdale, Percheron, Shire, or Belgian; and the latter mostly standard-bred trotting stock, weighing from 1,000 to 1,200 pounds, and being assigned according to their fitness to coaches, cabs, trams, light wagons, etc.

Soundness, size, style, and an aptitude for some special work is required of every horse that is expected to fetch more than the price paid for plugs. No longer does the glamor of a great ancestral pedigree make a misshaped and unsound horse in demand as a breeder. The blood of Hambletonian, Wilkes, or Mambrino is as valuable as ever, having lost nothing of its prepotency; but the individual must have merit of its own other than "sired by So-and-So" to make him acceptable to the public.

An inference may be readily drawn as to the character of horses desired by each of the countries mentioned below:

*Great Britain.*—Ninety per cent of all horses shipped to this country are draft horses, about 7 per cent are high-class coachers, and 3 per cent trotting and light carriage horses.

*Germany.*—Ninety-five per cent of all the horses shipped to Hamburg are draft horses weighing 1,500 pounds or upward, the other 5 per cent being made up of high-class carriage, running, and trotting horses. Most of the latter are reshipped to Austria.

*France.*—About 85 per cent of the horses exported to this country are what are termed cabbers. The other 15 per cent are about equally divided between draft horses and trotters.

*Belgium.*—About 2 per cent of those sent to Antwerp are trotting or light buggy horses, 23 per cent street-car horses weighing 1,200 pounds, and 75 per cent draft horses weighing 1,600 pounds and upward.

#### NUMBER AND VALUE OF HORSES EXPORTED FROM THE UNITED STATES.

The following tables, furnished by the Section of Foreign Markets, United States Department of Agriculture, give not only the number



and value of horses exported to Europe but to all other countries for the five years 1893-1897:

*Number of horses exported from the United States to the several foreign countries during each fiscal year from 1893 to 1897, inclusive.*

Countries to which exported.	Years ended June 30—					Annual average 1893-1897.	
	1893.	1894.	1895.	1896.	1897.		
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Per cent.</i>
United Kingdom	564	1,355	5,834	12,022	19,350	7,825	45.05
Canada	1,600	2,639	4,493	5,683	3,902	3,664	21.09
Germany	33	12	1,324	3,686	4,897	1,990	11.45
Belgium		77	300	1,134	4,213	1,145	6.59
Mexico	457	507	855	987	1,884	938	5.40
<b>West Indies:</b>							
Cuba	42	99	67		3,889	819	4.71
British	105	80	121	263	241	162	.93
Haiti	13	38	26	47	13	28	.16
French	4	13	26	41	13	19	.11
Porto Rico			7	11	19	7	.04
Santo Domingo	4	5	3	5	11	6	.04
Dutch		1	6	5		2	.01
Danish	1		5	2		2	.01
<b>Total</b>	<b>169</b>	<b>236</b>	<b>261</b>	<b>374</b>	<b>4,186</b>	<b>1,045</b>	<b>6.01</b>
<b>Central America:</b>							
Guatemala	11	206	186	526	278	241	1.39
Salvador	9	23	11	7	3	11	.06
Costa Rica	17	8	5	5	8	9	.05
Nicaragua		4			13	3	.02
Honduras		3		4	59	13	.07
<b>Total</b>	<b>37</b>	<b>244</b>	<b>202</b>	<b>542</b>	<b>361</b>	<b>277</b>	<b>1.59</b>
France	2		511	397	23	187	1.08
Hawaii	37	46	109	129	354	135	.78
Venezuela	6	38	25	17	37	25	.14
Bermuda	19	26	30	41	49	33	.19
Italy	1	2	3	4	1	2	.01
British Guiana	24	49	18	11	131	47	.27
All other countries	18	15	19	99	144	58	.35
<b>Total</b>	<b>2,967</b>	<b>5,246</b>	<b>13,984</b>	<b>25,126</b>	<b>39,532</b>	<b>17,371</b>	<b>100.00</b>

*Value of horses exported from the United States to the several foreign countries during each fiscal year from 1893 to 1897, inclusive.*

Countries to which exported.	Years ended June 30—					Annual average 1893-1897.	
	1893.	1894.	1895.	1896.	1897.		
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>
United Kingdom	204,035	307,375	952,532	1,776,600	2,579,736	1,164,056	47.18
Canada	289,492	480,078	710,727	693,639	478,574	530,502	21.50
Germany	79,950	24,500	260,432	614,362	822,250	360,239	14.60
Belgium		4,300	45,960	174,161	465,365	137,957	5.59
Mexico	64,885	155,804	61,242	62,239	88,978	86,630	3.51
<b>West Indies:</b>							
Cuba	10,020	16,230	10,479		194,180	46,182	1.87
British	18,558	12,306	16,609	26,959	21,928	19,272	.78
Haiti	2,625	6,975	3,710	9,179	2,745	5,047	.20
French	1,570	2,800	5,765	6,700	2,415	3,850	.16
Porto Rico			1,125	1,570	4,590	1,457	.06
Santo Domingo	1,200	1,525	690	600	2,502	1,308	.05
Dutch		300	935	650		377	.02
Danish	500		600	250		270	.01
<b>Total</b>	<b>34,473</b>	<b>40,136</b>	<b>39,913</b>	<b>45,908</b>	<b>228,360</b>	<b>77,758</b>	<b>3.15</b>
<b>Central America:</b>							
Guatemala	4,200	34,490	23,930	57,088	26,585	29,259	1.19
Salvador	2,100	4,950	2,750	1,600	400	2,360	.09
Costa Rica	5,850	1,825	650	1,140	1,732	2,239	.09
Nicaragua		2,150			1,275	685	.03
Honduras		775		870	2,100	649	.03
<b>Total</b>	<b>12,150</b>	<b>44,190</b>	<b>27,330</b>	<b>60,198</b>	<b>32,092</b>	<b>35,192</b>	<b>1.43</b>

*Value of horses exported from the United States to the several foreign countries during each fiscal year from 1893 to 1897, inclusive—Continued.*

Countries to which exported.	Years ended June 30—					Annual average 1893-1897.	
	1893.	1894.	1895.	1896.	1897.		
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>
France .....	3,750	7,760	60,875	58,600	8,500	26,345	1.07
Hawaii .....	7,823	-----	12,637	14,280	37,030	15,906	.64
Venezuela .....	1,974	9,540	9,460	7,256	10,110	7,688	.31
Bermuda .....	6,150	4,337	5,315	8,710	5,960	6,094	.25
Italy .....	1,000	3,000	15,000	3,200	800	4,600	.19
British Guiana .....	3,250	8,755	2,415	2,900	1,425	3,749	.15
All other countries .....	9,675	19,220	5,460	8,650	10,085	10,618	.43
Total .....	718,607	1,108,995	2,209,298	3,530,703	4,769,265	2,487,374	100.00

## REPORTS AND EXTRACTS FROM REPORTS RELATING TO THE USE OF AMERICAN HORSES IN FOREIGN COUNTRIES.

### GREAT BRITAIN'S PURCHASES OF CAVALRY HORSES IN ARGENTINA.

[Letter from Hon. William I. Buchanan, American minister to Argentina,\* dated November 19, 1898.]

Knowing the interest taken by the Department of Agriculture and our people in general in all that affects the market abroad for our horses, I have taken some trouble to gather together such information as possible with regard to the purchases of Argentine horses being made here, for the second time, by the British Government for its troops in Africa.

All purchases of horses are made by commissions of officers from the "Remount department" of the British army, which is a branch of the headquarters staff at London, having sole control over the purchases of horses used by the British army throughout the world.

The appointments of officers for this service are for the same period as those for other staff positions—five years. The headquarters staff consists of one inspector-general (a general officer), one deputy assistant general (of any rank), three assistant inspectors (colonels), two staff captains, about one hundred men from the Woolwich depot, and the same from that of Dublin, and as many veterinary surgeons as are required.

The commission making purchases here consists of two officers who are advised by two veterinary surgeons. They have this year purchased about the same number of horses as they did last—1,500. They have bought three classes of horses:

(a) Cavalry: A well-bred horse (I learn very difficult to get here) 15 hands 1 inch to 16 hands high, and bred from thoroughbred sires and half-bred mares.

(b) Artillery: A coarser-bred horse than (a) and with more weight, bone and substance and less quality; 15 hands 2 inches to 16 hands high.

\* By the courtesy of the Honorable the Secretary of State.

(c) Cobs: From 14 hands 1 inch to 15 hands; these are coarse bred, weight-carrying animals for mounted infantry.

(a) and (b) are required to be tame enough to handle, i. e., to lead and to examine as to age and soundness; (c) must all be ridden before they will be bought.

No horses over 7 years old are purchased and but very few under 4 years old.

The prices paid by the commission this year are higher than those paid last year. This is largely due to the "fall in gold," but in some degree to the decreasing number of good desirable animals met with. The latter is especially true, I am told, with regard to the quality of cavalry horses desired.

This year prices have been for:

(a) Cavalry horses.....	* \$100 to \$250.
(b) Royal artillery horses.....	100 to 200.
(c) Cobs.....	70 to 80.

I think an average charge of \$10 (paper) per head can be added to these prices for freight from the "estancia" to this city.

Some mules have been bought by the commission this year at from \$70 to \$120 (paper) per head, but they are of an inferior class; indeed good mules do not seem to exist here in any numbers.

All these horses are shipped to Cape Colony, Natal, and Matabeleland in ships chartered by the British Government. It is impossible to give the freight per head, but it can be stated that it figures out more than \$35 gold.

The fittings on board ship cost about \$5 gold per head. The time consumed on the journey between here and the Cape is about twenty-three days. The men who take care of the horses during the voyage are paid £4 (\$19.44 gold) for the trip.

It is claimed by the officers of the commission that it is more advantageous to charter a ship entire to carry the horses they purchase than to make a contract freight rate, since they are thus not only in a position to take better care of their stock, but in addition are able to carry alfalfa as cargo; and as they have to import into Africa almost all the forage they use and can buy alfalfa here at \$40 (paper) per Argentine ton, 2,204 pounds, baled and at ship's side, they find it profitable to charter outright steamers of large carrying capacity.

In response to my inquiry as to the general soundness of Argentine horses, I was told by a member of the commission that fully 70 per cent of the horses offered them were sound, but that they found only 5 to 10 per cent of those offered suitable for their use. The diseases

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\*The average price paid for the larger number bought would be about \$190. These prices are in Argentine paper money. To reduce them to United States currency first divide by an average gold rate of 2.60 and then multiply the result by 0.965, the value of the Argentine gold peso in United States currency. As a result of this calculation the Argentine paper dollar is found to be worth a fraction over 37 cents in gold.

found among the horses offered were cataracts, ring and side bones, and spavin; many had defective feet. I was also told, in reply to a question I asked that, from my informant's point of view, the best animals were produced here by crossing the native stock with thoroughbred blood, and that the use here of a heavy draft horse as a sire had not given good results.

Members of the commission told me that they were each year obliged to buy a large number of horses for Africa alone, owing chiefly to the number of horses which die there yearly from what is known as "horse sickness," a form of malarial fever that is epidemic there, and not yet understood by their veterinary surgeons, although it has been studied carefully for several years. It is said that 18 per cent of the horses used by the British forces in Africa die each year from this disease alone, whereas not more than 2 per cent die from all other diseases.

Should the marked "fall in gold" or appreciation in the value of the paper money of this country that has taken place here during the past year be maintained or increased it will be less advantageous for the commission to buy horses here in the future, since the net cost in pounds sterling increases with "falling gold." In the event "low gold" continues, therefore, Australia will most likely be the point the commission will next select for their operations. In that connection I venture to suggest that I believe from conversations had with members of the commission that it would be well for us to give especial attention to the needs of the "Remount department," to which I have made reference, as I believe cavalry horses can be advantageously bought in our country, and I am quite convinced that that class of horses is exceedingly limited here.

#### AMERICAN HORSES IN BELGIUM.

[Letter from Hon. Bellamy Storer, Minister of the United States to Belgium, dated Brussels, September 20, 1897.]

SIR: Learning of your desire to extend, if possible, the export trade of the United States in horses as well as in cattle, especially your hope that the United States might supply larger numbers of horses for military service in Europe, I took advantage of the occasion of a visit to Antwerp, made for the purpose of examining the question of the importation of cattle, to see the stables used for imported horses at that city.

There is no duty on horses imported into Belgium, and therefore no "bonded" stables are needed.

The largest of these stables are called "the American stables," where the horses, after having been examined on the dock by Government veterinarians, are brought and kept either for private sale or for sale by auction. There were about 400 horses, all just landed from New York, at the time of my visit, and I am told that they have received as high as 7,000 horses from the United States in a year.

These horses are brought from both Canada and the United States, either direct to Antwerp across the Atlantic, or after the transshipment in England from that country to Belgium.

The latter mode, while of course more expensive, enables the dealers at times to sell a horse as English or Irish instead of American, at a higher price. The stables, as far as I could learn, are entirely run on a commission basis and horses remain there as long as the dealers or importers choose to leave them.

These 400 American horses were decidedly of the common work-horse type, having among them very few which showed a trace of either action or blood. One lot of 24 horses had been sold at private sale for 950 francs\* a head, to go to Strassburg, on the Upper Rhine. These were rather the best of the whole lot of working horses and were such as our farmers in the Ohio Valley would ask from \$60 to \$90 for. There were a few draft horses among the remainder showing decided traces of Flemish admixture, but falling far short of the fine draft horses for which Flanders is famous. Two hundred and ninety of the horses had been brought over by one American dealer, who was preparing to sell at auction on the fourth day after landing. This I mention to show the good average condition in which horses are delivered at Antwerp by the steamship companies without any special care having been taken about them. In all these 400 horses I think there were but four or five which showed signs of illness, and perhaps double that number had been slightly cut or galled during the voyage. It was impossible to find out from this man or any other of the dealers what they had paid for these horses in America, or, except very vaguely, from what part of the United States they came.

On this occasion I had the advantage of the company of the military attaché of this legation, Lieutenant Langhorne, of the First Cavalry, whose practical knowledge and long experience in the purchase of horses for our Army made his presence and comments of the greatest interest and value.

On leaving these stables we were able to obtain permission to visit and examine the collections of the famous draft horses of Flanders, owned by the various cooperative societies of teamsters and truckmen who do the business of the docks at Antwerp. These societies are supposed to own the finest stables of these horses in existence.

The magnificent condition of these animals showed the care given them and the pride taken in them by their owners. Each member of the society has the care of two special horses and is charged with the sole responsibility of their health and condition, being given absolute *carté blanc* as to the amount and quality of their feed and the details of looking after them.

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\*The State Department gives the value of the franc in United States money as 19.3 cents. Ordinary calculations in round numbers are usually made on the basis of five francs to the dollar.

We were able also to see a large number of horses just brought from America for the market in Paris, the freight from New York via Antwerp to Paris being less than that via Havre. These horses came from Indiana and seemed to be a good common grade of farm horse, apparently all selected for soundness. The dealer expected to sell about half of them for French military service, while the other half, he said, would go into the cab service at Paris. It was impossible to obtain from him the information as to how much he paid for these horses in America or as to what he expected to get for them in Paris; but as prices are rather higher there than in Antwerp, taking into consideration the quality of these horses compared with those I have mentioned above, I suppose he would expect on an average about 1,100 francs.

A certain number of high-bred saddle horses for park riding and officers' mounts were observed, but there was risk of their finding no market.

I am satisfied of two things:

First. That there is little chance for sale in Belgium for our finest and largest draft horses, because the home bred are larger and finer looking. Among the great truck horses we saw were two pairs of Americans, which, while fine animals, were so much smaller and less showy than the enormous Flemish horses that it was evident the popular mind would not accept them as a substitute.

Second. That the horses which will meet with a sale in all the various countries supplied through the port of Antwerp, which is the largest horse-importing city on the Continent, are the common, plain farmers' horses from 5 to 7 years of age, without speed, but with good strength and endurance, such as were sold in the Ohio Valley during the last three or four years at from \$50 to \$75. These, I think, would meet with a sale at from \$150 to \$200 at Antwerp if they were in good condition.

I am informed that it has always been and is now impossible to sell any American horses to the military establishments in Belgium. The purchases for this purpose are so much controlled by government routine methods that this avenue is practically closed to any innovation in selection.

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#### REPORT OF THE AMERICAN MILITARY ATTACHÉ.

[Report of Lieut. G. T. Langhorne, military attaché\* of the United States Legation at Brussels, dated October 20, 1897.]

SIR: A few weeks ago the United States minister, Hon. Bellamy Storer, invited me to accompany him to Antwerp in order to examine with him into the question of the importation of horses from the United States into Belgium, as well as to other countries of Europe, through the port of Antwerp. He has expressed a desire to have me

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\* By courtesy of the honorable the Secretary of War.

make a report on this subject—such a report as might be of interest to the Department of Agriculture.

I therefore have the honor to submit to you in brief the ideas suggested to me by an examination of the subject.

There will probably be imported this year through Antwerp about 20,000 horses from America. A number of these will come from Canada.

We saw about 200 horses that had just been brought from New York, most of them having been bought in or near Chicago. They were of all sorts. The draft animals were fairly good, but few of the so-called carriage horses had any pretense to good breeding or to style. There were one or two fine animals, but the whole lot looked as if they had been picked up at small cost, with care taken only for soundness. They had stood the voyage remarkably well. Other lots of horses were shown that appeared to much better advantage. They were going to France and to Switzerland (some for military service), and were expected to bring higher prices there than those sent to Belgium.

We were taken to the stables of two of the cooperative companies of workmen to see there the best kind of draft horses used in Antwerp. These were magnificent animals, some of them weighing over 2,500 pounds and standing  $17\frac{1}{2}$  and even 18 hands high. Many of them weighed over 2,000 pounds. As a rule they were of the Flemish breed, although there were a number of American ones among them. These latter, although not so large (being, however, over 16 hands and 1,600 pounds), appeared more muscular than the former in proportion. A single one of these horses is expected to draw 1,100 pounds on the low trucks (four wheels) used in the streets of Antwerp.

In importing horses to Europe care should first of all be taken as to soundness, as even a slight splint would ruin the sale of a good animal. Each horse imported to Belgium is inspected by a Government veterinarian, for which there is a charge of  $2\frac{1}{2}$  francs. Within the last few weeks this charge on horses billed to other countries and merely passing through Belgium has been discontinued.

#### CARRIAGE HORSES, ETC.

Carriage horses, etc., are much sought after, and in Brussels and the rest of the continent bring large prices when of the popular type. Short-coupled, high-headed, and high-stepping horses are what is wanted, and not the fast roadsters seen in many parts of the country. The latter lift their feet high only when going fast. Here horses that step high when going slow—park horses, in fact—are the thing.

#### HACKNEYS, COACH HORSES, ETC.

Hackneys, coach horses, cobs, etc., of great style and action always find a good market. Sometimes in March and April the fast road-

sters can be sold to advantage for use in the country, but as a rule they do not bring the prices of the more showy park animals.

#### SADDLE HORSES.

A great many of these are in use. Every rider in Belgium uses the English saddle and rides with the English seat, and therefore their mounts must be in keeping. The Irish and English horses, well bred, with small heads and ears, necks tapering and easily arched, short, straight backs, long, sloping shoulders, and clean legs with high knee action, are of the type most in demand. Everything is for style and showy action. The gaits are the trot, the walk, the canter, and the gallop, in that order.

#### HUNTERS AND JUMPERS.

Although there is no hunting to amount to anything in this country, still a high jumper will bring almost any price on account of the fact that in the spring there are many contests with prizes for jumping.

In the three classes above mentioned there is no limit to be put as to the price, as so much depends on the need and means of the seller and buyer. A wealthy man wanting a riding animal will readily give 4,000 francs or more for a stylish, well-built horse that suits his fancy. I have asked the prices of many horses here in Brussels, and have found them all high. A good-looking pair of bay carriage horses, 15 $\frac{3}{4}$  hands, of good action, were held at 8,000 francs (\$1,600).

#### DRAFT HORSES.

These have the quickest sale. There is a good market for them always. The best type is the short-coupled, short-legged, large-bodied, large-boned horse, with a rather small, intelligent head. No very pronounced Roman noses nor long, coarse hair on the legs above the fetlocks are liked.

The heavy weights (some of the American horses reach 1,800 pounds) bring from \$190 up, while the smaller animals, 800 to 1,000 pounds, bring from \$125 up when good. Such horses can be used for delivery wagons and for trams or street cars. They can be found in many parts of our country.

Horsemen and buyers here object to the long-legged, long-backed horse of any sort, and such animals do not seem to bring as good prices as others perhaps not so finely bred, but more to the taste of the buyers.

The cavalry and artillery horses are furnished to the Government by contract.

The Irish horse is here again the favorite. Perhaps American animals shipped through England or Ireland oftentimes become naturalized in a few days and are sold as natives of those islands. The price paid is between 1,100 and 1,200 francs. At present it is 1,150



francs. The descriptions of the horses in the army here and those of our own service are practically the same, but the animals themselves are quite different. This seems paradoxical, but it is due to the different needs and the ideas in the two countries. We have weight carriers, with large barrels, to stand hard work and to become "rustlers" when forage gives out. The horses here are more carefully treated, have much smaller barrels, and are more lightly and gracefully built than ours. I think that our Government horses are better than those of this country, but the officers here have much finer mounts than our own.

I came from London a few days ago on the same boat with 30 Irish horses being brought over for the Belgian cavalry. They were animals of the small hunter type, rather well bred, although many of them had large ears and not pretty heads. The dealer said that he paid £30 \* for them in the south of Ireland; the cost of bringing them over was about £2; he got for them 1,150 francs. His profit was then about £14 (\$70) a head.

Horses for the service are inspected at the barracks of the regiments by boards consisting of two officers and a veterinarian, and the colonel or his representative is always present. When accepted they are paid for at the contract price. The contractors become expert in buying the type of animal that they know from experience will probably be accepted, make few mistakes, and have few horses left on their hands.

Officers are allowed to choose and to take from the contractors at the fixed price horses that they wish, but frequently they will buy outside and pay much more for horses that suit them. They, too, are fond of the high-stepping, stylish saddle animals, and, like the Mexican in regard to his sombrero, will give more than their year's pay for a fine mount.

Those who wish to import horses to this country or to the rest of the Continent will do well to communicate with Mr. B. Gregoir, 5 Place de la Commune, Antwerp. He is a Belgian who has traveled a great deal in the United States. He has built large stables, now accommodating more than 300 horses, in Antwerp for the convenience of shippers. The sellers have the use of the stables, etc., according to the following:

#### AMERICAN STABLES.

[Cable address: American Stables, Antwerp. A B C code used. Rue Montigny, Antwerp. Space for 160 horses, 10 box stalls.]

The largest stables in Belgium, with best accommodations for foreign shippers; near the quay, railway depot, great boulevards, street cars coming from any part of the city. Nice and cheap rooms and boarding same place. Great manage, and

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\*The State Department gives the value of the £ sterling as \$4.866 in United States money. Ordinary calculations in round numbers are usually made on the basis of five dollars to the pound (£).

everything necessary to drive or ride the horses; telephone freely to the disposal of customers.

Entrance, 2 francs per horse. All other costs, including landing, conduct to stables, feeding, cares, reshipping horses, and one man per ten horses: In stalls, 3 francs per horse and day; in box stalls, 5 francs.

Shoeing, veterinary cares, certificates, inspection, and medicines are the only extra costs to be paid.

His commission is 5 per cent, of which 3 per cent, as I understand, goes to the Government. This is the only good place that I could find, and by shipping to him many annoyances are avoided until the shipper learns the ways of this country and can make better arrangements.

The tails of all horses here are docked. This is badly done, as a rule, in America. At the stables above mentioned the horses are docked by an expert at no charge to the shipper, the operator keeping the hair cut off as his recompense.

The Phoenix line of steamships brings over the horses at a cost of \$20 per head from New York to Antwerp, or for \$30 including everything—insurance, feeding, attendance, and all. The cost of the same from Chicago to Antwerp is about \$40. The voyage takes two weeks or less, and the horses arrive in excellent condition. I have seen about four lots that came in that way. The tails should always be sacked, to avoid their being rubbed. The horses arrived on Saturdays, Sundays, or Mondays, and were sold the following Thursdays. I saw those that were sold on the 16th of September. They appeared to be a very indifferent lot. Those sold on the 14th of October, which I also saw, were much better, but still not by any means of superior types, although many of the draft animals were excellent, and such brought over 1,000 francs. I understood from a confidential source that the shippers in these instances realized about \$40 to \$43 per horse. The animals cost on an average about \$96 laid down in Antwerp.

The buyers were principally men having sales stables, who, of course, expected to make a profit by reselling their purchases. In selling pairs it is well to put them up first separately and then as a pair, as this is allowed in the Belgian trade; and if not so much is offered on the pair as on the two sold singly the horses go to the highest separate bidders.

All horses sent over should be well broken and have good manners, not only in harness and under the saddle, but also in the stable. The attendants in this country are by no means good horsemen, and it takes a well-broken animal to stand the treatment it receives.

Mares are in as general use as geldings, and there seems to be no difference as to price. This is so also of those in the military service. Roans are very popular, and, all other things being equal, bring higher prices.

I have experienced some difficulty in collecting the above informa-

tion, and have taken into consideration the fact that horse dealers here as elsewhere are prone to exaggeration, depending, of course, upon the point of view.

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### REQUIREMENTS FOR GERMAN ARMY HORSES.

[Extract from report of Lieutenant von Kuhn.]

Horses for service in the German army must have good blood, sound legs and feet, a strong back, fit to carry heavy weight. Special attention is paid to the compactness of the back and groin. It is also necessary for the horses to have a regular, swinging action. Further, it is considered desirable that the horses should have a long and settled shoulder, well-marked withers, large quarters, a broad chest, a well-shaped neck, a muscular forearm, with short bones and wiry tendons, strong hocks, and fetlocks in good position, neither too soft nor too straight.

Horses bought for the cuirassier regiments must measure at the least 1.53 meters; those for all regiments of the uhlans, for the dragoons, and the hussars of the guard, 1.49 meters; for all other regiments of dragoons and hussars, 1.46 meters; the draft horses of the artillery, 1.52 meters, and for the charges of the artillery, 1.48 meters. In all these cases the lowest measure acceptable is given. Horses in the service of the cavalry are expected to do service for a term of ten years; those in the artillery nine years.

Every year about one-tenth of the horses doing service in the cavalry and the baggage department of the German army and one-ninth of the horses doing service in the artillery are put out and replaced by new animals.

For the Prussian part of the German army during the fiscal year 1897-98 provision is made for the purchase of 8,393 horses. For these horses, which have to be from three to five years of age, the average price paid is 830 marks.\* On the same conditions 679 horses are required for the regiments of the Kingdom of Saxony and 444 horses, for which an average price of 1,150 marks is to be paid, are required for the Kingdom of Wurtemberg, while the Bavarian part of the German army requires about 1,200 horses, at an average price of about 1,050 marks. As a rule all those horses are bought at an age of from three to four years. First they are sent to so-called "remounting depots"—large pasture grounds belonging to the Government—where they remain for one year. The purchase of these horses is made by "Remonte-Aakaufskommissionen," i. e., by military boards constituted for the purpose of remounting the German cavalry and artillery and acting under direct supervision of the ministry of war. These boards are

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\*The State Department gives the value of the German mark as 23.8 cents in United States money. Ordinary calculations in round numbers are usually made on the basis of four marks to the dollar.

permanently organized and consist of three officers and one veterinary surgeon.

Six boards for remounting purposes are provided for the German army, the German Empire being divided in six remounting districts. Every year those districts are visited by the commission allotted to them. It is the duty of the local civil authorities to make arrangements for the holding of fairs for remounting purposes. This is done by means of public advertisement. To these fairs horse breeders and horse dealers send their stock. The purchase of the horses is done free-handed by the board. The price agreed upon is paid cash down immediately after the conclusion of the bargain.

There is no provision existing prohibiting the purchase of imported horses; the price to be paid is a matter left to the purchasing board, on condition that the average price is not to be exceeded.

Amounts of 1,000 to 1,200 marks are very seldom paid for horses, except by the governments of Württemberg and Bavaria. In Prussia 1,000 to 1,200 marks are paid only if horses are used for special purposes—for instance, for the use of the bearers of the colors and the kettledrums. These high prices are paid so seldom that they hardly can be taken into consideration as an inducement for foreign importers.

Of the four most important purchasing boards for remounting purposes, two are for eastern Prussia and Posen, one for Hanover, one for Mecklenburg, and one for Schleswig-Holstein. These boards buy four-fifths of all the horses used in the German army. The three boards first mentioned purchase almost the whole number of horses needed for cavalry purposes. In the provinces of eastern Prussia, western Prussia, and Posen horse raising is in a very flourishing condition, the animals for the most part belonging to the "Trakehnen" breed. The Trakehnen horse is originally a horse native to the soil and used for farming work, crossbred with Russian horses. In the course of this century a new brand of Trakehnen horses has been raised by crossbreeding with English full-blood stallions. This work has been carried on successfully, especially for the last twenty-five years, and as a consequence the Trakehnen breed has been much improved, especially as far as their speed is concerned.

Although the use of English stallions has met with considerable opposition in different quarters, it is still carried on to a great extent. The purchasing board of Mecklenburg, Hanover, and Schleswig-Holstein buy mostly horses of a heavier breed for artillery. These horses belong to the native brand of Mecklenburg, which has been much improved in the course of the last few years by crossbreeding with English stallions. For the use of the German army no horses are directly imported from foreign countries.

As far as the import of American horses for army purposes comes into consideration, it has to be stated that there are no official objec-

tions against it, and no objections based on the quality of the American horse.

The American exporter as well as the German importer has the same right as every German horse raiser or horse dealer to bring American horses to the fairs held for remounting purposes and to offer them for sale to the purchasing boards; but it must be taken into consideration that in buying the horses for the use of the German army the purchasing boards have the unlimited power to buy such horses as they deem fit, and if they choose to reject horses they are not expected to give any reasons for their action.

It is very probable that these boards would not hesitate to purchase at reasonable prices some American horses offered to them if they considered them fit for the service in question, but the situation undoubtedly would be changed in case American horses should be imported in great number for army purposes. The officers constituting the purchasing boards are experts, and in view of the control which the Government exercises over all imports it would be impossible to conceal the origin of these horses for any length of time.

The horses used in Germany in civil life for business purposes of different kinds average in height from 1.46 to 1.54 meters. Dark colors are preferred as a rule. For heavy horses, such as are used for delivery wagons of breweries and for the delivery of freight, a larger brand is in demand—horses weighing about 500 to 600 kilograms. As a matter of principle, stallions are not taken, and geldings are preferred to mares. Horses raised in eastern Prussia and Mecklenburg are considered favorites, but a great many of Danish, Belgian, French, and American origin are used. The street-car companies pay for their horses on the average 800 to 900 marks, and buy them at the age of 5 to 7 years. A street-car horse serves on an average for five years, but there are cases where horses have done service for the street-car companies up to twelve and even fifteen years. In the service of the street-car companies are found a great number of Danish, Hungarian, and French horses. In connection with this it may be stated that the demand for horses for the street-car companies has greatly diminished in the course of the last few years and is bound to grow less from year to year on account of the establishment of street-car lines run by electric power. In a great many of the larger cities in Germany the use of horsepower for street-car purposes has already been abolished altogether, and it is a question of comparatively a few years when the whole system of street cars in Berlin will also be run by electric power. The street car drawn by horses will soon be confined to very small places.

The omnibus companies as a rule use very large carriages for the conveniences of the passengers, and accordingly need very heavy and

powerful horses, for which an average price of 1,200 marks is paid. In some cases from 1,300 to 1,400 marks have been paid for American horses by these companies, but it must be stated that the omnibus people have not been satisfied with their American purchases. Height of omnibus horses is about 1.53 meters.

The firms carrying on the freight-delivery business pay, as a rule, from 1,200 to 1,500 marks, and prefer horses raised in the northern part of Germany, France, Belgium, and Denmark. For a good working horse about 1,000 marks are paid.

Horses for private carriages command a very different price. Comparatively there is no great luxury indulged in horses by the carriage owners in Germany. Of course there are exceptions to this rule, but they are hardly worth consideration. It may be taken for granted that for horses used for private carriages 1,500 to 2,000 marks per head are paid on an average.

Of the prices paid for American fast trotters no statement can be made, because that depends entirely on the record, the pedigree, and similar points, by which the price changes from horse to horse.

The Berlin fire department and the mounted police in the large cities buy their horses from dealers with whom they have contracts. The fire department expends from 1,000 to 1,200 marks for a horse. In some cases they go as far as 1,350 marks, but this is seldom done. They prefer horses bred in Mecklenburg or in the eastern part of Prussia. The mounted police in the larger cities, especially in Berlin, are splendidly mounted on very heavy horses, measuring not less than 1.54 meters. As a matter of principle, gray horses are rejected as well by the fire department as by the police authorities. The mounted police pay about 1,000 marks for a horse. Only very gentle horses are taken, and none with faults which would be an obstacle to their use in crowded streets; so all biting and kicking horses are rejected, and the contractor is bound to replace them by other animals. The horses of the mounted police are put into service at the age of 5 to 7 years, very seldom younger, often older. As a rule they serve four years, then they are returned to the contractor. Under certain stipulated conditions he has to take those horses in partial payment for new ones, which he has to furnish. It may be stated here that the price paid for horses in the southern part of Germany is about 15 per cent higher than in the northern part.

A duty of 10 marks is levied for colts, yearlings, and horses of the age of 2 years; for horses older than 2 years, 20 marks have to be paid. A certificate of health, issued by the authorities of the country from which the horse is exported, is indispensable. At the arrival on German soil a veterinary inspection of the horses takes place. Quarantine for horses is abolished and only takes place when horses are

imported from countries which have been declared infected by contagious horse diseases.

To increase the export of American horses to Germany it would be advisable for American dealers and horse breeders to establish connections with dealers in the large cities of Germany. This method would be more advantageous than the establishment of special depots for the sale of American horses. The Russian Government some time ago established in Berlin stables, etc., for the sale of Russian trotters and expended a great amount of money in carrying on this establishment, but suffered considerable losses and finally concluded to shut up the business. If the United States desire to find a market in Germany for American horses it is absolutely necessary that great care should be taken in carrying the horses across the ocean. Dealers generally complain that American horses arrive in a very poor condition;\* in consequence prices offered for them are low, and to bring them into condition costs time and money. Changes for the better would be effected by making arrangements with one or the other of the trans-Atlantic steamship companies. The statement made with reference to the condition in which the horses imported from the United States arrive in Germany apply but to the inferior animals; valuable trotters are of course very well taken care of, but the price paid for their transport is accordingly high.

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#### A STATEMENT OF EXPERIENCE AND OBSERVATION IN SHIPPING HORSES TO GERMANY.

[Extract from letter of Mr. John A. Meyers, formerly Director of the Experiment Station of West Virginia, dated New York, June 7, 1898.]

My partner in this business was an ex-German officer, highly connected in Dresden and known to the secretary of war for the Kingdom of Saxony and the officers of some of the regiments in the barracks at Dresden. He is a citizen of Germany, which gave us considerable advantage in our chances of doing business in Germany over those possessed by the ordinary American citizen, unacquainted with their language, peculiar laws, and habits of business.

An American shipping horses to Germany will find it more profitable to ship heavy and medium draft horses. These can be sold in Hamburg, if landed in good condition, for from 650 to 800 marks a head, equivalent to in round numbers from about \$160 to \$200 per head. There is also a demand for a limited supply of fine saddle and coach horses. It will not pay to ship anything except the best horses. The army officers like to have good horses, for which they can pay from \$200 to \$500 a head, depending upon the quality of the horse. There is, however, a regulation, either written or implied, requiring them to

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\* See letter of Meyers and letter of minister to Belgium, p. 24.

purchase their horses from German citizens, and we would not have been able to have disposed of a single horse to the officers of the army had it not been for the fact that my partner himself was a German. The habits of the officers are such that a horse seems to be thoroughly discussed among them before a purchase is made, and at present there is a determination in some quarters to prevent as far as possible the introduction of American horses into the army. My partner, however, succeeded in negotiating several sales with the army officers, and these, with the sales that he had made from a former shipment, all turned out to be extremely satisfactory. We had facilities for knowing that the officers who had bought the horses, without exception, made most flattering reports to their colonels in regard to them, and that these reports to the colonels also reached the war department of the Kingdom of Saxony. We were endeavoring to negotiate a sale of horses to the Swiss Government, and it came to us quite directly that the report of the Saxon war department upon the American horses in the Saxon army to the Swiss Government was highly favorable. It is, however, impracticable to attempt to supply the army with American horses at the present time, unless combinations can be effected through channels which we fail to discover.

The trade in Germany is carried on quite differently from that in America. Their business methods and their manner of negotiating sales are entirely different from ours. There is no such thing as fixed prices in Germany, and it is not an uncommon thing for a dealer to ask three times as much as he will take for a horse. The intending purchaser selects the horse he wishes, and then goes off with the dealer to a café or beer garden, where they smoke and drink beer and continue in negotiations, the dealer gradually falling in his price and the intending purchaser rising in his, until, perhaps, they come to an agreement. The intending purchaser, accompanied by his friends, makes two or three visits and at last brings a veterinarian.

Such a thing as competition, as known to us, would be considered dishonorable among the Germans, and if a gentleman is considering the purchase of a horse and another comes around who is well pleased with it, you dare not under any circumstances allow him to know that the other man is thinking of purchasing the animal, as he would at once stand aside and wait until the other man made up his mind. The sale of horses by auction is substantially unknown in Germany and it will probably be a long time before it is well introduced, if it should ever be, as it meets with opposition from all those people who live upon the men who are dealing in horses. There is one firm in Berlin of very considerable wealth that is able to buy extensively and continue the auction of horses somewhat on the principle followed in the large sales of horses in this country, but it is compelled in many cases, I am told, to bid in its horses in order to prevent loss. This combination of dealers not to bid against one another and to follow the principle of finding fault with a horse that a man is



thinking of buying also makes it a precarious business for the American who takes a cargo of horses to Hamburg, which is the principal point where American horses are landed in Germany. The business in Hamburg is under the control of local dealers who have connections with the dealers in the interior of the country.

It is quite the custom in Germany for the dealers to go to Hamburg and buy American horses to take into the interior. The better class of these horses, if draft horses, are often sold as Belgian horses; if saddle or coach horses, they are often sold as English horses; and the culls are sold in the interior as American horses. Every defect that is discovered in any horse is promptly applied to all American horses, and studiously published in the papers and spread in all directions by the dealers, their effort being to prevent an extension of the business in Germany.

We went with the determination to try to establish a good reputation and guaranteed every horse to be exactly as represented. If found not to be so, it would be returned. The fact that we were able, in spite of all opposition, to do business with the army officers called out several attacks upon us in the papers, the general expression of which was about as follows:

It is a matter very much to be regretted that American horses are being offered for sale in the German markets. This should not be permitted, as they come into competition with German-grown horses and tend to force down the prices of German horses. Two years ago a good draft horse in this section brought about 1,200 marks. Since the introduction of the American draft horses the prices have fallen to about 800 marks. The Americans have now begun to introduce coach and saddle horses. Upon investigation we find that the horses have proven so satisfactory that even officers of the army have purchased some of them. The enterprising Americans have been able to do a good business. The German dealers should improve their business methods, and the importation of American horses should be stopped.

It costs about \$30 to ship a horse from New York to Hamburg. Horses can be shipped either by way of London, where they will be reshipped, or direct to Hamburg. The price by way of London is \$30. The steamship company furnishes feed and attendance. If shipped direct to Hamburg, the price is \$25, but the shipper must furnish the attendant and feed in addition. The steamship company allows the attendant to return free of charge. An attendant is needed for about every 10 horses. If the shipper wishes, he can have the horses insured at a premium of from \$5 to \$6 a head. The rates of insurance vary. The ordinary insurance placed upon a horse is \$150, which the company pays promptly if the horse fails to walk ashore in Hamburg. If it is able to walk ashore, even should it die one-half hour after it lands, the insurance company will not pay. The horses are so well packed in the ship that there is little loss during transportation. The system of ventilation in the ships, however, is such that the horses nearly all catch bad colds, from which they suffer seriously during transportation and still more seriously after they arrive on the other

side. They are packed into the ship so closely that it is impossible for them to lie down during transportation, and when they arrive at the other side they are, of course, very stiff, more or less bruised and rubbed, and are really not ready to be offered for sale in the retail market for at least ten days. The principal losses at sea are caused by injudicious feeding and lack of careful attention to the horses. The attendant should notice them with great care, and if their bowels or kidneys fail to act regularly he should promptly administer proper medicines, as otherwise the horse will soon be in a condition beyond successful treatment.

In Hamburg there is a tax of \$5 a head, and it costs about 50 cents a head to land the horses and transport them to the sales stables. The charges in Hamburg for keeping a horse are about \$1 a day for the first two days, about 75 cents a day if they remain a week, and about 50 cents a day if they remain longer; this latter, however, by special contract. Unless an American has made a number of shipments and is thoroughly familiar with the details of the business, it is necessary for him to employ the services of a broker or commissioner who will look after the landing and transportation of the horses to the stables, the payment of the local tax, and the loading of the horses on the railroad cars. The railroad cars are arranged to carry 6 horses each, but by careful packing a person can put 10 head of smaller horses into each car. An attendant should accompany the train. The rates are fixed and are proportional to the distance the horses are shipped.

Horses can be boarded at towns in the interior at about 65 cents a day, and by careful contracting a person can have them kept for 60 cents a day.

All horses shipped to Germany go through a process of acclimation and are subject to what the Germans call "druse," a species of distemper which attacks the animal in various forms. Unless neglected, it is not fatal, but it incapacitates a horse for work and unfits it for exhibition purposes until after the attack. The attack usually lasts only a week or ten days, though the horse may be invalidated from it for several weeks. It is quite a serious trouble.

There is another difficulty about the transportation of horses which can scarcely be overcome. The horses are affected differently by the ocean trip; the hair changes color in quite a perceptible degree, and one horse may lose flesh while another will gain, so that a man can not be certain that a pair of horses quite perfectly matched in New York will be matched when ready for sale on the other side of the ocean. We were compelled to break up several well-matched teams on this account.

In regard to the colors of horses, the favorite color is bay without markings; the white horse is substantially unsalable, and a gray horse is difficult to sell. Black horses should be shipped with long manes and tails. The demand for them is limited. They are used princi-

pally for funeral processions, hearses, etc. They should be entirely free of all markings, of solid black color, and large size. There is a good demand for dark sorrels if free from white markings. Saddle and coach horses are docked; draft horses are sold without being trimmed. In regard to gaits for horses, the only gaits required are walking, trotting, and galloping. Other gaits are objectionable. They insist upon horses of high action and courageous appearance. Trotting stock is little known in Germany, and is wholly unappreciated. They insist upon having the horses in good condition, and prefer a horse built on the style of the English cob as a coach and riding horse.

I have mentioned the difficulties that any American is likely to encounter who undertakes the business in Germany. He may prepare himself to face them; and if he can overcome them and form the proper connections in Germany, there is money to be made in the export of American horses.

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### HORSES IN FRANCE.

[Extract from a report by Mr. Edw. M. Green, of Paris, France.]

#### ENCOURAGEMENTS FOR IMPROVING THE RACE AND FOR BREEDING.

Much encouragement is offered by the Government, societies, and individuals for horse breeding and for improvement of the race, in the way of prizes at horse shows, hippodromes, trials, and races.

The horse shows have done much good not only in improving the breed, but in showing clearly to farmers and breeders what kind and class of animals they should raise and what is best fitted for the requirements of the country and for exportation. Undoubtedly great pains are taken in France for the improvement of the breed of their horses, and the results during the last ten years are very satisfactory, the statistics showing a continued increase not only in the number of approved stallions, but also in the number of mares served by stallions of improved breed. The business of horse breeding is popular in France and is increasing under the encouragement given by the Government and various societies. Automobiles and bicycles have undoubtedly supplanted the use of horses to some extent, and the number of those animals actually needed may be somewhat smaller than previously. Good authorities contend that the use of automobiles and bicycles will not affect the horse breeding in France as much as it will the importation of foreign horses.

#### HORSES AND THEIR USES.

Of the total number of horses in France about 1,080,000 horses and geldings and about 1,020,000 mares are employed for farming and agricultural purposes.

Race horses, mail-coach, riding, and private carriage horses come from all quarters, and their prices and sizes are hard to determine, as they are subject to the qualities of the animal and to the fancies of the purchasers. The race horses are generally of pure English or Anglo-Arabian blood. The mail-coach horses are of pure or half blood.

The Percheron, Boulonnais, and Normand horses are used for heavy draft purposes. The Percherons are used to a great extent for omnibus service (nearly exclusively so in Paris), but also for drays, wagons, carriages, carts, and farm work. The breeders of Percherons have taken great pains not to allow them to drift into the Clydesdale type, but to produce horses suitable for almost any kind of work, and they are successful in carrying out this purpose.

The Boulonnais horses come from Boulogne district and are used almost entirely for heavy draft service, being very large, of immense strength, and noted for being very active. They are somewhat taller than the Percherons, of heavier body and more compact. They are magnificent animals. The Boulonnais are much used in single harness for heavy drays and for goods carriages.

The "Normand" horses are smaller in size than the Percheron, and are used for draft purposes and farm work.

The Brittany horses are small and of great endurance. They are used by the railroad-passenger omnibus companies, for cabs, and also for light cavalry. They are generally used in double harness. As to the height and weight of the foregoing—

The Boulonnais are from 5 feet 4 inches to 5 feet 7 inches in height and weigh from 1,750 to 1,950 pounds; the Percherons are from 5 feet 3 inches to 5 feet 5 inches in height and weigh from 1,500 to 1,750 pounds; the Normands are from 5 feet 3 inches to 5 feet 4 inches in height and weigh from 1,300 to 1,450 pounds, and the Brittons are from 4 feet 10 inches to 5 feet 1 inch in height and weigh from 880 to 1,000 pounds.

Omnibus horses—Percheron—5 to 7 years old, cost 800 to 1,350 francs, averaging about 1,100 francs.

Livery-stable carriage horses in Paris are bought when about 4 to 5 years old, and cost from 1,800 to 2,200 francs. They have good action, are well-shaped strong animals, measuring about 5 feet 3 inches in height. Many Dutch horses are used for this class of work, being better tempered or kinder and more docile than the French horse. The food used is oats, hay, straw, and occasionally bran and carrots.

Cab horses come from everywhere, but principally from Denmark, Hungary, and from the Tarbes district (south of France); also from Brittany. They weigh from 770 to 880 pounds and stand about 4 feet 11 to 5 feet 1 inch. The cab horses cost from 700 to 950 francs, say an average of about 800 to 850 francs. The food used is generally a mixture of cracked corn (maize), oats, straw, bran, carrots, and biscuits, which the horses eat from nose bags.

Light cavalry horses—height, 5 feet to 5 feet 1 inch; weight, 775 to 880 pounds; cost, 900 to 1,100 francs. These horses come mostly from the south of France (Tarbes), but to some extent from Brittany and some other districts.

Horses for dragoon regiments are in height 5 feet 1 inch to 5 feet 2 inches; weight, 880 to 1,000 pounds, and cost on an average 1,200 to 1,300 francs. They are mostly French horses.

Cuirassiers and gendarmes horses are in height 5 feet 3 inches to 5 feet 4 inches, and weigh 1,050 to 1,150 pounds. They cost, on an average, 1,200 to 1,300 francs, and are mostly French horses.

Artillery and baggage-train horses are in height 5 feet to 5 feet 2 inches, weigh 990 to 1,100 pounds, and cost on an average 1,200 to 1,300 francs.

All army horses are 2½ to 3 years old—generally 3 years old when purchased. They are immediately sent to the supply stations, where they stay at least six months, when they are sent to the regiment to be trained by officers and soldiers specially detailed for the purpose. The training takes about six months, so that the horse is 4 years old when he is turned over to the trooper for regular service. When the army needs horses the Government advertises in the official paper for what is required, giving all details as to qualities, age, height, and weight, and the places at which horses may be presented by their owners for inspection and for bids. The commission which purchases horses is composed of a certain number of officers and a veterinary surgeon. When a horse is presented to the commission the officers agree among themselves what price they will give, subject to the veterinary's report, and the bid is made to the owner, who can accept or refuse it. Anyone may present horses to the said commission; it is open to all.

Some years ago the Government bought Arab horses for the light cavalry, but it appears that these horses (which are not unlike our Texas ponies) have not stood the climate well, and, besides, do not do well when shod. In Algeria they are not shod. The Government also tried light horses from South America, but the soldiers could do nothing with them. The horses now used for the light cavalry come from the south of France, being a crossbreed of Spanish-Arabian horses with mares of the country; some also come from Brittany.

#### AMERICAN HORSES.

I have taken great pains to find out why more American horses are not imported, as they would undoubtedly suit for carriages and cabs and farm work and, if care is taken, for army purposes. I have interviewed horse dealers, stable keepers, and veterinary surgeons and have come to the conclusion that the American horse has not had a fair trial in the Paris market.

There exists a prejudice against American horses because those that have been imported were not suitable for the requirements of the

market, being of inferior quality. From what I can learn, those horses must have been purchased in America only because they were cheap, without regard to the requirements of the French market, and being unfitted for the same have created a bad and false impression about our horses. A large livery-stable keeper who has 200 horses told me that he has only one American horse (carriage horse), standing 5 feet 3 inches, 5 years old, for which he paid 1,200 francs, and is much pleased with the animal, and would have bought more, even at a dearer price, but that those presented to him were such ugly, rectangular, long and flopping eared creatures that they would not suit at any price.

The veterinary surgeon told me that he knew the American horses and admired their good qualities, especially their powers of endurance, and could not understand why only such inferior quality came to France.

I believe that American horses would find a good market in France if pains were taken to send only such horses as will suit the needs of the purchasers.

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#### **SUMMARY OF A COMMUNICATION REGARDING AMERICAN HORSES USED BY THE LARGE HORSE COMPANIES IN PARIS, FRANCE.**

[H. De Loncey in *L'Acclimatation*, March, 1898.]

For three years cargoes of American horses have continued to be received without interruption at Bordeaux and at Marseilles, and they are sold at public auction all over France; and yet there is much difference of opinion as to the true value of the American horse and its future in France. Some maintain that at the average of \$200, the price paid at a recent sale at Lyons, they were cheap. Others, again, less enthusiastic, accord to the American horse preference over the French in some respects while in others they prefer the latter. The third group place them far below the domestic product, admitting, however, that they seem to "stop certain gaps," being purchased by persons who are apt to load themselves too readily at public sales.

The first visit paid by the writer was to the General Omnibus Company, Paris. Notwithstanding the great increase in mechanical traction, the number of horses in the company's stables, which for a long time was about 12,000, has been increased of later years until it reaches 16,000, a fact explained by the establishment of fifteen new lines. The horses consist of stallions, geldings, and mares in about equal proportions. The first American horses were purchased by this company three years ago. These are now at depot of La Bastille, a most important station, which includes 1,200 horses, all high-class stallions, supplying one of the most important and arduous lines run by the company. The American horses were closely examined. With

some exceptions these horses are not handsome, in spite of the numerous importations by prominent American breeders of Percheron stallions, whose descendants we were promised should supplant our native animals in our own markets. "There is no reason," said one of the principal employees of the company, "for our breeders to apprehend any serious competition from America. The so-called heavy American draft horse is a composite result of incongruous, unintelligent crossing without system, the results being inharmonious and defective in form. This horse has a heavy head, small neck, great mule ears, flat croup, long back, well built in front, but hind quarters defective, feet flat, colors objectionable, the coat altogether lacking sheen, average height 1.65 meters, good movement as to front but defective as to hind quarters. Except perhaps on the shoulder and forearm, the muscular masses which are so distinctive of our native draft breeds are wanting." Apart from these defects we were assured that the American draft horses were badly broken, having no well-defined paces, and generally awkward in their movements. Hitched up with well-broken French horses, however, they soon get used to harness; they eat well and are not dainty. While showing good work at first their service is not durable; after only two years' service they begin to show wear, the hind legs swell, and they are subject to fistulas. A comparison made on the spot with French horses which had been in the service twelve to fourteen years was invariably in favor of the latter, notwithstanding the fact that the American horses cost the company as much as the native. The director of the company's horse supply has practically concluded that his company will purchase no more Americans.

Mr. Vidal, the merchant from whom the omnibus company referred to above purchased its American horses, says:

I regard the American draft horses as having no future in France. Personally I find no profit in their importation, but I am considering an importation of carriage horses (*chevaux de luxe*). In comparison with the Percheron or Boulonnais the American draft horse is not pleasing in appearance, moreover he is ill broken. Among the better carriage horses we occasionally find some really brilliant in harness. France being still fortunate in the possession of good draft horses, the American draft horse has with us nothing to expect. The principal traffic with these horses is in Belgium, and they are generally destined for the market of Metz and Strasbourg; nevertheless, a merchant of Paris, Mr. Levy, jr., proposes to undertake an experiment on a large scale, having purchased at Antwerp large grounds upon which he proposes to establish a depot for American draft horses with a view to introducing them throughout France.

Mr. Vidal does not believe in the success of this effort. He gives the prices of these horses as \$80 to \$100 in America and \$150 to \$170 delivered in Paris; \$180 is all that the omnibus company paid for theirs. "It is an error," said Mr. Vidal, "to imagine the prices of horses in America to be so low. Some years ago, undoubtedly, the price

fell very low; to-day that has changed, and the advent in the United States of an increasing number of purchasers for the European market has caused breeders to raise their prices; moreover, a good horse in America always has its value. For good carriage horses, when they are stylish and showy, we pay \$240 to \$280 apiece on the spot. Such as are purchased for from \$40 to \$60 are plugs, which can only be sold in lots. I repeat that there is no money for us dealers in the common horses. The expense of bringing them over is too great. Note this: The American draft horse in no sense competes with the native. The fact is, French horses over 4 years old are not in the market; when we come across any we never let them slip. Prices in France have not been hurt by American importations. Never have good French horses been as dear as during the past three years. The American horses came in opportunely, at a time when French horses 5 or 6 years of age adapted to saddle or harness were not to be had."

Mr. Vidal thus summarizes the cost of transportation:

One must take a week to get together a shipment of horses, during which time the first comers must be cared for and fed. Then there is often delay waiting for a suitable vessel. Boats possessing the necessary requirements are not yet too numerous. Aboard ship there is feed to provide; also medicine, grooms in attendance, and a veterinarian. These items all cost money. For loading and unloading, and putting on the steam cars on arrival, help must be employed. I sum up expenses, then, as follows: Steamer charges, \$30; duty, \$6; dock charges, \$4; insurance at 5 per cent on \$200, average, \$10; incidental expenses, a minimum of \$30; total, \$80.

Then there are losses through accidents, and the horses always arrive much fatigued and need several weeks' rest to get into condition.

Mr. Vidal purchases all his horses in Chicago and ships them via Antwerp.

In an interview with Mr. Blanc, in charge of the line service of the General Cab Company, we obtained the following:

There is a wide choice in the purchase of American horses. Good ones are rare, but among them are some really choice animals, the results of atavism on the side of the European sires. This company has bought Americans only during the last three years, and then in small numbers—this year 450. In all, we have now between 700 and 800. Out of a total of 13,500 horses, we have of foreign stock 2,000 Hungarian, 1,200 Danish, and, as above stated, 700 to 800 Americans. We find the Americans badly broken, and many are rejected on this account; others are ill mated owing to their bad appearance. As a result of careful selection, we have some very good subjects, lacking the tone and action of some of our Percherons, but less dainty and adapting themselves better to economical rations. The Cab Company does not depend upon the American horse as an important addition, owing to its lack of the uniformity of type which the company desires; it is accepted rather as a makeshift. For a horse with style, suitable for the better class of livery service, the Hungarian offers merit at a lower price. He can be had for about \$160, while an exceptionally good American is quoted from \$240 to \$280. It is to be observed also that American horses sold at the public sales of Paris are seldom perfectly matched.



**THE AMERICAN HORSE TRADE OF GREAT BRITAIN.**

[Extract from the report of Mr. Walter Wellman, dated London, October 15, 1897.]

The import of American horses began to attract attention in Great Britain about ten years ago. At that period the trade was largely confined to carriage horses, which were not, however, imported in such numbers as to excite any particular fear among British breeders. The decade ends with credit to the American breeder of having almost paralyzed horse breeding among farmers in England and Scotland, and having become so menacing to breeders across the Irish Sea as to have attracted considerable attention from the recent Royal Commission on Horse Breeding in Ireland.

In the majority report of that commission occur these passages:

While the prices given high-class horses, whether suitable for the race course, the hunting field, or for harness, have fully maintained themselves, it has been clearly proved to us that the price of inferior horses has gone down very largely of late years. This decrease, estimated at from 25 to 40 per cent, is attributed to the large and increasing importation of horses from America, and in part to the introduction of bicycles, tram cars, and other means of locomotion.

\* \* \* \* \*

We would here call attention to the large and increasing importation from America into the United Kingdom of general utility and middle-class harness horses, and the great reduction in freight, which will obviously tend to produce a further increase.

\* \* \* \* \*

A dealer informed us that whereas seven years ago he paid £12 a horse for carriage from New York to Liverpool, he paid last year only £3 10s., "and in a better ship."

In view of such competition, independently of other considerations, we fail to see how it is possible for the smaller farmers of the west of Ireland to rear and sell horses of this description at a profit.

Statistics furnished by the board of trade sharply outline the story. The numbers and values of horses imported from all countries into Great Britain during the period from January 1, 1891, to December 31, 1896, are as follows:

*Imports from all countries.*

[Year ending December 31.]

Year.	Number of animals.	Value.
1891 .....	21, 672	£432, 268
1892 .....	20, 994	425, 401
1893 .....	13, 719	376, 954
1894 .....	22, 866	548, 058
1895 .....	34, 092	921, 490
1896 .....	40, 677	1, 027, 736
Total .....	174, 020	3, 731, 907

The rapid increase in numbers since 1893 has had the effect, it is alleged, of so discouraging the British farmer that he largely abandoned breeding. It will be remarked from these figures that while the trade was increasing in size some effort was consistently made to improve the quality of the horse obliged to compete with animals of a higher grade—the average declared value of the horses imported in 1891 being £19 18s. 1d.; the average declared value of the animals imported in 1896 was £25 5s. 3d.

During the last two years (1895–1896) the horses imported from the United States and Canada together amounted to two-thirds of the horses imported into Great Britain. For the reason that they are both regarded as “American horses,” only in rare instances is the distinction between the United States and Canada, as a place of origin, known to users. I include the figures for the Dominion of Canada in my next table, as set forth by the board of trade.

*Imports from America, compared with total number imported.*

Year. <i>a</i>	Total im-ported.	From Canada.	From United States.
1891.....	21,672	1,058	590
1892.....	20,994	1,745	1,076
1893.....	13,719	1,815	1,319
1894.....	22,866	5,424	4,843
1895.....	34,092	12,903	10,351
1896.....	40,677	11,852	17,930
Total.....	174,020	34,797	36,109

*a* The fact that the above table is made for calendar years, while the table of exports of horses from the United States is made for fiscal years ending June 30, will explain the apparent discrepancy between the figures contained in the two tables.

It will be noticed that up to the close of 1895 Canada held first place in the trade in “American” horses in Great Britain. This pre-eminence during the last three years was, however, only numerical, the United States supplying horses of better grade, which of necessity fetched better prices. This is shown by the figures—again those of the board of trade:

*Comparative values, United States and Canadian horses.*

Year.	From—	Number of horses.	Total value.	Average value.
1894.....	Canada.....	5,424	£181,079	£ 33 7 8
	United States.....	4,843		38 16 1
1895.....	Canada.....	12,903	369,157	28 15 5
	United States.....	10,351		33 7 3
1896.....	Canada.....	11,852	532,623	26 17 8
	United States.....	17,930		30 4 8

Before referring to the present conditions of the trade it will be as well to consult one more contribution from the board of trade—the details of last year's American imports:

*Classes of imports, 1896.*

Place of origin.	Stallions.		Mares.		Geldings.	
	Number.	Value.	Number.	Value.	Number.	Value.
Canada.....	28	£765	3,797	£91,458	8,027	£226,416
United States.....	45	7,245	7,692	225,714	10,193	299,664

As far as can be ascertained with any approach to accuracy, of the total number (40,677) of horses imported into Great Britain in 1896 a little over 7,000 were reexported, mainly to the Continent. Of these about 1,000 are presumed by dealers to have been animals of United States origin.

EFFECT OF A SEA VOYAGE.

Horses are undoubtedly affected as are human beings by a sea voyage—some improve by it, the majority are upset by it. And to those upset by the motion the longer the voyage the more lasting the deterioration. For this reason the swifter the vessel the better for the horse. Further, it is common to find a large number of cattle in steamers conveying horses, in which case it is safe to assume the ventilation is bad, with possibly serious effects on the health of the horse. While of late years there has been a great improvement in the quality and temper of the attendants hired to look after horses en route, there still remains something to be accomplished in this direction. The more nearly a horse is treated like a saloon passenger—that is, with unremitting attention—the better he will come out of his Atlantic ordeal. Some further improvement also seems desirable in regard to the ship stall. While the headboard as at present used is an absolute necessity, some device is imperative whereby the animal will not rub off a part of his mane in feeding, as is now too often the case.

These improvements in transportation arrangements are all the more necessary in view of the fact that American horses brought to England are invariably more or less affected by the change of climate, water, and food. The more nearly thoroughbred the greater the effect seems to be in this connection. The English trainers of American race horses at Newmarket informed me that they could not expect to get out the best that was in an American horse under a year. In the case of carriage and draft horses from two weeks to six months was the period mentioned before the American horse could be considered acclimatized. It becomes imperative, therefore, in view of facts of this character, that the voyage hither should be made under

such conditions as reduce to a minimum the demoralizing influences of confinement on shipboard.

#### ENGLISH OPINIONS.

I have not thought it necessary to append all the interviews I have had. I submit only those which most clearly support the general trend of all English criticism while embodying succinctly the opinion of English experts.

#### ARMY HORSES.

Maj. Gen. C. A. Gore, inspector-general of remounts, said:

I buy about 2,000 remounts yearly. Between 4 and 5 per cent of these horses are Canadian or American. We do not distinguish between the two in our records, but the majority of such purchases are Canadian. The Canadian is the better horse for army purposes. The principal fault I have to find with the American horse from my standpoint is his shape. He is too long in the body; his tail grows too low down on his body; it should be nearer his back. The horse is thickest through at the hips; he should be thickest through at the buttocks. His hocks, as they should not, curl in, and his legs are too thin. He is, from an army standpoint, "gawky" looking. He is ragged, though docile tempered and better trained than Irish or Hungarian horses. He seems to deteriorate on the voyage over; anyway he is little good until he has been here a year. Even then he does not furnish well—never gets his ribs cut round. Further, he does not last well in the service. We have some in the artillery, none in our cavalry.

I have been buying a few every year for some years, though not so many since 1895, as the investment was not a good one. Canadian horses are hardier, better able to go without forage when doing severe picket duty than American horses. By far the best of the American horses we get come from Kentucky, where, I believe, they are bred in a limestone country. I believe with the Irish breeders that a horse has little chance of being a good horse that is not bred on a limestone soil, for he will be deficient in bone.

We have no prejudice against American horses. We buy anywhere, the bulk of all our horses coming from Ireland. For service in South Africa we bought in South America; for the Egyptian campaign we bought horses in Hungary. We shall be glad to purchase American horses if the breeders will send in the proper animals—a short, low horse, thickset, strong flanks, good high tail, shoulders not so necessary as buttocks, ribs rounded out so as to furnish well, and better-shaped legs—not so thin and straight, not incurving. Horses with these characteristics and with more stamina, if sent here, would find a ready market for army purposes.

#### DRAFT HORSES.

Mr. Daniel Duff, general manager of the London Road Car Company, Limited, who buys all the horses used by his company, said:

We purchase about 1,000 horses a year, almost exclusively American or Canadian. We are obliged to depend on America for our supply, as we can not any longer get English, Scotch, or Irish horses in sufficient numbers at a possible price. We find American horses get into their leather quicker than Irish or Scotch, and are better bred and tempered.

We began buying about five years ago and have much improved our stud by so doing; but strangely enough—whether owing to the climate or lack of stamina in the breed I am unable to say—we never before reached so poor an average life for our horses as during the first six months of this year, namely, three years and

nine months. This is six months shorter than at previous period in the life of our omnibus horses. Our American horses cost from £26 to £36, and partly because the voyage seems to upset them cost a further £10 before they can be considered fit for the heavy work of our streets.

The Irish horses are the most delicate we get. They seem to be underfed or poorly fed, and they can not stand our rich feeding.

American horses of this class seem to have more stock or bone. I never purchase one under  $8\frac{1}{2}$  inches at the smallest part above the fetlocks. Yet, there is the fact, despite these advantages, of their shorter life at our hard work. American breeders should if possible get more stamina in the strain. We do not like the Percheron strain; we never buy them; they are unfitted for our work.

Mr. R. T. Kingham, secretary to the London General Omnibus Company, Limited, said:

We have 14,000 horses, whose average life in the company's service is five years. We buy Canadian horses at an average price of about £30. The voyage undoubtedly affects them, and it usually requires an expenditure of £8 to £10 before the animal is fit for the company's work.

Among horse auctioneers the same general run of opinions exists. The manager at Aldridge's horse repository said:

Opinion among those who buy American horses here, and many hundreds pass our hammer every year, is divided. Some of our customers say they never again will buy American horses—their legs and feet can not stand the rough work of English towns and cities; others are entirely satisfied. I am satisfied, after several years' experience, however, that American horses are hardly given a fair show. They are undeniably affected by the voyage. On the average they are sold here within a week after being landed. If dealers took more time to get them accustomed to this climate, to English corn and water, the horses would bring better prices, and I don't think you would hear many complaints. I know a great many cases where American horses have been kept for three or four months, their tails docked and manes combed, etc., and then sold at high prices as English or Irish, and nobody but the sellers knew they were American. If I were to give any advice to American shippers I should say: Do not send so many misfits to London; send better quality animals. The result will be better prices and a sounder trade. And do not dispose of the horse so quickly on landing him; delay to put him into better condition will more than return what it costs.

#### CARRIAGE HORSES.

The above expert opinions refer to army and draft horses. The principal class remaining is that of carriage horses. On this point I sought the opinion, among others, of Mr. Reekie, manager to Messrs. Withers & Co., Limited, the leading fashionable job masters of London. Mr. Reekie said:

The chief defect of American horses is their lack of action. If American breeders want to breed for profit in this market let them breed from a good trotting—not a racing stallion—long, level, and with action. Whatever they do let them breed from action, and never from a horse with drooping quarters. On no account should they breed from Percherons for this market; the get of the Percheron, as sent here from the United States, is always soft.

Vanners, bus, and tram horses are, of course, cheap. A good American carriage horse will fetch from £90 to £110. We have over and over again paid these prices

since we began dealing in American horses, in 1894. For four years we kept an agent in the United States, but gave it up, as the animals were disappointing. The best horses we get come from Michigan—not Kentucky. The Canadian carriage horses are not as good as the American; they are still more deficient from our standpoint. The American breeders have almost ruined the English horse breeders. English farmers formerly got £90 or over for a good carriage horse, but American horses coming in at £60 to £65 competed so disastrously that the English farmer has practically given up breeding. Let me repeat and emphasize, and strongly as is possible, “*Breed from action*,” and for carriage purposes breed from an American trotter; the get of English hackneys crossed with American animals is not nearly so good as the pure American-bred horse. First, last, and all the time, breed from action if you breed for profit.

The demoralizing effects of the voyage to England reported by Messrs. Kingham, Duff, and others prompted an inquiry concerning the methods of transportation of American horses coming to this country. Mr. Thomas L. Field, of Messrs. Williams, Forrey & Field, Limited, managing owners of the Atlantic Transport Line, said:

Of the 17,000-odd horses brought to Great Britain in 1896, we brought quite 10,000. When we found the horse trade assuming respectable dimensions, I made a special investigation and found it was suffering from mismanagement. Shippers did not really know what it cost to send a horse to London. They employed men who were willing to take care of the horses for the sake of a voyage to London and back. The horses had no expert care, generally were neglected, as these amateur stablemen were seasick. I introduced a rate which provides for expert attention en route by a properly qualified veterinarian and trained stablemen, who are also good sailors. The rates I quote include insurance during the passage and for ten days after landing. This system saves money to shippers and enables them to export the animals at a profit. In regard to the statement that horses brought from the United States to this country suffer some sort of demoralization, I do not think that is true. I have often seen horses landed in London in very much better condition than when they went aboard the vessel. Of course, if the seeds of pneumonia are implanted before the animal comes on board in America it will develop on shipboard or after landing; but in my experience it is much more often the other way—the horse is bettered by the voyage to this country. I have seen hundreds of American horses go direct from the ship to their owners’ work, being perfectly fit.

### HORSE TRADE WITH GREAT BRITAIN.

[Extract from report of Dr. W. H. Wray, Inspector United States Bureau of Animal Industry, London, England.]

*Numbers and values of horses imported into Great Britain.*

Country.	1894.		1895.		1896.	
	Number.	Value.	Number.	Value.	Number.	Value.
Russia .....	3, 653	£34, 686	2, 427	£27, 104	3, 198	£33, 445
Denmark .....	1, 802	13, 860	2, 202	15, 898	2, 567	21, 686
Germany .....	4, 687	50, 476	3, 765	45, 236	3, 025	33, 159
Holland .....	1, 129	45, 591	1, 285	50, 718	923	35, 084
Belgium .....	258	10, 168	148	4, 805	179	7, 073
France .....	315	17, 143	250	19, 356	242	11, 931
United States .....	4, 843	178, 148	10, 351	345, 375	17, 930	532, 623
Argentine Republic .....	525	9, 920	491	11, 632	558	11, 947
Canada .....	5, 425	181, 079	12, 903	369, 157	11, 852	318, 639



TRAM HORSE FROM THE UNITED STATES.

Color, brown; age, 6 years; height, 16½ hands; girth, 79 inches; measurement under knee, 84 inches; weight, 1,250 pounds.





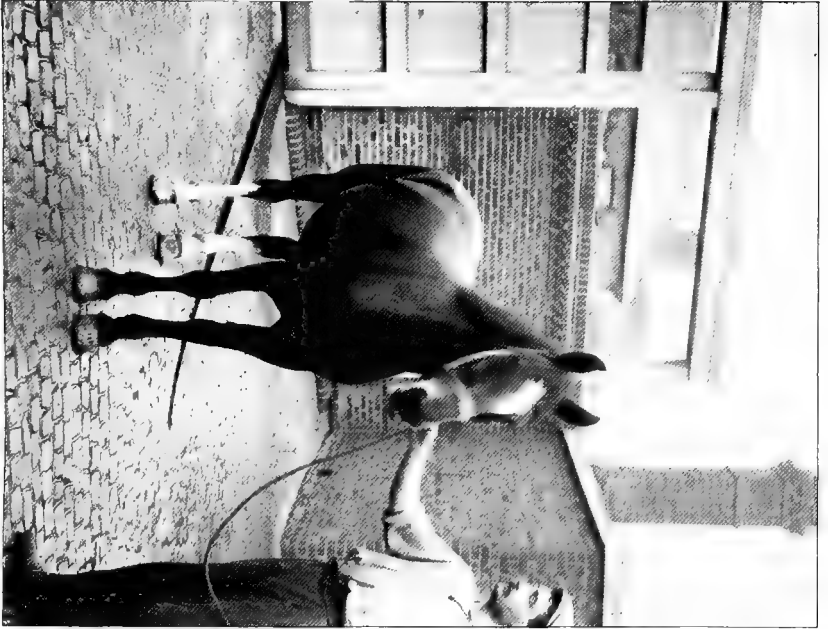


FIG. 1.—Front view.

TRAM HORSE FROM THE UNITED STATES



FIG. 2.—Rear view.



The trade in horses from the United States to Great Britain is one that should be upheld and fostered by the Department and the breeders of the United States in every possible manner, especially in breeding for the English market and in securing proper accommodation on board the steamers that ply between the United States and Great Britain, and above all in being careful that no horse affected with any disease, contagious or otherwise, be allowed shipment.

I am well within the limit when I say there are 600,000 horses in daily use on the streets of London, whose lives of usefulness average between 3 and 7 years, according to their class of work.

The London Tramways Company has over 4,000 head of horses, three-fourths of which are from the United States and Canada. These horses average 14 miles per day in their daily work, must be from 5 to 7 years old,  $15\frac{1}{4}$  to  $15\frac{1}{2}$  hands high, weigh from 1,200 to 1,300 pounds, be compactly built, and have plenty of bone and muscle, with good action. For a horse of this type the London Tramways Company has a set price of £35 sterling, or, approximately, a little over \$170, per head.

Every year one-seventh of the horses of the London Tramways Company are taken out of their stables as unfit for service and sold at an average of £11, or \$53.50, per head.

The average weekly consumption of grain by the horses of the London Tramways Company is 200 tons; they also consume a weekly average of 180 tons of hay.

I have the photographs of a typical tramway horse belonging to this company, which was bred in the United States and shipped to London; three pictures (Plates I and II) of the same horse in different positions, in order to show side, fore and hind quarters. The London Tramways Company will not purchase a Percheron-bred horse at any price, and prefers dark-colored horses.

The London Road Car Company, which runs omnibuses through the streets of London, has 4,400 horses in its stables, which average  $3\frac{1}{2}$  to  $4\frac{1}{2}$  years of usefulness. These horses also travel 14 miles per day in their daily work, and consume about 240 tons of grain and 190 tons of hay per week. This company purchased 1,000 head of horses annually for the last three years, mostly from the United States and Canada. The horses which this company desires should be from 5 to 7 years old,  $15\frac{1}{2}$  to 16 hands high, with a girth measurement of 76 to 78 inches, and measure around the leg just below the knee  $8\frac{1}{2}$  to 9 inches, with plenty of bone and muscle. Such a class of horses will sell readily for \$175 to \$185 per head, and very often for \$200.

The London General Omnibus Company has 9,000 head of horses, some of which come from the United States and Canada. These horses average 16 miles per day and last the company 6 or 7 years, are  $15\frac{1}{2}$  to 16 hands high, weigh about 1,350 pounds, and measure from 78 to 79 inches around the girth and  $9\frac{1}{4}$  to  $9\frac{1}{2}$  inches around the leg just

below the knee. This class of horses will average \$185 to \$225 in the London market.

Balls Brothers are proprietors of a large omnibus line that runs from London Bridge to Streatham Common and from Brixton Station to Oxford Circus, etc. They keep 700 horses, which will average 3 years of usefulness. These horses are  $15\frac{3}{4}$  to 16 hands high, weigh 1,600 to 1,700 pounds, are 5 to 8 years old, and measure about 88 inches around the girth, and  $9\frac{1}{4}$  inches around the leg just below the knee, with plenty of bone and muscle. This firm purchases quite a number of horses that come from the United States and Canada.

Fig. 1, Plate III, represents a horse known in the London market as a trotting "vanner." In America we would call such a horse useful for a grocery or a light delivery wagon. This horse is  $16\frac{1}{2}$  hands high, measures 78 inches around the girth and  $7\frac{1}{2}$  inches around the leg just below the knee, is 6 years old, and has very good action. He was shipped from Boston to London, and was sold at auction for \$128. Fig. 2, Plate III, represents a horse that is used as a cavalry or army remount horse. He is from the United States, and sold for \$140 at auction. Figs. 1 and 2, Plate IV, are those of heavy van or draft horses. This is the class of horses that is in great demand in the London market. Plate V represents carriage horses that make a very good match team, are of the same size and age, and have plenty of style, the team together being worth a great deal more than when purchased singly. Mr. Johnson, the owner, has refused 150 guineas for the team. Plate VI represents a draft horse that has been at work in the Deptford Cattle Market for the last two years, and is a magnificent specimen of its kind.

For a heavy draft horse the Clydesdale and English shire horses take precedence of all others, as they are compactly built, with plenty of bone and muscle, and have good feet. The English idea that everything to be strong must be heavy will apply to horses as well as to wagons and other things.

The Cleveland bay horse makes a very good heavy carriage horse. I have often thought that some of our large size Wilkes-bred stallions crossed on a Cleveland bay mare would make an excellent coach or carriage horse, but have never seen the experiment tried.

The horses from the United States are shipped from the ports of New York and Boston to the ports of London, Liverpool, and Glasgow, and quite a large number are transshipped at London for the ports of Antwerp and Havre.

The ocean rates on horses from New York and Boston are from \$25 to \$30 per head, including feed and attendance, one steamship line carrying horses from New York to London at \$27.50 per head, including feed, attendance, insurance during the voyage and for ten days after landing, and dock charges.

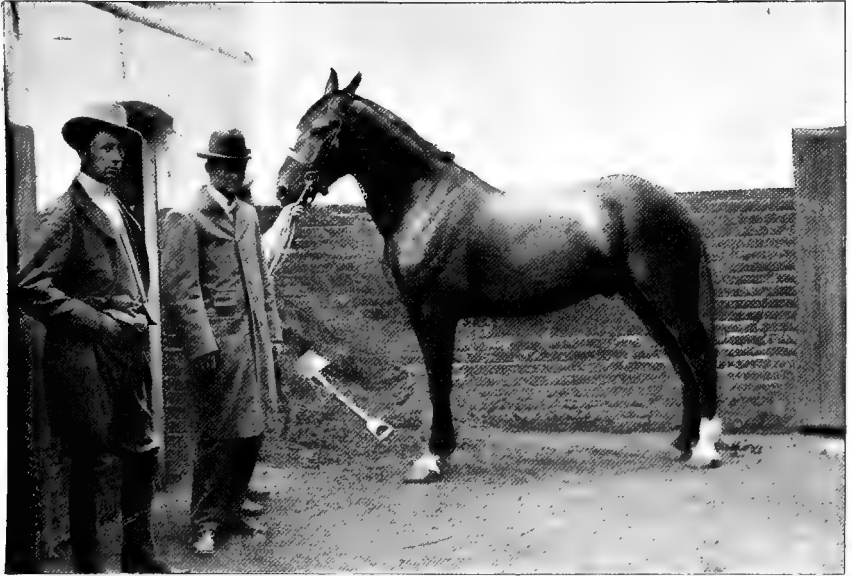


FIG. 1.—BLACK TROTTING "VANNER."

Six years old, 16½ hands high, 78 inches around girth, and 7¼ inches around leg just below the knee.

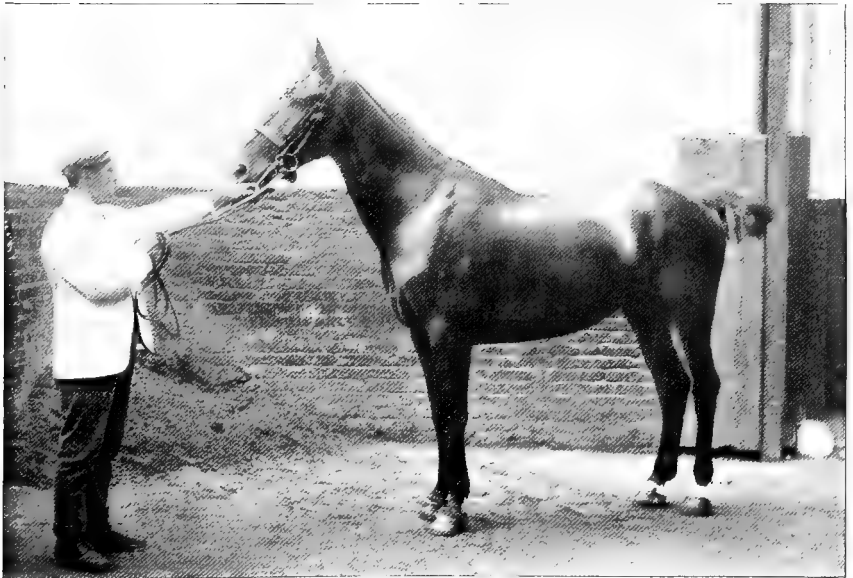


FIG. 2.—ARMY HORSE, NOT A VERY GOOD TYPE.

Six years old, 15.3 hands high, 73 inches around girth, 8¼ inches around leg just below the knee.



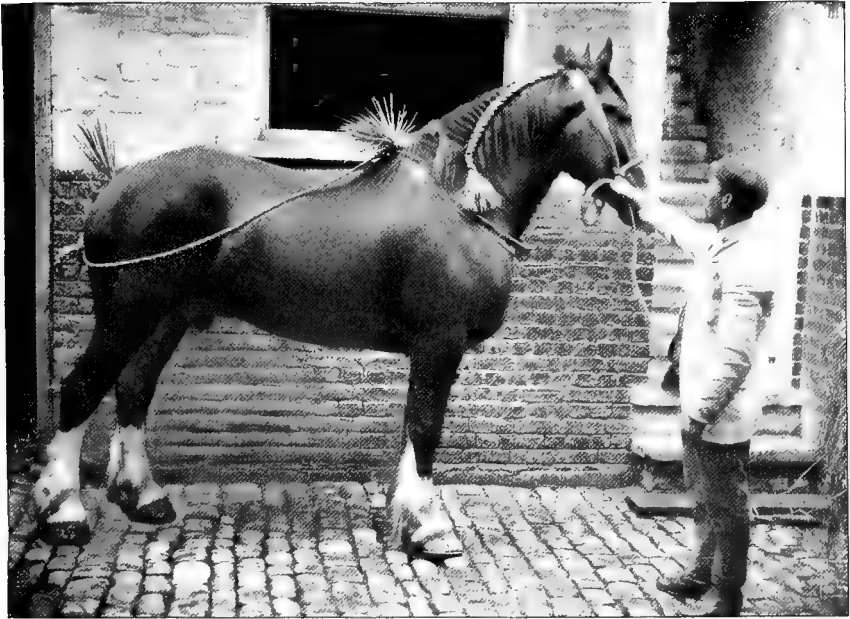


FIG. 1.—HEAVY VAN HORSE.

Four years old; shipped from Boston; sold for 50 guineas; height, 16½ hands, girth, 98 inches; leg just below knee, 10 inches.

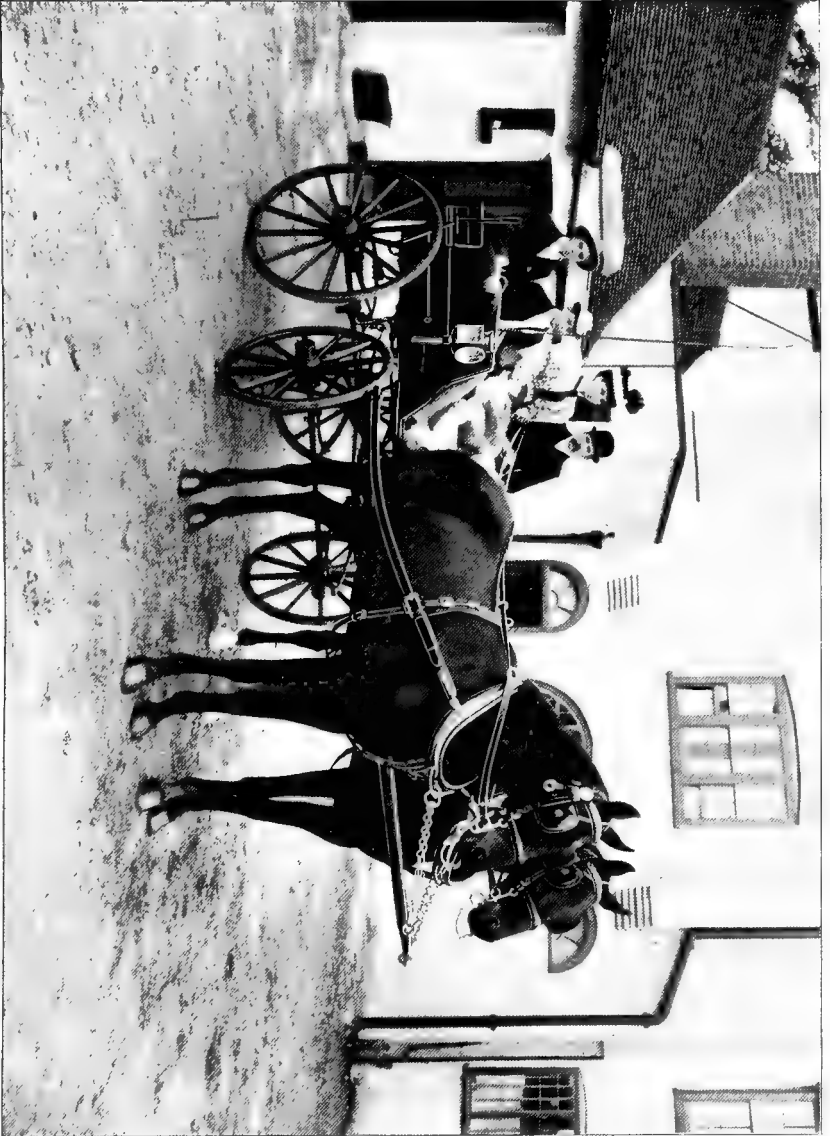


FIG. 2.—HEAVY VAN HORSE.

Six years old; shipped from Boston; sold for 60 guineas; height, 16½ hands; girth, 99 inches; leg just below the knee, 10½ inches.







CARRIAGE HORSES SHIPPED FROM THE UNITED STATES.

Seven years old, 50 inches girth, 9 inches around leg just below knee, have plenty of knee action and are well bred; sold at auction for 45 guineas apiece; owned by W. Bruce Johnson and driven tandem, and as a team to the pole.







Some people here are prejudiced a little against the American and Canadian horses, saying they invariably get sick and it takes a long while for them to become acclimated, while other people say they have no trouble whatever with them. On the whole, the horses from the United States are landed here in very good condition, with the exception of swollen ankles, due to standing continually during the voyage, but this swelling soon subsides when the horse is put to work. If the horses from the United States are properly looked after during the voyage and after arrival, there is no reason why they should become sick any more than the native horses when they are sold and shipped from place to place in their own country.

The large firms in London who use American horses are well pleased with them and purchase a great many. Any good, sound, well-broken, young horse with plenty of bone and muscle and compactly built, of any class or type, will sell well in London market; but scrubs and badly broken horses are absolutely useless.

The horses that are imported from Belgium are mostly black stallions, known as the Flanders horse, which are used throughout England for funeral purposes; are quite a good looking and showy horse, very quiet, but with very little stamina and usually bad feet. These horses average from \$185 to \$200 per head.

Germany, Holland, and France send a mixed lot of horses to England, of all grades and kinds, but France sends quite a number of good large-size carriage horses; also a good army horse. The horses from Russia and Denmark are mostly ponies, some of them stout little fellows about 13 to 14 hands high, that will move along at a rapid rate with a load twice their own weight. The prices of these ponies range all the way from \$25 to \$250, according to form and speed.

The Argentine horses are, as a rule, like the Western pony or cayuse of the United States, very wild and of little use except for buck-jumping exhibitions, but, like the cattle from that country, the breed is being improved very rapidly. These horses will bring from \$70 to \$100 per head in the London market, the latter price being for the best bred horses.

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### AMERICAN HORSES IN DENMARK.

[Report of Robert J. Kirk, United States Consul at Copenhagen.]

The American horse appears to be gradually finding a market in one after the other of the European countries. In January of this year a dealer imported, as an experiment, about fifteen draft horses. They were easily sold at prices varying from \$150 to \$350, one fine pair of chestnuts bringing \$900. A second shipment of twenty horses

is now being advertised, and I am informed the horses are selling readily at \$147 to \$230. These are also draft horses. It does not appear that any saddle horses have yet been offered for sale as such, though some four or five of the first lot mentioned above have since been broken to the saddle.

American horses for this market should not be under 15 hands in height and should be adapted for draft, unless otherwise ordered. Denmark imports annually from 5,000 to 6,000 horses, mostly from Russia and Finland, ranging from 12½ to 14 hands. They are much in demand by bakers, milkmen, truckmen, and others, whose business requires light, active horses and light vehicles.

Work horses, omnibus, car, and cab horses are almost exclusively of domestic origin. For this class of work and for heavy draft generally there is probably no better animal than the Jutland horse, a heavy, powerful beast. For victorias, landaus, and carriages German horses are mostly used, there being also some Jutland horses.

Saddle horses vary according to individual taste, English, German, and Swedish predominating.

Denmark annually exports from 12,000 to 15,000 horses of her own raising to the Continent, many of them finding their way to France, where they are used as cab horses. In 1896 there were imported 6,115 horses, valued at \$491,646, or about \$80 per head. There were exported for the same period 15,959 horses, valued at \$2,738,564, or about \$172 per head. That the native Danish horse is a fine animal and commands good prices these figures prove beyond a question.

Hamburg would, of course, be the port of entry in shipping horses to Denmark. No papers are necessary for landing horses in Denmark beyond the health certificate of a veterinary surgeon at the port of shipment, properly attested by a Danish consul. They are admitted free of duty.

I have recently had occasion to correspond with the recruiting officers of the Danish army as to the adaptability of the American-bred horse for use in the army. The officer in charge of this branch of the service replies that he has not seen sufficient American horses to form a decided opinion, but he is under the impression, from what he has seen, that they are better suited for draft than for cavalry horses. Draft horses for the army are recruited exclusively in Denmark, and it is safe to say they always will be. Cavalry horses, on the contrary, are bought principally in Germany, and latterly, also, in England.

Some of the necessary qualifications of horses destined for the cavalry are as follows: They must be blooded mares or geldings, suitable in build and figure for cavalry, well gaited, kind in disposition, and strong in limb. Dapple grays and yellow and horses with prominent marks (blaze face, wall-eye, etc.) are never accepted. The recruiting commission buys horses as a rule twice a year—in the fall

and spring. In the fall, the age of the horse must be  $4\frac{1}{2}$  to 6 years, and in the spring 5 to 7 years. They must measure from 15 to  $15\frac{1}{2}$  hands in height if they have not completed their sixth year. After that age, they must be  $15\frac{3}{4}$  to 16 hands high.

Prices vary according to quality and market conditions. The last English and Irish horses were bought at an average price of £37 to £38 (\$180 to \$185), delivered in Parkestone. For other horses the prices at present are: For officers' horses, 830 kroners (\$221.40), and for the ordinary cavalry horse, 760 kroners (\$203.68), at the place of purchase. The purchases do not exceed 150 animals per year. Horses are bought only after the inspection of the commission, one of whom is a veterinary surgeon.

American dealers who desire to offer cavalry horses to the recruiting commission would probably find it more convenient to do so through dealers in England, Ireland, or Germany when the commission makes its semianual visits to these countries. The address of the recruiting commission is "Formand for Remontekommissionen, 12 Stormgade, Copenhagen." If, at the time of these visits of the commission, any local dealer should be prepared to offer for inspection American horses answering in qualifications to the outlines given above, I am sure the commission would buy such horses as readily as the German or English horses. At least one of the commission, as I am informed, is very favorably impressed with the American horse for cavalry. I give below the names and addresses of some of the best-known horse dealers in Copenhagen for the benefit of those exporters who desire to try this market. The commercial ratings of any of these firms can be obtained by writing to P. V. Fornais's International Bureau, 16 Gl. Torv, Copenhagen. The dealers are: H. P. Bekker, Baldersgade 6; F. A. Benthein, Petersens Passage 9 B; I. Brøndum, Petersen's Passage 16 A; P. C. Gjertsen, Viktoriagade 6; I. Hansen, Gasvarksvri 33; C. C. Hecht, Vesterbrogade 9; N. Henriksen, N. Farimagsgade 39; N. Jörgensen, Gasvarksvri 14; Jörgensen J., Falkonerallen 12; F. H. Mönichen, Vesterbrogade 12; H. P. Rasmussen, Vesterbrogade 35.

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**THE DEMAND FOR AND KIND OF HORSES SUITED FOR EUROPEAN USES AND THE PRESENT STATUS OF THE HORSE TRADE IN DIFFERENT COUNTRIES.**

[Report of Mr. Charles E. Stubbs, Fairfield, Iowa.]

It not my purpose in this report to treat of the different kinds of horses, their qualities and uses, nor compare their relative merits, only so far as these questions may arise in discussing the salient features of the subject treated in this report.

In considering the situation in the United Kingdom one is naturally led into fields of investigation not directly connected with the

object of inquiry, as the English people are great lovers of horses and have more varieties, perhaps, than any other nation. Presuming that the breeders in the United States are familiar with the markets and demand for horses in their country, I shall devote no time to this feature of the horse business. What we here want to know is, Can the American breeder raise horses for export profitably; and if so, what are the kinds most in demand and how are they to be produced? To the first part of the question I unhesitatingly answer "Yes," and in explanation of the latter portions I respectfully submit the result of my investigations.

#### IN THE UNITED KINGDOM.

Great Britain properly deserves the first consideration, not only because we are now sending her more horses than any other country, but from the further fact that the demands for horses in England are so varied that when one has carefully considered the situation there a fair idea of the great European horse markets has been obtained, as in one phase of the subject or another one meets in England with almost every condition existing elsewhere.

It must be conceded that the average English breeder more fully appreciates the fact than do our American breeders that a certain type and kind of horse is better suited than some other type for certain purposes, and that to produce a particular type certain established and well-defined rules of breeding must be observed.

There is no country in the world where the rule "good horses sell well and poor ones badly" applies with more force than in England. Here the purchaser pays for the actual wear and utility of the horse he buys, and it is astonishing how experience has taught him to select a horse that will last six years on the London pavements to the exclusion of one that would only wear half as long. Of course, as we ascend the scale from that common plane where the great majority of horses find their proper positions and approach that extreme where perfection is found to a much higher degree, actual service in some cases is only one of the considerations, and appearance, action, and style come in for their equal share of praise from the purchaser.

Without attempting to comment upon the different classifications of horses in England, I will pass on to the consideration of those types which, in my judgment, the breeders of the United States would find it most profitable to raise, with England in view as a future market. It will be conceded, I believe, that, to a certain extent, it is always advisable to cater to the pronounced likes of our best customers, and that we may at the start know who our customers are, I here insert a table showing the number of horses we have exported during the last five years and the countries which received them:



*Number of horses exported during five years ending June 30, 1896.*

Country.	1892.	1893.	1894.	1895.	1896.	Average.	<i>Per cent.</i>
Belgium .....	21		77	300	1,134	306	3
France .....		2		511	397	182	1.8
Germany .....	28	33	12	1,324	3,686	1,017	10.1
United Kingdom .....	467	564	1,355	5,834	12,022	4,049	40
Canada .....	1,596	1,600	2,639	4,493	5,683	3,202	31.7
Central America .....	149	37	244	202	542	235	2.3
Mexico .....	420	457	507	855	987	645	6.4
Cuba .....	64	42	99	67		54	.5
Hawaii .....	158	37	46	109	129	96	1
Other countries .....	323	195	267	289	546	324	3.2
Total .....	3,226	2,967	5,246	13,984	25,126	10,110	100

This table shows that our export trade in horses has constantly and, at certain periods, rapidly increased since 1892, and that the United Kingdom has received 40 per cent of the entire number exported.

Through the courtesy of our Treasury Department, I am able to state that our export trade in horses for the fiscal year June 30, 1896, to June 30, 1897, far exceeds all past records, and that while the general exports increased, the number England took from us also increased, until within the last year she stands credited with nearly 50 per cent of our entire exportation.

*Number and value of horses exported from the United States to the United Kingdom, Germany, Belgium, and France during the fiscal year ended June 30, 1897, according to the official returns received by the United States Treasury Department.*

Countries to which exported.	Number.	Value.
United Kingdom .....	19,350	\$2,579,736
Germany .....	4,897	822,250
Belgium .....	4,213	465,365
France .....	23	8,500
All other countries .....	11,049	893,414
Total .....	39,532	4,769,265

Those figures prove that we are rapidly increasing our horse trade with the United Kingdom and Europe, and the logical inference is that if we can improve our horses to more nearly conform to the requirements of our customers we can sell them a larger number and at better prices, unless the demand is limited and the present price not subject to increase.

To arrive at a correct analysis of this proposition, we would naturally inquire, Where and in what capacity are the horses used which we now send abroad? This question, though pertinent, is quite difficult to answer; but to do so would at once show us whether the horses we are now exporting are put to uses for which high prices can be paid, and whether there is not a higher position which it is possible

for our horses to attain. I shall take these matters up in their order, and, from the most reliable information obtainable, not only show how most of our American horses are used in England, but what they sell for and what other and more valuable services they might perform, if, as the Englishman says, "they showed a bit more breedin'."

I shall first consider the cheapest horse used in London for purposes which our American horses could fill, and then proceed to consider, from this starting point, horses used to perform more valuable duties, and, so far as possible, apply their uses to the horses we now have, and what, in my judgment, we might produce in the United States.

The hansom or cab horse used in the large cities of Great Britain is a small animal, standing about 15 hands 2 inches high, and weighing from 950 to 1,050 pounds. He may be any color, but he must have good feet, clean limbs, good joints, and a short, strong back. He is always preferred on short legs, and is valuable to his master in proportion to the years of service he can give him. This horse resembles a large portion of the American horses, but as a rule he is a little better and stronger built and on shorter legs. He comes chiefly from Ireland, where he can be produced cheaply, and his great endurance has produced among cabmen in London a prejudice in his favor. That we have many good cab horses in America can not be denied, and occasionally, being of the right conformation, they are used as such in London, but it is the exception and not the rule, as some people suppose. Special inquiry into this matter convinced me that at least 80 per cent of the cab horses of London come from Ireland, and that they are considered the best horses it is now possible to obtain for the purpose; although it was conceded that in a few instances, where American horses of the proper conformation had been used in the cabs, they had been found to be the equal of the Irish horse in every particular.

I am glad to state that no real prejudice exists against the American horse in England for cab or other purposes, and it stands solely on its merits, but a prejudice did exist for some time, caused entirely on account of the exportation of so many very inferior horses.

Our exporters may be excused on the ground that they did not at first know what the English trade demanded. This prejudice is now fast disappearing, as our horses exported to England continue to improve in quality.

I am satisfied America can produce as good a cab horse as Ireland, but it is a trade we do not care for. The aim is not high enough, and the horses are too low in price to be exported at a profit. Ireland is now furnishing them to the cab companies of London at from \$95 to \$120 per head, which precludes the possibility of the western breeder raising them and saving a profit after paying shipping charges, insur-

ance, etc. To my mind the price paid for these horses answers laconically the inquiry, Why are not more of our American horses found in the cabs of London?

In the city of London alone there are at present about 20,000 cabs, including "four-wheelers," and it requires  $2\frac{1}{2}$  horses to each vehicle, making 50,000 cab horses now in use in the metropolis. Their average life is about  $3\frac{1}{2}$  years.

Ireland will continue to furnish the cab horses for England, and possibly for France, and we are willing she should do so, as the price will not justify our interference.

There is still another horse which Ireland is famous for and which the English regard higher than any other, and that is the Irish hunter. To show his honesty of opinion, the English gentleman is willing to pay a fabulous price for this horse if it meets his requirements and suits his fancy. I mention the latter horse here only incidentally, and in order to show the two extremes of Ireland's breeding, as I now want to call attention to the fact that between the two horses described she produces nothing that materially affects the sale of American horses in England, and has thus left a space we are particularly prepared to fill. I shall have occasion to mention the hunting horse hereafter, but will here remark that we are not at the present time prepared to produce him, unless in Kentucky and a few of the Southern States and then only occasionally, in form, type, and training, to suit the Englishman.

Having mentioned the horse America does not want to produce for export and the one she can not raise successfully, I now come to consider the animal that fills the space left vacant by Ireland and which lies between the two extremes mentioned.

#### THE OMNIBUS AND THE COMMERCIAL CARRIAGE AND PRIVATE BUS HORSES.

These are so nearly alike that I shall combine them under one head. It is certain that the large majority of American horses sold in Great Britain are used for above purposes, and the increased importation of them by England is not to be wondered at when we consider the large number in use in the city of London alone.

Since it costs practically the same to ship an inferior horse that it does a superior one, it is evident that the freight charges are proportionately less as the value of the horse increases; hence the bus horse, being a higher priced animal than the cab horse, our people have been given a market for horses which they happen to have on hand at the present time. I say "happen to have," because the type of horse I have in mind was not especially bred for in America.

To meet the requirements of the bus companies, a horse may be of any color but substantially conform to the following description: He must stand 15 hands 2 inches high, and may be 16 hands, but not more. He must be on short legs; for, as the buyer of the largest London com-

pany remarked, "Then he has not far to fall nor far to get up again." The best types weigh about 1,300 pounds and are compactly built, with good feet, that is, a well-shaped foot, with good shell and a high heel, that will keep him off the pavement. Avoid a large flat foot without any heel, for, though good otherwise, a horse with such a foot is of no use on the pavements of a large city. His bone must be heavy and his joints sound. His cannon bone short and his pastern joint straight. He must have strong, thick hips, with a short back and round ribs, and should be built on the "chunky" order. Flat-sided horses with long backs, and that stand on their hind legs like a cow, are of no use in England and of little utility anywhere, except on the farm—avoid them.

The horse I have attempted to describe will always sell for a fair price in England, as there are many uses for which he is wanted besides drawing omnibuses. Thirty years ago this horse was unknown, but is now the medium between the carriage and the heavy cart horse, and sells in London for from \$175 to \$225, usually at about \$200.

It is impossible to mention all the uses to which this horse is put, but to describe some branches of the work which he may be called upon to perform may give the American breeder a better idea of what his conformation should be. The bus, which a team of these horses draw and handle so well upon the slippery pavements of London, is a very heavy machine. Hence the name "heavy machiner" is applied to this horse. A team draws the heavy omnibus, containing, inside and on top, 26 people, at the rate of from 6 to 8 miles per hour. They are always shod, and handle such weighty vehicles, stopping and starting so suddenly, with apparent ease, and seldom slipping or falling. The age at which this horse sells best is 5 years, and being too plain in appearance and too heavy in his action for a high-class carriage horse, he is admirably adapted to the work which he is asked to do in England. Canada is now supplying the English markets with a large number of these horses, and is at the present time our most formidable competitor for this trade.

There is, however, no overproduction of this sort of horses, and there is not likely to be for many years to come. I base my prediction upon the present demand and the general utility of such a horse. I have before me the last semiannual report of the London General Omnibus Company, Limited, and from it I learn that this company now has in daily use 1,100 omnibuses and keeps 14,000 horses. It carries per week, in round numbers, 3,500,000 people. The average working period of their horses is about five years, and when we consider that this is but one of eight public bus lines in the city of London alone, we can form some idea of the immense number of such horses required each year.

The next question which naturally arises in one's mind is, Should we attempt to breed the bus and van horse in the United States to the exclusion of other types, and do the prices paid for these horses

justify such a course? In brief, I answer no, and say unhesitatingly that the horse just described is the lowest in the scale that we should raise, and should by no means be the mark at which we aim.

If we are to breed horses for the greatest profit we must attempt (conditions being favorable) the production of the most valuable horse in general and constant demand, and with this higher object in view we will raise a sufficient number of bus horses and others of mediocre quality. Would it not be foolish for the breeders of the United States to raise, as a matter of choice, horses that will only sell at a moderate price, when by aiming higher they can produce horses worth double as much? In aiming higher they are at least assured of producing the commoner horse, though they fail to accomplish all they had hoped.

Starting with the bus and van horse, as we ascend the scale we come to the private single-cab and brougham horse. These horses are owned by gentlemen for their private use, and are kept by the better class of stables for the use of persons who are willing to pay more than the ordinary cab fares for a "turn-out," which has every appearance of, and is, in one sense of the word, a private carriage. The horse that draws these must have more style and finish than the bus horse I have described. The more style and action he possesses, with sufficient quality and size, the more dignified will be his work, until he passes, by insensible shades, into the fine high-class carriage horse, of which I shall have much to say later on.

In the horse, between the bus and high-class carriage horse, color is not considered unless it be a very bad gray, as their purchasers go on the theory that one color is as good as another, with the above exception; but as we ascend the scale and approach more nearly the high carriage class it will be seen that there are several points to consider which have not yet had our attention.

It is only by the large infusion of draft blood that the United States has increased the size of its horses, and while this one feature—size—was indispensable, the Englishman complains that they are a little too coarse, and asks if we can not give him, in addition to size, a little smoother form. As we become able to do this our horses will advance still further from the bus horse until he becomes an excellent general-purpose horse, of which there is at present time a great scarcity. This horse in England will be used by a gentleman of moderate means, who can only afford to keep one horse in the expensive city of London, and wants this one to be suitable for his single brougham, his cart, and do moderately well under the saddle, besides being of such general utility that he can always sell him at a fair price. This horse is also a good cavalry horse and is one which we are to-day prepared to raise in the United States to better advantage, generally speaking, than any other.

It will be seen that this horse is of good conformation and of much substance and quality. His legs and feet are good and he stands

right on them. His shoulders and hips are good and his back short. This horse is always in demand, and, if 16 hands high, sells for a good price, even if he has but ordinary action. He is not an extravagant type in any particular, but a good "all round horse," and his price in England is regulated, within reasonable bounds, almost entirely by his qualifications.

While this horse is good enough for any market, and many of greatly inferior quality will be produced in trying to raise him, he is not yet as perfect as he should be, as he still lacks some of the qualities which the highest-priced horses must have; but I mention him as we ascend the scale action. At 16 hands high he would fill almost any position between the bus horse and the high-class carriage horse. He will do for the single brougham, and for this purpose would, when well broken, sell for from \$250 to \$500, the price above \$250 depending on his style, action, size, and finish, until we see him merging into the high-class carriage horse. If not sufficiently finished for the brougham, or if his action and style rendered him undesirable for that purpose, he would be called upon to draw the commercial carriage or private omnibus, and for this purpose sell for from \$200 to \$250. If possessed of poor knee action and only 15 hands 2 inches high, but sound, he would make a first-class cavalry horse and sell at from \$150 to \$200, according to his quality.

My observations have convinced me that this is the horse our people should have for export; but to be successful the production of this horse should not mark the limit of their ambition. We should aim still higher and attempt to produce the high-class carriage horse, as I shall hereafter attempt to show. It is practically the same horse, with a little more finish and much more style and action than would be required in the one just described.

Before leaving this horse, which in England is suited to so many purposes, and proceeding to discuss the qualities of the high-class carriage horse and the practicability of raising him in the United States, I will devote a little space to the cavalry horses of Great Britain.

#### CAVALRY HORSES.

Through the courtesy of the war department and the kindness of the inspector-general of remounts in particular, I am able to state that few, if any, American horses have yet been in the English cavalry. Most of the troopers, or cavalry horses, are from 15 hands 2 inches to 16 hands 1 inch high, with short backs, heavy muscles, and strong bones. White and gray are the only colors not used. A square trot is the only gait required, except the gallop, and no pacers, single-footers, or combination saddle horses are used. Each horse is expected to carry with ease and run and jump with from 240 to 280 pounds upon his back. Hence horses with long backs and weak loins will not do at all. The army prefers to purchase horses 5 years old, but many are bought at 4 and kept a year before they are turned over to

the regiments. Mares are used the same as horses. I quote verbatim the answer of the inspector-general of remounts to the following question: "What are the chief faults found in our American horses-viewed for cavalry purposes?" Answer: "Big coarse head, long back, flat sides, broad ragged hips, weak loins, long legs, no arms or thighs, hocks very close, enormous feet, generally very flat, and prone to laminitis."

The number of horses purchased annually in the United Kingdom for cavalry and artillery purposes varies from 1,500 to 2,000, and the prices range from \$150 to \$200. There are now in use for war purposes in Great Britain between 15,000 and 20,000 horses, and no difficulty is experienced in supplying the demand from Ireland each year. Here the best cavalry horse is bred from the hunting horse, which is almost thoroughbred.

There is no duty imposed upon the horses England imports, and the only requirement on landing is that they pass veterinary inspection for contagious diseases.

As the above information comes from the inspector-general of remounts, I have given the same substantially as communicated. Accepting it as correct, we have as yet made little progress in introducing our American horses into English armies, and can with greater ease and certainty supply a larger and more valuable market.

#### THE HUNTER.

Having spoken of the Irish hunter as a horse which it is not practicable for us to attempt to raise, except, perhaps to a very limited degree, I will add that he is one of the most highly appreciated horses in England. In type he is a thoroughbred, but in size and general conformation the best ones are much larger and stronger than thoroughbreds. No carriage action is required of him, and his jumping and running qualities are the most essential features, besides his power to carry weight. Perhaps the half-bred hunter combines more of the required essentials than any other kind, though upon this point there is a diversity of opinion. They differ from the American thoroughbred in that they have much more strength and are much larger if very valuable. They are often required to carry a rider weighing 250 pounds, and run and jump with him for many hours in succession. These are the qualities that render the hunter valuable, and it is not infrequent that this horse, with all the qualities of the thoroughbred, and in fact almost thoroughbred, stands 16 hands 2 inches to 17 hands high. One of this kind properly trained to follow the hounds often sells to a gentleman of heavy weight who enjoys the chase for \$2,000 to \$3,000.

Having said that horses of this type, almost or entirely thoroughbred, have been produced of large size, the question, Why is this not the horse to raise high-class carriage horses from? may arise in the minds of some. I will therefore anticipate the question and answer

by saying that this class of horses have poor knee action, which is absolutely indispensable to the high-class coaching horse. Again, let me remark in this connection, that the more blood (by this is meant thoroughbred blood) the sire and dam possess, the less knee action we can expect in the progeny, as it is a well-known fact among breeders of carriage horses that an infusion of thoroughbred blood is always done at the expense of that most important quality—high knee action. Hence it is plain that we can not expect the thoroughbred to contribute much to our coaching breeds.

#### HIGH-CLASS CARRIAGE HORSES.

I have briefly mentioned a few of the classes of horses used in England and have not recommended raising cab horses for export, because they are too cheap—nor the hunter, because at the present time we can not successfully produce him.

I now come to treat more at length of what is known as high-class coach or carriage horses, which have been only incidentally mentioned heretofore.

In my judgment this is the class of horses we should attempt to raise in the United States for export, with the exception of draft horses, as I shall explain hereafter. In forming this opinion I have taken into consideration every condition existing in the United States at the present time. By far the larger number of our mares are what would be called under size, and while it is true that if bred to a fine draft horse they would raise a horse suitable for bus purposes, it is equally true that many of them, if bred to the right kind of coach stallion, will bring a colt that will sell for almost double as much for the carriage. It is hardly to be expected, that with such a high aim in view, we will always meet with success, as there is such a great difference in the mares of the United States that there must, for a long time at least, be a great difference in their progeny. This existing condition, however, is a potent one in prompting me to advise the breeding of carriage horses. If we succeed in producing the high-class, high-acting coach horse of the proper size, we have the best uniform seller in the world; but failing in this, as we must do in many instances, there are many places for the horses we will raise at greater prices than the bus horses of London can ever bring.

High-class carriage horses are very scarce and always have brought the highest prices in the general markets of the world. They must remain scarce, from the fact that they are becoming more in demand each day as people become more wealthy and require carriages. The horse I have in mind should be from 16 to 17 hands high, with fine style and high action. There is no danger of getting them too large, if the quality can be maintained, but this will be found most difficult.

Horses of this type, in order to bring the highest prices for victoria teams, should be 15 hands 1 inch to 15 hands 3 inches; for landau teams, 15 hands 3 inches to 16 hands 1 inch; for barouche teams, 16



hands 2 inches to 17 hands high. The large ones of the proper quality are the ones most difficult to get, and consequently sell for the highest prices. In breeding, therefore, and especially on our small mares in the United States, only the larger type coaching stallions should be used, but quality and finish must in no instance be sacrificed.

One would naturally suppose that in England, where they have bred horses for so many years, there would be a sufficient supply of high-class carriage horses, but there is not. They are scarcer than any other kind, and the main reasons of this are, first, the great demand for them, and second, the fact that the English have been too eager to breed a hunter—that they have too much blood in their fine looking horses to have action. We can profit by the lesson this teaches, as the majority of our horses as yet have little blood, and by the judicious use of large, high-acting, breedy-looking coach stallions, we should be able to produce a good quality of carriage horses, and at least ones that will fill some of the numerous callings just below this high position. Diligent investigation and research has only confirmed my former opinion in this matter, but I must acknowledge my surprise at the scarcity of fine large carriage horses in England.

On this point I quote from an article which appeared in the Live Stock Journal Almanac, of London, for 1897:

There is not the smallest doubt that England is unable at the present time to supply a quarter of the harness horses required even in London, to say nothing of the other parts of Great Britain. The reason of this is, that breeders do not attempt to do so. Some breed thoroughbreds, others hunters or hackneys, and others heavy Shire horses, but no one seems to try to breed for color, size, height, and trotting power. The consequence is that our great dealers and job masters have to go to Canada, America, Austria, Germany, and France, where they study the above points, to supply an ever-increasing demand. England is essentially a riding-horse producing country, and these are bred by the ordinary farmer with so little thought as to what is required that, if they fail in being a race horse or hunter, they are fit for nothing. One of the greatest, if not the greatest, mistakes made by breeders in England to-day is that they will not breed for size, color, and action. We all know that about a thousand Canadian and American horses come to our shores every week. These are chiefly bay horses, a color much liked and sought after. They are as a rule 16 hands, and have substance and length, by which they "fill" the harness and make valuable animals for town use.

The above must be accepted as good English authority, and conveys some idea of the scarcity of high-class carriage horses in England; but the most exhaustive article on this subject was written recently by Sir Walter Gilbey, one of England's most eminent authorities upon the subject of carriage horses, and which appeared in the Live Stock Journal Almanac for 1898.

Sir Walter says:

It may be accepted as a fact easily demonstrable, that at the present time, as for long past, the best carriage horses in use in England are not home-bred products.

Those beautiful match pairs of carriage horses, standing from 15 hands 2 inches to 16 hands 2 inches, which are among the greatest attractions of our West End streets and fashionable resorts in the London season, are not the English horses so many fondly believe them to be; they are, with few exceptions, importations from the breeding centers of France, Germany, Hungary, Austria, and Holland.

Though the countries specified above are those whence we obtain the bulk of our superior harness horses, our purchases are by no means restricted to these markets. Enterprising London dealers now have in America, Canada, and other countries their agents ever on the outlook for good-looking animals suitable for road work in London and other large cities. The dimensions which have been attained by this trade in foreign horses is proved by the annual returns. Let us see what figures can tell us.

We imported—

In the ten years 1863-1872 .....	29,131 horses.
In the ten years 1873-1882 .....	197,092 horses.
In the ten years 1883-1892 .....	145,763 horses.

The falling off in the importations of the ten years ended in 1892 from the total of the preceding decade is sufficiently great to invite criticism, but it is to be feared we may not lay the flattering unction to our souls that the decrease proves our growing independence of continental supply. The reduced importations of those ten years were due, it can not be doubted, to the depressed condition of trade which prevailed during that period, a depression which would of necessity make itself felt primarily upon indulgence in such luxuries as high-class carriage horses. That this explanation is correct seems proved, to some extent at least, by the returns for the next four years, 1893-1896, which period, as all know, has witnessed distinct commercial revival. In the four years 1893-1896, then, we imported 111,342 horses; and if we maintain the average until the year 1902, to complete the decade, the total for the current period of ten years will be 278,350 horses.

During the last six years, to go no further back, we have paid away £3,731,772 (about \$18,658,860), on the average a sum of over £621,000 (about \$3,105,000) per annum for horses.

Among all our domestic animals the carriage horse stands alone, a costly reminder of neglected opportunity and a reproach to a race of horsemen. For the high-class roadster we must go to foreign countries in the regrettable certainty of finding there what we can not, or at all events do not, produce at home; and at the same time supply the competitors of the British breeder with the best blood in the world to use for the purpose of providing himself and us with the most valuable class of horses. Reference to this point invites examination of statistics. The following are the official returns of the horse trade for the past five years:

*Export and import of horses, 1892 to 1896.*

Year.	Export.			Import.		
	Number.	Total value.	Average value per head.	Number.	Total value.	Average value per head.
1892 .....	11,233	£ 563,364	£ s. 50 3	20,964	£ 425,401	£ s. 20 5
1893 .....	11,962	507,762	42 9	13,707	376,819	27 9
1894 .....	16,457	449,804	27 6	22,866	548,058	23 19
1895 .....	21,564	549,882	25 10	34,062	921,490	27 0
1896 .....	29,480	671,562	22 15	40,667	1,027,736	25 5
Total .....	90,696	2,742,374	-----	132,336	3,299,504	-----

NOTE.—These figures include the selling price, £6 to £8, of many thousands of ponies from Russia, Sweden, and Norway.

It will be observed in regard to the exports, first, that the number of horses we send abroad has been increasing with each recurring year; and, secondly, that the

value has been decreasing with equal certainty, showing that the class of animal we export is not what it was five years ago.

As regards the imports, it must be observed parenthetically that 1893 was an exceptional year; with the exception of that twelvemonth, the annual returns since 1886, when we received 11,027 horses from abroad, show a rapid and almost uniformly steady increase, until in 1896 we purchased nearly twice the number of horses we purchased in 1892; and what is quite as significant, particularly in connection with the figures relating to exports, paid a higher average price for them.

The difference between the average price received for our export and that paid for imported horses would convey a more accurate impression of the state of affairs could we eliminate from the former the large sums paid by foreign governments for our best thoroughbred sires. The occasional sale of such an animal as Ormonde for such a figure as £30,000 must be taken into account when considering the average price received for exports. In short, we are buying expensive horses from the foreigner and obtaining only low prices for those produced by our vicious system of breeding. These average prices will call for further notice later on.

It may be asserted without fear of contradiction that foreign carriage horses for years have been streaming into this country to realize the highest prices obtainable, namely, from £200 to £300 for first-class single horses, and any sum from £500 to £1,000 for match pairs.

The foregoing article, coming as it does from the pen of one so competent to write upon the subject, needs no comment from me, and I will simply add that it proves my statement concerning the demand for high-class carriage horses true, and that the prices they bring, if the horses be of the proper kind, exceed those paid for any other horses in England, except in extraordinary cases for speed or hunting purposes. The above table, showing imports and exports of horses by England for the last five years, confirms the fact that England is an importing nation.

The following table will show the total number of horses imported and exported by the United Kingdom from 1831 to 1896:

*Imports and exports of horses.*

Year.	Horses imported.	Horses exported.	Year.	Horses imported.	Horses exported.
1831	1,063	718	1873	17,822	2,816
1841	339	4,538	1874	12,093	3,050
1851	3,443	1,526	1875	25,757	3,135
1852	3,179	2,485	1876	41,148	2,659
1853	6,819	a 1,902	1877	30,524	2,258
1854	6,063	3,346	1878	26,521	2,967
1855	2,432	3,616	1879	15,246	5,018
1856	2,970	1,711	1880	9,294	5,128
1857	2,807	b 1,574	1881	9,950	6,108
1858	3,458	2,072	1882	8,827	6,444
1859	2,130	4,417	1883	9,627	7,376
1860	1,761	3,199	1884	12,928	6,973
1861	1,595	2,960	1885	13,023	6,196
1862	1,978	4,318	1886	11,027	7,326
1863	1,411	5,204	1887	11,649	9,455
1864	1,357	4,644	1888	11,504	12,884
1864	1,332	4,440	1889	13,859	14,267
1865	1,646	4,069	1890	19,404	12,922
1866	1,461	4,136	1891	21,715	11,238
1867	1,575	4,091	1892	21,026	11,233
1868	1,849	2,210	1893	13,719	11,961
1869	2,387	7,202	1894	22,866	16,558
1870	3,448	7,172	1895	34,092	21,564
1871		3,383	1896	40,677	29,480
1872	12,618				

a Crimean war.

b Indian mutiny.

The following are the destinations, numbers, and values of horses exported in 1896:

Destination.	Number.	Value.
Holland .....	6,433	\$70,441
Belgium .....	15,845	223,112
France .....	3,994	215,194
Other countries .....	3,208	162,815
Total .....	29,480	671,562

The cost of raising a horse in England until 3 years old has been variously estimated at from \$150 to \$200, according to the locality where the horse is kept. In my opinion the former figure is about correct.

While the statements made by Sir Walter Gilbey are based upon information obtained in England, some of the conditions there apply to other countries, and in order not to encumber this report with repetitions, these facts so applying will receive slight mention. Considerable space has been devoted to England, as the situation there seemed to demand it, but in the consideration of the present status of the horse business in other places not so much space will be occupied.

#### IN FRANCE.

Here the conditions are much the same as in England. By reference to the figures supplied by the United States Treasury Department the number of horses France received from us in 1897 will be seen to be very small, but these figures must not be taken as correct. So far as the Treasury Department is concerned they may be accurate, but in compiling statistics we can only trace the horses shipped from the United States ports to their landing place and there all trace of them is lost. The reason so few are accredited to France is from the fact that the vessels running directly between United States ports and French ports are so poor in accommodations that French dealers will not patronize them, but prefer to ship to an English port and then reship, even though the expense of so doing is greater. Thus it will be seen that while the statistics of our Government are correct in conveying the information they are intended to impart, they must not be understood to convey a correct idea of the number of horses each country mentioned actually received from us during the periods given. Many of the horses shipped to English ports were finally sold in France, Belgium, and other countries, while many of those received at Belgian ports were sent to Germany. Many shipped from the United States to Germany were sold in Russia, but the majority sent to England were sold there. The majority sent to Germany were sold there, while the larger part of those landed in Belgium were ultimately sold in Germany and elsewhere after being fitted for sale. This is especially true of the draft horses landed in Belgium, as will

more fully appear when we come to treat our subject under conditions existing in Belgium. I have said that the conditions here were much the same as in England, though this country produces a large number of coach horses that each year find their way into English markets. That France has long done all she could to produce a coach horse, from the absolute necessity of mounting her army, can not be denied, but that she has made sufficient progress to supply other nations with coach horses, or even meet the demands in her own country, will hardly be claimed.

From information obtained from the agricultural department of France I learn that the entire number of American horses sold in the Republic in 1897 was not far from 6,000, but I am unable to learn officially what prices they brought.

For much of the information obtained relative to the sale of American horses in France I am indebted to Mr. Eugene Vidal, who is one of the oldest and largest horse merchants in Paris. To one of his private carriages he drives a large American horse, and he handles more horses from the United States than any other merchant in the city of Paris. He sells each year about 5,000 horses in all and is thoroughly posted. In 1895 he handled 2,000 American horses, but the quality was very bad and they became so unpopular that in 1896 he only sold 500. Since then the quality of the horses sent him has improved and the prices he receives for them have likewise increased. He had in his stables about 100 head, mostly of a light type, being horses that would weigh about 1,150 to 1,200 pounds, but rather tippy and of good quality. These horses sell in Paris for about \$200 to \$250, and are put to various uses. Some of the heavier and coarser ones go on the omnibuses and the lighter ones into carriages if good enough. If not, they are used in general run-about traps, unless heavy draft horses, when they go into heavier wagons. The good draft horses brought from America to France usually sell for about \$200 each, but the horses most in demand in Paris, as elsewhere, are coaching horses from 5 to 6 years old, such as are represented by the cut on page 52, and which sell readily at from \$150 to \$500, according to their style, action, and quality. If they attain the distinction of high-class carriage horses, the price in Paris, as in London, is only governed within reason by their quality and the size of the purchaser's purse.

Mr. Vidal was asked: "From your experience in the horse business and your knowledge of American horses, what would you advise the American breeder to raise with a view to obtaining the best prices for his horses in the markets of France?"

"I would recommend," he replied, "that they raise draft horses, not too large, but on short legs, compactly built, with clean bone and good action, and first-class carriage horses, if possible. The latter properly matured are very scarce, and there is hardly any limit to the demand if they have size, quality, style, and action."

Mr. Vidal also says that the tendency of the American breeder, judging from the draft stallions he has sold for America, was to increase the size of their horses without regard to the quality, the natural result of which was a rough ungainly horse, that the people of France do not like. He suggests that now, since we have the size, we should pay more attention to quality than we have heretofore done.

The scale of prices for similar horses seems to range about the same in Paris as in London, and practically the same kind of horses seems to be in demand, the high-acting carriage horse always having the preference. In general, prices in France are the same as they have been for years.

There are not as many American horses used on the omnibuses of Paris as of London, but I am told that where they have been tried they have given entire satisfaction. The average price of the bus horses in Paris is \$200. Fifteen thousand are now in use, and the companies buy about 3,000 annually.

It will be seen that there are fewer horses used in Paris omnibuses, in proportion to the size of the city, than in London, but it will also be observed that Paris, in proportion to the size, has more cabs than London. The cab horses of Paris come principally from the Norman provinces, comprising the following departments: Calvados, Manche, Orne, Seine-Inferieure, and Eure. The prices paid for them differ little from the prices paid for the Irish cab horses of London, but are some higher, being from \$125 to \$150 each. There are about 40,000 cab horses in use in Paris all the time, it being estimated that there are about the same number of cabs as in London; but the horses, as a rule, are not so good, and lack much of being kept in the same condition as the cab horses of the latter place. I was shown 25 horses which Mr. Vidal had just imported expressly for one of the cab companies of Paris, but I can see little in it for the American breeder at \$150 per head in Paris, when losses are sustained and freights, duties, commissions, etc., are paid.

We will next consider the requirements for cavalry horses in France.

For the following figures I am indebted to "Le directeur des Haras," Mr. P. Plazen (in charge of the Government breeding stables).

The entire number of horses in France is 2,943,668. The entire number used for army purposes is 127,000 and the number annually purchased for remounts is from 12,000 to 13,000, 10,000 of which are for saddle purposes. The average price is \$200 each. The different grades and sizes are as follows:

	Price.
Dragoons (5 feet 0.6 inch to 5 feet 2.2 inches) .....	\$200
Small cuirassiers (5 feet 2.2 inches to 5 feet 3 inches).....	200 to 230
Cuirassiers (5 feet 3 inches to 5 feet 4.6 inches).....	220 to 250
Artillery (5 feet 2.2 inches to 5 feet 3 inches).....	150 to 190
Officers' horses (5 feet 1.4 inches to 5 feet 5 inches) .....	220 to 400

(In computing the above, 5 francs to the dollar only was allowed.)

The average weight which cavalry horses in France are expected to carry is from 90 to 100 kilograms, or from 198 to 220 pounds. In order to sustain such a weight and run and jump with it, as they may at any time be required to do, they must have strong, short backs, good loins, and heavy muscles.

Mares used in the French cavalry, as well as horses, must be sound, have good bone, short backs, heavy loins, strong hips, and good feet. Action is not considered, except interfering, and they must be able to gallop well. The requirements of the different armies are practically the same in all countries I have visited, but I find some mounted on heavier horses than others.

At the present time the French buy their army horses in the same provinces that their cab horses come from, using only the inferior ones for the latter purposes. Few American horses have been tried in the French army, as few have met the requirements, but some have doubtless been bought of the dealers without the officers who purchased them knowing they were American bred, and in these instances I am assured our horses have given entire satisfaction. At least there have never been any complaints.

In France, as in all other European countries, horses are seldom weighed, and never described by weight. In describing them their height only is mentioned, but if they are said to be a certain number of meters high it is understood that they are uniformly built and will weigh what a horse of perfect conformation of that height should weigh. In America, on the other hand, the weight is oftener spoken of than the height, but each custom is wrong, for if the height and weight were both given one could form a much better idea of the general conformation of a horse, his compactness, and distance from the ground, etc., without seeing him.

The artillery horse in all countries is more compactly built than the cavalry horse, and differs little from the horse I have described as being suitable for the 'buses.

The cost of raising horses in France does not differ much from that in England. The actual cost until 2 years old is about \$150, and from that time on every horse is expected to pay his own way. If he did not do this, horses could not be raised in France at the prices mentioned above. Another important feature of this method is that by handling the horses from the time they are 2 years old they become gentle, which adds much to their value and which overcomes one of the worst complaints against the American horses—which is, they are not broken. This is the first complaint one hears in every country where American horses have been used.

Other complaints urged against our horses in France are that their necks are too short, they stand with their hocks too close together, their hips are not long enough, their backs too long, etc., but many of these objections could be found with the horses of any other country.

While France is one of the greatest horse-producing countries in the world, she does not raise all the horses she needs. The Government has spent hundreds of thousands of dollars for breeding stallions and still continues to keep up her breeding stables. Besides this she requires every stallion used as a sire to be approved by the Government commission and offers prizes to the best horses. Under this wise arrangement we find the breeding horses of France are divided into four classes: (1) Those belonging to the Government; (2) those belonging to private individuals which receive premiums from the Government on account of their breeding qualities; (3) those which are approved and permitted to be used for breeding purposes, but which receive no premiums; (4) those that are not approved and not permitted to be used for breeding purposes.

I have before me the annual report of "Le Directeur des Haras," of France, and while I can not give all the statistics relative to the importation and exportation of horses, it is interesting from our point of view to note how many more horses this country imports than she exports.

The following is the number of horses imported and exported by France for the six years from 1891 to 1896:

Year.	Imported.	Exported.
1891	16,007	24,109
1892	14,343	21,702
1893	15,269	24,121
1894	21,031	22,326
1895	36,467	21,484
1896	32,912	20,945

The above figures, which are official, show that up to 1895 France exported more horses than she imported, but in 1895 and 1896 she imported many thousands more than she exported. I am not able to learn what the values of the horse imports and exports of France were for each year mentioned.

The Government duty on horses from other countries to France is 30 francs, or about \$6, per head.

#### IN BELGIUM.

Here we have a country in which different conditions exist from those found in France or England, as it produces nothing but draft horses. The entire Kingdom of Belgium comprises but 11,000 square miles, yet she is one of the great horse-producing nations of the world. From Flanders we trace the earliest history of the draft horse, and, following their customs of early times, the people of Belgium continue to breed no horses except the draft, and that of a particular type peculiar to their own country. Hence we find a nation with 5,000 cavalry and 1,200 artillery horses that does not produce any used for the former purpose.



Belgium now purchases for the remounts of her army about 800 horses per year, and while the number is not large the market is within the easy reach of the breeders of the United States if they see fit to take it.

Chevalier Hendricks, an officer in the Belgian army and an acknowledged authority upon horses in his country, has studied the question under consideration with great care for the last few years. In a recent address he advocated the plan of purchasing nothing but American-bred horses for all remounts of their army. To this gentleman more than any other one person Belgium is indebted for her present-efficient records of her draft horses.

I have before me a communication from the Chevalier upon the subject of our ability to furnish the cavalry horses Belgium needs, and, coming as it does from such high authority, I quote from it at considerable length.

The first part of the communication treats of the sizes of horses used for different army purposes in Belgium; but being almost identical with those of England and France, I omit the figures.

This gentleman says:

The horses should be 5 years old; the Government accepts only half of the horses 4 years old; but prefers buying all horses 5 years old, because these can easily take their places in the ranks in five to six months' time.

The weight which must be carried by the horses (soldier and equipments) is not over 110 kilos; it varies between 95 and 110.

The Belgian Government pays for fresh horses from 1,000 to 1,150 francs; for the Irish horses, £40 to £46.

Every year the Belgian army buys 800 Irish horses for remount of the cavalry and for the artillery.

The Belgian Government would be pleased to trade with American merchants if the United States would offer horses of a good quality at a little less expense than we get them elsewhere. In this case the Government would not hesitate to buy yearly a more considerable number of horses to increase the effective force of cavalry.

Belgium does not breed cross-bred horses. We understand, under the name of cross-bred horses, all horses (*chevaux de luxe*) designed for the use of the wealthier classes—that is, not working horses. Belgium furnishes only draft horses. They are of two kinds; the heavy are what are called Flemish or Brabantine horses, the light are the Ardennes horses. Belgium buys its horses "*de luxe*" in Great Britain, in Ireland, in France, in the Netherlands, and in Germany. In 1897, 4,400 American horses from the United States were sold in Antwerp. It does not matter to Belgium where she buys her "*chevaux de luxe*" or fresh horses. The important point is to obtain the best horses at the lowest prices.

Besides the type of the fresh horse, which is the Irish type, the horses in great demand in Belgium are the hunters and the coach horses.

In case that the Belgian Government would mobilize its army, it must want in a few days a great number of horses. It should certainly want 3,000 saddle horses immediately. The matter of remounts is the same in Italy as in Belgium, and the United States is situated to secure the monopoly of supplying horses for the Italian army.

Commenting briefly upon the remarks of the Chevalier, I will say that they show a disposition to use our horses for cavalry purposes in

Belgium, and that the friendly spirit will doubtless be fully appreciated by every American breeder of horses and by our people in general.

The horses that Ireland is now furnishing Belgium for her army are the largest and very best grades of the class heretofore mentioned as being furnished by that country to supply the cabs of London. Thus the horses Belgium gets are practically the same as those used in England's army.

The artillery horses used in the Belgian army come chiefly from the Ardennes, and are a low-down, powerfully made horse, with good bone and good action. These the Belgian people will continue to supply.

Having found a place where we can sell a few horses to the army, it now remains to consider whether the price paid justifies our raising them, and whether the Belgian people will soon be in a position to produce their own cavalry horses at less money than they can purchase them elsewhere.

The prices now paid for cavalry and artillery horses in Belgium are from \$200 to \$230 each and can not be more, except for officers' horses, which the officers, if able, usually purchase themselves.

The general prices for horses in Belgium have ranged higher for the last few years than for a long time; and while this may be difficult for breeders in the United States to understand, the situation will be more easily comprehended when we consider the great cost of raising horses in Belgium, and the further fact that the United States has in the past cut no figure in the horse trade of the continent. A careful perusal of this report will show what kind of horses each country mentioned buys from the other, and that the United States has never been considered a factor in the business.

The cost of pasture in Belgium ranges from \$6 to \$9 per month; hay is worth \$12 to \$15 per ton, and oats from 50 to 60 cents per bushel. The estimated cost of raising a horse in Belgium until he is 4 years old is from \$300 to \$350, if well cared for, and the latter figure is all the horse is worth for common work when matured. Accepting these figures as correct, it will be seen that no profit could inure to the raisers of horses in Belgium under the conditions existing in the United States; but the conditions are not the same. In Belgium the colt is broken to work at 18 months old, and from that time on he is expected to earn his living by the work he does for his owner. At this age a good draft colt will sell at from \$200 to \$225, and as it has not cost this much to raise him to that age there is still a profit, though not a large one, left to his owner, who invariably sells him if he has not work for him.

Belgium being a draft-horse country exclusively, it may appear strange that most of the American horses sold there are draft horses. This, however, is true, and is due to the fact that the Belgians will buy a draft horse because they are familiar with him and because

they know there is always a demand for this class of horses. They know how to fatten and prepare this horse for other markets, which is just what they do, and then sell him again. They do not use many of the American draft horses that are sent to them. They like their own type better, and while most of the American horses which are sent to Germany remain there, the reverse is true of Belgium. The majority of the light horses sent to Belgium remain; but when it comes to the selection of a draft horse for his own use, the Belgian has his own ideas and selects one after the type he is most familiar with, the same as the Englishman naturally likes the Shire, the Scotchman the Clyde, and the Frenchman the draft horse of his own country.

Thus we see that while our statistics show Belgium to have received 4,213 horses from us last year, there was but a small per cent of them used in that country. She sells the largest number to Germany, while many go to France and a few even to Italy. That both Germany and France get many more of our horses than our reports show are shipped there direct is patent from the number given by their own statistics. The above facts show that the United States can raise draft horses for export at a profit, but as I shall speak of this feature of horse breeding later will not discuss it now.

What has been said about carriage horses in other countries is applicable to Belgium. This country makes no attempt to produce them, but here as elsewhere they sell better and at higher prices than any other kind. From what has been said about the cost of producing horses in Belgium it will be seen that those which mature earliest are the most profitable for the Belgian breeder. The cost of feeding is so great that he must raise a horse that will be ready to pay his way at the earliest possible day. Carriage horses as a rule would not at the age of 18 months be able to do this, and hence to raise them in Belgium will cost even more than to produce the draft horse.

While Belgium invites us to supply her with carriage and cavalry horses, she guards with jealousy her production of draft horses. She makes no discrimination against us, however; and if we raise good horses they will sell to advantage. Belgium will ever have the advantage, however, of producing a horse that her own people like better than ours, but for the immediate profit there is in it she will take our draft horses, keep them for a time, and then pass them on to Germany and other countries.

In Belgium, as in other countries, the first thing one hears is that our horses are too wild and too hard to break. This is easily understood when we consider that in Belgium the colt is almost a member of the family from the time he is foaled, and that he is broken to work and handled like a dog from the time he is 18 months old.

This is true to some extent in all the horse-producing countries of Europe, and fully explains the reason of the complaint we hear against the American horse, that he is wild and hard to break.

To show how the Belgian Government is protecting her draft-horse-breeding industry, I will state that all breeding stallions in Belgium must be approved by a Government commission. They are only approved for one year at a time, and while they may continue to be approved for many years, they must pass their annual examinations, as will more fully appear hereafter. Stallions in Belgium do not travel about the country as in France, but their territory is usually circumscribed by the department in which they are approved. These departments are subdivided into "arrondissements," and here the approved stallions meet to contest for annual prizes. The first prize awarded to stallions 4 years old is \$120 and the second prize \$100. The first-prize winners at these concours or fairs of the different "arrondissements" then meet at another place in the province to compete for other prizes, those of the first quality being awarded another premium of \$160. These are all the prizes the horses can receive at 4 years old, but when 5 years of age fresh honors await them if again approved by the Government commission. The commission selects a certain number of 5-year-old horses in each province, which number varies according to the needs, and awards them each \$200 per year for five years; but the horses must pass their regular examinations each year, and if bad from any cause will be cut off. After a stallion has drawn this pension or premium for five years he may still be approved from year to year indefinitely, while he is considered good for a sire, and draw from the Government various sums, ranging from \$60 to \$150 per year.

There are four places appointed in the Kingdom for the meeting of stallions that are over old and have won first prizes. The Kingdom is divided into these districts for convenience, and the stallions from them meet at their respective places in July of each year. At each of these meetings four prizes of \$300 each are awarded the four best stallions, thus making 16 additional prizes of \$300 each, or \$4,800 more in prizes which the Government pays. Anyone parting with his horse before the expiration of the year forfeits his prizes, and thus the Government makes it difficult and expensive for anyone to buy and take away the stallions which it wants for breeding purposes at home.

#### IN GERMANY.

In importance as a market for our horses Germany ranks next to Great Britain, and in speaking of it we come to consider one of the largest horse-producing countries in the world. Especially is it noted for its lighter types; but notwithstanding this fact, we find that Germany is one of the largest horse-importing nations.

If the greatest horse-producing countries can not, or do not, supply their own home demands, what are we to expect from those which do not produce horses at all? When I speak of the production of horses I mean large, useful horses, as distinguished from small, inferior ones, or ponies.

As has been remarked, the condition in Germany is almost diametrically opposite to that of Belgium, and differs from that of France and England, as the latter countries produce both heavy and light horses, while Belgium produces nothing but the draft horse, and Germany only the kinds used for the carriage and army.

For many years Germany has been trying to raise the best cavalry horses, and in a certain degree she has succeeded. She to-day has the best mounted army in the world, with perhaps the exception of France. We are not surprised that Germany's course renders it necessary for her to purchase her draft horses, but we are naturally astonished to find that she imports more light horses than heavy ones. This is done in the face of the fact that the stallions exported from Oldenburgh, Hanover, and Holstein have contributed more, perhaps, to the production of carriage horses and cavalry horses in other countries than those from any other places.

I must confess my surprise when an investigation of the official records revealed the fact that Germany now imports about 100,000 horses annually, and that they cost her in round numbers about \$20,000,000. Investigation shows that quite a large per cent of these importations are of the lighter types, and to convey a better idea of the situation I set out the importations in detail for 1895, these being the latest statistics I could procure. They are compiled by the Imperial Statistical Bureau of Germany, and published in the German Year Book for 1896. In 1895 Germany imported as follows:

Country.	Number.	Remarks.
Belgium .....	19,942	Horses principally draft.
Denmark .....	15,468	Horses principally for bus and tram.
France .....	6,732	Horses principally draft.
Great Britain .....	1,954	Officers' army horses from Ireland.
Holland .....	10,239	Carriage and van horses.
Austria .....	13,795	Blooded horses, some actors, for carriages.
Russia .....	32,596	Ponies for mines.
United States .....	2,479	Draft and medium-sized horses.
Total .....	103,205	

The cost of these horses was about \$18,700,000, or a little over \$180 per head.

These figures impress us all the more forcibly when we consider that nearly one-third of the entire imports, i. e., those coming from Russia, are small, inferior animals, being ponies that are used principally in the mines. These ponies are bought at a very low figure, but to offset this in part the fact must not be ignored that a considerable number of the horses coming from France and Belgium are draft stallions for breeding purposes, and cost from \$500 to \$600 each.

Whatever conclusion we may draw from the above figures, they prove conclusively that Germany imports a large number of horses and pays a good round price for them.

An enterprising firm of horse merchants, fully awake to the demands of their country, has recently completed a very large and

elegant stable in Berlin with a view of handling American horses exclusively. They have buyers in the principal cities of the United States, and do their own importing. To them I am indebted for much information, and I saw in their stables several hundred American horses which had landed recently. They have all kinds from the Kentucky thoroughbred to the draft horse. I was surprised to see so many horses of light types in a country where the carriage horse and cavalry horse had been bred almost exclusively for so many years, and still more astonished when told that the lighter or carriage types sold even in Germany better than the draft types.

This firm sells all horses at public auction, and good "low-down" blocky draft horses were bringing about \$225 each. Nice smooth 1,100 and 1,200 pound horses, of carriage type, bring the same prices, but the best draft horses and the better class of the lighter horses were selling at from \$250 to \$300 each. I was shown a "low-down," heavy-muscled, heavy-boned, well-made, black draft team, of rather superior quality, that had sold for \$600 and would be used for heavy work in the city on the truck or wagon of some large firm.

The bus horses of Berlin come mostly from Denmark and are very similar in conformation to the bus horses used in London, though not so uniform. Quite a number of American horses are now used on omnibuses in Berlin with entire satisfaction, and are becoming popular.

The class of horses that the United States is now sending to the different European markets suits much better than those formerly sent, which is due perhaps to the fact that the importer better understands the demands of his customers than formerly, but however this may be the horses now sent are fast redeeming the reputation of the American horse, which was most unfavorable for some time, on account of the very inferior animals sent to the different European countries when the business of exporting horses from the United States first assumed importance. The prices paid by the bus companies of Berlin for their horses range from \$175 to \$200 per head.

In Germany, as elsewhere, we hear the general complaint that our horses are not well enough broken, and we are again admonished that we must raise a horse on short legs if we would have him command a good price. The American horse acclimates quickly in Germany and has good endurance. The firm above mentioned says the United States is to-day furnishing the best horse for the price that can be bought anywhere in the world, and that the worst difficulty they experience is in getting the proper kind fast enough, principally on account of the poor shipping facilities to German ports.

The American horses can not at this time be sold to the armies of Germany, but there are other demands that it is more advantageous to supply. The firm above mentioned assured me that if shipping facilities were right so they could get the horses as they needed them they would be able to sell in 1898 2,000 draft horses, 2,000 medium,

well-shaped, general-purpose horses, and 2,000 carriage horses. They began their present business only last December, having just completed their stables, and in one month sold 300 American horses.

The cab horses of Berlin and other large cities in the Empire come from Prussia, and are the inferior animals of that country, not fit for army use. They are too low in price and too inferior in quality to interest the American breeders. One indication that the Germans like our horses is the fact that nearly all we import to that country remain there, and, as before stated, many find their way to the German markets after being landed at other ports. This is evident from the fact that our Government reports show Germany to have taken from us in 1895 but 1,324 horses, while the German yearbook for that year shows she received duties paid on American horses numbering 2,479, being 1,155 more than we give Germany credit with that year. The duty imposed by the German Government on all foreign horses is 20 marks, or about \$5 per head.

While Germany imported over 100,000 in 1895, she exported but 7,980.

I shall not occupy much space in commenting on the cavalry horses of Germany, except to state where they are purchased and the average prices paid for them. The description of the cavalry horses of England, France, and Belgium substantially corresponds with the requirements of Germany, but from what I can learn they are using in the latter place, for their light cavalry, a little lighter horse than is desired in other countries, though the heavier cavalry of Germany is mounted on horses that have few equals for that purpose in the world. The most of the cavalry horses in the German army come from east and west Prussia, some coming from Hanover and Holstein.

The Prussian horse is not a large horse, but is possessed of much blood, and if the weights given me by the United States consul-general at Berlin are correct the horses are lighter in weight than those used for the same purposes in the other countries I have mentioned.

I am indebted to the consul-general for a copy of the consular report for 1897, from which I quote briefly:

The horses purchased are generally 3 years old, only exceptionally 4 years. The former remain one year at the remounts depots before they are turned over to the regular service. Officers, as a rule, buy east Prussian horses; those who can afford it buy English blooded stock. The best Prussian horses bring from \$225 to \$340. These, however, are bought at an age of from 5 to 6 years, and well trained, especially since the Prussian horse is hardly fit for use before its sixth year is concluded.

English and Irish horses, which are bought largely in Hamburg, are, owing to the richer nourishment which they receive on their native pastures in their younger years, fit for use at the age of 4 to 5 years, and are less nervous, shy, and excitable than the Prussian animals. The Irish horse is the easiest to ride under all circumstances, the early wholesome nourishment giving it a calmer and more docile temper.

I have reason to believe that under the name of Irish stock many American horses are sold in Hamburg, as the description given of them closely resembles

the American horse, and many of these are imported into Hamburg, but are seldom mentioned by dealers there as American stock.

The average price paid by the German Government for army horses varies. For artillery, from \$140 to \$160, and for the regular remounts of the cavalry about \$200. The German Government reserves the first right to select its cavalry and artillery horses from the countries within the Empire that produce them, so that other nations must take what is left.

In east Prussia horses can be raised very cheap, as the land is not dear and only fit for pasture, and the horses that bring a low price are not broken at all when the Government gets them.

In Germany, as elsewhere, the high-class carriage horse is the one that sells best and is the scarcest, notwithstanding the German people have been breeding this horse for years. The large carriage horses come from Oldenburg, while Hanover and Holstein also produce carriage horses of a lighter type.

There is such a range in prices of carriage horses in Germany that it would be impossible to form an accurate estimate of their value, since so much depends upon individual quality, appearance, action, etc., as before stated. Farmers usually get from \$300 to \$500 for good ones, according to the number of the desired qualities the horses possess, but when the dealer has properly matched up a pair and handled them for a short time they sell for all kinds of prices, just as in England and elsewhere. Many of these horses are sent each year to Paris and a large number of the best "actors" are sold at high prices in Italy. The large landau teams bring the highest prices and the brougham teams next, as is the case in the London market.

Except in the Grand Duchy of Oldenburg, the Government buys all the horses that are used for breeding purposes and distributes them throughout the breeding districts, taking care to select for each particular district the horse possessing the peculiar type best suited to the locality where he is sent.

In Oldenburg the stallions are owned by individuals, but must be approved by the Government commission if used for breeding purposes, and here the Government awards prizes to the best.

The cost of producing horses in Germany does not differ much from that in France and England, except that it is somewhat less in Prussia, where much of the land is good for nothing but pasture. In Oldenburg and Hanover, however, where the larger types are raised, the cost is about the same as in England, and here the colts not kept for breeding purposes are all put to work at 2 years of age.

#### IN RUSSIA AND ITALY.

I have considered the condition of the American horse trade in the four most important countries to which we are now exporting, but



there are other countries which I must mention incidentally, and these are Russia and Italy. The former has an immense cavalry, and no good horses with which to supply it. While Russia has one of the largest cavalry equipments in the world, she has it mounted on the poorest horses. Some efforts have been made of late to breed up the horses of Russia so as to render them more suitable for cavalry purposes. But as yet little progress has been made, and the country is so large and the horses so very inferior that it will take many years to make any appreciable progress or improvement.

The Orloff horse, which is now produced in some portions of Russia, is not a good cavalry horse. He is too light in weight, too long in the back, has sloping hips, and lacks the substance that is absolutely necessary to a good cavalry horse. He is short ribbed, narrow in the flank, and light in the bone, and while some are remarkable for their speed, they are, as a rule, very poor cavalry horses.

This, however, is the best horse for that purpose that the country affords, as the Cossack horses are mere ponies and would have no chance whatever against the best cavalry horses of the present day.

Russia now buys her cavalry horses at home, except the horses for her officers. She does this for two reasons: First, she is compelled to; and, second, she is anxious to encourage horse breeding in her own country. This is a great field for the American horse, and sooner or later he will find it. The peculiarity of the Russian people renders it difficult to ship the horses there direct, but their dealers have already commenced the shipment of American horses from Berlin, and are much pleased with them. Berlin seems to be the accepted distributing point for that country, and the question will doubtless arise in the minds of some, Why do they not purchase horses in east and west Prussia, where the German Government gets its cavalry remounts? The answer is that the German Government reserves the right to select what horses it wants first, and those it leaves are only fit for cabs and work of like character. Thus it will be seen that the Russian may as well be content with his Orloff horse in preference to the one he would get in Germany at anything like a reasonable figure.

The Russian Government is buying stallions in Belgium, England, Germany, and other places to improve its horses, but so great is the task that it will be long in accomplishing it.

The demand for our horses there, which will perhaps be first shipped to Germany, must have a potent influence on the export trade of the United States at no distant day.

What has been said of Russia can also be said of Italy. This country produces no horses worth mentioning, and depends on Germany for her carriage horses and on Hungary for her cavalry horses. Hungary produces a light, nervous horse with much blood, and not just what is required for cavalry purposes. Italy requires a consid-

erable number of horses for her cavalry each year, and we should at the present time be furnishing her what she needs, as we can furnish her a better horse than she is now buying elsewhere.

#### SUMMARY.

It must be apparent from the above facts that few nations produce horses that are at all suitable for general use, and that none are at the present time raising all of the kinds or the number they require for their own uses. It must also be remembered that this condition can not change quickly, as but few countries are so situated geographically as to render them capable of producing good horses, however hard they may try. The natural environments have much to do with the development of horses, and if these are not right all efforts must prove futile.

The figures I have given, showing the present imports and exports of the greatest horse-producing nations of the world, and the prices certain kinds of horses bring in the different countries alluded to, afford the best possible criterion of the supply and demand.

I have not only tried to give an accurate idea of what horses are worth in the different countries, but have tried as well to show what each is producing, and about what is the cost of production. This decides the further question whether the present demand is temporary, and whether or not the countries which are now taking our horses will be able soon to produce them cheaper than we can supply them.

These questions are all important, and if correctly answered will shed much light upon the horse-exporting industry of the future.

There is little doubt that France and Germany will continue to raise the great majority if not all of their cavalry horses, and Ireland may continue to supply the few that England needs; but the reader has not failed to notice the many places pointed out where our horses can be supplied for civil uses at much greater profit than when sold to the armies of these countries.

I have given the approximate cost of raising horses in several countries, and it will be seen that there is no country that can produce the same kind of a horse as cheaply as the United States. In such cases as that of Ireland furnishing the cab horses of England and the cavalry horses of Great Britain, or Prussia supplying the cavalry horses and cab horses of Germany, at a price below which we could furnish them, they have left us a better and more profitable market for higher-priced horses, which we can raise, and we can therefore well afford to lose the cheaper markets.

With the exception of Belgium, every country I have mentioned imports more horses than it exports. This may seem strange, in view of the fact that I have spoken of the greatest horse-producing countries of the world, but the fact remains.

In the case of Belgium it matters little, as she is a distributing point for our draft horses and offers to buy our cavalry horses from us.

It is worthy of comment that in every country where I have made investigations I have invariably been told that no horses sold so readily, nor brought such large prices, as high-class carriage horses. Are we prepared to raise them? I answer, Yes. It is true, we will not always attain perfection, but we have the best conditions for producing a high-acting carriage horse of any country in the world. Rich, nutritious food is very cheap, and in certain parts of the United States we can develop carriage horses with assured success. I have said that too much blood spoils the action. This is invariably true, but in our country we have finely formed mares with good action and plenty of nerve without any thoroughbred blood in their veins. If we use the proper kind of large, active, fine-styled coach stallions as sires and do not succeed in producing what we want in the way of a high-acting carriage horse, there are so many places for the horse we will produce that we can not make a mistake.

I would not be understood as in any sense discouraging the breeding of draft horses. I have attempted to show that good ones sell in any market, and where one has large, heavy draft mares they should be bred to a low, blocky draft horse of good quality, and more attention should be paid to quality than to size. Remember, a good draft horse must be on short legs, and his bone should be clean but large if he is to bring a good price.

Those who have smaller mares would do better, in my judgment, not to breed them to draft horses. It is true draft horses would increase the size, which is very important, but the exact finish required would be lacking, and the horse produced would not bring the price he would if sired by a large, high-acting coach stallion.

I have pointed out the faults of our horses as suggested to me by European buyers, but the greatest complaint is that they are so poorly broken. This is the first criticism one hears, and while I am aware that we can not handle our horses as the people of Belgium do theirs, we can break them better than we have done and not permit them to run wild in the fields without being halter-broken until the day we are to deliver them to the buyer. People in Europe are not used to our method, and because a horse is wild and frightened they regard him as vicious.

Horses for racing purposes, either trotting or running, have not been considered, as the demand for them in Europe is exceptional and not general, and I do not regard them as the best horses for the ordinary breeder to raise for export.

It will also be observed that the prices paid for good horses in different European countries are about the same, and in each one visited I made special inquiry as to whether prices had declined any within the last five years, and learned that they remained the same with

the exception of Belgium, where they have advanced within the last three years.

Whatever horse we raise, be it draft, hunter, coacher, cavalry, or other kind, he should be on short legs; have his height in the depth of his body and not in his legs. In other words, raise a high horse on short legs. Also remember that, whatever kind he is, his back should be short.

This rule always holds good, but by it I do not mean to raise a really short horse. Let the horse be of good length, but have his oblique shoulders and his long, straight hips instead of his back supply it. Observe these rules and you can not go wrong.

The present shipping rates from New York to London by the new modern vessels of the Wilsons and the Furness-Leyland lines are as follows: £5 10s., to include freight, feed, attendance, and insurance, the latter risk, on a valuation of £25 per head, to terminate ten days after steamer's arrival; £5 2s. 6d., to include freight, feed, attendance, and insurance, the latter risk, on a valuation of £25 per head, to terminate on horses walking ashore; £4 7s. 6d., to cover freight, feed, and attendance only.

Shipping rates from Montreal to London are practically the same as above, as are also those to Bremen and Hamburg. In the latter cases, however, the shipping rate is \$25 per head, and insurance costs 4 per cent on the amount carried, the company's liability ceasing as soon as the horses walk ashore at port of destination. From the best information attainable, I estimate the loss in shipping to average about 3 per cent.

It is, of course, not expected that the breeder will be able to sell his horses direct to Europe himself, as many things are to be arranged before this can be done, and the exporter who ships them in large numbers can do so much cheaper than the person who ships but a few. It is the intention of the above report, however, to induce the breeder to raise horses that will more readily sell, and at better prices, to his local dealer for export. The exporter has much to contend with, and his expenses are large. His horses must be kept for some time before they can be put in shape to sell, after their hard trip, and some of them will be found to improve slowly. If, however, the breeder will raise the right kind of horses, the exporter can pay him a good price for them and still have left for himself a reasonable profit to pay for all his trouble, time, and risk.

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#### EXPORT OF HORSES FROM THE CHICAGO MARKET.

[Report of Inspector William A. Bruette, dated Chicago, Ill., September 3, 1897.]

SIR: I herewith beg leave to submit, the following report on the export horse trade at this point:

The exporting of horses has been going on from this point (Chicago)

for the past ten years in a desultory way, but did not assume proportions of material importance until 1893.

Foreign horsemen who visited this country, presumably through the instrumentality of the Columbian Exposition, found our markets surfeited with horses, while there was a shortage abroad. During that year, in an experimental way, 1,000 horses were purchased and exported with satisfactory returns. In 1894 there were five foreign buyers, or their representatives, on this market, and 2,000 horses were exported. In 1895 5,000 horses were purchased, and the number of buyers was materially increased. In 1896 there were upward of fifty buyers on the market, and 10,000 horses were purchased and exported. The present season over seventy buyers are on the market, and in the first six months fully 10,000 horses have left here for foreign ports, and all indications are that over 20,000 horses will be exported by the end of the year.

The classes or types of horses in demand for this export trade are as follows: First, coach horse and drivers; second, cab horse; third, bus horse; fourth, draft horse; fifth, standard trotter.

(1) The driver or coach horse must be of good color (black pointed, dark-red bay, dark chestnut, sorrel, or black, in order of their desirability), must show good breeding, be from 15.3 to 16.2 hands high, have clean cut, rather small head, long, fine, well-carried neck, good bone and substance, short back, round barrel, clean, smooth hips and loins, square buttocks, tail set on rather high, good knee and hock action, and be a stylish mover, the more speed the better. Horses of this class have advanced, and will continue to advance, in price, which ranges at present from \$125 to \$350. They must be broken to drive in single or double harness, be tractable and of good disposition. The supply is of various breeding, the greater number by standard trotting-bred or French coach stallions, out of native or half-bred French draft mares. They are shipped to England, Germany, France, and Mexico, and constitute about 8 per cent of our exports.

(2) The cab horse is rather a blocky made animal that will weigh from 1,050 to 1,150 pounds, standing 15½ hands high, short coupled, smooth, and well balanced in conformation, good bone and substance, and a fair traveler; a horse such as we regard as a general-purpose horse. These horses are used on the cabs and light delivery wagons and for ordinary driving. Prices range from \$80 to \$115. England takes 50 per cent of them, Scotland 10 per cent, France 25 per cent, and Belgium 15 per cent, the Germans requiring heavier horses.

These horses are the result of crossing the Norman or Percheron horse on the small, smooth-made, common mare of good quality. Fully 40 per cent of our exports are of this class.

(3) The bus or tramway horse weighs from 1,200 to 1,450 pounds, stands from 15.3 to 16 hands high, rugged, made slightly on the blocky order, good bone and substance, well muscled and put together, with sufficient action to enable him to move off at a fair

gait. Horses of this character are used on the London omnibuses and tramways, express or delivery wagons, and by the Germans for general purposes. Present prices range from \$80 to \$135. England takes 60 per cent, Germany 20 per cent, and France and Belgium each 10 per cent.

(4) The draft horse weighs from 1,500 to 1,800 pounds, blocky made, good bone, and well muscled and put together, smoothly finished, good quality and disposition, and a first-class horse in every respect; must be well broken and tractable. Horses of this build are used for heavy truck work and draying, and constitute about 16 per cent of our exports. They are used in the United Kingdom and Germany. They are by Shire or Clydesdale sires, some Norman or Percheron, out of one-half or three-fourths bred mares of the same breeding.

(5) The American trotter must be a high-bred horse with good bone and substance, finely finished, plenty of action, and nice disposition. The more speed, the higher price he will bring, quality and size being considered. The prices range from \$200 to \$5,000. This style of horse is used in Germany, England, France, and Austria for racing and road driving. There is a demand from Mexico for well-matched teams of this class, weighing about 2,000 pounds, where they are used for carriage work. Horses of this character constitute about 2 per cent of our export trade.

There are no horses purchased in this market particularly for cavalry purposes, and no such classification or type is recognized, but it is quite probable, so I am informed by exporters, that numbers of those horses purchased as cabbers, when resold in the London or Continental markets, are purchased by representatives of European powers for military purposes.

In addition to the countries mentioned there is a small demand from Guatemala and Central America for light drivers and carriage teams, and from Cuba for mules and cheap drivers. A trial shipment of 80 horses is now on the ocean for Cape Town, South Africa, and experimental shipments will shortly be made to the Hawaiian Islands. All parties interested in the horse business at this point display a very aggressive spirit in enlarging their scope of export business.

I have been unable to obtain sufficient data to enable me to state positively where these horses were bred, but, from a general inspection of the books and records at the Stock Yards Company, and interviews with experienced and conservative commission men who are familiar with the market, I estimate that the horses purchased for export at this market were derived about as follows: 36 per cent are bred in Iowa, 34 per cent in Illinois, 7 per cent in Indiana, 5 per cent in Ohio, 5 per cent in Missouri, 5 per cent in Minnesota, 3 per cent in Wisconsin, 2 per cent in Kentucky, and 3 per cent scattering.

All horses for exportation must be perfectly sound, free from blem-

ishes, in good flesh, as smooth as possible, and from 5 to 7 years old, in order to command the best prices.

Drivers and coach horses must be broken to both single and double harness, cabbers to single harness. The bus and draft horses sell satisfactorily if broken to double harness. Four-year old horses sell from 15 to 20 per cent lower than 5-year olds.

These horses are shipped from here to New York or other Atlantic ports in private palace horse cars, holding usually 20 horses, each animal having a separate stall, one attendant being allowed to each car. They are delivered in New York City proper, and driven through the streets to the steamer. The time on the road is from sixty to seventy hours, and the expense is \$120 per car for the railroad charges, and \$10 extra for the palace car. This rate does not include feed.

On the steamer the time required for transportation between New York and London is from ten to eleven and one-half days, depending on the time of year and stress of weather. The rate is \$17.50 per head. To Continental ports the rate is \$20 per head. This is for bare transportation. The shipper must furnish his own attendants, food, etc. One attendant is carried free to every twenty horses, and a return-trip ticket furnished him in the steerage. The loss on the steamer from all causes is under  $2\frac{1}{2}$  per cent. The rate of insurance is from 4 to 5 per cent, according to rating of steamer, destination, and time of year.

At the above rate the horses are insured under the full mortality risk, and if the horse dies from any cause whatever, whether by stress of sea or from natural causes, the shipper is reimbursed. The valuation is generally from \$100 to \$150.

The Atlantic Transport Line, which carries horses to London and by transshipment at London to Antwerp, Havre, Ghent, Bordeaux, Ostend, and other continental ports, have made a special rate of \$27.50 to London and \$35 to continental ports. At this rate they furnish all food and attendants and full mortality insurance.

The export trade is unanimously credited with being the life of this market, and the gratifying increase in value of all grades of horses, except what are known as plugs and common horses, is to be accredited to it.

There were sold in this market in 1896 86,506 horses, 80 per cent of which I find by reference to the daily sale sheets were plugs and common horses, leaving in round numbers about 18,000 desirable horses, 60 per cent of these being purchased by foreign buyers. During the first six months of the present year 52,436 have been sold, and less than 25 per cent are of the classes I have previously mentioned as being available for exportation, and practically all of them have been purchased for that purpose.

Germany, the last country to recognize the importance and magnitude of our interests, shows an increase of business fully as great as that made by England and France, and promises even more.

Since the first shipments in 1893 prices have steadily advanced and are now fully 30 per cent higher than they were at that time. Notwithstanding this, the demands of the foreign buyers have become more and more importunate, and they have become less arbitrary in their selection of character and type and readily accept horses that would have been rejected a year ago as undesirable for their trade.

*Statement showing destination of 40 per cent of the number of horses estimated as exported from Chicago during the year 1896 and 60 per cent of those exported during the first eight months of 1897.*

Month.	Lon- don.	Ant- werp.	Havre.	Ghent.	Bor- deaux.	Copen- hagen.	Os- tend.	Ham- burg.	Total.
1896.									
January	502								502
February	617	46	20						683
March	294							20	314
April	300	46		27				25	398
May	168			47				40	255
June	209	41							250
July	100		35						135
August	152		56					20	228
September	498	40	40		20			20	618
October	252	41							293
November	75								75
December	111	18						25	154
1897.									
January	466		14			28			508
February	624	38							622
March	941	46						98	1,085
April	1,108	90					25	258	1,481
May	542	165					42	160	909
June	305	274	22					105	706
July	377	167						62	606
August	174	123						200	500
Total	7,815	1,138	187	74	20	28	67	1,033	10,322

#### REPORT REGARDING THE EXPORT OF HORSES FROM BUFFALO, N. Y., AND VICINITY.

[Report by Inspector Nelson P. Hinkley.]

SIR: As requested by you in a letter of recent date, I respectfully submit the following report concerning the export trade in horses from Buffalo, N. Y., and vicinity:

I have interviewed nearly all of the horsemen who are interested either in purchasing for or selling to the export trade, also the shippers of export horses from this city, and find that those which have been and are now being exported are all of the better class. They consist of horses for the following purposes: Cabs, tramroads, omnibuses, cavalry, artillery, light and heavy van horses, jobmasters (or coach horses), cobs, heavy and light hunters, trotters, and pacers. The light and heavy van horses are used for all draft purposes. Tram horses are used for street railways and tramways. Omnibus horses are in large demand, and are used in large numbers for drawing passenger omnibuses for public street service. Cavalry and artillery horses are, as the term signifies, used in the several foreign armies for army purposes. The horses termed "jobmasters" are used for public carriages,



funeral work, and all the purposes for which American coach horses of this country are used. I am informed that a jobmaster in a foreign country is a man of large means who owns a large number of high-class horses and leases them to individuals for private purposes for the season. The coach horses exported from America are sold only in limited numbers to private gentlemen for private use. Cob horses are principally used by business men for hack or road purposes. Heavy and light hunters are used for saddle purposes, for pleasure, cross country, and following the hounds, while the American trotters and pacers are being used for racing and breeding purposes. All of the above-mentioned horses are bred and purchased principally in the States of Ohio, Illinois, Iowa, Missouri, Kansas, Michigan, Indiana, and Wisconsin, while some of the high-class hunters, cobs, and hackney horses are furnished to this market for export purposes by Canadian breeders and dealers.

#### DESCRIPTION OF HORSES.

*Cob horses.*—These should be from 15 to 15.1 hands high; color should be solid, either bay, brown, chestnut, or black; weight from 900 to 1,000 pounds; closely coupled, short back, small head and ear, good substantial legs and feet, and a good disposition.

*Omnibus and tramway.*—Horses for this work should be low chunks, 15 to 15.2 hands high, weight 1,100 to 1,300 pounds, 5 to 7 years old, plenty of good, heavy bone and muscle; well ribbed up, round hips, solid color, and of light action; must be thoroughly broken to all harness.

*Cavalry and artillery horses.*—The demand for these horses seems to be very large—exceeding the supply, and buyers are constantly on the market desiring to purchase a class of horses having a combination of strength and endurance with the fine finish of a thoroughbred type. Color should be exclusively solid (dark bay or chestnut), height from 15.3 to 16 hands, having a long neck, small, fine-cut head, short ears, well-developed forehead, long, sloping shoulders, short back, closely ribbed; with plenty of substance; clean, strong legs, with a smooth, round foot; must be easy gaited, with not too high a knee action; more valuable if saddle gaited.

*Van or draft horses.*—The demand is good for the highest type of the American draft horse, which should be from 16 to 17 hands high, and weigh from 1,500 to 2,000 pounds—in fact, can not be too heavy; should be short legged, with plenty of bone and muscle; must be perfectly sound, closely coupled, with short back, heavy neck, small head and ears. The Shire breed is much preferred for the English market, and animals with plenty of long hair on legs are much desired also, while the Normans are accepted by Continental buyers. Color does not materially change the value, but the horses must have great substance, durability, and possess heavy and strong, clean bones;

large, round hoofs, not flat; sloping and powerful shoulders, short backs, well ribbed; smooth-turned hips, and should be kind in disposition, thoroughly true, and broken to single and double harness; also perfectly waywise.

*Jobmaster or coach horses.*—The demand for this class of horses is very large, and the supply is not equal to the demand. This class of horses should stand up not less than 16 hands high, and weigh from 1,150 to 1,300 pounds; should have a long, breedy neck, short ear, wide and intelligent head, short back, well ribbed; round hip, clean legs, and not too large a hoof, which must be dark in color. The color of horses in demand is solid black, brown bay, chestnut, and dark sorrel. Black points are very desirable. They must be well broken to harness, carry a high head, with an easy, medium knee and hock action, free from interfering or forging.

Light jobmasters or coach horses should not be under 15.2 and no more than 16 hands high; color, bay, black, chestnut, or dapple gray; possessing a well-formed, long, arched neck, and an intelligent, breedy head; long, sloping shoulders, short back, close ribbed; medium-sized hoof; thoroughly broken to all harness; must not forge or interfere, and should have high hock and knee action, quick and active on their feet, thoroughly wise, and well broken to respond to the bit.

*Cobs.*—Cob horses should be of solid color, chestnuts, sorrel, and bays preferred; should weigh from 1,000 to 1,100 pounds, not over 15.1 hands in height, blocky, close ribbed, round hip, small head and ear, medium length neck, very high knee and hock action, flat, bony legs, medium hoof; should be quick and active on their feet, thoroughly broken to all harness; must be free and well gaited, yet not vicious, and, in the words of the horseman, be able to pull their knees up to their chin when trotting. This class of horses is in demand, especially for the Great Britain trade.

*Heavy and light hunters.*—While the demand is good for this class of horses, the requirements are such that but few of our American horses, especially from the Western States, can pass the inspection. The Eastern and Southern breeders of the United States are more successful in breeding and producing this kind of animal. The requirements are that they must be essentially three-quarter thoroughbred, well conformed, very short in the back, high withers, long, thin neck, small head and ear, deep chest and shoulders, round and heavy hip, with plenty of muscular power behind for propelling and jumping purposes; a good, clean, flat limb, with plenty of bone substance; solid color is preferred, but if other requirements are produced the color is not much of an object. They must be well broken for saddle, quick of action, sure footed, and able to show their ability to jump both fence and ditch of reasonable height and width, the heavy hunters carrying from 150 to 180 pounds; light hunters, from 120 to 150 pounds. Horses of this class have been purchased from Canada in the vicinity of Toronto, Simcoe, and other breeding districts of

Ontario, where they are being raised exclusively for this purpose, thoroughly broken and conditioned when they are brought to Buffalo by Canadian dealers and sold to foreign buyers.

*Trotters and pacers.*—This class of horses being originally an American production, the demand is increasing very rapidly for foreign trade. This is especially so in regard to Great Britain and Germany. I am informed by well-informed foreign horse dealers that the demand for this class of horses in the two above-mentioned countries has increased nearly 50 per cent during 1897, and is only surpassed by the quest for cavalry and artillery horses for army purposes. The trotting or pacing horse in reality need have no particular conformation or requirements, except when used for breeding or exhibition purposes, and, using the terms of American horsemen when describing this class of horses, the one great requirement is to have them "get there," or, in other words, extreme speed. Horses most in demand are those ranging from 15.2 to 16 hands high, color no object; where used for speed or racing purposes, weight from 1,000 to 1,300 pounds; must be well conformed, with great depth of shoulders and hips; must be free and pure gaited, without hitching, hobbling, interfering, forging, or knee knocking; must not have too much knee action; in fact, must go, as horsemen say, "low and close to the ground;" must be of good disposition, with plenty of endurance, and, of course, the more speed the better. Horses of this class are in great demand for breeding purposes in Great Britain and Germany, but there the requirements are more rigid regarding conformation, individuality, and extended pedigree, which must be well known and renowned as to speed, endurance, and producers of the same.

#### SOURCE OF SUPPLY OF THE DIFFERENT CLASSES.

All classes of van or draft horses are raised principally in the States of Ohio, Iowa, Illinois, and some in the Dominion of Canada. They are bred principally from imported stallions and mares of the English shire, Clydesdale, and French draft breeds. The shires, French, and half-bred natives of the above-mentioned breeds are the most desirable for the export trade.

Horses for cabs, tramroads, omnibuses, and other common uses are principally from the States of Ohio, Illinois, Iowa, Indiana, Wisconsin, and Michigan, also a few from the Dominion of Canada. These horses are usually bred from a smaller class of pure-bred Norman mares and horses, crossed with our American coach and driving horses, that have an individuality of activity, the proper size (weight from 1,200 to 1,400 pounds, height from 15.2 to 16 hands), and that show more than ordinary speed for road purposes.

The jobmasters (light and heavy), or what are termed American coach horses, are bred in nearly every State in the Union, but principally come from Ohio, Iowa, Kansas, Michigan, Kentucky, Tennessee, New York, and some from the Dominion of Canada. Horses of this

class are usually sired by the very best coach and trotting stallions, care being taken of course to procure sires that are well-marked individuals as to style, color, action, disposition, and speed. The mares are usually selected under the same conditions.

Cavalry and artillery horses have only been in urgent demand by the foreign trade within the last two or three years, therefore no particular care or effort has been made during the past by horse breeders to produce horses suitable for this purpose. However, the recent demand and good prices are inducing horse breeders who have an opportunity of procuring sires and dams suitable for producing this class of horses to pay particular attention to supplying the market with cavalry and artillery horses; and from information derived I am led to believe that the Southern States of Kentucky, Virginia, and Tennessee are intending to breed horses for this purpose, while the Western States of Michigan, Indiana, Kansas, and Iowa are also procuring such sires and dams as will be apt to produce this class of horses.

Cobs, heavy and light, are principally bred in New York State, Dominion of Canada, some parts of Virginia and Kentucky, and largely in Montana and Kansas. They are usually from either thoroughbreds or three-quarter-bred sires and dams.

Trotting and pacing horses are bred in nearly every State in the Union, although New York State, Michigan, Kansas, Wisconsin, Kentucky, and Tennessee seem to predominate in raising the class of trotters and pacers that find the most ready sale to our export buyers. No general rule can be given regarding their particular breeding. Experience has taught us that in breeding horses for trotters and pacers, several things are necessary to insure for them a ready sale either on the home or foreign market. The one great demand and requirement is speed, while beauty, individuality, size, etc., are secondary considerations.

#### NUMBER OF HORSES EXPORTED FROM BUFFALO, N. Y.

From the most reliable information I have been able to obtain I find that during the year 1896 25,000 draft horses, about 15,000 cab, tramroad, and omnibus horses, and about 12,000 cavalry, artillery, light and heavy van, jobmasters, and coach horses, cobs, hunters, trotters, and pacers were exported.

#### PRICES PAID BY FOREIGN BUYERS.

Draft and van horses average in price from \$100 to \$300 each; omnibus and tram horses, \$70 to \$100; cab horses, \$50 to \$75; heavy coach or jobmaster horses, \$150 to \$300; light coach horses, \$100 to \$300; artillery and cavalry horses, \$140 to \$160; light and heavy hunters, \$150 to \$300. Trotters and pacers vary greatly in price, depending

upon the individuality, amount of speed, pedigree, etc., and bring from \$200 up to \$2,500 each.

#### EXPENSE OF SHIPPING.

From New York on steamer on the following lines, viz, White Star, Atlantic Transport, Leyland Line, German Lloyd, Dominion, Warren, and Phoenix to English points, the expense of shipping is \$20 per horse; to France \$30, to Germany \$30, to Belgium \$30. These prices are freight only. Horses are placed in stalls 2 feet wide and 10 feet long on board the boat. Their feed consists of a liberal allowance of hay and grain, with a small quantity of wheat bran. To every twenty horses is allowed a care taker, whose duty is to constantly watch, feed, and care for this number of horses.

#### LOSSES BY DEATH.

The loss by death will not exceed  $2\frac{1}{2}$  per cent, and is usually the result of long shipment, impure water on boat, bad ventilation, poor food, lack of attention, and such diseases as influenza, strangles, and pneumonia.

#### LOSS IN WEIGHT.

Experience proves that 90 per cent of the horses exported lose in weight from 25 to 60 pounds during their voyage across the ocean.

#### REMARKS.

The prices I have given in the within-mentioned report are the prices paid by the exporter at either private or public sale, while the prices obtained in foreign countries I can not give in detail; but from the best information I can obtain the profit realized on each animal runs from \$25 to as high as \$150 in exceptional cases, and is satisfactory in most cases. Export dealers have informed me that they have realized a very satisfactory profit; that the profits vary in foreign countries the same as in our own; that horses are not always sold on their merits; that a great deal depends on the customer taking a liking to the individuality of the horse, and paying for this only. Of course, as in all other marketable products, the prices depend largely on the demand and supply; but upon horses properly selected by competent judges, and purchased for fair prices, with the shipments not too long to the seaboard, and fairly good weather during the voyage, sold by men in foreign countries who are good judges of horses, responsible, and of good reputation for fair dealing, there is certainly every reason to expect a good and satisfactory profit. The future prospects for the export horse trade are certainly very bright and promising, and there can be no doubt but that all the better classes of American horses will find purchasers at good prices for shipment to foreign countries. The American farmer and horse breeder real-

izes that to find a ready market for the horses he raises he must cater largely to the wants of the export trade, and breed such horses as there is a demand for. I am informed by horse dealers who are frequenting all parts of the United States, purchasing horses for the Buffalo market, that from the information which they derive from farmers and horse breeders, every effort is being made by them to procure suitable sires and dams for producing the class of horses demanded for the export trade, especially the cavalry, artillery, and coach horse. The very low prices that have been obtained by the farmer for the past few years have caused a shortage in the production of all classes of horses, while the demand for the past eight or ten years for a cheaper class of common horses, such as are used by American street-car lines and for other similar purposes, has been largely done away with by the substitution of electricity as a motive power and by the large use of bicycles, and on account of the financial depression of the entire country during the past few years. These causes have naturally forced the farmers and horse breeders who have been raising and breeding horses of an inferior class, without regard to any quality whatsoever, to discontinue the raising of horses of this kind. This really has been a boon to the horse trade of the future, as all inferior stallions have been castrated and either turned loose on the prairie to obtain their own living or sold for some ordinary draft work, while brood mares of the inferior class have also been disposed of. This fact has left nothing but the better bred or high class horses to breed from in the future. This, coupled with the knowledge that the farmer has acquired regarding the necessity of raising a class of horses which will find a ready sale both for foreign and home consumption, and the encouraging and large demand of foreign countries for the American horse when suitably bred, points to but one conclusion, and that is that the future prospects of the sales of American horses to foreign countries is extremely good, and one that warrants horse dealers and breeders in using every effort in their power to improve the quality and breed of horses so as to insure their receiving a suitable price and a large demand. There is no doubt but that the American horse, properly bred, has proven his superiority over all other horses in any part of the civilized world.

Buyers and dealers of American horses for the export trade express themselves in a way which signifies that they are of the opinion that some action should be taken by the American Government in the way of inspection and supervision of shipment, both by rail through the States and also on board of the ocean steamers, in order that, by a proper inspection of each individual horse, guaranteeing his health and freedom from diseases of a contagious nature.













