

### Old Markets Cut Off.

These high prices were not obtained by the farmers who produced the horses, but were obtained after the horses had come into possession of certain dealers, and had had considerable training to fit them for the work required of them as fashionable carriage horses. Nevertheless these individual cases serve to prove how well adapted our climate and soil are to the production of the very best class of horses. Previously our farmers produced horses of the heavier breeds. These were exported largely to the United States and to Manitoba and the Northwest, the smaller animals being used for street-car service. These markets, however, have been cut off, the change of the street-car service from horses to electricity entirely doing away with the demand in Manitoba and the Northwest, while in the United States a slackening in the demand has been caused, partly by the duty imposed on horses exported from Canada, and partly owing to the fact that the large cities are now being supplied with horses bred in that country.

The trade and navigation returns show that Canada exported to the United States in 1893 10,606 horses, valued at \$1,123,339. During the following year the number was reduced materially, and in 1900 it is given as only 1,526, valued at \$225,625.

### The British Market.

Since then the attention of breeders and dealers has turned to the British market, and a considerable number of horses are exported annually to that country. This number has correspondingly increased as the number sent to the United States has decreased. In 1893 1,946 horses were exported to Great Britain, valued at \$274,310. In 1896 this number had increased to 17,182, valued at \$1,729,508, these being the highest figures yet reached in any one year.

In Great Britain our horses have

been favorably received and are highly valued. The entire export comprises two classes: first, horses that can be utilized as heavy drays, and, second, those that can be used for driving or coach horses. The supply of the latter being much less than of the former, the trade is almost entirely confined to the heavier grade.

### Major Dent Was Surprised.

Since the South African war began a considerable number of horses have been sold in this country for war purposes. Major Dent was sent to Canada about a year ago for the purpose of securing an immediate supply, which was required at that time. He stated that he had been sent to Canada on a week's notice. He landed in Toronto on April 15th, and his orders were to have a thousand horses ready for shipment by the end of the month. He at first assumed that such an order was too ridiculous to be considered, and that without some previous preparation a thousand horses ready to be shipped for army purposes

could not be secured in any country. So plentiful did he find horses in this country that he was able to send forward the shipment by the time specified. In all he purchased some 3,500 horses, making the selection from something over 6,000 which had been brought under his inspection. One shipment of 963 had been sent to South Africa on a ship that took only nine weeks to make the round trip. He had received a confidential statement from South Africa to the effect that the Canadian horses were far superior to any others that had been sent out. So well pleased was Major Dent with the class of horses he obtained here that he stated he was prepared to recommend the establishment of a remount depot in Canada, to be used as a permanent recruiting point, at which it would be possible to obtain horses for the Imperial service. He further says:—"I have found the Canadian horses wonderfully sound in wind, the rejections for this falling not exceeding 2 per cent."

### Stood the War Test.

In addition to what Major Dent has to say as to the quality of our horses, it is worthy of note that the experience gained in the field in South Africa was more than equal to our expectations. A special case has been mentioned in connection with the Guelph Artillery Corps. This body took their own horses, to the number of about 138. The horses had rather a rough passage across the sea. Pneumonia broke out, and ten of them were lost on the way. After reaching South Africa they had a year's hard service—heavy marches with very small rations, and those such as the horses were not accustomed to. Notwithstanding this, it is reported that these horses held their own much better than any others with which they were associated. At the close of the period, after deducting such losses as were met with in actual engagements, the corps had 78 horses left, which were sold previous to the departure for home for an average of \$115.

### No Doubt as to Quality.

This perhaps is the best proof we have of the quality of our horses for this particular purpose. Bearing all these facts in mind, I think we have a right to say that it is not merely a selfish desire on our part that the attention of the home authorities should be turned towards Canada as a field from which they could secure a proper supply of horses. It ought to be said that it is patriotic on our part to undertake the development of this industry, with the view of furnishing what may be required regularly as well as in cases of emergency. I have no doubt that a remount depot established in Canada, and especially in this Province, would present to our farmers something definite in the way of a market. They would know what price they would be able to secure for a certain grade of horses, and would no doubt turn their attention in that direction.

In a matter of this kind this Legislature can best speak for the Province. It is a matter about which we shall have no dispute, and on which, regardless of politics, we can all agree, and I have no doubt that the proposition will have the unanimous approval of the House.