



SUPPLEMENT  
TO THE  
**NEW ZEALAND GAZETTE**  
OF THURSDAY, FEBRUARY 18, 1875.

Published by Authority.

WELLINGTON, WEDNESDAY, FEBRUARY 24, 1875.

*Despatch from the Secretary of State.*

**T**HE following despatch from Her Majesty's Secretary to the Government of India, with its enclosure, is published for general information.

WILLIAM H. REYNOLDS,  
(in the absence of the Colonial Secretary).

No. 572.

Government of India, Military Department,  
Fort William, 9th December, 1874.

To the Colonial Secretary, New Zealand.

SIR,—I am desired by the Right Hon. the Governor-General of India in Council to forward, for the information of His Excellency the Governor, the accompanying copy of a report, dated 10th September, 1874, by Staff Veterinary Surgeon W. Thacker, on the present state and future prospects of the horse trade in the colonies as affecting the supply of remounts for the Army in India, and of the resolution passed thereon by the Government of India.

2. I am also to request that the accompanying notice on the same subject may be published in the leading journals, and circulated as extensively as possible.

I am, &c.,

H. K. BURNE, Colonel,  
Secy. to Govt. of India.

No. 560.

Government of India, Military Department.

*Extract from the proceedings of the Government of India, in the Military Department, under date Fort William, the 9th December, 1874.*

(SUPPLY OF ARMY REMOUNTS FROM AUSTRALIA.)

READ—

Report by Staff Veterinary-Surgeon W. Thacker, Remount Agent, dated 10th September, 1874.

From W. Thacker, Esq., Calcutta Remount Agent, Government of India, to the President, Special Stud Commission.—(Dated Bombay, the 10th September, 1874.)

In accordance with the instructions contained in your letter No. 3,193 of the 21st March, and No. 1,708 of the 31st March, 1874, from the Military Department, Government of India, I proceeded at the close of the last purchasing season (31st March) to Australia, for the purpose of collecting reliable information as to the present and future prospects of a supply of remounts being obtainable for the Army in India.

2. To carry out this duty fully, I deemed it necessary to visit, as far as my limited time would allow, the districts from which horses for the Indian market were principally obtained; and with the further view of forming an opinion as to the probable qualifications of the horses destined to influence the future supply, visited the studs where thorough-bred stock only were reared, and from which entire horses became distributed throughout the country.

3. The colonies in which my investigations have been carried out from actual observations are Tasmania, Victoria, and New South Wales.

4. In Tasmania horse-breeding may be considered to have declined, the number of horses in the year

1873 being 24,244, whereas in 1863 the returns showed 22,000, an increase of little more than 2,000 in ten years, which is an inadequate increase for that of population. The cause of this is difficult to define: it cannot be decreased demand, as 1,949 were exported in 1863 and 526 only in 1873, though in the latter year eight times this number were imported into the other colonies. Racing has also been declining for some years in the colony, the most successful race horses and best sires having been purchased for other colonies. This combination of circumstances may probably account for diminution in breeding. A few persons still breed a large number, but the supply is not equal to the demand, and difficulty is experienced in obtaining sufficient for the mail and other coaches. Some of the best imported sires from England made their *début* in Tasmania, but were disposed of to more adventurous breeders in Continental Australia. Efforts are however being made to resuscitate racing. The features of the country are favourable for horse-breeding, possessing rich pasturage and undulating ground, the altitudes varying from 500 to 1,300 feet above the level of the sea, the air is salubrious, and the temperature more equable than it is in the other colonies.

5. In Victoria horse-breeding is carried on to a large extent, and though the value of other stock has increased, and the foreign demand been fluctuating and uncertain, a gradual increase in numbers has taken place. In 1863 there were returned 103,000 horses, and in 1873 180,000 were accounted for. A great proportion of those sent to India are bought in Victoria, and the principal exportation is from Melbourne. A large number of entire horses are located throughout the colony, and with few exceptions are of high breeding and strength, several having been imported from England. Many thorough-bred mares are also kept for stud purposes. Victoria presents aspects of very different character, some parts possessing luxuriant pastures and large plains, others being mountainous, with less fertile soil. The altitudes also greatly differ; in Gipp's land varying from 200 to 400 feet, and in the western district below the dividing range, about the same altitudes exist; and in a north-easterly direction they vary from 300 to 2,000 feet. The climate is variable, the country north of the dividing range being warmer and having a less rain-fall than in the south.

6. In New South Wales, the statistics of horse-breeding are imperfect: 328,000 of all breeds were returned in 1873, but it is generally believed that considerably more than this number exists, exclusive of horses that cannot be mustered and are accounted as wild. The number of the latter are estimated at not less than 30,000. In 1863 the number of domesticated horses was computed at 273,000. Several establishments are kept up in New South Wales for producing thorough-bred stock only, and from which a great number of colts are purchased for stud purposes. The colony presents very variable features as a horse-breeding country, the south-eastern portion being many degrees colder than the north and north-western. In many parts immense plains exist, in others high altitudes are attained, varying from 200 to 1,500 feet above sea level. The herbage is not so luxuriant as in the south of Victoria, but salsolaceous plants abound, and on which all stock thrive.

7. In the periodical reports forwarded to you, I have given a detail of the classes of horses and mares met with, and it now devolves upon me to state in a more general form the results arrived at, and to lay before you my opinion of the prospects, present and future, of obtaining a supply of remounts from Australia, adequate in quality and quantity for the army in India. And I may be allowed to state that my opinions have been based entirely on observation,

and the several prices mentioned in this report are not conjectural, but gathered on the *bonâ fide* evidence of owners and breeders of horses.

8. Much has been said and written on the hardiness of the Australian horses, and which has been attributed to the effect of climate and food. As evidence it is stated that long journeys have been performed by horses with no other sustenance than grass. Without in any way disparaging these assertions, I may be permitted to mention that though very long journies have been performed in the Australian Colonies, it is not usual to demand more from a horse as a day's journey than is required from the Cape horse in South Africa or from the English horse in Great Britain. Sixty and eighty miles have been accomplished by me frequently in Kaffir land and the Cape Colony, the horse having no other food during the journey than grass. In England sixty miles a day is no uncommon distance to ride or drive one horse, and eighty have not unfrequently been done by me in the hunting seasons. It is urged that the horse in England is not fed on grass: this is admitted, but the hunter has to endure privation as long, and in many instances longer than a horse performing the same distance in any of the colonies, where grass abounds; since he is not allowed food during the time he is absent from his stable, which sometimes exceeds ten or twelve hours. Therefore, these assertions advanced as proofs of the superiority of Australian horses, cannot be received as possessing absolute weight. That horses can be taken up from grass in the Australian Colonies and ridden journies, I have had sufficient proof, but to argue that this is the result of some superiority existing *per se* in the horse and derived from climate is, I think, fallacious, and should be attributed to the fact that the grasses are much less succulent and far more nutritive than the grasses produced in England,—in short, partake of the character of good sound hay. The conclusion I arrive at is, that it is not because a horse is produced in either Australia, the Cape of Good Hope, Arabia, or England, he should possess superior powers of endurance and bear greater privation; but a horse bred in one of these countries, with a conformation adapted for the performance of a special task, can accomplish it as readily as one bred in another, the circumstances under which it is performed being equal. In further illustration of this I may mention that the 12th Lancers, at the commencement of their service in the Kaffir war, were mounted on horses purchased previous to the arrival of the regiment. Many of these, from being totally unfit, were cast and sold, and a number were shot daily when patrolling, from being unable to proceed with the column; so that in less than a year not more than a 100 horses were efficient. 400 remounts of a different description were then purchased, out of which not one horse was shot in consequence of inability to continue the march, and they were generally considered as efficient as cavalry troop horses in England. But it must be admitted that some countries offer greater advantages for breeding than others; also that certain conformation and qualities predominate with one class more than with others. For instance, the docility of the Arab is proverbial; his legs, though not large, are mechanically well formed, the tendons and ligaments consequently little liable to sprains or lacerations; his pasterns are long and add to his elasticity of gait, but their obliquity and connection with the bones above are such that rupture or extension of the suspensory ligament ("break down") is never met with. His ribs are round though not deep, and his abdomen not too large, hence he retains condition with a moderate allowance of food, and speedily recovers from fatigue. He is wide at the withers, proving that his anterior

ribs are round, and a large cubical space is thus afforded for a development of lungs and heart. His back is short and wide, and loins well clothed with muscle. These several qualifications being the rule, and not the exception, have entitled him to the well-deserved character of carrying weight, performing long journies, and enduring privation. But the almost invariable want of obliquity of the shoulder, or more properly speaking, the angle formed by the blade and arm bones, renders him a bad hack, and therefore his mechanical power of recovering his equilibrium after striking one foot against an inequality is greatly reduced. The English horse presents such a variety of shapes that no description will suffice for the class; but hunters and frequently hacks are selected possessing all the qualifications of the Arab, except perhaps his extreme docility and length of pasterns; and in addition, with shoulders adapted for riding at either a walk or a gentle trot over the roughest ground. The size of the English horse gives to him greater speed. The horses bred in the Australian Colonies also present a variety of forms, some so constructed as to be comparatively worthless, and a very large portion possess every requisite for speed or endurance, combined with such formation of shoulders as to render them excellent hacks.

9. To recapitulate, it is my opinion that horses with qualities—or, in other words, conformation—adapted for a special purpose, and equally well developed, are equal, irrespective of the country in which they are bred, and the circumstances under which the task is performed being also equal. Therefore, I do not advocate the principle of supplying remounts for the Army in India from any individual country, on the ground that specific characters are thus transmitted to the produce, but that horses of a certain construction, and known to be best adapted for the service, should be obtained irrespective of country; nevertheless, it cannot be denied that, where selection is strictly adhered to, the effects of country and climate may have a favourable influence in the course of generations, but is not apparent in immediate descendants.

10. I may now allude more especially to the breeding of horses in Australia, as affecting the supply for the Army in India. The colonies I have visited present features in every way adapted for the rearing of horses, such as large enclosures, undulating ground, equable climates, and abundance of nutritive grasses and saline herbage. No protection is required for the young stock during the winter months, and the prevalence of bush affords shade in the hot weather. Entire horses can be depastured with the necessary number of mares, and therefore little expense is incurred. Colts of unquestionable pedigrees and qualifications can be purchased for stud purposes in many parts of each colony at reasonable prices; and mares are kept in a state approaching nature, thus rendering them unusually prolific. Therefore, by a judicious selection of sires and dams, very serviceable stock may be insured at moderate cost. The squatters and freeholders have a natural desire for horse-breeding, independent of the necessity for producing a certain number required for station work, which is proved by the yearly increased number of nominations for the various racing stables. The Mares' Produce Stakes for this year closed with fifty-seven nominations; for the next year sixty-eight were nominated; for 1876, ninety-nine were named; and for 1877, the stakes have closed with two hundred and fifty entries.

11. I now give a concise account of the opinions I have formed of the breeding stock met with, and which are the result of minute examination of every entire horse and careful inspection of the brood mares at each station visited. In my detailed report,

the genealogies of all the important stallions have been given, and from which it will be seen that the best blood from England has been introduced from time to time, and in most instances directly descended from progenitors which have displayed the greatest staying powers. Half-bred stallions are rare; a few trotting horses have been imported from America, and Norfolk trotting stallions from England. Innumerable thorough-bred entire horses have been and still are imported, and a few Cleveland coach horses have also been received from England. Arabs have been imported for some years, and at the present time there is a great demand for this class. A large number of English thorough-bred mares have been received in the colonies, and are still occasionally imported. The stallions as a class, I have no hesitation in saying, are excellent, and those most suitable to produce horses for ordinary purposes have been bred in the colony and from imported stock. The Arabs, though possessing many excellent qualities, have, with very few exceptions, the defective angle at the shoulders so common with them. The Norfolk trotting stallions in a few instances are heavy, but the American horse stationed near Wangaratta is well fitted to produce serviceable stock. The mares used for brood purposes are of very various classes, and cannot, as a whole, be considered good. The imported mares have been selected from being winners, dams of winners, or the progeny of winners. From these more powerful mares have been obtained by the union with thorough-bred sires of stronger growth. There are also a great number of mares of a nondescript character, which cannot prove remunerative. This may, in the first place, be attributed to the demand for draught-horses when gold was discovered in Victoria, which led breeders to endeavour to produce heavy horses by any admixture of blood with the possibility of obtaining weight, the result frequently being the production of an animal possessing the qualifications of neither parent. And the stock in many instances still presents the incongruousness of clumsiness of carcase and lightness of limb, or *vice versa*. Secondly, from want of a regular market, horses, except in the vicinity of large towns, frequently became almost valueless, and no further attention being paid to the breeding, the result was too close a degree of consanguinity, and consequent degeneration.

12. I now beg leave to adduce the results of my investigations, as far as the present supply of remounts for the Army in India can be depended on. In the Colonies of Victoria and New South Wales, over 500,000 horses may be considered domesticated, that is, in daily use, are broken, or periodically mustered. From these a large number could be selected, well adapted for the different branches of the service in India. They could be purchased at the stations at certain periods of the year, when mustered, or at other times by previous arrangement, retained by the owner a reasonable time until a general collection took place, and then driven to the port of embarkation. Their ages would be between three and four years, and as the foaling season commences in August, when submitted in Calcutta would be about four years old. All of them would have been handled and probably ridden three or four times. The majority of horses exported to India are purchased in the sale yards of Melbourne, where extremely low prices are occasionally given, often as low as a few pounds, and rarely exceeding fifteen. Horses bought at these marts for less than a pound have been exported to India. However, this is not a proof that the intrinsic value of horses bought at such low figures does not exceed the prices paid; for, if not possessing any speciality for the Melbourne market, and from the absence of competition, owners are

induced to take very small sums in preference to having their stock driven home again. The fact of 800 horses having been embarked at Melbourne and intended for Calcutta by the 14th August, would indicate no diminution in the supply. The present system of purchasing by shippers in the Melbourne market is not conducive to improving the class of horses presented to the Government of India, as many breeders object to the uncertainty attending public sales. But were shippers to purchase more generally on the stations, breeders would more readily endeavour to meet the demand; and though the average prices might be higher, horses of a better and more uniform class would be obtained.

13. With reference to the future prospects, I anticipate increased advantages, since no decrease in numbers has taken place in the Colonies of Victoria and New South Wales; and much greater attention being generally paid to the selection of mares, the result must be the product of a better description of animal. And with the prospect of a market in India, still greater attention will be given to producing horses adapted for that market. The mode adopted by the State of remounting the Army by purchases in India, doubtless has many advantages, nor would reverting to the appointment of a Government Agent in the colonies secure horses at a less average cost than is paid under the present system; but a superior description would be obtained. Nevertheless, to carry out this, the agent must be experienced, possessed of robust health and active habits, and also have an extensive knowledge of shipping horses. Purchases should be made direct from the breeders, and on the stations where horses rising four years old, fitted for any branch of the Indian service, might be procured for fifteen pounds each.

14. In drawing attention to the comparative advantages offered by the colonies, I will state in a tabular form the number of horses in each, and the opportunities offered of shipment,—

In Victoria, 180,342 horses exist; and by the last return, 2,104 ships, with an aggregate tonnage of 666,336, entered the port during the year,

In New South Wales, 328,408 horses were returned by the last census, and 2,011 ships, with 744,290 tonnage, entered inward.

In South Australia, 82,215 horses were accounted for in the year 1872, and during the same year 513 ships, of 171,484 tonnage, entered the ports.

In Western Australia, in the year 1873, 26,290 horses existed, and ships of the tonnage 69,699 entered.

In New Zealand, 80,447 were returned in 1871, and in 1872 the number of ships entered was 743, with 285,366 tonnage.

In Queensland, 92,798 horses were shown as existing in 1872, being an increase of 888 on the previous year.

In Tasmania, 24,244 horses were returned in 1873.

New South Wales and Victoria offer, numerically, the greatest advantages of a supply of remounts; but it is presumed that the exportation from the ports of the first-named colony is not so favourable with shippers as the port of Melbourne, since very few shipments have left New South Wales of late years. This is attributed to the opportunities of obtaining coal as cargo, with which to proceed to Singapore and China; and ships used for the conveyance of horses are considered objectionable for the China trade. Still, I am assured by shipping agents that were ships demanded they would be obtained.

Queensland, from its proximity to Newcastle, would meet with the same competition in the obtainment of ships to convey horses as New South Wales; it is practicable to overland horses from Queensland to Port Darwin, but the distance would be great, and from South Australia horses may be overlanded to the northern ports of that colony. The advantage offered by embarkation from Western Australia and the northern ports of South Australia are undoubted, as smooth water and fair winds are almost always met with, but whether at a reduced or equal freight is perhaps questionable; a knowledge of this, however, may be obtained.

15. I will endeavour to deal with the questions contained in your letter *verbatim*, and as far as practicable.

A. The names of all the principal breeders. The district in which their runs are situated. Their extent, elevation, and the brands by which their horses are known.—I have partially complied with this in my monthly reports furnished for the information of Government, and may further inform you that horse-breeding is never carried on as an exclusive pursuit except by those who breed thorough-bred stock only, but every squatter and freeholder breeds horses to some extent.

B. The class of horses bred by them and the source from which they spring.—This question I have also dealt with in my periodical reports, but to reply in a general way, I may state that Australian horses derive their origin from imported English stock, and the occasional introduction of Arab blood. A few Valparasian and Cape horses were imported many years ago, but this source can no longer be traced. Breeders rarely confine themselves to any distinct class.

C. Is fresh blood introduced, and if so, what blood? Are Arab stallions being used, or have they been used, and with what results?—Fresh blood is being introduced by importation from England and by selection. The use of Arab sires was a favourite cross with many some years ago, and an animal extremely serviceable was the result. A further introduction is still popular with a few, and where proper selection of mares is made, must be attended with favourable results in producing horses for general purposes.

D. The prices at which horses are purchased by dealers at the runs.—Great latitude must be allowed in replying to this question, for in so large a country as Australia, innumerable circumstances influence the prices given, but sound useful horses may be purchased at stations at sums varying from ten to twenty pounds. The price paid in some parts of the colonies for colts (not fillies) four years' old, broken and quiet, and fitted for police duty, is sixteen pounds; and these may be considered such as would be suitable for the service in India.

E. The estimated cost of taking them to the port of embarkation.—This would be governed by the number of horses and miles driven, but an average of five shillings per head may be estimated for 100 horses, a distance of 100 miles; a proportionate increase being allowed for a less number of horses or a shorter distance, and proportionate reduction for greater number of horses or miles.

F. The average annual cost of freight and expenses from each port to the several ports of India by sailing vessels during the past ten years.—Ships are frequently chartered at aggregate sums, when the shippers can put any reasonable number of horses on board, and also merchandise, therefore the cost per horse cannot be easily obtained. A few years ago the freight did not exceed seven pounds per head; but for the last six years it may be fairly computed at the following:—

	£	s.	d.
Freight, including fittings and water supply	12	10	0
Forage, land expenses, stalling, paddocking, halters, and shipping ...	7	10	0
Fee, supercargo, and return fare ...	1	10	0
Groom's wages @ £6 per month, one man to 12 horses ...	1	0	0
Captain's fee ...	1	0	0
Landing charges ...	0	10	0
<b>Total ...</b>	<b>£24</b>	<b>0</b>	<b>0</b>

G. Could steam vessels be used advantageously by shippers, and is there any probability of their being used?—There appears no probability of steam vessels being used. Steamships rarely deviate from their regular line of trade, and there being little demand for Indian produce in the Australian Colonies, a return cargo would not easily be obtained. When sailing ships are employed in the horse service, the owners anticipate obtaining cargo at Indian ports for England.

H. The local opinion regarding the horses of each run, and the reason advanced *pro* and *con*.—Opinions are formed from the breed and character of the sires used, and not of horses of individual runs; but it is a common opinion that those produced near the sea board do not possess feet so good as others. My experience does not confirm this. It is also generally supposed, and probably with reason, that horses bred in hilly countries are hardier than those bred on plains.

J. Are inquiries made about Arab stallions, and if so, where? What prices would be paid for really good ones?—Arabs are at the present time in great demand, and principally in New South Wales. Those with character commanding as much as seven hundred pounds.

K. The general treatment of the stock.—Those bred for ordinary purposes are never afforded protection, and have no artificial food; either have extensive runs, well watered, or are confined in large paddocks, measuring from 1,000 to 20,000 acres, which are also well watered. Thorough-bred stock are usually allowed artificial food during the winter months, and on a few stations sheds have been erected for their protection from rain.

L. Particular good or bad points apparent in them.—Individuality cannot be given, since I have failed to detect any specially good or bad point predominating; but I may be allowed to mention here that I cannot concur in the general opinion that "Walers," as a class, possess the habits of "buck jumping." All domesticated horses, including stallions, I have observed to be very docile, and I have not the least doubt that "buck jumping" is entirely the result of the hurried and imperfect mode of breaking so generally practised with young horses intended for the Indian market. Sufficient time is not allowed for instruction, submission being enforced, and not taught, and when opportunity arises, opposition or resentment is shown.

M. Can good stallions and mares be procured fit for producing in India large boned and well bred remounts? Their prices, the probable number now procurable or obtainable on due notice.—Stallions can be obtained possessing every good qualification for producing in India large boned and well bred remounts; and some might be purchased during a short visit to the Colonies of Victoria and New South Wales, at prices varying from £300 to £500 each. I would, however, beg to suggest that colts of undoubted pedigree and qualifications should be purchased as yearlings or two year's old, and such might be obtained at an average of £150. Matured horses of high class not unfrequently command prices

varying from £1,000 to £1,500. Mares of good descent and possessing size and power, of three years old and upwards, might be selected at stations at £50 each. I imagine that twenty stallions and 100 mares might be obtained without much notice.

N. State the prices given for stallions imported from England, and the quality of the imported horses you see.—Imported English stallions have realized upwards of £3,000 in the colonies, and on one occasion £6,000. They are horses of undeniable blood and great racing qualities, but are not equal in size and strength to many of the colonial thoroughbred sires. The quality of the imported sires that I have seen has been more fully detailed in my monthly reports.

O. What number of mares is a stallion allowed to serve per season and per diem.—The usual number per season is fifty, but in a few instances as many as seventy. The daily number is governed by circumstances, sometimes two or even three being in season at the same time, and the succeeding few days there may not be one. In many studs the number of mares does not exceed thirty per horse.

P. The relative prices of mares and geldings, broken and unbroken, home-bred and run-bred.—The relative prices of mares and geldings may be computed at 15 per cent. less for mares than geldings. For broken colts a scale cannot be laid down; for when, in breaking, any special qualification should be shown,—for instance, fast trotting or capabilities of jumping,—the price proportionately increases; but with the ordinary class of horse at four years old, thoroughly broken, would fetch 25 per cent. more than the same horse unbroken. No difference in value exists between home-bred and run-bred colts; in fact such a distinction is scarcely recognized, as at certain periods the stock are brought in from runs and paddocked. Thoroughbred stock may, however, be considered home-bred.

16. Finally, the conclusions I have arrived at are:—That the class of horses exported to India and submitted as remounts for the Army during the last few years is by no means a representation of the horse produced in Australia. That in the Colonies of Victoria and New South Wales no diminution has taken place in the number of horses bred. That more attention is now paid than formerly to the subject of horse-breeding. The constant importation of English sires, and the increasing number of thoroughbred stock, must tend to the continued and improved supply of remounts for the army in India, so long as the market for that supply offers sufficient remuneration. The system of purchasing in India by Remount Agents of experience, and at prices in accordance with value, would appear to insure a regular supply. The maximum prices allowed by Government I consider remunerative for horses for the several branches of the service. I would, however, respectfully and urgently recommend that the division into three classes of horses required for the Army be discontinued, and that one class only be adhered to as much as possible. The interests of the State would thus be much better served, as I conceive that a horse well adapted for Horse Artillery serving in India should possess as much breeding as one fitted for Cavalry; that a Cavalry horse to carry a Dragoon in marching order satisfactorily, should possess strength as well as breeding; and that a Field Artillery horse should not be confined to one suitable only for draught. In short, horses of medium height, with breeding, well formed chests and legs, and proper development of muscle, equally fitted for riding or the light draught of Horse or Field Artillery, would suffer less from climate, privation, or forced marches, and perform the work of each branch of the service most

perfectly. To carry out this, and to insure the importation of a uniform class, I would advise that the maximum price allowed by the State for all remounts should be five hundred and fifty rupees. I do not anticipate that every remount purchased would equal the standard, but slight deviations would not militate against either arm of the service. And lastly, should a failure to obtain the required number of remounts threaten, the immediate employment of an Agent in the colonies, as suggested by me in paragraph 13, would not fail to overcome the apparent difficulty.

17. In completing my report, I beg to be allowed to express my thanks for the urbanity and able assistance rendered on every occasion by the departments of the several Governments I have visited.

*Observations.*—In April, 1874, the Government of India sanctioned, on the recommendation of the Special Stud Commission, the deputation of Mr. Thacker to Australia, New Zealand, and Tasmania, for the purpose of collecting information on the present state and future prospects of the horse trade, as affecting the supply of remounts for the Army in India.

The above report gives the result of his inquiries and personal observations, and in directing its publication, the Governor-General in Council desires to convey to Mr. Thacker the thanks of the Government of India for the excellent manner in which he has carried out his instructions. The information collected is very complete, and will be useful not only to Government, but also to those interested in the horse trade. It is also very satisfactory, as showing the attention paid by the owners of stud farms in Australia to blood, and the prospect of a supply, at a reasonable price, of good serviceable horses with sufficient breeding for military purposes.

The Governor-General in Council approves of the proposal made in paragraph 16 of the report, that, with the object of obtaining remounts of a type suitable for any branch of the service, the division into three classes of horses required for the Army be discontinued, that one class only be adhered to as much as possible, and that the maximum price for all remounts be fixed at Rs. 550. Hitherto in the Bengal Presidency, the maximum price for Horse Artillery remounts has been Rs. 600, and for Cavalry and Field Artillery Rs. 500, but each horse was priced separately, and in special cases prices higher than the maximum have been given, provided the average of the purchases did not exceed the above

limits. Under this system the annual purchases for the army in the Bengal Presidency being, say, 1,000 horses, of which 250 were required for Horse Artillery, the sum available for the purchase of remounts was,—

$$\begin{array}{r} 250 \times 600 = \text{Rs. } 150,000 \\ 750 \times 500 = \text{,, } 375,000 \end{array}$$

Total Rs. 525,000

giving an average of Rs. 525 per horse.

According to the proposal now sanctioned, there will be an increase of Rs. 25,000 to the sum allotted for this purpose, and the average price of all remounts will be raised to Rs. 550. This change will for the present apply only to purchases in the Bengal Presidency.

The Government of India hope that by thus offering inducements to shippers to send a superior class of horses, the general standard of remounts may be raised, and that underbred horses of the stamp to which objection has very justly been taken will not be passed into the service.

*Order.*—Ordered that the above observations and the report be published in the supplement to the *Gazette of India*.

(True extract)

H. K. BURNE, Colonel,  
Secretary to the Government of India.

*Notice.*—With reference to the marginally noted extract\* from the notification dated 4th June, 1874, it has been decided by the Government of India that, in future, one class only of remounts shall be purchased, for which the standard price will be Rs. 550. As the number of Horse Artillery remounts is one-fourth of the total number of horses required, this change will increase the average price of remounts by Rs. 25. Each horse will be valued separately, as previously ordered.

This notification applies for the present only to purchases in the Bengal Presidency.

H. K. BURNE, Colonel,  
Secretary to the Government of India,  
Military Department.

Calcutta, the 9th December, 1874.

\* The standard price for Cavalry and Field Artillery remounts is Rs. 500; for Horse Artillery, Rs. 600. Every horse presented for purchase will be separately valued, and in special cases higher prices than the standard price may be given, provided the average of the purchases does not exceed the above limits.