

AHPA Presses for Reforms in Humane Transport

We looked into the double deck truck through the openings in the sides and took photographs of bruised eyes and faces on some of the horses. They were crowded in very tightly and we could hear the repeated kicking against the sides of the truck by the nervous crowded animals. Some of these horses were kicked about the face and showed heavy bruising; others were coughing audibly and had heavy nasal discharges...one Belgian draft horse had a huge abscess on his sternum and chest, approximately 25-30 centimeters long and 6 to 8 centimeters wide."

Robert A. Lopez,
D.V.M., AHPA Advisor, responding to
a New York transport abuse case in
April 1992.

The above case is only one example of the horrific transport conditions horses destined for slaughter endure on a daily basis. Every week thousands of horses are bought by "killer buyers" at local horse auctions across the country, and transported to one of 12 operational USDA inspected slaughter plants in the United

States. In 1991 alone, approximately 236,467 horses were slaughtered in the United States for human consumption abroad, according to the U.S. Department of Agriculture.

AHPA firmly believes that regardless of an animal's final destiny it deserves humane treatment—and that includes humane transport. Unfortunately, though, horses destined for slaughter often suffer gouged eyes, broken limbs, and severe lacerations as a result of inhumane transport conditions. Routinely driven into dou-

ble deck trailers, horses and ponies are crowded into vehicles originally designed for cattle, sheep and swine. Scrambling for footing, unable to raise their heads above their withers, the sick and injured, old and young, stallions and mares, are jammed together for hours on end, and sometimes even days, as they are transported to their final destiny.

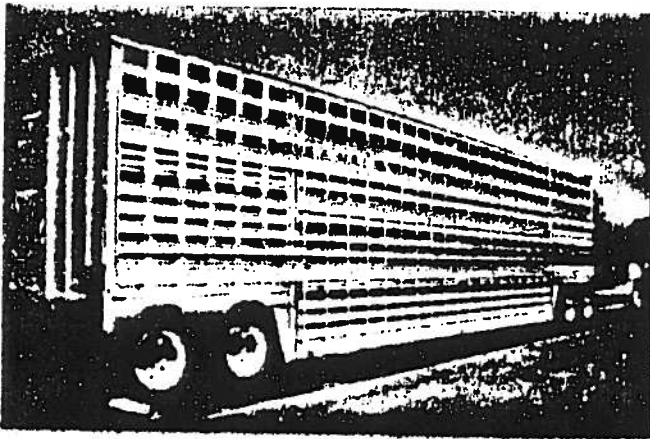
With the exception of the rarely enforced "Twenty-Eight Hour Law," which requires that livestock (including equines) be loaded for no more than 28 hours at a time, there are no federal laws which ensure that equines destined for slaughter are transported humanely.

In addition, only a handful of states legislate strict laws against inhumane transport, and with only a few exceptions such as New York and Connecticut, the use of double deck trailers to transport horses to slaughter is permitted.

The majority of horses bought at public livestock auction for slaughter are transported in double deck "pot-belly" trailers originally built for hauling cattle and smaller livestock. Many shippers haul cattle in one direction only, and return with a full load of horses. Great Western Meat Company in Morton, TX, routinely hauls cattle to California one way, and returns to Texas with a load of horses to its equine slaughter plant.

Although designs and measurements vary, most trucks are about 13' 6" in height, and are usually divided into six sections: the nose or wheel compartment, directly behind the cab; the top front and rear middle sections; the bottom front and rear middle sections; and the rear compartment, often referred to as the "dog house."

The nose deck is loaded first. Horses enter through the rear of the trailer, up



AHPA © 1992

a steep ramp with no sides which slides out from under the bottom of the top floor, and are herded through the top floor to the front of the trailer, to another sideless ramp leading down to the nose compartment. After closing off the nose deck, horses are then herded onto the front and rear sections of the top level and the gate is shut. Then the sliding ramp at the rear of the trailer is slid back into place under the top floor, which further decreases the head room on the lower level, and a door is opened revealing a permanent ramp leading to the bottom level. After both sections of the bottom level are filled, the rear section or "dog house" is loaded.

During the loading and unloading process, many horses injure themselves on the jagged metal edges inside the trailer. Head injuries, lacerations and gashes are commonplace; eyes are especially vulnerable. In addition, horses rarely have ample room to raise their heads, due to low ceilings (less than 6'), and struggle to maintain their balance on slippery metal floors often covered with nothing more than manure. Horses and ponies that are old, sick or injured are at an even greater disadvantage. Once a horse loses its balance and goes down, it is rarely able to get back on its feet and is usually trampled to death. Once loaded, the horses are seldom unloaded enroute for rest or water

(despite the "Twenty-Eight Hour Law"), and drivers make little effort to aid injured or downed animals.

Many double deck trailers used to transport horses have been modified and rebuilt without regard to safety considerations. They are notoriously dangerous to control at speeds over 55 mph. Due to the constant weight shifts caused by the horses' constant scrambling for footing, double deck trailers easily jack-knife and overturn when braking sharply or hitting soft shoulders.

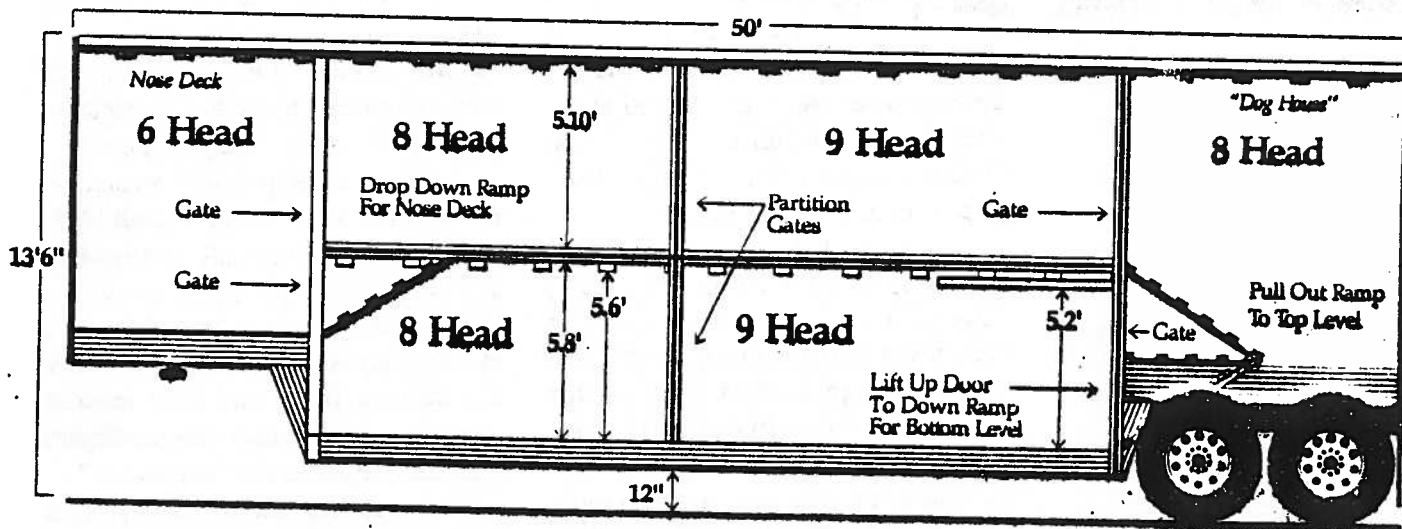
Shippers generally haul 45 to 48 horses per load, but many times trucks are overloaded beyond capacity. In October 1991, a double deck trailer carrying 78 horses overturned in North Dakota killing 34 animals (see AHPA News, Winter 1992).

AHPA has begun a dialogue with several of the major organizations within the horse industry to garner support for federal legislation which would provide for the humane treatment of equines transported to slaughter and prohibit the use of double deck trailers for such transport. Although we continue to support similar legislation on the state level, we believe that federal legislation is necessary in order to ensure that all horses destined for slaughter in the United States are transported in a humane manner.

◆ ◆ ◆

Many double deck trailers used to transport horses have been modified and rebuilt without regard to safety considerations.

◆ ◆ ◆



Article 26
Section 368. a

TRANSPORTATION OF HORSES

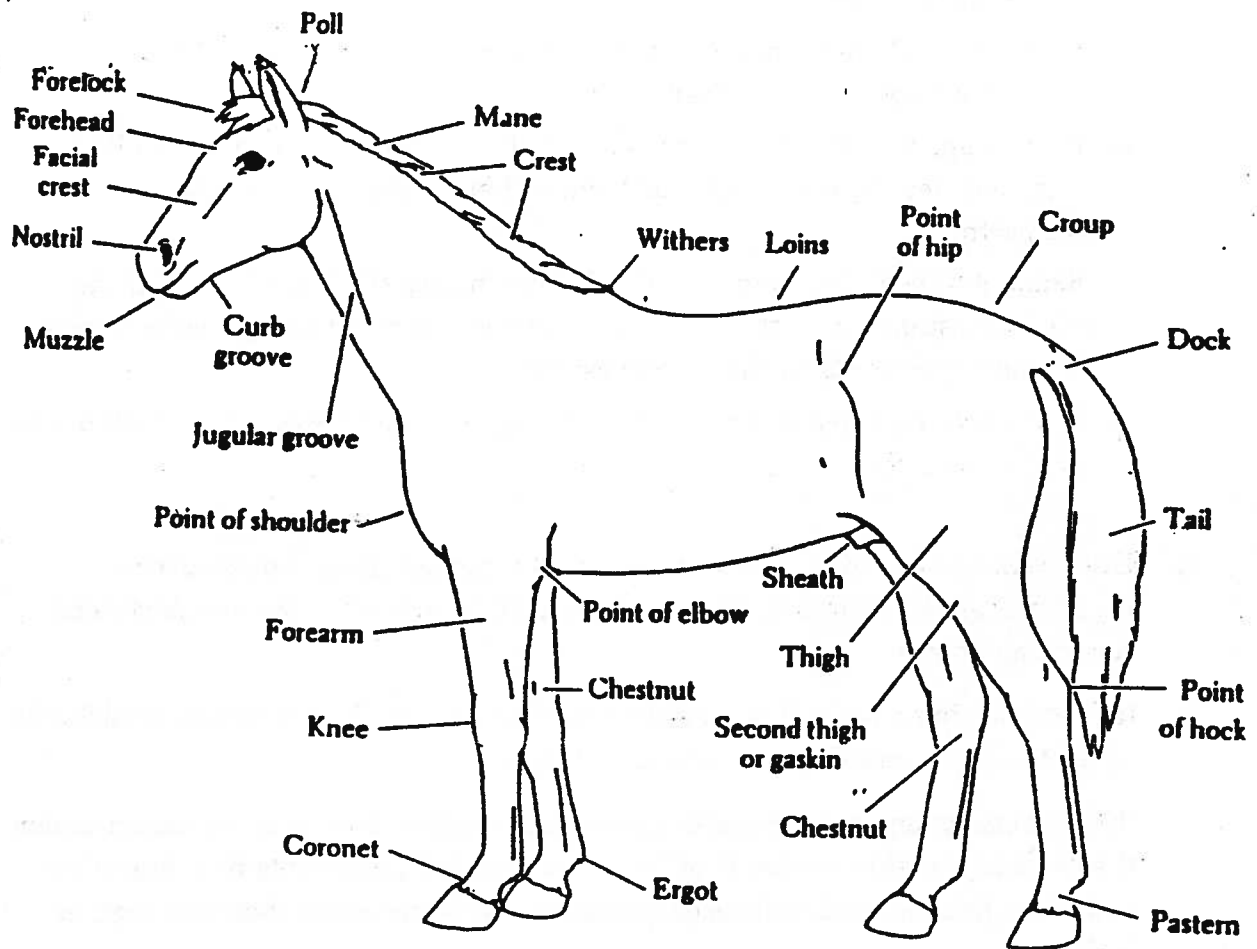
1. Every vehicle utilized for the transportation of more than six horses shall meet the following requirements:
 - (a) The Interiors of compartments containing horses shall be constructed of smooth materials, containing no sharp objects or protrusions which are hazardous;
 - (b) The floors shall be of such construction or covered with abrasive material so as to prevent horses from skidding or sliding;
 - (c) There shall be sufficient apertures to ensure adequate ventilation;
 - (d) There shall be sufficient insulation or coverings to maintain an adequate temperature in the compartment containing horses;
 - (e) Partitions of sturdy construction shall be placed a maximum of ten feet apart in vehicles which do not have stalls;
 - (f) Doorways shall be of sufficient height to allow safe ingress and egress of each horse contained in the compartment;
 - (g) Each compartment containing horses shall be of such height so as to allow sufficient clearance above the poll and withers of each horse in the compartment;
 - (h) Ramps sufficient for loading and unloading horses shall be provided if the vertical distance from the floor of the compartment containing horses to the ground is greater than fifteen inches; and
 - (i) There shall be at least two doorways for ingress and egress, which shall not be on the same side.

2. Every vehicle utilized for the transportation of more than six horses over a highway shall have no more than one tier holding animals in the compartment containing horses.

3. (a) Transporting a horse in violation of this section shall be a violation punishable by a fine of not more than one hundred dollars.

(b) Any subsequent violation of this section on a date following a conviction under the provisions of this section shall be a misdemeanor punishable by a fine of not more than five hundred dollars or imprisonment for not more than one year, or both.

4. The commissioner shall promulgate rules and regulations, including size specifications, and established guidelines in order to facilitate compliance with the provisions of this section.
5. (a) The term "horse" as used throughout this section shall apply to the entire family of equidae.
- (b) The term "vehicle" as used throughout this section shall apply to every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.



Points of the horse.

NO. 270. AN ACT TO PROVIDE FOR THE HUMANE AND PROPER TREATMENT OF ANIMALS.

(H.483)

It is hereby enacted by the General Assembly of the State of Vermont:

Sec. 1. REPEAL

Chapter 9 of Title 13 is repealed.

Sec. 2. 13 V.S.A. chapter 10 is added to read:

CHAPTER 10. HUMANE AND PROPER TREATMENT OF ANIMALS

Subchapter 1. Cruelty to Animals

§ 351. DEFINITIONS

As used in this chapter:

- (1) "Animal" means all living sentient creatures, not human beings.
- (2) "Commissioner" means the commissioner of agriculture.
- (3) "Horse" means the entire family of equidae.
- (4) "Humane officer" or officer means any law enforcement officer as defined in 23 V.S.A. § 4(11), auxiliary state police officers, deputy game wardens, humane society officer, employee or agent, local board of health officer or agent, or any officer authorized to serve criminal process.
- (5) "Humane society" or "society for prevention of cruelty to animals" means the Vermont Humane Federation, Inc., or its successor, or any incorporated humane society which, through its agents has the lawful authority to interfere with acts of cruelty to animals.
- (6) "Local board of health" means the town or city health officer and the boards of selectmen or aldermen.
- (7) "Necessary medical attention" shall include but not be limited to medical treatment for illness, injury, disease, excessive parasitism, or malformed or overgrown hoof.
- (8) "Person" means any individual, firm, partnership or corporation, or authorized agent or representative of a person, partnership or corporation.
- (9) "Sanitation" means the maintenance of clean conditions for indoor and outdoor enclosures to minimize health hazards, including periodic cleanings to remove excretions or other waste materials, dirt and trash.

(b) Any humane officer or member of a fire and rescue service may use reasonable force to remove any such animal from a motor vehicle. The officer so removing an animal shall deliver the animal to a humane society, veterinarian or town or municipal pound. If the owner of the animal cannot be found, the officer shall place a written notice in the vehicle, bearing the name of the officer and the department and address where the animal may be claimed. The owner shall be liable for reasonable expenses, and a lien may be placed on the animal for these expenses. The officer may not be held liable for criminal or civil liability for any damage resulting from actions taken under subsection (a) of this section.

(c) Failure to comply with subsection (a) of this section is a violation of subdivision 352(a)(3) of this title.

§ 387. TRANSPORTATION OF HORSES: VEHICLES

(a) Every vehicle utilized for the transportation of more than seven horses on the highway shall meet the following requirements:

(1) there shall be at least two doors for loading and unloading, which shall not be on the same side;

(2) loading ramps shall be provided if the vertical distance from the floor of the truck to the ground is greater than 15 inches;

(3) the interior compartment construction shall be of smooth material with no hazardous, sharp protrusions;

(4) there shall be sufficient openings to ensure adequacy of ventilation;

(5) partitions shall be placed in compartments having no stalls;

(6) doorways shall be of sufficient height to allow safe loading and unloading; and

(7) compartment height shall be sufficient to allow clearance of the poll and withers of each horse loaded.

(b) Vehicles under this section shall have no more than one tier in compartments carrying horses.

(c) The commissioner shall establish rules for compliance with the provisions of this subchapter.

(d) Failure to comply with this section, or the rules established thereunder, is a violation of subdivision 352(a)(3) of this title.

THE BRUTAL END OF THE TRAIL

Horses marked with identification stickers and packed into a holding pen await their fate after passing through the sale ring of a midwestern auction barn. Former racehorses—some badly injured—as well as show horses and family pets are sold at auctions nationwide to buyers for slaughter plants.

BY VIRGINIA L. BOLLINGER

982

\$10.25



From a N. Country
admirer -
Barney Fowler

The author with young friend.

Adirondack Album

BY BARNEY
FOWLER

*Albany Times
Union Columnist*

Herewith presented Volume 3 of Adirondack Album. It continues presentation of an unusual view of New York State's giant Adirondack region and its fringes by a reporter-photographer of more than a half century experience in the newspaper field.

The Tragedy That Turned The Tide



In the Past the Northway Was Called
"The Torture Trail" By Many.
This Is the Story How
Dedicated People Changed An
Out-of-Date Law

Shipments of horsemeat from the United States are running about one hundred million pounds annually. Exports during 1980 alone involved well over 300,000 head. Much of the meat, prized for its high protein content, is destined for France and other European markets.

— News item

Shortly after midnight, Saturday, December 12, 1980, Troopers Ed Haroff, Bob Carlson and Paul Manning, working out of the State Police station in the village of Schroon Lake, were alerted to an incident of cruelty on the Northway, which was to shock not only New York State but to lead eventually to a change in a state law.

A gas station attendant at Pottersville, Warren County, had noted what appeared to be a dead horse in a loaded northbound trailer which had stopped briefly to gas up.

At 1:30 a.m., Trooper Carlson spotted a truckload of horses in transport to a Canadian slaughterhouse, where, once butchered, the carcasses would be processed for shipment abroad, where the appetite for horsemeat, called hippophagy, is common. Trooper Carlson halted the truck. He thereupon radioed Troopers Haroff and Manning, also on patrol, and was joined by them within minutes.

At first glance, on this snowy and lonely night, there was nothing particularly unusual about the scene; the Northway has been, and is, often used as a highway for domesticated animals destined for Canadian abattoirs and the human stomach. What proved shocking, however, was that when the trailer was inspected, Troopers Carlson, Haroff and Manning found a scene almost unbelievable.

Eighty-five horses and ponies were crammed into a trailer built to hold only 35.

They were packed back to back, side to side, head to head. Many were in an agony helpless to remedy. Smaller animals, for instance, once they lowered their heads, were unable to again raise them; thus their muzzles remained only a few inches above the floor. Excrement and urine covered the trailer floor. The stench rose in heavy, heated waves.

Five were found trampled to death. Four were found so heavily injured they were ordered destroyed on the spot by Dr. Robert A. Lopez, Westport veterinarian called by State Police, a man who also is head of the North Country Society for the Prevention of Cruelty to Animals.

The vehicle and its mutilated cargo was stopped at North Hudson. The troopers were sickened by the sight. Equally so was Lt. Alfred F. Cray, Zone 3 Commander, Troop B, called to the scene.

As accustomed as he was in his professional life to sights of what Man can inflict upon animals, Dr. Lopez was horrified. That feeling rapidly grew into a cold and furious anger.

The North Hudson episode was not the first involving animals carried on the super highway.

In 1976, for instance, two Canadians were arrested by State Police on cruelty charges. A search of their tractor-trailer revealed nearly 300 live calves being transported southward into the Albany area. Trooper Lawrence B. Bliss, Plattsburgh, made the arrests. It was reported that of 287 calves, more than 50 had fallen under their own weight and could not regain their feet, thus serving as a living carpet for the others. The two drivers were fined \$25 each, released and told to return to Canada with their cargo.

In 1973 a trailer carrying 23 horses to Canadian death and eventual export to Europe, rolled over and eleven of the animals were killed. The driver, from Montreal, was arrested on a charge of cruelty to animals and received a fine.



The unbelievable carnage within the trailer is pictured, with carcasses of dead horses visible. While the photo may be a ghastly one to many, it is published to acquaint the public of conditions which existed during the horrendous trip.

-- State Police Photo

Before this incident, another driver was arrested on a similar charge when State Police saw legs of horses dangling like pieces of rope from a moving trailer, scraping and bouncing along the hard pavement as the truck moved onwards. It was found the floor of the trailer had given way and some of the animals had half-crashed through; broken legs were many; flesh had been torn from bone, and one horse was found trampled to death in the ensuing panic.

Even earlier, a Canadian who used a pasture a short distance south of the border, was arrested for failing to care for sick and infirm horses, also bound for butchery in Canada. The pastured animals, approximately 400 of them were found to be without adequate food and water. A spokesman for the company responsible bitterly criticized not only the Elmore Society for Prevention of Cruelty to Animals, which issued the complaint, but North Country newspapers for printing the story of hardship.

A spokesman was quoted:

"The newspaper had printed all those things and the animal society over there caused all that trouble for nothing. After all this was out in the open we had to work like hell to feed all those damn horses and everything. We could not do what we wanted on our own land that we had rented. They are our horses."

In this case, the individual concerned, who lived in Quebec, was fined \$300 by a town justice, and ordered to take proper care of the animals. While the Elmore society was satisfied with the order to provide, members were not pleased at the slight fine.

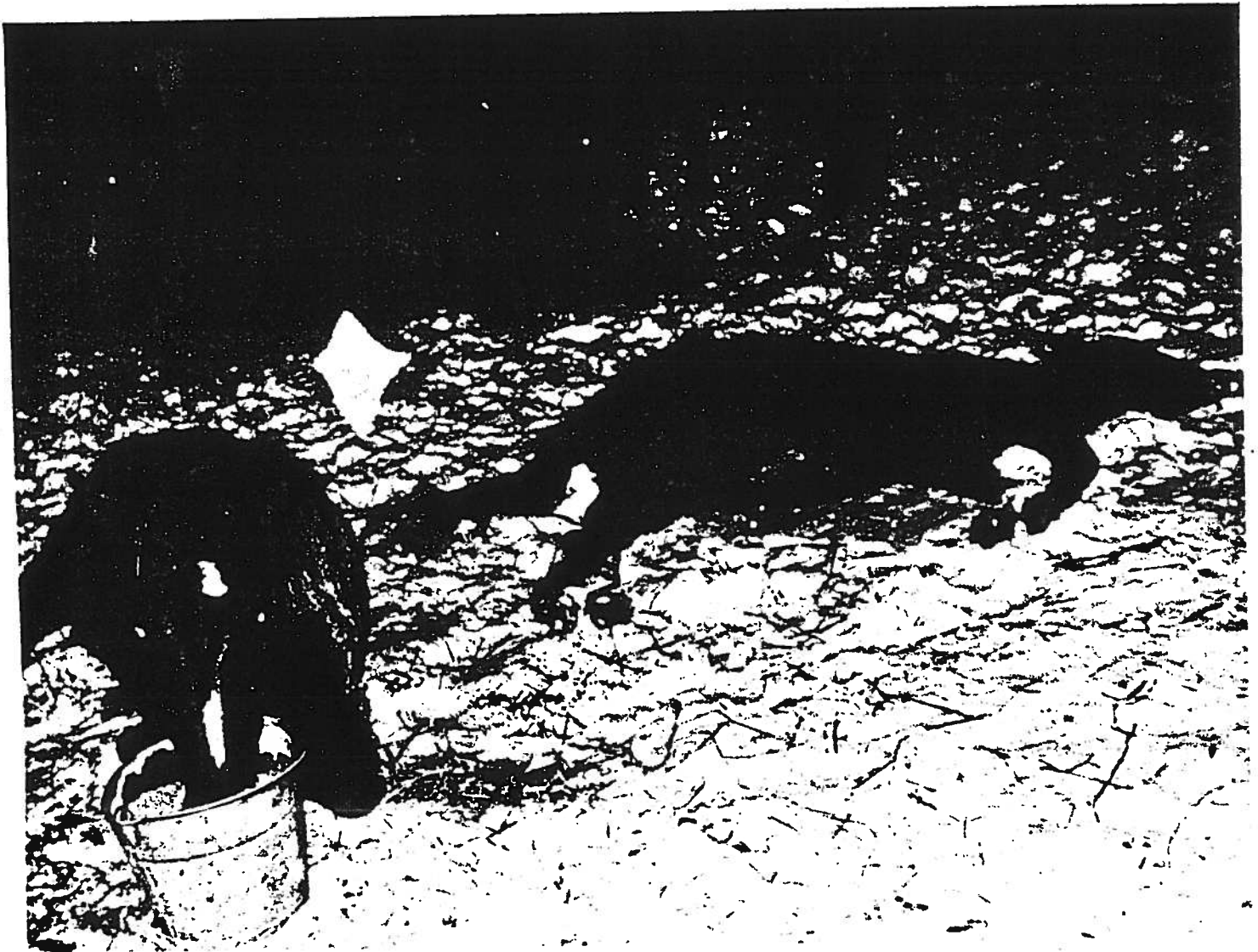
The North Hudson episode of 1980, however, climaxed a growing feeling of frustration and anger over methods used by some in transporting horses to their doom. It was recognized that dealing in horses for the hippophagi of other countries, who delighted in their flesh, was a legal business.

"But," said one observer of the overall scene, "there is no reason under heaven that live animals must be treated as though they were already carcasses on the meat hook. Some of these animals were once pets, once treated well. Once loaded onto trucks, they are treated as though dead. The callousness shown is beyond belief."

The New York State Department of Agriculture and Markets law under which arrests were made, was considered not strong enough. A small fine was pittance to horse dealers whose loads, on occasion, might be worth as much as \$40,000 or more. Horse flesh is big business.

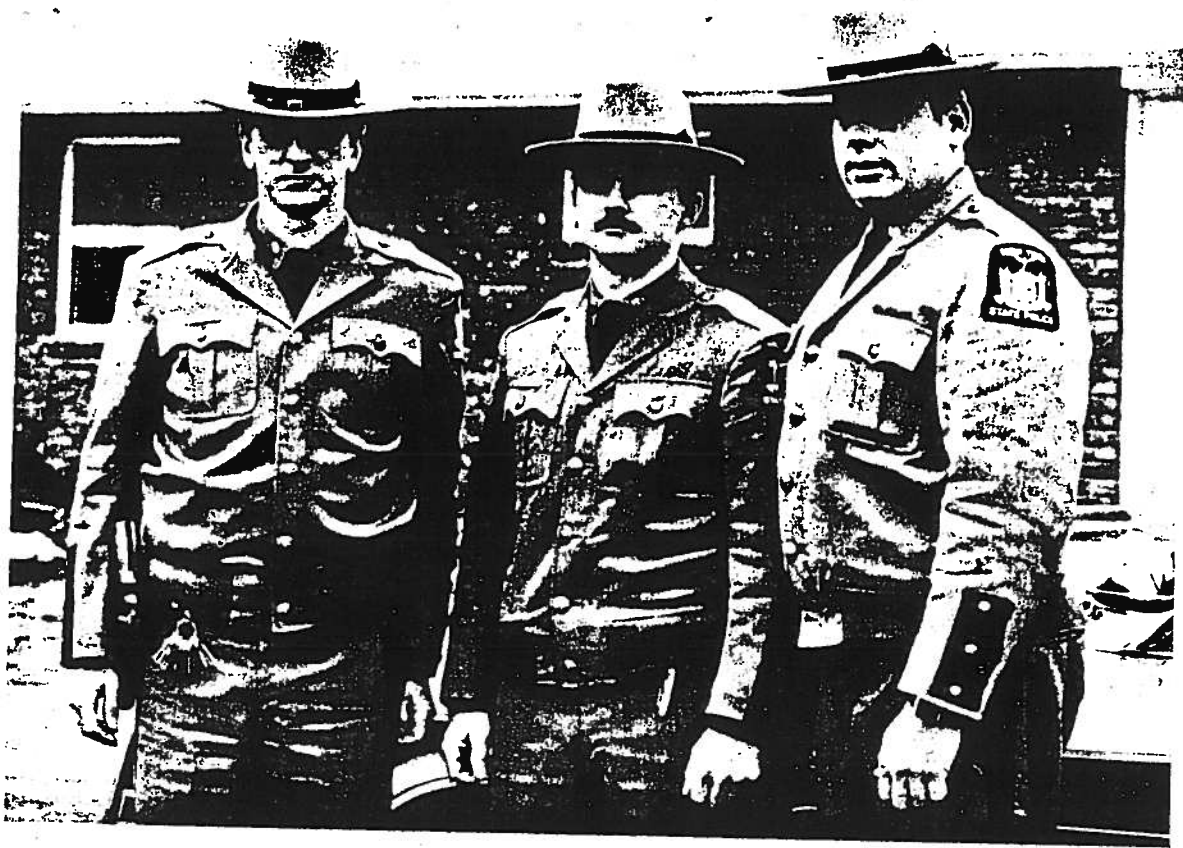
There had to be a change in the law.

The North Hudson incident proved the catalyst. It aroused fury. It aroused public outcry. And it aroused deep disgust and dismay. The law was indeed changed, and how it came about is an interesting example of what John Q. and legislators can do if they work together. No problem is insurmountable if it is one Man has created.



When the trailer was stopped by State Police, horses were unloaded and remained at Frontier Town a few days, regaining strength. Not all made it. The horse in left foreground was too weak to stand while being fed. The horse stretched on the ground collapsed and perished. The death toll began to mount.

— State Police Photo



Troopers Bob Carlson, Paul Manning and Ed Haroff, whose diligence while on patrol resulted in stopping the overladen trailer jammed with the dead and dying animals. Photo taken at Schroon Lake State Police headquarters.

I am personally grateful I had a small part to play in the change, since it evidences in positive fashion the part a newspaper can assume in instances of this nature.

When police and SPCA members found none of the original 85 horses stopped at North Hudson had had food or water, and that they had been driven from Florida and North Carolina with needs unfulfilled for an estimated three days, the survivors were quartered in a temporary corral through the courtesy of Frontier Town officials.

Here, for a short time, until further determination of their case could be made, they were given sustenance and medical attention. Some could barely stand. One Shetland pony in particular, was in agony; Dr. Lopez found one eye gouged out and hanging from its socket.

It is to the credit of many North Country residents that when the story got around — and this it did, with lightning speed — that a great deal of food was donated. It most assuredly is to the credit of Frontier Town, one of the best known tourist attractions in the Adirondacks, that total kindness replaced the brutality the horses had undergone.

Injuries suffered during the trip, as well as equine ailments afflicting the animals, accounted for the death of nineteen more as time moved on. Survivors were

moved from Frontier Town to the Bruce Crammond farm at Ticonderoga where, under the expert care of the Crammond family, his workers, and Dr. Lopez, they regained strength slowly in their new freedom. One horse had been so mistreated it was promptly named "Bones." (This animal, sold later at an auction, gained approximately 300 pounds in a short time.)

The punishment for the two drivers of the truck? They were incarcerated in the Essex County jail at Elizabethtown for a short time, fined \$150 each, and released.

I first heard about the incident at the Westport State Police station, where I stopped during a return trip from Plattsburgh a short time after the episode occurred. When I visited the Essex County jail to learn more details, I learned the drivers had been released. It was later that the full story began to unfold as described.

In a follow-up story days later, I wrote in The Times-Union:

"Brutal treatment of horses bound for death in a Canadian slaughterhouse, a pitiless and wild descent into horror for the animals which were jammed into a trailer without food or water for as long as three days, has aroused unprecedented fury throughout the eastern fringe of the Adirondacks.

"So much so, that the North Country Society for the Prevention of Cruelty to Animals has doubled efforts for an amendment to the State Department of Agriculture and Markets law which governs method of movement.

"Such an amendment has been offered in the past. The Assembly passed the bill; the Senate held it in committee for reasons unknown. It once again has been pre-filed in the Assembly by Assemblyman Robert D'Andrea, Saratoga Springs, and State Senators Hugh Farley of Niskayuna and Joseph Bruno of Rensselaer County. Its fate remains to be seen."

This was written on January 18, 1981.

In actuality, while the bill was filed in the Assembly by D'Andrea, it had several cosponsors, including Albany's Dick Conners, Colonie's Michael Hoblock and Assemblywoman Joan Hague of the Town of Queensbury.

In essence, the bill established safety features for trailers, including elimination of sharp projections, adequate emergency exits, non-skid floors, loading ramps, adequate ceiling clearance and adequate ventilation. Every vehicle carrying more than six horses would have two doorways for ingress and egress, not on the same side.

Heavier fines were established for violators.

The bill is now law, and support was heavy.

While efforts for the new bill were being made, there remained the future of the survivors of the Torture Trail.

To claim them, the southern-based company handling the transportation faced claims which included feed and board as well as medical attention, costs which mounted daily despite donations. It soon became apparent that to reclaim the victims, the company would have to pay out more than they were worth.

Thus, after certain legal moves were made, a landmark decision in the United States occurred; the horses would be sold at auction. I am told this was the first decision of its kind made in the country under circumstances described.

There were legal expenses incurred by the SPCA in the matter of freeing the animals from bondage. A public appeal was made. It was well publicized. The response was prompt and generous; the North Country and Albany area together contributed approximately \$3,000, which donations manifested the anger as well as sympathy of those contributing.

I have seldom seen a campaign of such spontaneity. Children responded as well as adults. One example: Dr. Lopez and his group received contributions from sixth graders at Schalmont Middle School, Duaneburg Road, Schenectady County, many miles to the south. With the donations was this comment from Craig E. Sargent, social studies teacher:

"Sixth graders have many things in common and one is the love for animals. Their contributions are from their hearts and we hope this legislation (the amendment mentioned) passes."



Bruce Crammond, on whose farm at Ticonderoga the landmark auction was held.

By January 26, 1981, about a month-and-one-half from the date the truck was stopped, \$2,000 had been raised! And more arrived after that date. The response was tremendous. Letters and telephone calls reached this writer by the hundreds.

The way for an auction was finally cleared.

In the latter part of February, 1981, the surviving horses and ponies were considered well on their way to recovery; only one had succumbed. More than 300 interested buyers appeared at the Crammond farm under weather conditions which would have repelled most who attend outdoor auctions. It had rained steadily for four days; mud was inches deep, and Crammond had spread loads of straw and hay in and around the corral. Conditions deterred enthusiasm not one whit.

The fifty-five survivors, most of them remarkably active and spirited, many of them capable of being ridden, were auctioned off by representatives from the Cambridge Valley Livestock Market, Inc., Glenn McLenithan and George Tucker. So fast was the bidding that it was over in one hour and fifteen minutes. Prices paid ranged from a low of \$30 to a high of \$150 per animal.



Clarence Perry of Crown Point, with a pair of love-starved ponies which he purchased for his grandchildren, John and Shannon Stone. They didn't go unloved for long!

Folks came not only from New York State but from Vermont. A matched pair of ponies was purchased by Clarence Perry, Crown Point, for his grandchildren, John and Shannon Stone. I reported also that Mr. and Mrs. Patrick Donovan, Chilson, won the bid for a half-horse, half-pony, for their seven-year-old daughter Shannon Donovan.

Margaret Scuder, Ticonderoga, purchased three; Kelly Gough, Westport, left with a pony for nephew Dereck, seven, of Crown Point. The American Horse Protection Association, the only non-profit organization in the country dedicated to the welfare of horses, both wild and domestic, headquartered in Washington, D.C., bought two, including the Shetland which lost an eye. A sharp lookout was kept by James Provost of the Schenectady Animal Shelter and a Vice-President of the State Humane Association, as well as by others, to prevent "killers" from buying for the flesh market.

The sum raised was almost \$5,000, less than half the amount which had been charged against the company for medical treatment, board and food and medicines. The animals, of course, had been released from quarantine because of medical and other attention given. Even though the sum did not cover expenses, Dr. Lopez said:

"We're satisfied. We kept them from the killers."

I wrote at the time that the survivors ate well during their convalescence. The Ticonderoga Equestrian Club, for instance, donated money for grain. The Lake George

Produce Co. gave more than two tons of carrots. Some hay was donated, but most of the cost rested with Crammond and Dr. Lopez. Neither gentlemen receive full value for services rendered, but both said emphatically:

"We are not in this for profit."

An interested observer at the auction was a man who viewed the entire proceedings with more than casual interest.

He was Trooper Ed Haroff of Schroon Lake. Troopers Carlson and Manning were unable to attend. Trooper Haroff, incidentally, owns his own stable called Bar H, at Schroon Lake. At the auction, he observed, did not buy.

When I introduced him to an excited woman who had just purchased a pony, her eyes widened and she exclaimed:

"So you're one of those who helped!" Her reward was prompt; she threw her arms about the trooper and kissed him!

The auction ended, the crowd dispersed, leaving with new found pets. Adults and children alike led willing (and sometimes frisky) animals across the corn fields, ankle deep in winter mud, to waiting vans. Others slogged through the mire after leaving instructions for delivery of their new additions.

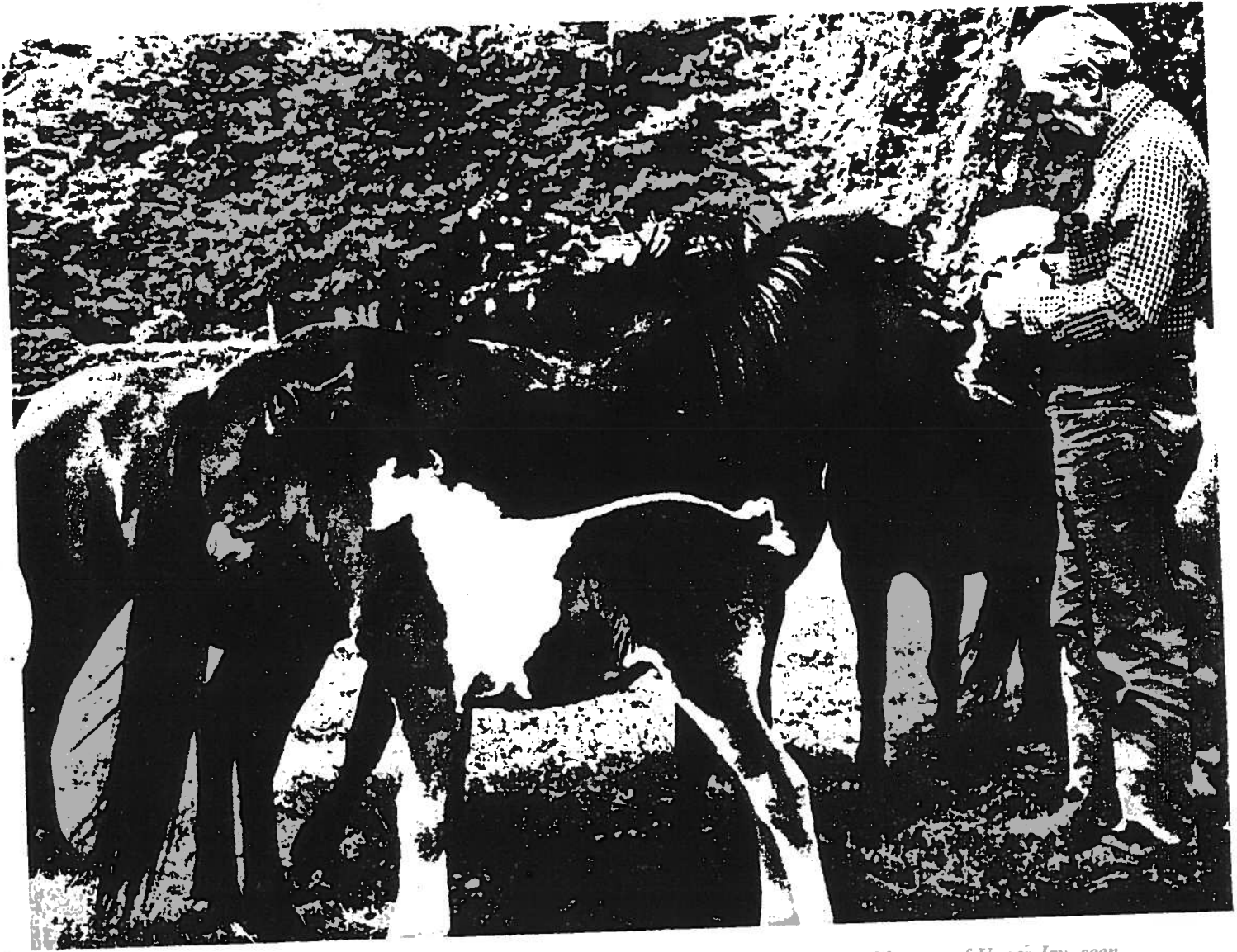
The Torture Trail episode, from sadness at the beginning on December 12, to joy at auction's end, was over.



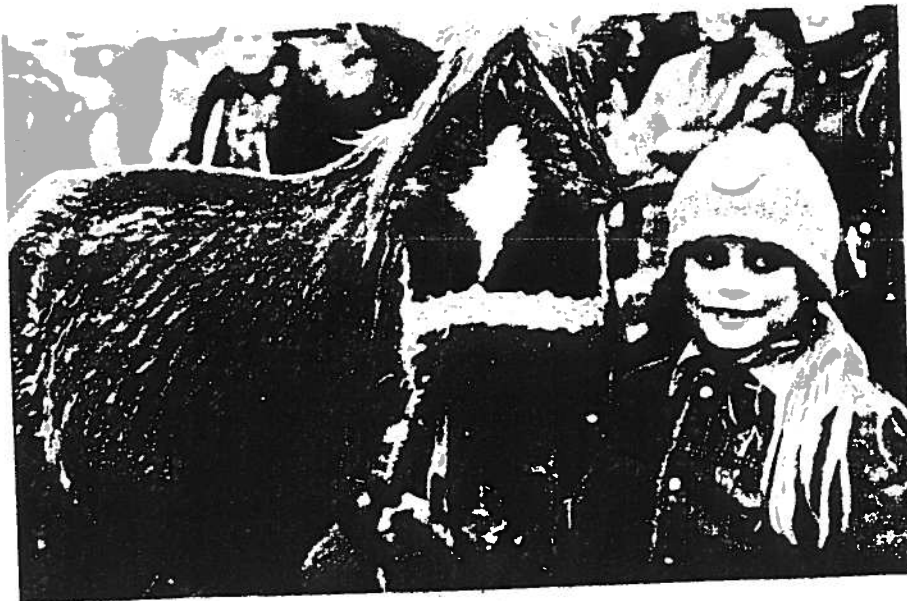
Some of the principals at the auction held at the Crammond Farm, left to right: Dr. Robert A. Lopez, Westport veterinarian and head of the North Country SPCA; James Provost, Schenectady Animal Shelter, and a Vice-President of the State Humane Association; Glenn McLenithan, auctioneer, Cambridge Valley Livestock Market, Inc., and George Tucker, also an auctioneer from the same company.



This Shetland pony, when rescued, was in pitiable condition. Its right eye had been gouged out during the trip. It was purchased at the February, 1981, auction at the Bruce Crammond farm in Ticonderoga, by the American Horse Protection Association and put to pasture and comfort in a safe haven in Virginia. The photo above, showing Gail Snider, AHPA's chief investigator, feeding a carrot to the animal, was taken by Trinket Doty. The pony has been named Lazarus. Photo used by courtesy of the AHPA.



Six of the horses auctioned off at the Crammond Farm were purchased by Arto Monaco of Upper Jay, seen above. Two more were sold to Lynda Denton, also of Upper Jay, his niece. A surprise awaited Monaco some time later when Diamond Lill, one of the mares, gave birth to Penny, pictured above in foreground. Penny, at birth, weighed only 25 pounds! As of this writing, all animals are doing fine; the tragic past, apparently, long forgotten.



Shannon Donovan, age 7 at the time of this photo, with her new possession, purchased by her parents, Mr. and Mrs. Patrick Donovan, Chilson.

AHPA Presses for Reforms in Humane Transport

We looked into the double deck truck through the openings in the sides and took photographs of bruised eyes and faces on some of the horses. They were crowded in very tightly and we could hear the repeated kicking against the sides of the truck by the nervous crowded animals. Some of these horses were kicked about the face and showed heavy bruising; others were coughing audibly and had heavy nasal discharges...one Belgian draft horse had a huge abscess on his sternum and chest, approximately 25-30 centimeters long and 6 to 8 centimeters wide."

Robert A. Lopez,
D.V.M., AHPA Advisor, responding to
a New York transport abuse case in
April 1992.

The above case is only one example of the horrific transport conditions horses destined for slaughter endure on a daily basis. Every week thousands of horses are bought by "killer buyers" at local horse auctions across the country, and transported to one of 12 operational USDA inspected slaughter plants in the United

States. In 1991 alone, approximately 236,467 horses were slaughtered in the United States for human consumption abroad, according to the U.S. Department of Agriculture.

AHPA firmly believes that regardless of an animal's final destiny it deserves humane treatment—and that includes humane transport. Unfortunately, though, horses destined for slaughter often suffer gouged eyes, broken limbs, and severe lacerations as a result of inhumane transport conditions. Routinely driven into dou-

ble deck trailers, horses and ponies are crowded into vehicles originally designed for cattle, sheep and swine. Scrambling for footing, unable to raise their heads above their withers, the sick and injured, old and young, stallions and mares, are jammed together for hours on end, and sometimes even days, as they are transported to their final destiny.

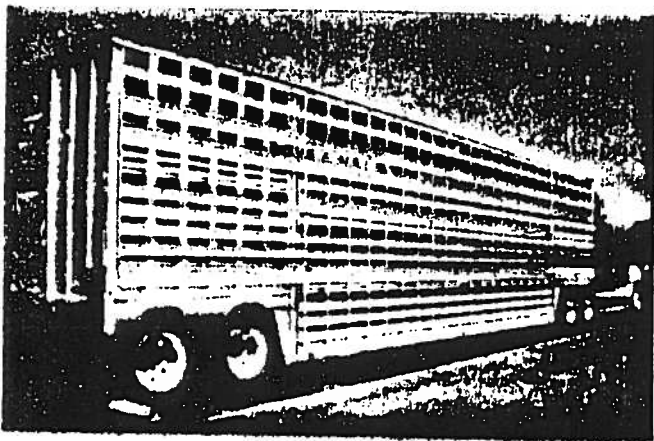
With the exception of the rarely enforced "Twenty-Eight Hour Law," which requires that livestock (including equines) be loaded for no more than 28 hours at a time, there are no federal laws which ensure that equines destined for slaughter are transported humanely.

In addition, only a handful of states legislate strict laws against inhumane transport, and with only a few exceptions such as New York and Connecticut, the use of double deck trailers to transport horses to slaughter is permitted.

The majority of horses bought at public livestock auction for slaughter are transported in double deck "pot-belly" trailers originally built for hauling cattle and smaller livestock. Many shippers haul cattle in one direction only, and return with a full load of horses. Great Western Meat Company in Morton, TX, routinely hauls cattle to California one way, and returns to Texas with a load of horses to its equine slaughter plant.

Although designs and measurements vary, most trucks are about 13' 6" in height, and are usually divided into six sections: the nose or wheel compartment, directly behind the cab; the top front and rear middle sections; the bottom front and rear middle sections; and the rear compartment, often referred to as the "dog house."

The nose deck is loaded first. Horses enter through the rear of the trailer, up



AHPA © 1992

Article 26
Section 368. a

TRANSPORTATION OF HORSES

1. Every vehicle utilized for the transportation of more than six horses shall meet the following requirements:
 - (a) The Interiors of compartments containing horses shall be constructed of smooth materials, containing no sharp objects or protrusions which are hazardous;
 - (b) The floors shall be of such construction or covered with abrasive material so as to prevent horses from skidding or sliding;
 - (c) There shall be sufficient apertures to ensure adequate ventilation;
 - (d) There shall be sufficient insulation or coverings to maintain an adequate temperature in the compartment containing horses;
 - (e) Partitions of sturdy construction shall be placed a maximum of ten feet apart in vehicles which do not have stalls;
 - (f) Doorways shall be of sufficient height to allow safe ingress and egress of each horse contained in the compartment;
 - (g) Each compartment containing horses shall be of such height so as to allow sufficient clearance above the poll and withers of each horse in the compartment;
 - (h) Ramps sufficient for loading and unloading horses shall be provided if the vertical distance from the floor of the compartment containing horses to the ground is greater than fifteen inches; and
 - (i) There shall be at least two doorways for ingress and egress, which shall not be on the same side.

2. Every vehicle utilized for the transportation of more than six horses over a highway shall have no more than one tier holding animals in the compartment containing horses.

3. (a) Transporting a horse in violation of this section shall be a violation punishable by a fine of not more than one hundred dollars.

(b) Any subsequent violation of this section on a date following a conviction under the provisions of this section shall be a misdemeanor punishable by a fine of not more than five hundred dollars or imprisonment for not more than one year, or both.

Brook Ledge, Inc.

Horse Transport

PO Box 56 • Oley • PA • 19547 • (610) 987-6281 • FAX (610) 987-9729

Brookledge Horse Transportation has been hauling horses for over 40 years. We are currently one of the two largest commercial carriers in the United States. We haul horses to horse shows, racetracks, and farms-virtually anywhere in the continental U.S.

Along the way, experience has taught us many valuable lessons regarding the hauling of horses. Interestingly enough, most of it involves common decency and common sense.

In some cultures the slaughter of dogs for human consumption is acceptable. Here in the U.S. it is not. In fewer cultures the slaughter of horses for human consumption is acceptable. Regardless, nowhere is it acceptable for any animal to be brutalized and tortured before being slaughtered.

The horse has been an integral part of our history and our heritage. A mans most prized possession was his horse. President Kennedy was taken to his final rest behind one. Right here in Gettysburg, July 1-3 1863, thousands of men and horses perished together.

I am here today to promote the humane transport of all horses, to any and all destinations. Commercial haulers such as Brook Ledge are generally hauling peoples equine assets. It follows that as such, the animals are afforded clean, safe portage. Horses that are being shipped to slaughter are generally equine liabilities. Does it follow that these animals that have been drained of their usefulness should be crammed onto inadequate trailers and afforded none of the comforts and essentials to which they had probably been accustomed? Of course it does not. This is why HB 2127 with several minor changes is a vital necessity.

By now you are assuredly familiar with the language of HB 2127. Similar laws with similar language already are on the books and being enforced by our neighboring states. That many horses are sold for slaughter within the commonwealth is virtually unavoidable. That there are no viable laws on the books to protect them from inhumane transport is unacceptable.

New York Does Pennsylvania's Dirty Work -

Horse Haulers Arrested...Again

"This is harrassment. Why was I singled out?" These were some of the words of Kevin Nickerson of Nickerson Livestock Transportation, Bainbridge, NY as he was being arrested on January 19th on 35 counts of illegally transporting horses.

The double-decker cattle trailer traveling from the New Holland auction barn had crossed over the PA/NY state line on Interstate 81, and in so doing, had violated New York law. Pennsylvania, unfortunately, has no viable law on the books concerning the lawful and humane transportation of horses. New York does.

According to the arresting officer, New York State Trooper Steven Cornell of the Sidney Patrol, the cargo at that early point in the presumed journey to the slaughterhouse in Canada, contained 2 mules, 1 pony and 27 horses. There were 27 counts of violating the double decking section of the law and 8 counts violating the lack of partitions a maximum of every 10 ft.

It was discovered the involved parties called the trailer/trailers traveling behind them to warn them to stay in Pennsylvania, a safe haven for the "torture trailers", as they have been labeled by those in the know. Meanwhile, the 30 horses were loaded onto a legal trailer, which the haulers had contacted.

You may recall that Nickerson Livestock Transport was the subject of another arrest in 1995 on similar charges, which resulted in the infamous *Syracuse 36* case. In this instance, the horses, many in bad condition, were seized.

At the February 5th arraignment, Nickerson pled not guilty. A March 18th non-jury trial is scheduled.

We applaud New York legislators for being 17 years ahead of Pennsylvania in passing enforceable laws regulating the humane transportation of horses. And we especially applaud the efforts of the New York State Troopers who enforce the law. These efforts get them no verbal thank yous from the victims, and much verbal abuse from the guilty.

It often doesn't change the destination of the horses, but can help reduce some of the unspeakable conditions of their last days, conditions created by the very design of the double-decker trailer when used to transport horses.

ED. NOTE: New York's admirable law regarding the humane transport of equines was the result of numerous inhumane incidences in upstate New York along a stretch of highway commonly known as the "Torture Trail" (Adirondack Northway), a direct route to Canadian slaughterhouses. The web site for newspaper articles and photos: <http://members.tripod.com/~SueE/1029pic1.html>



HORSE SLAUGHTER FACT SHEET

How many horses are slaughtered each year, and where are the slaughter plants?

In 1992, 243,585 horses were killed and processed for human consumption in the following 9 slaughter plants across the U.S.:

Bel-Tex	Fort Worth, Texas
TransContinent	Palestine, Texas
AmFran	Plainfield, Connecticut
Cavel International	DeKalb, Illinois
Dallas Crown	Kaufman, Texas
Cavel West	Redmond, Oregon
Prairie Meat Packer	Cardington, Ohio
Cavalier Export	Evington, Virginia
Central Packing	North Platte, Nebraska

An additional 46,734 live horses were transported across the border for slaughter in Canadian slaughter plants, bringing the total number of horses killed to more than 290,000.

Where is the market for horse meat?

The largest markets for horse meat are France, Belgium, Holland, Mexico and Japan. Our studies show that France purchased 85% of the horse meat processed in the U.S. last year. There is no demand for horse meat in the United States.

Where do horses killed for food come from?

The supply of horses for slaughter has many sources: the racing industries and many show-horse breeders produce scores of surplus animals each year; riding camps routinely send horses to auction at the end of the season, and riding schools often dispose of horses in the same way. Other horses sold for slaughter are privately owned pleasure horses who have been sold by their owners at local livestock auctions. Many of these horse owners are unaware that slaughter facilities employ "killer buyers" to attend area livestock auctions on a regular basis. Killer buyers quietly bid on horses, until they have obtained their quotas. Often people don't realize their companion horse or pony has been sold to slaughter.

Don't slaughter facilities just buy old horses that cannot be ridden anymore?

Absolutely not. Slaughter facilities are particularly interested in buying young, healthy horses. In fact, most of the horses HSUS investigators saw purchased for slaughter were in perfect condition, and they were purchased for \$500 - \$900 each. Our investigators have also witnessed the old, decrepit horses being purchased for as little as \$50 by killer buyers, and they've witnessed young foals purchased for slaughter.

(more)

HSUS Fact Sheet (Page 2)

How do racehorses end up at slaughterhouses?

Killer buyers usually have a standing agreement with race tracks to purchase racehorses when the owner decides the horse is not performing adequately. HSUS investigators have documented race horses being shipped on a weekly basis from racetracks in West Virginia to the slaughter facility located in Fort Worth, Texas. At the same Texas facility, our investigators have witnessed Thoroughbred race horses arriving from Florida and Louisiana on numerous occasions.

Why don't racehorses owners sell their horses to pleasure riders rather than slaughter?

Race horse owners view their animals in a profit or loss equation. Rarely do thoroughbred owners care about the fate of their animal once he/she no longer holds a profit potential on the track. With live horses selling for up to a dollar a pound, these horses are often worth more dead than alive.

Do stolen horses end up in slaughterhouses?

Absolutely. There have been instances of stolen horses being recovered at slaughter plants, including Beltex in Texas. Those are the lucky ones; other horse owners have not been fortunate enough to find their companions in time - in some cases horses have been butchered less than 48 hours after being stolen. As one slaughter plant worker commented to HSUS investigators, "We kill the hot ones first." With the price horsemeat brings, it is very likely that many of the thousands of horses stolen every year are ending up in slaughter plants.

What happens to horses once they have been purchased by killer buyers?

Most killer buyers stockpile horses on their property until they have a full load to send to the slaughter facility. Depending on the arrangement with the facility, horses are shipped out on a schedule in 18 wheeler tractor-trailers. The usual load is 45-50 horses.

What are The HSUS concerns regarding the transportation of horses bound for slaughter?

During the course of our investigation, The HSUS documented the horse slaughter industry's routine use of double deck cattle trailers to transport horses. Since horses typically stand much taller than cows, they receive numerous head injuries during loading and transport and must stand for the entire trip with their heads held abnormally low. Most slaughter bound horses are shipped thousands of miles cross country. HSUS investigators have followed slaughter shipments originating in central California to the Bel-Tex slaughter facility in Ft. Worth, a grueling trip covering over 1600 miles and lasting 32 hours.

In addition, horses are loaded without consideration of sex, size or temperament. Pregnant mares and gelded ponies are forced to occupy the same compartment containing aggressive, dominant stallions. Should horses receive injuries at any time during transportation, they are not medicated, nor are they rested, fed or watered during the trip.

(more)

HSUS Fact Sheet (Page 3)

Further, The HSUS has closely monitored the rate of accidents involving two-tier cattle trailers which are used by the horse slaughter industry. There have been horrendous accidents, with trucks overturning and top levels collapsing onto the horses below. The HSUS is currently working on proposed federal legislation which, if successful, will ban the use of double deck trailers and regulate the conditions under which horses are transported.

How are horses slaughtered?

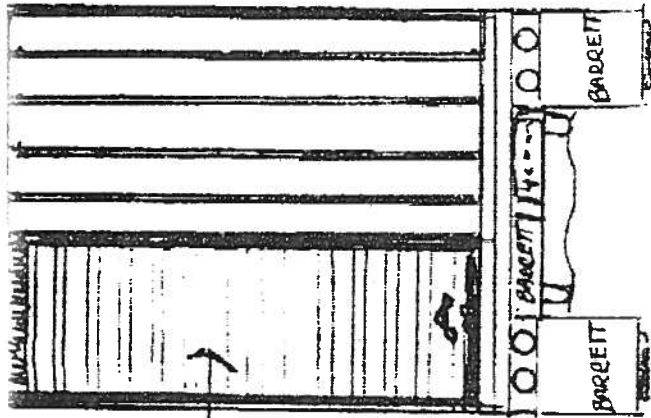
According to federal law, horses are to be rendered unconscious prior to slaughter. Usually, horses are stunned by a captive-bolt pistol or gunshot, then hoisted by a rear leg and bled. At the Bel-Tex facility in Texas, HSUS investigators documented horses being hoisted into the air and bled after being carelessly and improperly stunned. It is the opinion of The HSUS that many of these horses are still conscious when they have their throats slit. Our undercover investigator was even invited to stun horses by a Bel-Tex employee!

As a result, we are asking federal authorities to investigate USDA for failing to enforce Humane Slaughter Act regulations at the Bel-Tex facility. At no time did our investigators see USDA veterinarians supervising slaughter procedures as required by federal code.

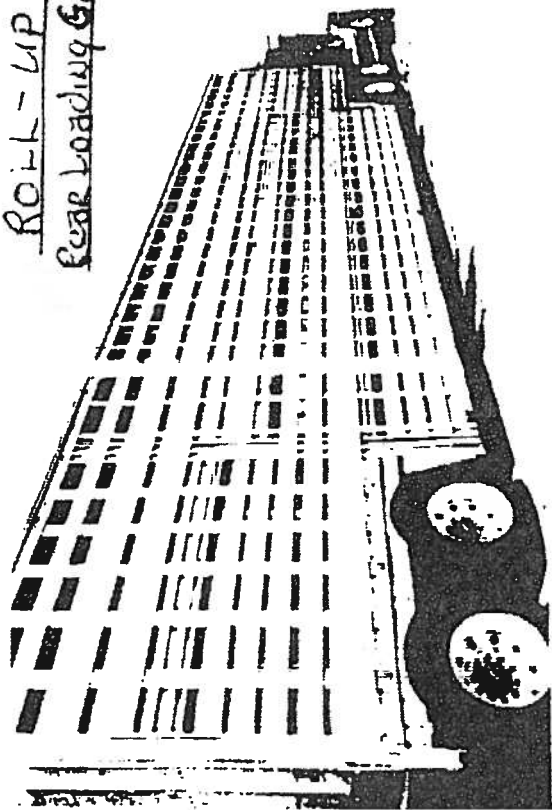
After slaughter and processing how is the horse meat delivered to Europe?

HSUS investigators have documented American Airlines cargo containers on the premises of horse slaughter facilities. Once the processed meat is loaded into those cargo containers, they are transported to the airport, and shipped directly to Europe by American Airlines. In light of the inhumane conditions documented in our investigation, The HSUS is now calling upon American Airlines to stop its delivery service of horse meat to Europe.

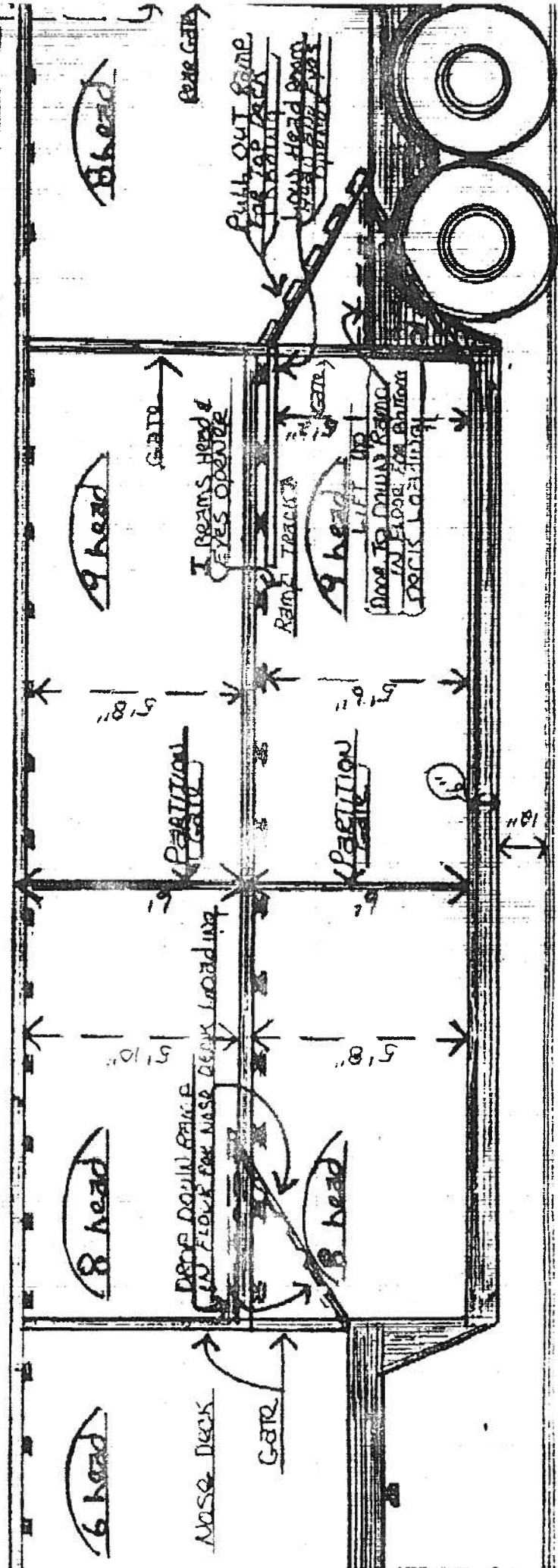
ROLL-UP
REAR LOADING GATE 3'x8'



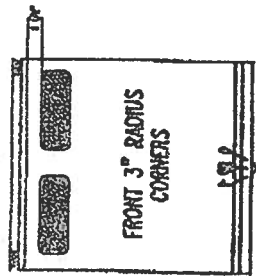
REAR LOADING GATE



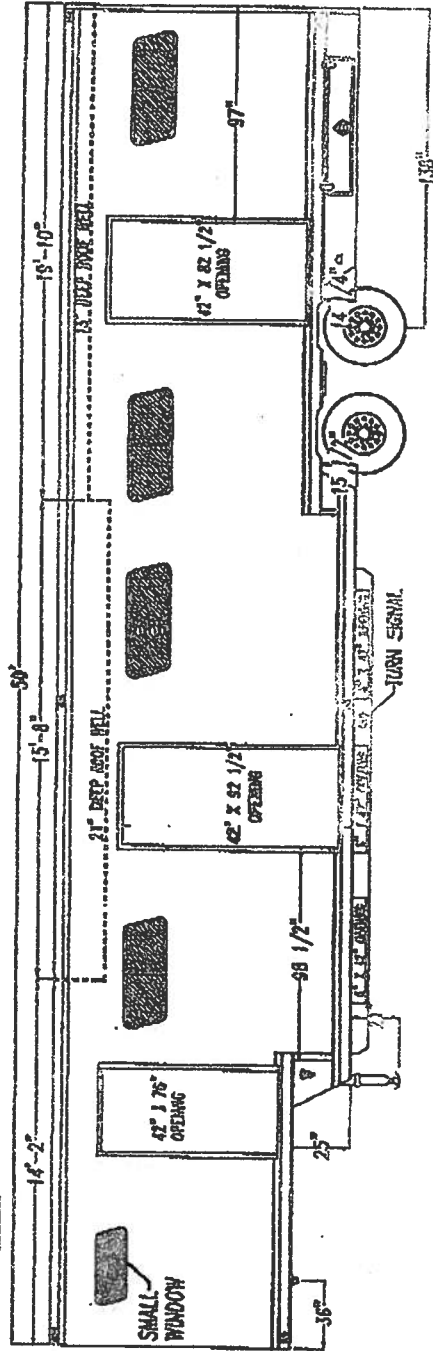
50'



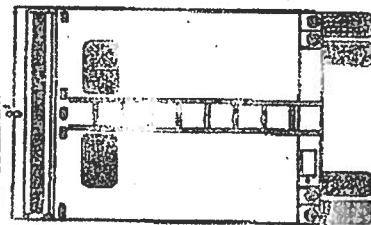
FRONT VIEW



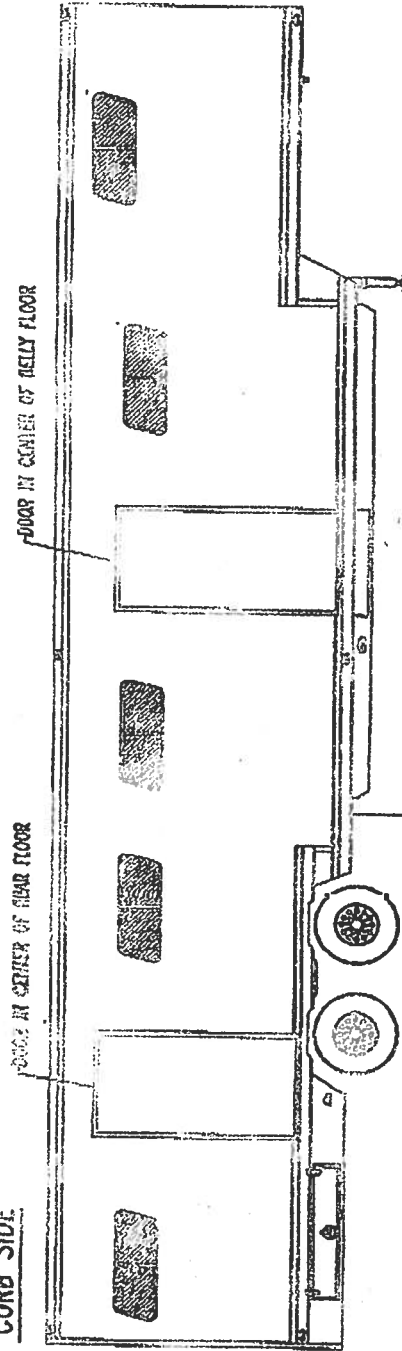
DRIVER SIDE



REAR VIEW



CURB SIDE



* EXTERIOR SKIN SUPPLIED FOR STORAGE COMPARTMENTS IN FRONT OF AND BEHIND BELLY SIDE DOOR RAMP STORAGE.
 * REAR ROOF WELL DROP MUST LINE UP WITH FLOOR DROP. REAR FLOOR LENGTH IS THE SAME AS THE BELLY FLOOR LENGTH.



REVISIONS
12-11-84
7-11-84
7-8-84
7-14-85

M.H. EBY INC.

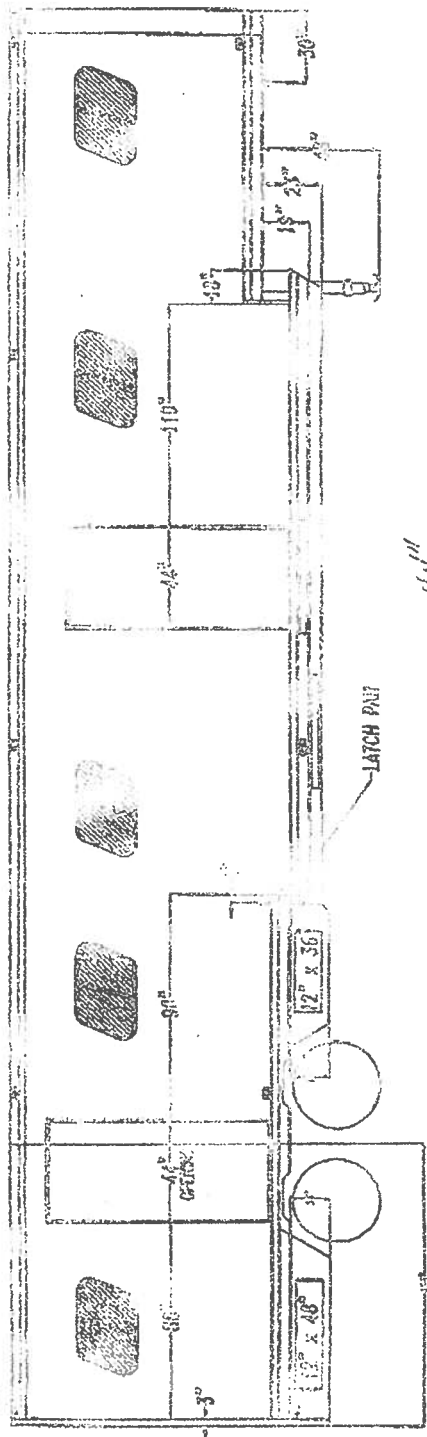
50' X 8' X 12'-6" HORSE TRAILER

CUSTOMER: GOTWALS INC.

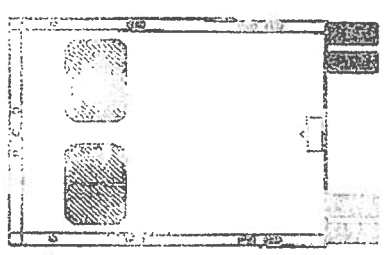
DATE: 12-30-83 SOLD BY: WHE

DRAWN BY: RLS

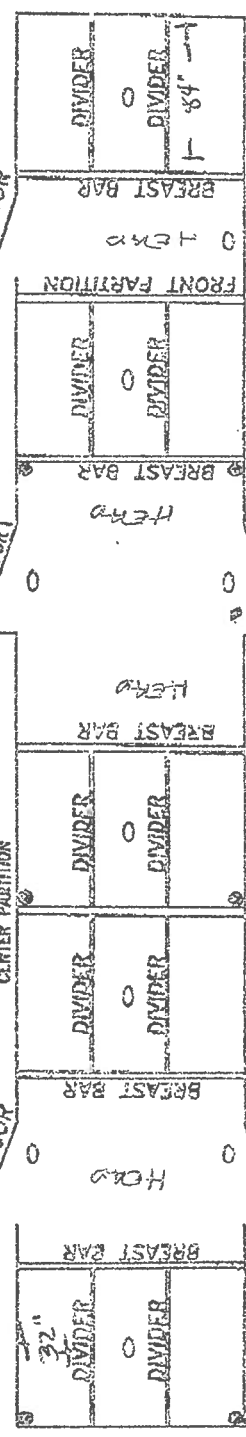
COUND SIDE



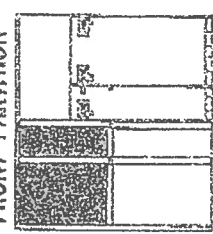
REAR VIEW



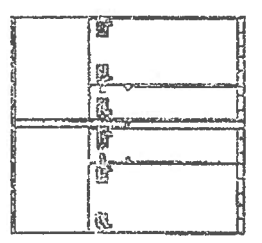
FLOOR PLAN



FRONT PARTITION



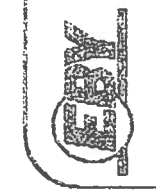
CENTER PARTITION



SIDE DOOR DROP RAMP

SIDE DOOR DROP RAMP

INSIDE LIGHT
DRAIN



REVISIONS

7-6-88 / NAE

7-18-88 / NAE

8-10-88

M. H. EBY INC.

50' X 8' X 12'-6" 19' DROP HORSE TRAILER

CUSTOMER: P. S. HORSE TRANSPORTATION INC.

DATE: 6-15-95 SOLD BY: ENAD DRAWING: ENAF

Horses die on way to slaughter

By Carolyn Shapiro
Staff Writer

CHESTERTOWN — A double-tiered trailer carrying 38 horses to a slaughterhouse tipped over on the Northway early Monday, killing 13 of the animals when those on top fell on the others, State Police said.

Another two horses were shot immediately after being removed from the truck because they were seriously injured in the accident, and a third was shot later in the day.

The trailer was on its way from Winchester, N.H., to a slaughterhouse in Canada, said Trooper Charles Redmond of the Chestertown station.

The driver, Donald E. Hartwell of Winchester, had pulled to the side of the highway just north

of Exit 26 at about 1:45 a.m. to check his stock, Redmond said.

But Hartwell had stopped on a soft shoulder, and the trailer slid into the bank and tipped sideways onto a rock ledge, Redmond said. Redmond said the truck fell "at an acute angle but not all the way over."

When the trailer tipped, horses standing on the top tier fell onto those underneath, crushing 15 of them, Redmond said.

Hartwell was charged with carrying horses on a double-tiered trailer — a violation of the state Agriculture and Markets law, Redmond said. The law does not necessarily apply in other states, he said.

Redmond said Hartwell was unaware of the state law. The horses were carried safely in the trailer and had been treated well, Redmond said.

"They had sufficient room, if it weren't for the accident," he said.

Three wreckers were required to move the trailer, which was taken to a ranch at the Word of Life complex in Schroon Lake.

Roger Saclaben, who runs the horse program at Word of Life, an international Christian youth organization, said it was difficult to remove the horses at the accident site because the trailer was at a 45-degree angle. The floor of the trailer was slippery, so the living horses could not get footing to exit the trailer.

At the ranch, a back-hoe was used to remove the dead horses so the live ones could be rescued. All of the horses were removed from the trailer by 6 a.m., he said.

See Horses: Back Page

Horses travel north

SCHROON LAKE — The 22 horses that survived a trailer accident on the Northway continued their trip to the slaughterhouse Tuesday after their driver found a legal way to carry them.

The horses spent the night at a ranch at Word of Life, an international Christian youth organization in Schroon Lake, after being stuck for more than four hours laying on top of one another in a toppled trailer.

Sixteen horses died in the accident early Monday when the driver, Donald E. Hartwell, pulled the trailer onto a soft shoulder north of Exit 26, where it tipped at a 45-degree angle into a rock ledge.

Hartwell had been carrying 38 horses from New Jersey to a slaughterhouse in Canada in a double-tiered trailer. Transporting horses in two-level trailers is a violation of the state Agriculture and Markets law.

Hartwell found a single-level trailer and received permission to carry the animals for the rest of

the trip, State Police said.

He picked up his cargo at about 11 a.m., said Roger Sachleben who used to run the Word of Life ranch.

Police charged Hartwell with two violations of state law. In addition to the illegal use of double tiers, he was also cited for the lack of abrasive material on the floors of the trailer to keep the horses from slipping.

The horses on each level fell on top of one another when the trailer tipped, said Sachleben, who had helped police at the scene of the accident. The angle of the floor made it difficult to remove the horses from the trailer because they could not get footing, Sachleben said.

Thirteen horses died as they laid "in heaps," waiting to get out of the trailer, he said. The fall left the horses scared and kicking, he said.

Three horses that came out of the accident with serious injuries were later shot.

(APRIL 21, 1991) GLENS FALLS POST STAR...

Horses

From Page A1

"A lot of them were real close to death but some of them perked up when we got them out," Saclaben said.

He said the dead horses were shipped to a rendering plant near Hartford, where they will be de-hided, boned and used for dog food.

Saclaben said the horses were being kept in the ranch's rodeo arena, separate from the other horses at the ranch. He said the horses are in poor health, and he expected more to die during the night.

Redmond said Hartwell will con-

tinue the trip to Canada after he finds a legal trailer for the remaining horses. Hartwell apparently transports the horses, mostly standard-bred, from a New Hampshire stockyard to the slaughterhouse, Redmond said.

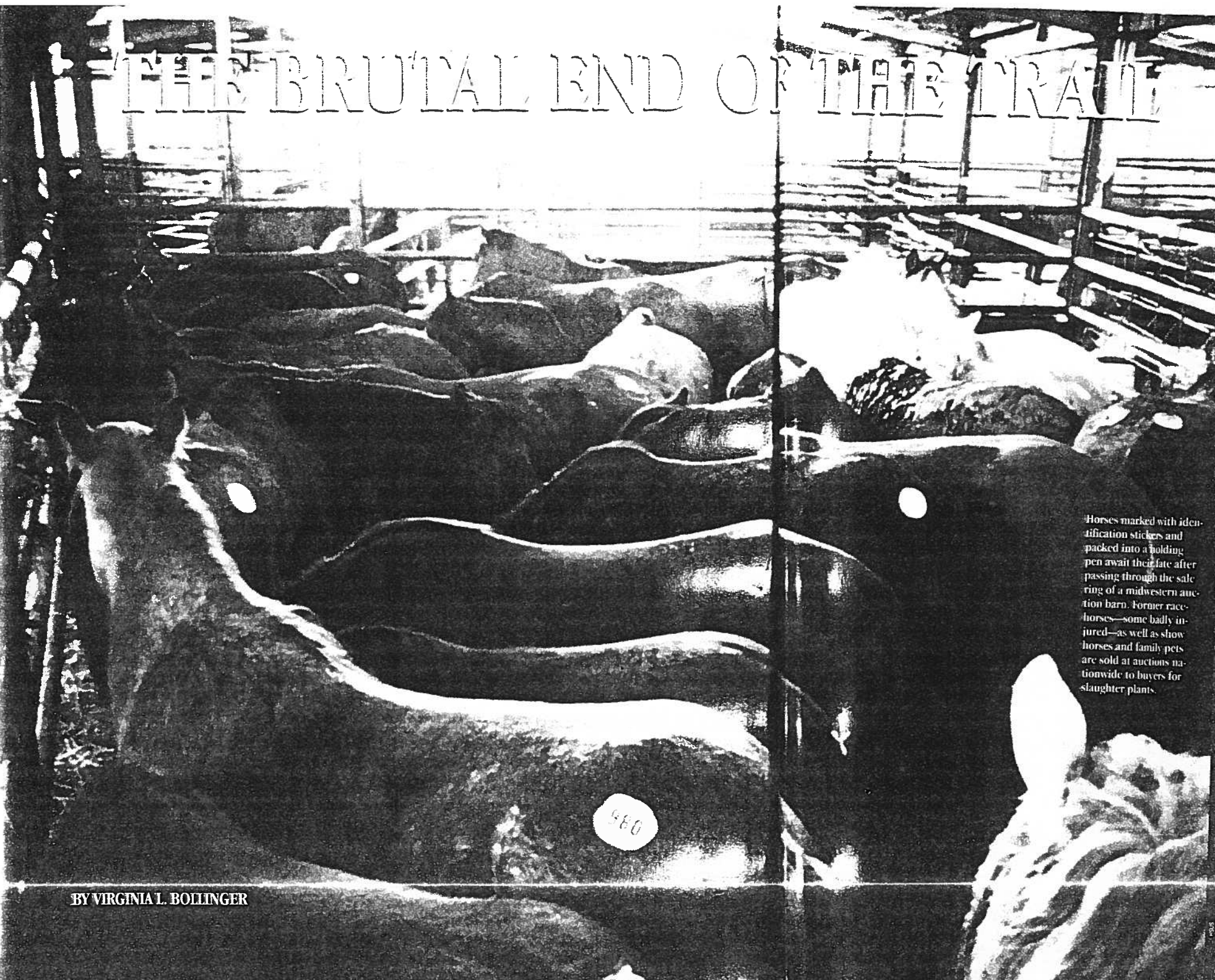
He said Hartwell also was cited for a second violation of state agriculture law — transporting horses without proper abrasive on the floors to keep them from slipping.

The violations each carry a maximum fine of \$500 and a maximum of 15 days in jail, Redmond said. Hartwell is scheduled to reappear in court in the town of Chester on May 21, Redmond said.

Correspondent Larry Maxwell contributed to this article.



THE BRUTAL END OF THE TRAIL



Horses marked with identification stickers and packed into a holding pen await their fate after passing through the sale ring of a midwestern auction barn. Former racehorses—some badly injured—as well as show horses and family pets are sold at auctions nationwide to buyers for slaughter plants.

BY VIRGINIA L. BOLLINGER

HERE IS STANDING ROOM ONLY in the dimly lit auction arena as the auctioneer, his voice blaring over the loudspeaker, begins the weekly Friday afternoon horse sale in Sugarcreek, Ohio. Buyers, sellers, and observers are crowded together in a large room, the only warm place in the auction barn. Outside, the temperature is in the single digits.

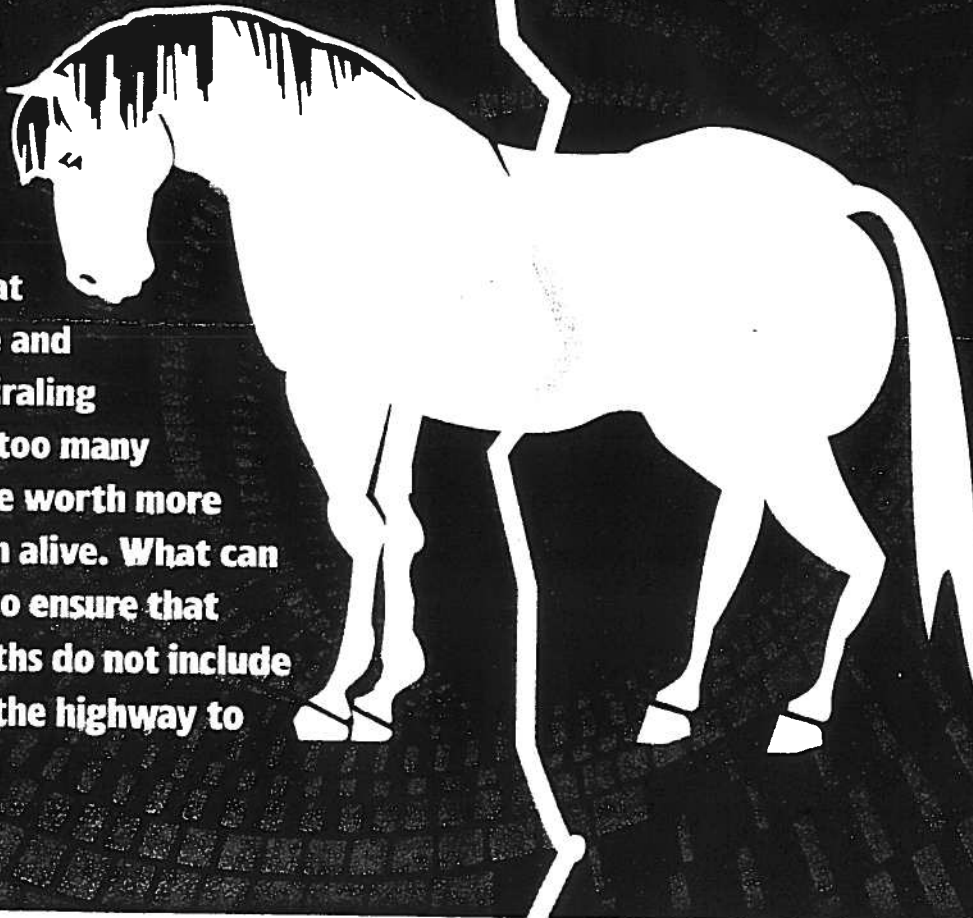
Since early morning horse trailers have been pulling into the parking lot, backing up to holding pens, and unloading their cargo—quarter horses, Thoroughbreds, Arabians, palominos, ponies. All are unwanted, discarded for any number of reasons: they are too old or not fast enough to win on the racetrack, or their owners have lost interest in riding or can no longer afford to care for them. Most of the sellers at the auction hope that their horses will be purchased by someone who will give them a good home. What many sellers do not realize—or do not want to face—is that among those bidding on horses—parents looking for a pony for their child and horse enthusiasts hoping to buy a sound pleasure horse—is a buyer for a Texas horse-slaughter plant.

In a holding pen in the barn, a chestnut Thoroughbred mare awaits her turn through the auction ring. She is one of a dozen horses who have been transported from a racetrack in West Virginia for sale at the auction. Her name is "Quick Whistle" and she is five years old. The strange horses, unfamiliar smells, and loud noises have made her nervous, but she stands quietly for the two undercover HSUS investigators who speak kindly to her, pat her, and feed her handfuls of hay. She is patient as they look for and record the number indelibly tattooed on her upper lip, the identification given all Thoroughbred racehorses. She stands by herself in a corner of the pen, away from the larger, more aggressive horses. She watches for her two newfound human friends.

Nearly 500,000 horses spent their final days on earth in hot, crowded death transports, going "down the road" to the slaughterhouse.

With demand for

horsemeat in Europe and Japan spiraling upward, too many horses are worth more dead than alive. What can be done to ensure that their deaths do not include a trip on the highway to hell?



Timmy is a 15-year-old grade pony. He's been a friend, companion and teacher for many years to two youthful sisters, schooling in hunt seat and English equitation, competing at local shows and sharing hack rides on nearby trails. But the girls, now high school teens, have outgrown Timmy; to continue riding, the sisters must sell him to buy a full-sized horse.

Heather is a 7-year-old Morgan mare; this spring she had her first foal, Sprite, a beautiful bay colt. For most of her life, Heather lived with two other horses on a small midwestern farm just outside an industrial community. Her owners provided regular farrier and medical attention, nutritious feed, and plen-

The Last Ride

BY MARCIA KING

ty of turn-outs and exercise. But the owners had to relocate to the southwest, making it necessary to sell the horses.

Gambler's Choice is a 4-year-old Thoroughbred gelding, one of many at a New England racing barn. Gamby showed lots of promise as a 2-year-old, but injuries quickly diminished his career, and there's no room at the barn for horses that can't pay for their upkeep.

Now, Timmy, Heather, Sprite and Gamby are among 72 other "stablemates" crammed together in the belly of a doubledecker truck en route to a midwestern slaughterhouse a day-and-a-half away. Timmy's, Heather's and Sprite's journey began when their owners

EXPERIENCE THE LIVING TEXAS...

Encinitos Ranch, located in South Texas, just 40 miles from Mexico, is 45,000 acres of real working Texas cattle ranch.

Encinitos' 4 to 6 day ranch vacations, offered March through October, include everything you need to drive wild Texas cattle - from horses to meals to space in the bunkhouse.

No experience necessary for first timers, but this is no dude ranch. Encinitos is the real thing.

Groups up to 10 are our specialty.

Family vacations don't get any better than Encinitos Ranch.

Encinitos Ranch

1-800-222-3824

Box 3309 HI · Alice, Texas 78333 · 512/664-3311

EQUINE INSURANCE

blue Dridle

P.O. BOX 27, PITTSTOWN, N.J. 08867
(908) 735-6362 or (800) 526-1711

- Full Mortality
- Surgical
- Air Transit
- Liability
- Farmowners
- Care, Custody Control
- Payment Plan

• NEW LOWER RATES AVAILABLE ! •

MORTALITY POLICY AVAILABLE WITH
GUARANTEED RENEWAL /
AGREED VALUE ENDORSEMENT



UNDERWRITTEN BY
AMERICAN BANKERS
INSURANCE COMPANY
AHSA AWARDS SPONSORS

The Last Ride

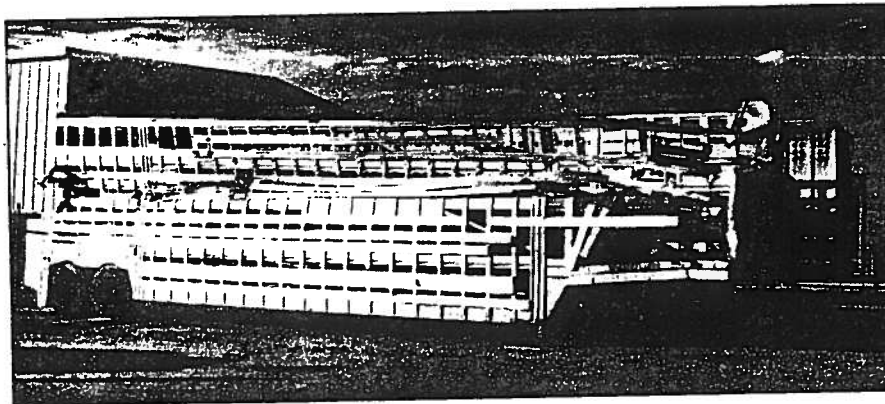
continued

truck made a few stops for the driver's convenience, the horses were never unloaded, never allowed to stretch their legs. The horses were never fed or watered—to alleviate the problem of urine and defecation of horses on the upper deck falling onto those below, creating a foul, slippery mess, drivers simply withhold food and water throughout the entire journey.

Only once did the driver stop because of the horses: On the lower deck, a panicky Gamby got into another fight. Because the commotion might have attracted attention, the driver used the method of choice for settling the horses down. Stopping on a deserted road, he ruthlessly shoved a stick through the sideholes into the horses, poking out several eyes, including Gamby's, clubbing others in the head, so "they won't bother each other." Some drivers wire horses' mouths shut, but that takes longer. A short time later, a debilitated Gamby slipped and lay where he fell, lacking the strength to get up.

The journey continued through the heat of the next day, without rest, food or water. Heather suffered cuts and bruises from the hooves of fallen horses; subdued and dispirited, she simply tried to keep her footing. Timmy fared better; his smaller size permitted him a more natural position, he luckily avoided injuries, and his stoic personality kept him from panicking.

This doubledecker stock trailer, designed for goats and pigs, not horses, caused the death of two people and 40 horses when its driver lost control on a mountain pass.



Finally, late that night, the truck rolled into the slaughterhouse yard. Those horses that were sound enough to be led out were quickly unloaded. Horses like Gamby, too weak to stand, were dragged out with ropes, just like the dead ones.

If the horses were lucky, this plant would provide adequate food and water in the holding pens or would quickly euthanize their cargo, at least the dying ones. If they weren't lucky, the attitude of management would be that a couple of extra days of doing without wouldn't make any difference for the horses—in less than a week, they'd be on someone's dinnerplate in Europe or Japan.

NO PROTECTION

There are nearly a half-million Gambys, Timmys, Heathers and Sprites in this country that make the one-way journey to the slaughterhouse and, according to accounts provided by various horse organizations, this scenario represents what most of these horses suffer. Anti-cruelty laws are supposed to protect the welfare of horses at auction, but USDA enforcement is inadequate: Often, auction horses have no food or water, no vet care, and seriously ill and lame horses, including those with broken legs, are driven through the auction ring.

Worse, horses in transport to slaughter receive almost no protection. While local anti-cruelty statutes permit officials to stop and inspect trucks, to remove severely injured or dead horses, to prosecute truckers for overloading or overt cruelty (if caught), most states do not specifically address equine carriers; the handful that do generally do not or cannot enforce those laws effectively. No federal laws govern equine carriers and no laws of any sort mandate feeding or watering

POWER



FOR THE HORSES UNDER YOUR HOOD

You'll get maximum power, durability and fuel economy with Banks Turbochargers and Power Products. Available for full-size Ford, GM and Dodge trucks — gas or diesel. Call toll-free now.

1-800-GET-POWER
1-800-438-7693 • MAJOR CREDIT CARDS ACCEPTED

banks
GALE BANKS ENGINEERING
546 DUGGAN AVENUE • DEPT 508
AZUSA, CALIFORNIA 91702

1992-93 Tandy Leather Catalog




108 pages just packed with over 380 **NEW products!** You'll find leathercraft kits for all skill levels, from beginner to professional. There's even a special section on buckles, straps and saddle-making supplies.

380 NEW ITEMS

To Get Your Copy:
See White pages for store near you. Or, send \$2.00 post./hdig. (refunded on 1st order) to: Tandy Leather Co., Dept. H11192, P.O. Box 2834, Ft. Worth, TX 76113.

FREE! DISCOUNT CATALOG!

144 Page Color Catalog of Discount Brand Name Tack and Riding Apparel



CALL TOLL FREE TODAY
1-800-228-9208 or FAX 1-603-382-8471 or send for your free catalog and start saving on all your riding needs

STATE LINE TACK, INC.™
P.O. Box 1217, Dept. HI, Plaistow, NH 03865

The Last Ride

continued

mobility and/or the sale of horses and farms, but most of all, the fad for horsemeat in the Pacific rim countries and Europe. "Suddenly there was this demand for horsemeat," says Liakos. "We're not talking about feeding the hungry millions: We're talking about a trade

that exports horsemeat for gourmet demands." France, Belgium, Italy and other countries have long traditions of horsemeat consumption.

Recognizing the hopelessness in trying to end horse consumption, the Coalition instead focused on three areas: state legislation, federal legislation and international pressure—with promising results.

A couple of years ago, German-born Liakos wrote an article detailing America's slaughterhouse

A SECOND CHANCE



HEART, COURTESY CHR

THE DEATH VEHICLE, a truck hauling a possum-belly trailer, careened out of control on a mountain pass, ironically named Dead Man's Curve. When it crashed, two people died along with most of the truck's cargo—44 horses. Bound for a slaughterhouse in Morton, Texas, 44 horses had been jammed on the two levels of this doubledecker cattle truck, with barely enough room to stand. While the accident quickened the inevitable and no less torturous death for most of the horses, it gave four horses a second chance at life.

Heart, a 5-year-old Appaloosa, struggled and freed herself from the wreckage. Shards of metal from the trailer had ripped the flesh on her leg, exposing the tendon and cutting her face and body in several areas. Bleeding profusely, she stood in a state of shock.

Colorado Horse Rescue volunteers rushed to the scene to save the four surviving horses. But before the workers could help the horses, they had to purchase them from the meatpacking plant representative, who had simply planned to reload the injured horses onto another truck bound for the slaughterhouse.

After medical attention and loving care, Heart recuperated at the Colorado Horse Rescue Center in Arvada, Colorado. Like many horses purchased at auctions and loaded onto death trucks, Heart's former owners had taken her to the sale in hopes of finding a new home for her. What her former owners did not realize was that the last bid on Heart's sale was a "kill bid."

Sharon Jackson, Colorado Horse Rescue Center's founder, says, "Auctions do not provide information on buyers so that owners will not withdraw their horses as 'no sales.'"

Now, three years later, Heart is sound and has been adopted by an appreciative owner. She competes in endurance events and enjoys outings on the trail, a long way from the highway to hell.

Colorado Horse Rescue, a non-profit, volunteer organization, provides emergency assistance and shelter for unwanted, neglected and abused horses. The organization also provides education, counseling and community programs. Those interested in aiding Colorado Horse Rescue's efforts can write the center at Dept. HI, P.O. Box 1510, Arvada, CO 80001-1510.

Kathryn Shayman



HEART, COURTESY COLORADO HORSE RESCUE

The Last Ride

continued

of what goes on. The riding community is solidly behind us."

STATESIDE REFORMS

While the EEC deliberates on what changes or policies to implement, the Coalition has turned to the domestic front. Says Liakos, "We've launched a petition drive here asking Congress to initiate and pass legislation to regulate humanely the lawless slaughter trade. The petition addresses the inhumane holding places for horses at auction and inhumane transportation."

Specifically, the petition demands that stockyards and slaughterhouses provide equines with feed and water, implement expeditious euthanasia of injured animals, be placed under humane supervision and controls, and be subject to prosecution for infractions. The petition also seeks proper conveyance of equines in prominently marked carriers (for easy inspection); the use of livestock, doubledecker, or possum-belly trucks for equine transport would be prohibited as well as overloading and the loading of injured or debilitated animals. Furthermore, the petition requests that drivers are humanely schooled, hold special licenses, and maintain logs documenting that horses are watered, fed, and rested every 12 hours.

"Yes, this will cost extra money," Liakos admits, "but those costs will be transferred to how much the horse is worth at the end. The industry is making enormous profits because there are no such provisions, restrictions or regulations."

Signature collecting is still in progress. "We will continue to gather signatures until there is a legislative proposal in motion," says Liakos, "but this is an election year and you cannot put anything like this in during an election year." Liakos says that the Coalition petition has been endorsed by the chapters of the United States Dressage Federation as well as numerous horse organizations and animal humane societies. To date, signatures number in the tens of thousands.

Besides the petition, the Coalition also seeks reforms concerning USDA supervision of slaughterhouses. "We need to have a GAO audit of USDA involvement with slaughterhouses," Liakos states. "With the eyewitness reports that defy description at slaughterhouses, one can only think the USDA is asleep all the time or looks the other way."

HOW TO HELP

The Coalition Against the Horse Slaughter Trade has set ambitious goals and is calling on horse lovers for help.

- Sign and circulate petitions for equine transport and slaughter laws, available from the Coalition. To help defray costs, please send a self-addressed, stamped envelope when requesting petition forms.

- Write to Congressional representatives complaining about the lack of equine transport regulations and the need for amending live export laws.

- Adults can visit local auctions to observe and photograph conditions there, make a sworn statement documenting the conditions, and forward that, along with copies of any photos or tapes, to the Coalition. Notes Liakos, "The mass proof of all of this will eventually convince the legislators that things are in bad shape and that reforms need to be implemented."

- Persons wishing to support the Coalition may do so by becoming a member. Annual membership costs \$15 a year for individuals, \$25 for families, and includes updates and an irregularly published newsletter.

- Most importantly, if you have a horse that is old, ill or unsound, and you no longer can keep it, do your friend a favor: Have it humanely euthanized instead of selling it cheaply to unknowns or to auction. Don't risk condemning your horse's final days to the terror and pain of auctions, slaughterhouses and "death transports."

For petitions or information about the Coalition, contact the Coalition Against the Horse Slaughter Trade, PO Box 907, Penngrove, CA 94951 or call (707) 762-3644, evenings.

The Coalition also wants to eliminate live export of horses for slaughter by amending a current law. Liakos points out, "In 1979 and 1985, Congress and the Senate enacted almost unanimously a law against the export for slaughter of equines to other countries by sea. The reason for this prohibition was because the extreme suffering and agony of these horses, mules and donkeys was incredible. But no one saw that technology would be able to make trucks with the capacity to cover enormous distances in one fell swoop. Nor did anyone see that it would be profitable for the air cargo business to deliver so many live horses for slaughter. The law needs an amendment of a few words to prohibit equine exports by truck, rail or air."

A further argument against live export is that once horses leave the United States, they are subject to the anti-cruelty standards that exist in the destined country.

"South America is a hellhole for all equines," Liakos charges. "The cruelties are horrendous. They don't look upon equines as a deserving work animal that should be painlessly killed. And Spain: A country that celebrates fiestas by cutting off horses' ears with crude pocketknives. Its slaughterhouses kill horses in part by taking a sword and severing the spine so that they cannot move, but they're feeling everything."

Although the consequences of the Coalition's battles for reform on national and international levels is still to be determined, the group has tasted success. In California, the Coalition recently wrote, supported, and helped pass the Equine Protection Act, 1991. The bill helps keep stolen horses from ending up butchered by placing a paper trail on horses sent to slaughterhouses.

In a remarkable feat, the Coalition, through the Horse Welfare Committee, provided aid to horses in war-torn Croatia. Says Liakos: "Contributions came from all over the country from those who felt strongly that the horses should be helped in a little nation that was trying to gain its independence. The horses were targeted by the Yugoslav Army and the Serbs. The casualties a few months ago were 10,000 people and 14,000 horses—and that's without a cavalry!"

Post Star 4-20-94

Horse hauler faces \$11,100 in fines

By Lynn M. Ermann
Staff Writer

SCHROON — Like hundreds of truckers along the Adirondack Northway, David A. Carper, a driver for Frank Carper & Sons, drove a "slaughter truck." He carried horses from New Jersey up to slaughterhouses in Canada. He traveled at night, when no one would see the conditions in which he kept his animals.

The only danger Carper faced was car trouble.

And on the night of Jan. 27, the strain of the cold weather on his truck's engine forced Carper to pull over to a rest stop along the Northway.

As Trooper Thomas Garcia of the State Police in Schroon Lake approached the truck to help the stranded driver, he saw that it was filled with horses, jammed in on two levels.

"They were just frost covered — their eyelids, their hair," said Dr.

Robert Lopez, a Westport veterinarian who inspected the truck and its live cargo.

Carper, like another worker from his company who was arrested in 1992, might have been charged a \$100 fine and dismissed.

But Tuesday, Schroon Town Justice Jean R. Strothenke charged Carper for each horse he transported in violation of the Agriculture and Markets laws.

For the 40 horses that he transported improperly, Carper is paying a total of \$11,100.

The compartment where the horses were kept was insulated insufficiently, causing them to be covered with frost, according to Essex County Assistant District Attorney Debra Whitson.

There were no sturdy partitions placed 10 feet apart from each other, as required, to separate the horses, according to Whitson.

And the truck held horses on two levels, also a violation, she said.

See Horse: Back Page

Horse

From Page A1

"Honey, it's completely outrageous," Frank Carper, the owner of the business asserted in an interview Tuesday afternoon. "All of the other people get fined \$100 and that's not fair."

Carper admitted guilt but said he feels the court was making an example of his son's case.

"It's going to put me out of business," he said. "I've never heard of anything like this in history."

Strothenke set a precedent with this ruling, according to Whitson.

Agriculture and Markets law can be and should be interpreted to the letter, she added.

"In the past, (paying fines for violations) has been like paying a toll on the highway," said Whitson.

Judges interpreted the law as referring to horses as a group, not individual horses, she explained.

"Never before (in the state) has anyone been charged for each horse," she said. "A hundred-dollar fine means nothing to these people. Maybe a fine of this magnitude will change that."

Regulating the transport of horses is a challenge nationwide.

Truckers coming from the Northeast usually pass through this region on the way to Canada.

"This is the shortest route," explained Lopez. "It is estimated a quarter of a million go over the border (annually)."

The current state regulations on conditions for horses were passed in 1980 after one particularly horrendous incident of cruelty was publicized, according to Lopez.

Enforcing the 1980 code is now the problem. Even with strong fines as a deterrent, there are no checkpoints on the highways where police can inspect the trucks.

Police need a reason to stop a vehicle, explained Sgt. Charles Wayand of the State Police in Schroon Lake.

"You have to observe a violation," he said.

Inhumane transport of horses draws fine for New Jersey man

SCHROON — A New Jersey trucker has been fined \$11,100 for violations of the law that governs humane transportation of animals — specifically, 40 horses.

David A. Carper was tried before Schroon Town Justice Jean R. Strothenke on 110 counts of violating provisions of the Agriculture and Markets Law, according to District Attorney Ronald Briggs's office. He had originally been charged with 150 counts.

"I hope that the magnitude of the fines imposed will encourage this business to abide by the laws of this state when transporting horses, whatever the horses' ultimate destiny," said Assistant District Attorney Debra Whitson, who prosecuted the case.

"Even horses bound to slaughter deserve to be treated humanely right until the very end."

Carper was arrested by troopers Thomas Garcia and Ronald Messing at a Northway rest area in the Town of Schroon Jan. 27.

The law states it is illegal to transport horses in trailers with more than one tier in the compartment where the horses are carried.

It also requires non-skid surfaces on the floor of the trailer, that partitions be placed not more than 10 feet apart inside the trailer, and that sufficient insulation to maintain an adequate temperature be provided, according to the DA's Office.

The night Carper was arrested, he was transporting 40 horses from New Jersey to Canada in a double-tiered trailer. He had pulled into the rest area when his truck began experiencing mechanical difficulties due to temperatures in excess of 35 degrees below zero.

Troopers noticed the truck and stopped to see if the driver needed help. When he approached the truck, Garcia noticed the trailer was filled with horses on two levels. He looked through the openings in the trailer and saw the horses were covered with frost.

According to the DA, when questioned Carper said he was driving for a business owned by his father, Frank Carper & Sons, and the horses were destined for slaughter.

At the trial before Strothenke, Carper's attorney, Albert Carilli of New Jersey, argued it was improper to lodge a distinct charge for each horse that was transported in violation of the law, and asked that the charge be linked to the trailer and not the individual horses.

Therefore, he asked the charges be reduced from 150 to four.

Whitson argued that the statute was designed to protect the horses and, therefore, the per-horse charges were proper. Citing the statute, she said it made it illegal to transport "a horse" in violation of the law.

She argued that the language used by the legislature should be given its plain meaning — "a horse is a horse."

In 1992, another driver working for Frank Carper & Sons was convicted of transporting horses in violation of the same statute.

"I am very pleased that the judge found Mr. Carper guilty of separate counts for each horse which was on the trailer that night," Whitson said of Strothenke's decision.

"This is the second time someone working for Frank Carper & Sons has been convicted of this type of illegal transport of horses."

**AROUND
NEW YORK**

Trucker hauling horses charged

SCHROON — A driver of a two-level tractor-trailer that broke down on the Northway early Thursday morning was charged with hauling horses illegally, State Police said.

The driver, David Carper, 21, of Cranberry, N.J., faces charges of violating the state's agriculture and market law and transportation law.

Police said his family's trucking firm has a history of hauling horses illegally and was convicted in 1992 for the same charge.

On Thursday, Carper pleaded guilty to the transportation charge for not carrying a log book and paid a \$200 fine. He was released on \$500 bail for the charge concerning the horses and is due back in court at a later date.

The truck, which was equipped to haul cows, was in the northbound lanes at about 4:30 a.m. near Exit 27, police said. The horses were going to a slaughterhouse in Quebec.

State Police said there were 41 horses in the trailer, which had a slippery surface. At 12:30 p.m., a truck from Quebec came and took 15 of the horses.

State Police said Carper later Thursday knocked over a stop sign in Plattsburgh and was charged with leaving the scene of a property damage accident.

Illegal transport

Trucker fined for hauling horses in crowded 2-decker

By LOHR MCKINSTRY
Staff Writer
Southern Essex Bureau

SCHROON — A trucker delivering a load of horses to a Canadian meat packer rode into trouble Thursday for his use of a double-decker truck.

Trooper Thomas F. Garcia of the New York State Police at Schroon Lake was on patrol on the Adirondack Northway about 4 a.m. when he pulled over the horse-transport truck registered to Carper Trucking of Cranberry, N.J.

In the summer of 1992, another Carper truck was stopped for the same offense and the driver fined \$300.

"It's illegal to transport horses on a double-decker truck in New York state," said Westport veterinarian Dr. Robert Lopez, who was called to the scene about 4:30 a.m. "There were about 40 horses crammed in the truck."

Police arrested David A. Carper, 21, of Cranberry, N.J., whose parents own Carper Trucking. Trooper Robert D. Campbell said Carper was taken before Schroon Town Court Justice J.R. Strothenke and charged with illegally transporting horses, an Agriculture and Markets Law violation.

He was also charged with a violation of the transportation section of the Vehicle and Traffic Law for not having a log book in his truck.

He pleaded guilty to the traffic charge and was fined \$250, Campbell said. On the Agriculture Law violation, Carper was released on \$500 bail

to await further court action Feb. 9.

The horses from the top deck were then transferred to another truck.

"At 12:30 p.m., a legal truck came from Quebec, 15 horses were off-loaded and (both trucks) took off for the border," Campbell said.

But Carper's legal troubles weren't over.

"David R. Carper ran over a stop sign as he was leaving and he was stopped in Plattsburgh and given a ticket for leaving the scene of a property-damage accident, a violation," Campbell said.

Carper must appear Feb. 9 in Plattsburgh Town Justice Court for the stop-sign incident.

Lopez said that when Carper Trucking was involved in the first case of transporting horses in a double-decker truck, its owners claimed ignorance of New York state law.

"They can't claim that this time," he said. "It's the second violation."

Lopez said he didn't get to examine individual horses at the scene on I-87 but believes some of them may have been sick.

"They got permission to take the horses to Canada where they'll be cut up for food, believe it or not, and be sent to Europe," he said. "Even if they're sick, they'll be cut up. Last time, one had an abscess on his chest and they took him."

He said the horses were packed into the truck so tightly they had no room to move.

"If any of them go down, the others walk on them," Lopez said. "These people are getting away with murder."

 **VIEWPOINT**TUESDAY,
APRIL 26, 1994

Throwing the book at violators

Any truckers hauling animals to slaughter on the Adirondack Northway better do so in a humane manner. If they don't and get caught, they're likely to feel the wrath of Schroon Town Justice Jean R. Strothenke.

You might say Strothenke is bullish on meting out tough justice to those who violate provisions of the Agriculture and Markets Law dealing with the humane transportation of animals. Just ask the New Jersey trucker who got the book thrown at him last week in her court.

David A. Carper was fined \$11,100 after he got caught by state troopers at a Northway rest area on the night of Jan. 27, one of the coldest nights of the winter when the mercury had dropped to more than 35 degrees below zero.

The trucker was transporting 40 horses from New Jersey to Canada in a double-tiered trailer when he experienced mechanical problems with his rig and pulled into the rest area. Troopers stopped to lend assistance and found the two-tiered trailer filled with horses, covered with frost.

Ag and Markets Law states that it's illegal to transport horses in trailers with more than one level and that

trailer floors be non-skid surfaces, that partitions be placed 10 feet or less apart in the trailer and that sufficient insulation be provided to maintain an adequate temperature for the horses being transported.

Not only did Strothenke fine the trucker thousands of dollars, after listening to arguments by Carper's attorney and Assistant Essex County District Attorney Debra Whitson, she ruled that Carper was guilty of separate criminal counts for each horse on the trailer that night, not just link the charges to the trailer as Carper's lawyer had argued.

It's important to note that it's the second time a driver working for the trucking company, Frank Carper & Sons, has been nailed for transporting horses illegally. In 1992 a driver was convicted of transporting horses in violation of the same Ag and Markets statute.

We'd bet that trucking concern, and others in the business of hauling animals over the border for slaughter, will think twice before venturing through the Town of Schroon in violation of humane transport laws.

Hat's off to Judge Strothenke.

THANK YOU'S

GRAMMAR

MAITLAND-HOST
COMMITTEE MEMBERS

STAFF

TESTIFIERS

NEWS MEDIA

FOR BREVITY OF TIME, I HAVE SHORTENED MY
REMARKS TO ONLY THE POINTS I WANTED TO
MAKE, WITHOUT ALL THE ~~NECESSARY~~ GRAMMAR
AND FLUFF NECESSARY TO MAKE THE TRANSITION
FROM POINT TO POINT A SMOOTH ONE.

①

TODAY, I AM NOT GOING TO TALK TO YOU ABOUT THE TECHNICAL REASONS WHY THIS LEGISLATION IS, I FEEL, NECESSARY. I WANT TO LEAVE THAT TO THE EXPERTS WHO WILL FOLLOW ME, NOR AM I GOING TO TRY TO CONVINCE YOU THAT HORSE SLAUGHTER SHOULD BE STOPPED. FOR WHILE I, PERSONALLY, HAVE NO DESIRE TO EAT HORSE STEAK, I AM NOT GOING TO CRITICIZE THOSE WHO DO.

WHAT I DO WANT TO TELL YOU IS WHY I INTRODUCED THIS LEGISLATION AT ALL.

AND ^{AT THE SAME TIME} I'M ALSO HERE TO ASK THAT THIS ~~GRAVE~~ GRAVE INJUSTICE BEGINS TO END WITH YOU

SOMETIMES, WE ALL LOOK BACK TO OUR
 ROOTS FOR SOMETHING I CALL "PRIDE
 IN LEARNING." FOR WE ALL WANT TO
 LEARN FROM OUR ANCESTORS WHO WALKED
 BEFORE US. BECAUSE WE WANT TO BE
 PROUD FOR THEM. AND WE WANT TO BELIEVE
 THAT WHAT THEY DID WAS THE RIGHT
 WAY TO DO IT. SO WE READ ABOUT
 THEM, AND WE TALK TO OUR FAMILY MEMBER.
 ABOUT THEM, — DIGGING DEEP — WANTING TO
 BE MORE LIKE THEM,

AND IT IS IN THAT LIGHT THAT I WILL
 BRIEFLY TALK TO YOU ABOUT SOME OF MY ANCESTORS —
 IN FACT, THE BIGGEST PART OF MY ANCESTRY.

THE AMERICAN INDIAN - WHO KNEW HORSES BETTER THAN ANY CULTURE. (3)
AND WHOSE IROQUOIAN BLOOD
RUNS RICH THROUGH MY VEINS. AND AS I
LEARN ABOUT THEM, I REALIZE HOW INCREDIBLY
LOYAL AND CARING THEY WERE FOR THE VERY
ANIMAL WHO WAS SO LOYAL AND HARDWORKING
FOR THEM.

RECENTLY, I TALKED TO A FRIEND OF MINE -
FROM SOUTH DAKOTA - A DIRECT, AND FULL-BLOOD
DESCENDANT OF THE ORIGINAL OGLALA SIOUX,
AND I ASKED HIM HIS FEELINGS ON THE
TREATMENT OF HORSES. AND ADVISED HIM
OF WHAT WAS HAPPENING HERE IN PENNSYLVANIA,
HE WAS AGHAST! - TO SAY THE LEAST, AND
AFTER A MOMENT HE RESPONDED BY SAYING -

" WHY WOULD ANYONE WANT TO HURT WHAT
GAVE THEM SUCH PLEASURE AND ~~THE~~ HELP?"

AND I SAY " INDEED, WHY WOULD ANYONE?"

THESE ANIMALS, SO NOBLE, SO RICH AND SO
IMPORTANT IN OUR COUNTRY'S HISTORY DESERVE
A BETTER LEGACY.

WITH RAPIDLY INCREASING RELIANCE, WE ARE
SEEING NOW THAT CHILD AND SPOUSAL ABUSERS
HAVE A HISTORY OF MISTREATING ANIMALS.

WHEN WILL OUR SOCIETY BECOME MORE DECENT
IN DEALING WITH OTHER LIVING, BREATHING
CREATURES?

I would like to quote from the Bible -

Genesis 1:24-26. And it says:

— AND GOD SAID "LET THE EARTH BRING FORTH EVERY KIND OF ANIMAL - CATTLE AND REPTILES AND WILDLIFE OF EVERY KIND." AND SO IT WAS. GOD MADE ALL SORTS OF WILD ANIMALS AND CATTLE AND REPTILES. AND GOD WAS PLEASED WITH WHAT HE HAD DONE. THEN GOD SAID "LET US MAKE MAN - SOMEONE LIKE OURSELVES TO BE THE MASTER OF ALL LIFE UPON THE EARTH, AND IN THE SKIES AND IN THE SEAS."

— NOW I WOULD LIKE TO READ YOU, FROM THE "LIVING BIBLE" WHAT IS THE GENERALLY

ACCEPTED TRANSLATION OF THESE 3 VERSES BY
BIBLICAL SCHOLARS.

— GOD GAVE MANKIND TREMENDOUS AUTHORITY -
TO BE IN CHARGE OF THE WHOLE EARTH. BUT
WITH GREAT AUTHORITY COMES GREAT RESPONSIBILITY,
IF WE OWN A PET, OR LIVESTOCK, ~~WE~~ WE
HAVE THE AUTHORITY TO DO WITH IT AS WE
WISH, BUT WE ALSO HAVE THE RESPONSIBILITY
TO FEED AND CARE FOR IT - IN HEALTH AND SICKNESS.
HOW DO YOU TREAT GOD'S CREATURES? USE
YOUR RESOURCES WISELY BECAUSE GOD HOLDS
YOU ACCOUNTABLE FOR YOUR STEWARDSHIP.

⑦

I WOULD ALSO LIKE TO, MAYBE, PERSONALIZE
THESE ANIMALS FOR JUST A BRIEF MOMENT. I
WOULD TO READ PART OF A TRIBUTE FROM
LORD BYRON TO HIS DECEASED DOG - BUT IT
CERTAINLY COULD APPLY TO A HORSE. ~~THE~~

I HAVE TAKEN THE LIBERTY OF ADDING ONE LINE.

AND IT SAYS:

" WHO POSSESSED BEAUTY WITHOUT VANITY,
STRENGTH WITHOUT INSOLENT
COURAGE WITHOUT FEROCITY
LOYALTY WITHOUT CONDITION

HAVING ALL THE VIRTUES OF MAN WITH
NONE OF HIS VICES."

AND NOW IN CLOSING:

WHILE MY PREVIOUS REMARKS HAVE BEEN TO THE MEMBERS OF THE JUDICIARY COMMITTEE PRESENT, MY FINAL REMARKS ARE FOR THE NEWS MEDIA PRESENT. AND THEY ARE:

WHAT IS HAPPENING AT THESE PLACES OF AUCTION AND TRANSPORTATION IS WRONG!! ONLY IN AN INVERTED MORAL SOCIETY CAN WHAT IS

HAPPENING AT THESE PLACES BE CONDONED. I

IMPLORE YOU, THAT IF YOU HAVEN'T ALREADY,

GO TO THESE PLACES AND SEE FOR YOURSELVES.

AND CONTINUE TO REPORT IT. EVERYTIME ~~THE~~

A STORY IS RELEASED ON THIS ISSUE,

MY OFFICES ARE INUNDTATED WITH ~~THE~~ PHONE

④

CALLS AND LETTERS, DECAYING THESE OUTRAGES.

PLEASE ~~USE~~ USE THE POWER OF THE MEDIA

TO MAKE PEOPLE AWARE OF WHAT IS

HAPPENING - AND YOU WILL FIND THAT THEY,

THE PEOPLE, WILL IN TURN BE OUTRAGED.

THANK YOU.