eres to the judgest stands are wholly incom-They do not comprehend the importance of the trust imposed upon them, and actually do not care. Such men are unfit for the responsibilities of the position, and should not leallowed to enter the stand, and never could under to one-judge system. The experment is, a least, worthy of a trial, and we hope the clubs will take it into consideration. - Spirit of the Times.

GRAND NATIONAL STEEPLECHASE COURSE.

We have had many inquiries recently al-ut the Grand National Steeplechase Course at Liverpool, and to accommodate the inquiries we have taken the following description from Land and Water of March 26, 1876, of this celebrated course, which has the merit of being both complete and accu-

"Start to the right of the grand stand, and the first quarter of a mile is on the racecourse, then across the road on to a piece of firm going arable land for about 800 yards in extent to the first obstacle, a post and rails and big yawning ditch on the take-off side, the lence being a stiff bit of quickset hedge. This jump is about the most formidable of the course. All the natural fences have a bit of post and rails on the take-offside. Another short piece of plough, and the second fence is reached, of much the same character as the first, but not so difficult. About 200) yards more plough, and they reach an en-y rail and hedge, then a good quarter n ile stretch of grass, and we come to Valentime's Brook, a stiffish hedge, and a ditch on the landing side. A short bend by the railway on a piece of clover, and we reach the fifth obstacle, a thick bushy fence, without a ditch, and then about 200 yards of grass. ridge and furrow The sixth fence is a stout quickset, with small ditch on the taking-off side, and then sweeping round on grass nearing the canal, the celebrated Becher's Brook is reached, but, like Valentine's, it is a brook only in name. It is a good rasping jump. however, stiff post and rails, solid fence, and yawning ditch on other side. Then comes a piece of very fine holding plough, about a quarter of a mile, along the canal side, and we meet the eighth obstacle, a rail and ditch on the taking-off side and fence. Grass then completes the circuit, the ninth fence, the same lire of country as the first jump, being an old-fashioned hedge and big ditch, atter which about 200 yards brings us to the road, to cross which a steep incline has to be f taken, and then a corresponding declivity off the rout on to the race-course. Taking the nuner-circle, half a mile brings us to the made fence. About 800 yards further on is the artificial water jump, opposite the stand, a thick wattled fence, with a breadth of about 15 feet of water, and, although great care has been taken to render both taking-off and landing sound, no mistake must be made in negotiating it, or the borse is sure to come to gnef. After this, out into the country again, and over the course, as already described, once more, until getting on the race-course the second time, three-quarters of a mile from the finish, when the outer or flat track is taken. In the straight there are three flights of hurdles to be got over before the waiting post is reached, the entire distance bring not far short of five miles, nearly a unde and a half being through plough. The mber of jumps are twenty-three.

POCAHO: TAS. -- Mr. Bonner's pacing mare l' calmatas, 18 years old, was given a mile tual July 8th, in 2:174.

Mr. Edward Weatherby, has been appointed paid handicapper by the Jockey Club.
The religious has fellen upon an able man, but as the successor of Admirál Rous he has a hard road to travel.

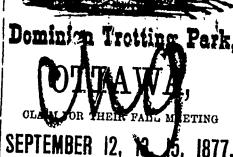
of Omo; dam supposed to be by Royal George.

6—D. S. Booth, Ottawa, b h Capt. Webs, by Sunshine (thoroughbred), dam the Kennedy mare, by the Washburn Horse.

7—David Gillis, St Catherines, ch h Fulton, by old Tempest, dam the dam of Fred Hooper.

P. COLLINS, & CO.,
"Sporting Times"
Toronto, Ont.





W. O. McKAY,

Sec'y.



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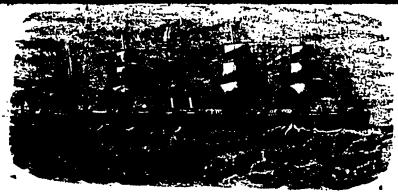
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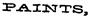
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