STABLE GLEANINGS.

Horse items for this column will be welcomed from any part of the country.

"Horses properly harnessed are half driven," is a proverb that is worth repeating.

Fantasy is a long way faster than she was last year, and Nancy Hanks' 2.04 is believed to be in danger.

E. B., Ottawa, is informed that Brilliant, 2.17½, by Swigert, is owned by H. Daoust, of St. Eustache, Que.

A horse can easily out-pull a lion in forward pulling, but in backward pulling the lion is far superior in strength.

The bay mare Aroma, that took a race record of 2.29¾ at Tilsonburg, Ont., last week, is a sister to Albani, 2.29¼, the pair being by the pacing stallion Hermit, out of Mississippi Maid, by Anglo-Saxon.

The jury disagreed in the case of J. P. Fortier, the pool room keeper at Fort Erie, and the case goes over to the Fall Assizes, when the case against the other room, the Howard Place, will also come up.

A London cablegram says it is understood that the Prince of Wales has a half interest in the three-year-old colt Matchbox, the second horse in the Derby, which was purchased on Friday by Baron de Hirsch.

Hugh Scott, of Caledonia, Ont., paid $400 for the Simmons stallion Bryson, 2.25¼, at one of the Lexington sales when he was a two-year-old. Bryson is out of a mare by Clark Chief Jr., second dam by Joe Downing.

Lord Rosebery has scratched his colt Ladas, the winner of the Two Thousand Guineas, the Newmarket Stakes and the Derby, from the Prince of Wales Stakes at Ascot, the only race in which he was entered at the Royal meetings.

A California exchange says: "Wm. Murray has Diablo, 2.09¼, looking better and stronger than he has ever had him. If nothing happens this son of Charles Derby, 2.20, will come nearer the two-minute mark than any horse in America."

The Richmond, Va., *Pantagraph* says that P. D. Broaddus has a five-year-old gelding that is one half a beautiful bay and the other half a deep black. The line of demarkation is clearly drawn. He is a fine combined animal, and was foaled part colored.

The three-year-olds of the American turf have not as yet displayed any remarkable form this season. Dobbins and John Cooper lead the winning three-year-olds in the amount won, although Henry of Navarre is rated as a better colt than either of them.

The success of nearly every large breeding establishment traces to one or two great blood mares, and the small breeder who gets a hold of one or two young mares now that prove great producers is the man who will make a clear profit in the future. *American Sportsman.*

"Why do you use such peculiar terms?" asked a lawyer's wife of her husband, who had returned home worn out by his day's labor. "I don't see how you could have been working all day like a horse." "Well, my dear," he replied, "I've been drawing a conveyance all day."

The programme for the Orangeville, Ont., races on June 27 and 28 is arranged as follows: First day, 2.40 class, $400; 2.19 class trot and pace, $400; ¾ mile run heats, two in three. Second day: 2.28 class trot or pace, $400; 2.10 trot or pace, $400; ½ mile run heats, two in three, $200.

The far-famed Epsom meeting in England is still a paying enterprise to all appearances, gate-money meetings notwithstanding. Recently nine original £20 shares in the Grand Stand Association were sold at auction for £45 and £45 10s. per share. The explanation of this is that they paid 17½ per cent. last year.

The list of new comers to the 2.30 list now numbers forty-three trotters and twenty-seven pacers, a total of seventy, the fastest trotter being Lady W., by Weisbaden, with a record of 2.18¾, while the Canadian pacer Sir Harry Wilkes, with a mark of 2.16, holds the best record among the new side-wheelers.—*Chicago Horseman.*

The Withers Stake, for three-year-olds, one mile run at the New York track was won by Domino, who defeated Henry of Navarre by a head while Dobbins was third, a length and a half away. The Navarre horse was favorite, being held at 6 to 5 in the books; 2 to 1 could be got against Domino's chances. The race was run in 1:40.

An English exchange says in spite of the imports from Finland, Poland, Holland, and even America, and the pony trade with the Baltic, England's export of horses enormously exceeds the imports in value. A three years' total gives $2,532,000 of exports, as against $804,000 of imports and the quality and price of English horses rise steadily.

Bruno Ganzel, of Chicago, has the veritable sleigh in which Napoleon made his terrible flight out of Russia. The sleigh was left with Mr. Ganzel's grand father in Silesia, Prussia, in exchange for a light travelling coach, and remained in the family until Bruno Ganzel came to this country thirty years ago and brought it with him.—*Chicago Horseman.*

About a year ago Hugh Fowler, of Bridgetown, N.S., imported from Maine a large, fine and well-bred young horse, Sir William. One point against him was that he was of untried speed. However, as he paced a half mile over Kentville track a few days ago in 1.20, horsemen begin to think that over a good course he would soon be able to show a mile in 2.20.

The New Glasgow *Chronicle*, referring to the remarkable nine-heat race at New Glasgow, says: "By some oversight or leniency the driver of Harry C., who had not won a heat in five, was allowed to compete, and on the seventh heat he came in a winner; it was then too late to put the rule into effect, and he was allowed to compete." He won the eighth and ninth heats and the race.

Lycurgus II, the horse prevented from winning at the Windsor meeting on account of the fact that he was suspected of being a ringer, has been quartered in Detroit since the meeting. He is looked after by a young man who is credited with being involved in the Warbler and Twilight affairs. The men who had charge of the job which failed to pan out stood to win nearly $20,000 on the horse.

Colonel T. A. Dodge mentions the fact that the Cossack pony ridden by Peshkof in the winter of 1890-1 across Siberia from the Pacific to St Petersburg, 5,500 miles, in 193 days over twenty-eight miles a days, including several detentions, or thirty seven miles per traveling day, mostly on roads covered with snowdrifts was a running-walker and did the bulk of the distance at this gait.

There was an excellent average lot of thoroughbreds sold at sacrifice prices in New York the other day. There was a large attendance, but few did any bidding and the result was that some rare bargains were secured. Twenty-nine head, principally the get of Fonso, Onondaga, Chance, King Gallop, Hanover, Prince Royal, and one or two others were knocked down for a total of $8,200, an average of a trifle over $282.

Jock Bowes is an engineer and showed the Concord folks how to dry a track off quickly. He had a harrow made of spruce joist and filled with forty-penny round nails: it raked the top surface of the road-bed up so that it dried up quickly on the surface. Then he had a brush drag made and when it came time to call the races it was in good condition for other horses than his own. He did not kick when his mare was shut out although it was hard lines. *Spirit of the Hub.*

The brown gelding Little Pitt, Montreal's fast pacer that reduced his record from 2.18 3-4 to 2.18 at Lepine Park last week, has now become the property of Mr. W. S. Brown, of this city. Mr. Brown it is said intends to enter the little fellow in all events in his class in the western meetings. Little Pitt has been taken to the St. Hyacinthe meeting. The horse was owned by Charles Blanchard and in the deal that was made with Mr. Brown, Lenity and a liberal sum of cash was given for Pitt.—*Canadian Breeder.*

There was the rather odd spectacle of a strike among book makers at the Maribyrnong race course, Australia, March 27. The trouble arose over dissatisfaction with a decision of the judges, who announced a dead heat for first place between two horses when the ring was of the opinion that Illium, a horse that finished third, had won. The ring would have profited by Illium's victory, as both the horses that made the dead heat had been heavily backed. On refusal of the judges to alter their decision, the book makers declined to do further business at the meeting.

Gananoque, Ont., has hung up $1,400 in purses for the trotting meeting to be held there on Wednesday, Thursday, and Friday, June 27th, 28th and 29th. The number of entries to each stake follows: 2.21 class, $300, eleven, 2.25 class, purse $300, eighteen; foals 1894, $100, seven; named race, twenty-six; foals 1892, $100, six; 3 minute class, $300, seventeen; 2.30 class, $300, eleven. During the meeting Mr. F. A. Folger, of Rideau Stock Farm, Kingston, will offer for sale by auction, on the grounds, a number of brood mares in foal to Dr. Carver 1369, also a lot of youngsters bred to trot.

J. H. Penman, of St. Thomas, has the following in his string: Garnet, chestnut gelding, by Superior, dam by Royal George, no record; Royal Victor, brown colt, three years, by Roy Wilkes, 2.56¾, dam Highland Mary, 2.26, by Pesahontas Boy; Footsie A, bay filly, four years, by Jayan, dam by William Reynolds; Cy Wilkes, 2.38¼, chestnut gelding, by Dillard Wilkes, dam by Clear Grit; Cabin Girl, black filly, four years, by Ontario, dam by Coaster; Ben Scott, bay gelding, three years, by Earnscliff, 2.29, dam by Clear Grit; Big Indian, brown stallion, by Pilot; Wilkes, dam by Cuyler, and one by Stanton James.

Frank Ferguson, of New York, is the owner of a freak of nature in the shape of a diminutive horse. Jet, as she is called, was bred near the Vermont line of Northern New York, her sire and dam being regular-sized Morgans, yet Jet is 46 inches in height, and she is as vain as she is black and small. Every day when she comes down from her stall she takes a turn into the stable office and views herself, woman-like, in the big mirror; and she isn't content with one look, either, for after gazing around a while she will again look herself over, evidently admiring her shape. She is a beautifully-shaped filly, a grand driver, and if properly hitched and driven, can show a three-minute clip.

A company has been organized at Portland, Ore., to use up the surplus supply of horses which now exists in the northwest, and at the same time to make it profitable for raising good American horses, thus furnishing another source of demand for the mongrel herd. It is proposed by the company to bring the horses to abattoirs, a site for which has been chosen near Portland, and there to kill them. The flesh will be rendered of its oil and the residue, with the bones and hoofs, will be made into a fertilizer. The hides that have always a market value will be salted, and the hair will be used in upholstery work. A portion of the meat will be compressed for use as chicken food. It is estimated that in Oregon, Washington, Montana, Nevada and Idaho there are at present 2,000,000 of half-breed wild horses, for which no market can now be found.

The fastest son of great Volunteer was St Julien 2.11¼, with whom Orrin Hickok made a triumphal tour about fifteen years ago. The great gelding held the world's record for several years from 1880, and won $50,000 or $60,000 for his owner, Hickok, Morrow & Co. "Where is St. Julien, Mr. Hickok?" said some one. "The old fellow is out on George Morrow's ranche. Pretty fat and hearty, though twenty-six years old. He has a lot of 17,000 acres to roam in. It runs clear up into the mountains and Julien goes where he pleases. He won't be seen for months, unless some cattle herder runs across him. In the winter he comes down into a five-acre field where there is shelter and food, and spends the winter with a mule and haystack. No one has touched him for six or seven years. Know me? I guess not, but he never liked me; but he would know old Bill (Wm. Wheatfield). The last time Bill saw him, St. Julien showed great pleasure, and tried very hard to get out of the gate to go along with Bill."—*Turf Field and Farm.*

Ideas concerning the qualifications of a good family horse greatly vary. Says one man who has owned many: "When choosing a family horse, that is, one that any grown member of the family can handle and drive with safety, obtain one of a known kind disposition. Speed is a secondary importance. Do not sacrifice safety for looks. One weighing 1,100 is none too heavy, as often they will be required to haul a two-seated vehicle containing four persons, and a heavy horse can readily do this regardless of the condition of the highway. Do not purchase a dainty eater, but preferably one that has a good appetite, for many refuse vegetables from the garden may be judiciously added to the regular rations. A large horse is more apt to be kind and gentle than a small nervous one, and the first cost should be but a trifle, if any more. A strange horse intended for family driving should be obtained on a week's trial before the bargain is concluded, as daily driving for six days will bring to notice any undesirable qualities, should they exist."

Commenting on the care of legs and feet an English specialist writes: "I try to imitate nature by the following system: I wash the earth floors in all the stalls; I wash the legs from knees and hocks downward every day; I walk in the dew and rain-soaked grass are given. Should the horse come in from exercise with feet full of earth it is not picked out but left in for two or three hours, cooling and sweetening the feet wonderfully. It is not advisable to leave the earth on the feet longer than this, as it becomes hard or from the heat of the foot, and thus baulks the object aimed at—coolness. I apply cold water bandages changed every two hours, for reducing the heat in fevered legs, and I do not grease the hoofs, nor allow the smith when shoeing to remove any part of the hoof except the wall, which he lowers, so that when the shoe is put on the frog has an even bearing with the shoe. With the above system I have never had any difficulty in keeping my horses' limbs right; in fact they could hardly be improved upon, and deserve the eulogy pronounced by the famous trainer, John Scott, on Lord Zetland's great horse, Voltigueur, viz.: "Is legs and feet, my lord, are like biron."

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