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E. WOODWORTH, Manager.

#### HORSE NOTES.

STATSMEN AND WARRIORS ALL LOVE  
THE TROTTER.

With record all American eyes were turned on March 4 to the National Capitol, where the twenty-sixth President of the United States was inaugurated. The world's greatest republic has been the scene of the greatest event of the year. The quality of the men who have been selected as his associates during his term of office, known familiarly as the Cabinet. Naturally, the public has been looking for a man who is not only a brilliant leader, but also a man who is a citizen honored and respected, but he is essentially and always a loyal friend of the trotting horse, a deep student of the breeding problem and a successful practical breeder as well. At Apalachin, Florida county, N. Y., he has a well-equipped stock farm, and the Maryland Stud is known to every practical student in the land. It is hardly necessary to speak in detail of the animals bred and owned there, for Mambrino Dudley, Oxmoor, Kentucky Wilkes and other sires, with a goodly number of mares with creditable records and descended from breeding blood, have demonstrated General Tracy's right to be classed among those who have mastered some of the most difficult problems of the science of producing speed and racing ability.

There seems to be a deep love of prosperity surrounding that deep love for the trotting horse which has characterized some of America's foremost men. General U. S. Grant, of martial memory; Roscoe Conkling, the magnificent; William H. Vanderbilt, greatest of financiers, and others that have passed to the unknown, were all loyal friends and supporters of the light harness horse. Many others still living that are famous in the world of politics, commerce and letters have similar instincts, which there is no man more generally indulgent. There is no man more generally indulgent in California than Leland Stanford, who was elevated to the Governor's chair, and seems to have a life lease as her representative in the United States Senate. The late Secretary of the Navy, William C. Whitney, owns and drives a stable of well-bred and fleet steppers, so that Mr. Harrison had a capital precedent for selecting as his manager of Uncle Sam's fleet a prominent and well-named horseman. With the exception of Senator Stanford no man occupies a leading place in public affairs as well versed in all that pertains to the production and development of speed as General Tracy. Within a recent period he took part in the midst of his extensive professional career to prepare a series of articles on his famous strain of trotters, which was replete with strong arguments and bristled with an array of figures that made his position well nigh impregnable when he took part in the Woodford Mambrino was entitled to the crown among sires of trotters. In offering my congratulations to General Tracy on his elevation to one of the highest places in the National government I am persuaded that I am only voicing the unanimous sentiment of every horseman in the republic.—E.

#### PROFITS OF BREEDING.

Senator Stockbridge, of Michigan, in a recent interview with a New York Tribune reporter, gives the following information which demonstrates that the raising of trotters is not unprofitable: "Raising trotting and running horses is not a very unprofitable business," said Senator Stockbridge a few days ago. The Senator had just returned from Michigan, where he has a stock farm a few miles from Kalamazoo. One fine day I arranged with my partner, Mr. Browne, to go out and look over the stock. We started about 9 o'clock in the morning, and when we arrived at the farm the horses had all been fed and groomed. We got the free book, and then carefully examined every young animal on the place. Mr. Browne would tell me the name of a colt, and after we had gone over his good points I would put his value down on my inventory book, and then let him run off into the field. Well, after I had entered all the horses, and set a very moderate value upon them, in no case exceeding the price which they would bring in the open market, I found we had just \$103,600 worth of horse-flesh. Now see what a nice profit that represents. We bought the farm three years ago and organized a stock company with a capital of \$75,000. We owe a few thousand dollars for running expenses and things of that kind, but all this is more than offset by the value of the farm. So that, deducting the amount of capital we put in, the profits in three years, without any particular effort to run the farm as a money-making concern, were more than \$100,000, which you see is more than a Senator's salary. Some horses raised on the Kalamazoo Stock Farm have turned out to be very valuable and very fast. Bell Boy, which was purchased at Seneca Falls for \$5,000, and sold as a two-year-old for \$35,000, has just lowered his

Children Cry for

VOL. 19.—NO. 49.

record so that he is now in the 2.20 class, and he is only four years old.

—R. W. Conn, of Valley Stock Farm, Valley Station, U. S., has recently sold the following stock, sired by Harry Wilkes, 1896, now owned by the New Brunswick Government, and standing for service at St. John the following season:—Cuyler Wilkes, for \$1,500; Mollie Wilkes, \$800; Ida Wilkes, \$800; Stella Wilkes, \$900; Dick Dimple, \$900; and Dan \$350. W. F. Todd, St. Stephens, N. B., refused \$80,000 for the Emeline family, consisting of Adele Gould, record 2.19, in foal to Onward, 2.25; Augusta Schuyler, 2.28, in foal to Chimes, whose service fee is \$500; Kate Taylor, 2.23, in foal to Sphinx; Ray Gould, 2.29, and four others; but sold the filly, Lady Emeline, for \$3,000. Also the black stallion, Kildare, to parties in Carroll, Me., for a big price, but private. Kildare is 3 years old, and was sired by Rampart, owned by C. R. Bill, of Billtown, N. S. Rampart, by Almont, by Alexander's Abdallah. Penitance, 2.23, by Administrator, 2.23, who is now owned on P. E. I., sold recently at Kellogg's sale, New York, for \$1,100. Col. Broadhead, manager of one of Kentucky's best trotting establishments, has offered \$75,000 for Stamboul, 2.17, son of Sultan, 2.24, and sire of fifteen 2.30 trotters. This offer, the largest ever made for a horse in this country, was refused by W. S. Hobart. Stamboul was asked to take the place of Belmont, at Woodburn, who is a very aged and decrepit. Stamboul was purchased from L. J. Rose, California, by W. S. Hobart, less than a year ago, for \$50,000.

—The question is asked, how does Mr. A. B. Eiter's Sir Nutwood, 15.2 hands high, compare in size with the average trotter and sire of trotters? Below we give the height of a few of the fastest trotters and greatest sires.

Maud S.	15.3
Jay-Eye-See.	15.1
Goldsmith Maid.	15.1
Flora Temple.	15.2
Abdallah.	15.1
Hambleton, 10.	15.1
Nutwood, 605.	15.1
Electrician, 125.	15.1
George Wilkes, 519.	15.1
Blue Bell, 75.	15.1
Harry Clay, 45.	15.1
Eden Allan, 43.	15.1
Daniel Lambert, 102.	15.1
Harold, 413.	15.1

—The Duchess of Cambridge, who died on Saturday at the age of 92, was, it is alleged, a daughter of that Landgrave of Hesse-Cassel, who, it is alleged, led mercenary troops to a British during the Revolutionary war. She married the Duke of Cambridge three years after the battle of Waterloo and had been a widow nearly forty years, having been for a long time a solitary son, the Duke of Cambridge, who called George III. father. She was the one of the whole lot whom people were best pleased to have survive, for she was a very lively, well, sweet old lady, notably well preserved and alert in mind to the end of her life. The Duke of Cambridge, now a swollen, bald old man, has made it a point all his life to pay her a daily visit, and the affection existing between the two long ago became a familiar and pleasant thought to the English people.

—In number and aggregate liabilities the Canadian mercantile failures for the first three months of this year show a decline from those of the same period last year. There are exceptions to the general decline in the Provinces of Quebec and British Columbia. Probably the former is accounted for by the recent failures in the shoe and leather trades. We append comparisons by provinces:

	3 mos. 1898.	3 mos. 1899.
Province.	No. Amount.	No. Amount.
Ontario.	563 \$2,330,425 300 \$2,070,692	
Quebec.	183 2,034,731 141 1,885,140	
New Brunswick.	30 126,900 34 189,000	
Newfoundland.	19 116,500 25 518,816	
P. E. I.	39,270 4 109,000	
Manitoba and North-West.	87,681 15 194,300	
B. Columbia.	85,948 6 46,800	
Total.	819 \$4,809,562 826 \$4,987,148	

—A movement has been on foot in several States to enact laws requiring all beef sold to be inspected before slaughter within the State where sold, the design being to defeat the monopoly of Chicago dressed beef, and give the home product a chance to live. A dispatch from Columbus, Ohio, states that the Braman beef bill, as called, has been passed, the purpose of which is to the above effect. This is the first State to reach an enactment, and it is possible that others may follow the example, with something more than agitation.

—James K. Reeve, in Harper's Magazine for May, will draw attention to the "steadily accumulating conditions which will in the near future make imperative the adoption in this country of closer and more enlightened methods of agriculture than now generally obtain among our farmers." He calls the American people "a nation of poor farmers."

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Pitcher's Castoria.

Deserve Success and you shall Command it.

SACKVILLE, N. B., THURSDAY, APRIL 25, 1899.

WHOLE NO. 987.

#### GENERAL NEWS.

—Hon. C. Ayre, member of the Legislative Council of Newfoundland, is dead.

—Thirty-two car loads of cotton passed Winnipeg for China within 48 hours last week.

—A Church of England clergyman, up the disease of Montreal, has fallen heir to £20,000 sterling.

—Henry W. Pagonkoff, a telegraph editor of the Milwaukee Sentinel, burst an artery in his leg and died in two hours.

—Two letters from Stanley to Major Bartlett are published in London. They give minute details regarding the route of the expedition.

—All the Quebec merchants lately returned from Europe agree in saying that there will be a regular boom in the lumber business next summer.

—The Lieut. Stairs who is with Stanley in the heart of Africa, is a native of Halifax and received his education at Kingston Military Academy.

—John Bright left an estate valued at \$375,000, which is to be divided among a large number of persons, even distant relatives being included in his will.

—The Montreal market is glutted with maple syrup, and prices are now down to 50 to 75 cents per gallon. Maple sugar is selling there at 6 to 8 cents per pound.

—Topeka, Kan., has the largest electric railway system in the world. There are sixteen and a half miles of track in operation, and a speed of fifteen miles an hour can be attained.

—Steamer "Farmington," on her last trip from Yarmouth to Boston, carried 61,000 live lobsters as part of cargo. As she made the passage in only 18 hours the crustaceans were delivered in good order at the Boston fish markets.

—The World's Sabbath School Convention for 1899 is to be held in London, Eng., commencing July 1st and continuing four days. Some six hundred delegates will represent the United States, and a large number will go from Canada.

—Up to date this season, says the Yarmouth Times, the export of lobsters has been \$5,600, against \$360 last year at same time. The difference is caused by the mildness of this spring compared with the stormy weather a year ago.

—Walker O'Connell, the newly appointed manager of the Bank of Montreal in Quebec, died suddenly last Friday from an overdose of medicine which he had been using to counteract a serious ailment from which he had been suffering for several months.

—Newfoundland is rejoicing in a plentiful seal harvest this year, the total catch being estimated at no less than 400,000. The steamer Wolf had a remarkable experience, having taken 28,000 seals in ten days, and at least \$2 each.

—This is all guaranteed to be a generation which called George III. father. She was the one of the whole lot whom people were best pleased to have survive, for she was a very lively, well, sweet old lady, notably well preserved and alert in mind to the end of her life.

—It is stated that two fast trains a week, with refrigerator cars for fresh fish, will run between Halifax and Montreal during the summer, traveling on express time, and stopping at Dalhousie for Gaspe fish. The fresh fish supply of Montreal has hitherto come chiefly from the States. The change cannot fail of being to the advantage of Halifax and Gaspe, and it is probable that quite a fish trade will be developed at several places along the line.

—The fishery returns for New Brunswick for last year show a million dollars falling off from figures of two years ago. This heavy falling off is almost entirely made up on the items of salmon, smelts and lobsters. The enormous drain on these fisheries is showing its natural results. MacKrell proved an utter failure, while a serious decline is noticed in cod. One hundred and fifty-three vessels of 2,750 tons, 4,710 boats, 334,638 fish of nets, 362 weirs, 2,480 smelt nets and 80,013 lobster traps, were engaged in New Brunswick fisheries in 1898. There are also 73 lobster factories, 36 freezers, 59 ice houses, 630 smoke houses and 90 oil presses, in all valued at about one million dollars.

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