## SPORTS AND PASTIMES.

Turf.

The Kentucky Live Stock Record gives a list of the horses in training in Kentucky for the season of 1880, as far as reported, some half dozen stables having failed to send in their lists. The number received foots up 224, which is fifty-four head less than was given last year. The present list, however, was made up and compiled six weeks earlier than the one of last year, and it is thought that by the 1st of March the number will be fully equal, if it does not exceed, that of last year, and that fully 300 horses will be trained in Kentucky this spring. There are more than seventy-five race horses in the South, quite a number in Ohio, Illinois, Missouri, Minnesota, Kansas, Wisconsin, &c., which, when all are in, will swell the number to six hundred or over for the South-west circuit of racing. The stakes which closed at Lexington and Lousville, Ky., on the 1st of January, shows a healthy and large increase in the number of entries to the different events, and we hope to chronicle the same of New Orleans, Nashville and Chicago, whose stakes close Monday, February 2. The season in Kentucky is unusually spen and mild—more like Aprill than January. The horses look remarkably well, rnd if a week's dry weather (for it is continually raining) should come, the horses will be put to gailoping and active work. The trainers are making active preparations for the coming campaign, and the prospects are that it will be one of the most ex-

any raining should come, the horses will be put to galloping and active work. The trainers are making active preparations for the coming campaign, and the prospects are that it will be one of the most exciting, brilliant, busiest and valuable in the history of the tart, judging by the number of new courses that are springing up and the increased amount of money offered in stakes and purses.

The number of entries for the six stakes that closed at Lousville, Ky., for the spring meeting of 1830 are as follows:—The Alexander has 33, Ladies 32, Tennessee 37, Tobacco 44, Cup 21 and the Merchants' 35, making 202 entries in the six stakes. Besides the six named above, the Derby has 47, the Oaks 44 and the Clark 28, which make a grand total of 319 entries engaged in the nine stakes, which also will be run at spring meeting ef 1830.

Chess. CAPTAIN MACKENZIE'S VIOTORY.

NEW YORK, Jan. 31.—Captain Mackenzie and Mr.
Grundy, who tied for first prize in the national chees tournament concluded last week, to-day played two games to decide the first prize of \$500 and the championship of America. The Captain won both games, thus leaving Grundy second place and a prize of \$300.

Pedestriamism.

An "unknown" makes a proposition, called out by the challenges of O'Leary and Weston. "Unknown" proposes to open a grand champion sweepstakes for a six-days contest; a championship belt to be purchased out of the gate receipts, and the prizes to be the stake money and the belt to the first man, and the gate money to be divided among the four first, all of whom must complete 100-miles. niles. John Purves, tailor, son of James Purves, Kelson

bandicap footrace at the Powderhall Grounds, Edinburgh, the first prize for which was £39. The race was one of 130 yards, and some of the swiftest short distance runners in Scotland and the north of England, including H. Hutchens, Putney, (scratch), being among the competitors J. McLintock, 162 yards, was about a foot behind Purves. Athletics. A TORONTO ATHLETIC SOCIETY.

A contemporary says a movement is on foot for the formation of an athletic society in this city for the purpose of drawing up a set of rules for the governing of athletic contests, scrutinising records, and the suppression of hippodroming. We heartily agree with our contemporary that some such organization is badly wanted, but it should be a representative society of Canada, or, at least, of Outario, and not exclusively of Toronto.

A letter has come to hand from Thomas Lynch, of New York, excusing himself for not showing up to meet Johnston on the day appointed. He says he will be on hand as soon as Johnston's agent signification the New York Sportsman a convenient day for the meeting to arrange preliminaries.

Aquatics

ROWING IN BAN FRANCISCO.

SAN FRANCISCO, Cal., Feb. 1.—A shell race took place on Richardson's Bay to-day between Daniel Leahy, a professional, and Henry Hoyt, a marine reporter, for a thousand a side. The race was five miles with turn. Leahy won in 34 min. 30 secs., beating Hoyt nearly three-quarters of a mile. Much money changed hands. Leahy used a sliding, and Hoyt a stationary seat.

JACKSONVILLA, Fiz., Jan. 31.—Frenchy Johnson, George W. Lee, and L. B. Tuttle rowed here this afternoon for a purse of \$1,000. During a heavy fog this morning the stake buoys to be rounded were placed by error a quarter of a mile in advance, making the course three and a half miles. From the word "Go" Johnson commenced to forge shead of Lee. Tuttle was virtually out of the race. Johnson maintained his lead, and won by a length in 25.16. Aquatics.

" AIDS TO FAST ROWING."

"Pendragon," in the Referee, makes a long "whistle to keep your courage up" review of the recent article in Wilkes on "Aids to Fast Rowling." On the whole the criticism does justice to the article. Among the more striking of Pendragon's remarks are. Seeing that not only they but the remarks are:—Seeing that not only they but the ways of using them are entirely American, the article must be accepted as decisive, especially as the writer is himself an oarsman of ability, and was one of the first to admit the user of sliders. According to this account we must depart from our old ballef that George Brown invented the artificits slide, as the Spirit states that "the honour of inventing and introducing the sliding seat belongs to John C. Babcock, and to him alone." Although Mr. Bebcock has the credit of inventing the sliding seat, it is Mr. M. F. Davis, of Portland, Maine, who has brought it to its present perfection—I mean its perfection as known in the United States. Among a myriad of inventions and improvements, some patented, others only issued for private experiment, Mr. Davis' stand out alone. Without him we might have been saved the tremendous blow so saddenly

and the tremendous blow so suddenly curious commodity, seems as curious as every seems as curious as every seems as curious as every the majority of English rowing men have never heard his name, and yet not only is he the man who has brought or assisted in bringing rowing and sculling to its present perfection, but "he is the most noteworthy carsman of modern times." Also what is as noteworthy as fit. David carsmanship is the addendum that he is "an apothecary by profession, a centieman by birth and education, and a premal man, but can beat any oarms." He is a very man of the profession of the intervention of the inter

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