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Canadian Turf.

TROTTING AT PIGEON CREEK.

Pigeon Creek, Ont., March 21, 1876.—Ice Trotting. \$100. Match. Mile heats, 3 in 5, to sleighs.
James Penrose names Downeyville Maid 1 1 1
Patrick Geary names Jack Skinner..... 2 2 2
No time.

TROTTING AT PAKENHAM.

Pakenham, Ont., March 24, 1876.—Snow Trotting. \$80. Match. Mile heats, 2 in 3, to sleighs.
P Dussell, Merrickville, names Don Juan. 2 1 1
Ritchie, Pakenham, names Mysterious 1 2 2
Johnny..... 1 2 2
No time.
Won easily by Don Juan.

Base Ball.

GUELPH MAPLE LEAF B. B. C.

In a recent issue we gave the names of the players who will compose the Maple Leaf nine for 1876, at the same time remarking that it would be a hard matter to find their equal in Canada. The following table giving the age, weight, and height of the different players, as well as the average, fully bears out the remark we then made, and shows that as well as being ball tossers they are also fine athletes:—

Names	Age	Weight	Height
Maddock.....	26	160	5 ft 8½ in
W Smith.....	23	166	6 "
Lapham.....	23	168	5 " 11½
Hewer.....	19	136	5 " 6
Gillespie.....	21	150	5 " 8
Keerl.....	27	133	5 " 6
T Smith.....	25	141	5 " 8
Brannock.....	23	162	5 " 7½
Emery.....	21	167	5 " 9½
Coulson.....	31	135	5 " 7
Average.....	23 9-10	152	5 ft 8 2-5 in

Mr. Brannock, the new centrefield and change pitcher has arrived. He is a jolly fellow and as he brings an excellent record with him, there is little doubt that he will materially assist in maintaining the reputation of the nine. Gillespie, the new third baseman, will probably arrive this week.

The nine which will be put in the field by the Tecumseh of Danville, Ont., this year will be: J. C. Yaldon, p. and l. i.; S. Amsden, s. s.; Harro Smith, l. f. and p.; F. Cunningham, c.; J. Hiesler, 3rd b.; C. H. McCrae, r. f.; J. Pant, 2nd b.; A. McCrae, 1st b.; D. McDonald, c. f.; G. Smith, f. i.

THE CONDITION OF HARRY WRIGHT.—The Boston Herald says: The statement circulated throughout the country that Harry Wright, formerly Captain of the Cincinnati Red Stockings, was dying of consumption is utterly untrue. Harry left Boston the last day of January. His trouble then was a very severe cold, which had bothered him throughout the winter and had been aggravated by playing several games on the ice. When he left Boston he was very weak. His voyage to Savannah was a very rough one, but his cold entirely disappeared at Savannah, though he was compelled, by an attack of congestion on the bowels, to make a stop of about a fortnight in that city. Since his arrival in Florida, some three weeks ago, he has been gaining strength, and in a letter recently received he said he had just returned from a five mile

MY EXPERIENCE WITH TROTTERS.

BY DAN MACE.—EDITED BY J. H. SAUNDERS.

Embracing the Leading Incidents in His Career as a Trainer and Driver, with a Detailed History of the Dispositions, Treatment, and Performances of the Noted Trotters that Have Passed Through His Hands; How They Were Fed, Trained, and Driven; with an Essay on Shoeing Trotters and the Care of the Horse's Foot.

CHAPTER XIII. Shoeing—How to Build a Box Stall.

(Continued).
[From the Sport of The Times.]

American Girl was a queer mare to shoe. When shod right, and in good condition, she was one of our best trotters, as every one who has ever seen her at such times will attest. Then she would show a world of speed, and trot a fast mile with great ease. At other times she could not trot, and I have thought very often that it was owing to her feet, and that she was a good breaker for a nag of her size. She had very low heels, and generally a bruise, which most people call a corn, in each of her inside quarters. When her shoes fitted, and were set well back on her heels, and cased to her quarters, so they would not bear upon the bruised places, then she did well, and if in condition was a good money nag. It was necessary to shift her shoes often to keep her properly shod. I never trained her, but she was for some time in Mr. Benjamin Daniels' hands, a particular friend of mine, and also in my brother Ben's stable, so I used to see her shod very often. My workmen know how to shoe her. She was a big mare, and had large feet, but she never wore very heavy shoes. When shoeing a trotting horse a workman wants to take his time, and be sure he gets the shoe and foot level. Three hours is not too long to do a nice job of shoeing on a trotter, and sometimes it takes even longer, and that is the reason it costs so much more than ordinary shoeing. I always prefer a light steel shoe behind. Some horses like a toe and heel cork; some no toe cork, but heel corks behind, on account of grabbing their quarters or pulling off their shoes; others do well with a plain shoe behind; then I always concave the shoe, which answers the same purpose as a cork. I put a light shoe forward on a horse which has high action and cuts his arms. The shoe should be shorter on the inside quarters, not longer than the foot, bevelled off from the outside edge, and should be as light as possible, as long as the horse goes square. Some horses cut with the inside of the toe of the shoe, some cut with the heel. For the one which cuts with the toe have your shoe concaved, which will have a tendency to stop him from doing so. A light shoe prevents high knee action, and if the shoe is too light, and the horse does not go square with it, then is a good time to test a toe weight, say a light weight of four or five ounces, which will generally make him go square, but still makes the motion forward instead of doubling up. The toe weight makes a horse go square and throw his feet ahead, and when doubling up the legs, the weight on the toe keeps the foot from going so near the arm, but still gives headway to the foot. I have had good success this way.

Box stalls on a track ought to be twenty feet square; then there is room to partition off four feet in width of it for a place to keep the traps belonging to the horse occupying it. The inside surface should be smooth, and made of planed boards, grooved nicely together. Some build stalls, say ten feet wide and thirteen feet long. There is not enough room in one of this size,

horse to stand on, and underneath a draining ground from which everything will pass off into the sewer.

CHAPTER XIV. General Butler—His Races with Paine and Mr. Simmons' Brown Stallion—His Three Match Races with Rockingham—His Trots with Gen. M. Patchen for \$30,000—He Takes Dutchman's Three-Mile Time, and Loses by an Accident—His Feeding and Training.

General Butler is a horse well known to turfmen, and one whose many races, and many hard ones at that, gained him a great share of attention from the sporting public, and gave him great notoriety on the turf during the year 1862 and for several years afterwards. Butler is a black gelding, 15 hands 2½ inches high, sired by Smith Burr, and bred and raised on Long Island. He is a well "put up" horse, and his vast number of races under saddle, in harness, and to wagon, show a record of hard-fought turf battles which speak well for his hardihood and pluck. When I first saw Butler he was in the hands of Mr. George Hopkins, of Greenpoint, who had him in charge. I became acquainted with Mr. Hopkins by meeting him at the Fashion Track, where he had the horse, and was training him. We talked about him together, and Mr. Hopkins said he had a fast horse, but he was very flighty, if he could make him go steady, he thought he would go very fast, and trot a very fast mile. Mr. Hopkins also said Butler would trot well and steady when alone, but would break badly when in company. After being acquainted with Mr. Hopkins some time, he asked me, one morning, to drive Butler for him. I drove him, and he behaved very well, indeed. After that he asked me to drive him in a race. I worked him for the race (although he still remained in Mr. Hopkins' hands), which was against Paine and was to be trotted to wagons over the Fashion Course, once or twice, and I found that, when he met other horses or he heard other horses coming after him, he would break, and sometimes break very badly, so, the day of race, I said nothing to anyone but my brother Ben. I told him to see if he could get some cotton wool. He tried to find some, but couldn't. I then told him to see if he had any in the lining of his coat. He took out his knife, and, ripping up a seam, took out some. I took this and packed Butler's ears so he couldn't hear the other horse or his driver. While we were trotting the race, although we were close together, Butler acted well and won the race like a General, as he was. They all thought I was quite a driver, but it was as much knowing what was needed to make the horse trot steady, as in the driving. The cotton wool prevented him hearing, and accomplished the purpose I had in view when I put it in his ears. Mr. Genet, who, I remember, shortly afterwards bought Butler, matched him to go under saddle against Mr. Simmons' brown stallion, afterwards called George Wilson, in harness for \$2,000. The race was mile heat, best three in five, and to be trotted October 8, 1862. This race came off over the Fashion Course on that day. I rode Butler and Horace Jones drove the brown stallion. Mr. Genet had matched Butler against the gray gelding Rockingham, three races, the day before, and Butler was just entering upon busy times. Very few people thought Butler could beat the brown stallion, and it was believed that Mr. Genet had put his money on a risky venture, but I knew we had a good horse, and some good trotting would have to be done to beat him. The betting was 100 to 30 on the stallion, and the race was a good one. During the first of the scoring Butler did not show as well as the stallion, but after a few times trying to get away, the stallion broke, and Butler seemed to be coming. When he got the word I went away, and reached the half-mile pole first, in 1:10. I kept on, and won the heat in 2:24. The next heat the stallion won in 2:24. The

horse, and at the three-quarter pole I was on his wheel; in the stretch I rallied Butler, and we had quite a struggle for the heat, but the gray horse beat me out by a length in 2:30. I knew Butler was a game horse, and that the race was not over yet. The second heat was a very good one, Rockingham led throughout, I got to his shoulder as he crossed the score, but he beat me in 2:29. Everybody thought the race was Rockingham's, and a great crowd got around him and admired him. When we got away for the third heat Rockingham led to the quarter pole. We were going fast, and Butler crowded him, about half, too much, and then he broke, near the old stand I took the lead. After having the half-mile pole, and going round the turn, Rockingham came up to me, and at the three-quarter pole we were head and head, the gray then forged a little ahead. I took Butler back to rest him for a rush, and then we had a sharp, let's brush up the homestretch, we had it head and head to the distance stand, then Rockingham broke, just a skip, and when we crossed the score Butler was about a neck ahead, and won the heat in 2:28. Then they began to talk I might snatch this race out of the fire. When we went off for the fourth heat, I sent Butler to the front last, I led about a length at the quarter, we then went down past the old stand head and head, like two brothers, we kept this up into the stretch, Rockingham had forged a little ahead, and was going fast. When we were well into the stretch I called upon Butler for all he had, and at the distance I got his head a little in advance, and then Rockingham broke. The struggle was a severe one from the half-mile pole, but my horse lasted the longest, and I won the heat in 2:27. This was thought an astonishing fast heat for a fourth out to a wagon. The fifth heat we kept together pretty nearly through the heat, but I won it in 2:30. 11 m Temple trotted in 1859, against Ethan Allen, a wagon race, and beat him in 2:25, 2:27, 2:27, and a great many thought at the time that taking the race altogether Butler's was as good a performance, if not better than Flora's. Rockingham trotted a good race. The trot made Butler quite famous and everybody was satisfied he had plenty of pluck and endurance.

About a week after the wagon race Butler and Rockingham met to race the second of the matches, which was mile heats, best three in five, in harness, for \$1,000. Sam McLaughlin drove the gray horse in this race, in place of Wm. Doble, and I drove Butler. Butler was, perhaps, a little stale from the seven races he had trotted, and Rockingham won the first heat, in 2:27; Butler won the second heat, in 2:24. The third heat was a hot one, and won by the gray horse, in 2:25. The fourth heat was a splendid one, and I won it in 2:27. There was a great deal of argument about this heat, and finally the race was postponed till next day, then it was a single dash of a mile, and Rockingham won it, in 2:25.

On the 31st of October the third match came on, this was for \$1,000, mile heats, best three in five, under saddle. Budd Doble rode Rockingham, and I did the same for Butler. There was a large crowd present for these matches had excited a great deal of attention among turfmen, and lots of money had been "put up" on the wagon and harness races, which had been trotted. Rockingham won the first heat, in 2:26. In the second heat we closed on each other like a pair of shears, and at the half were head and head, the time was 1:10. I then went to the front, but Rockingham then closed on me, and beat me in 2:24. When we started for the fourth heat Rockingham was ahead about a length, he kept ahead through the heat, we had a desperate brush up the stretch, but the gray horse beat me the heat, and won the race, in 2:23. This ended the three matches of fourteen close heats, of which Rockingham won eight and Butler six, and the time was very fast in all. Butler trotted so many severe races this season that he got rather stale toward the last

Pedestrianism.

WESTON'S SIX DAYS' WALK.

As was stated in the Sportsman of Saturday last, Weston had completed nearly 888 miles at the end of the fifth day, and although advised by his medical men to retire then, he could not be persuaded to pull up until 300 miles had been completed, the last mile occupying over nineteen minutes. For the first time since the start Weston had shown symptoms of distress, and although he was willing to admit it, he was convinced that it was impossible for him to accomplish the great task he had undertaken. During a rest of nearly four hours and a quarter he had a sound sleep, and on awaking took a mutton chop, some minced chicken, a custard and a cup of coffee, also which he walked four miles at a very slow pace. At one minute after eight a. m., he had covered 100 miles, and at twenty-nine minutes past eight he had for just one hour, during which he was shaved, shampooed and had his hair cut while lying on his back, and when his toilet had been completed he partook of another chop, chicken, custard, roll and butter and a cup of tea, but with all this nourishment only 410½ miles had been covered at midday, or twelve hours from the finish. Weston continued at about four miles an hour until 11.14m. 50sec., when he stopped for dinner, which consisted of a broiled chicken, potatoes, custard and tea, and on resuming at 12.20m. 10s., he signified his intention not to stop until the finish. He came on quite a good pace in a spotted tunic, white gaiters and a pale blue sash, and as the afternoon advanced a large and fashionable company assembled, among whom we noticed the Marquis of Lonsdale, Lord Dudley, Lord Rivers, Lord Royston, Lord O. Bentinck, Sir J. Astley, Mr. J. H. Johnson, Mr. P. J. Sir S. Blake, Mr. J. H. F. M. I., Hon. R. Vickers, Hon. W. Gordon, Colonel N. Stone and Captain Shaw. Throughout the evening the enthusiasm was something wonderful, and if Weston had actually accomplished his task the excitement could not have been greater. He finished at 11h. 45m. 57s., having walked 888 miles. Newman, who had accompanied Weston during the latter portion of the journey, stopped shortly before eight o'clock on Saturday evening, having walked 210 miles. Mr. John Bennett, of Chesapeake, kindly put a starting chronometer for taking to track.—The Sportsman, March 14.

Cricket.

The annual meeting of the National Club was held at Brockton on Monday evening last, when the following officers were elected for the ensuing year.—President, F. W. Orlo; Captain, A. Wright; Second Captain, N. B. Sheppard; Sec. Treas., G. S. Gibson; Executive Committee, G. D. Fisher, G. S. Gibson, A. R. Denton and N. D. Shaw.

At the annual meeting of the Hamilton Club, held last week at Fairbank's restaurant, the following officers were elected for the current year.—President, Major Brown; Vice-Presidents, Messrs. C. E. Hoje, A. J. Harvey, and R. A. Lucas; Secretary, Mr. A. H. Hoje; Treasurer, Mr. H. H. Sadler; Committee, Mr. R. Kennedy, Mr. Woolverton, Messrs. J. Mainwaring, B. K. Hoje, C. C. Winyard, J. H. Park, and C. Sweeney.

At the annual meeting of the Port Hope Club the following gentlemen were elected officers for the coming season.—President, Col. A. T. H. Williams; 1st Vice-President, Mr. A. Vogel; 2nd Vice-President, Mr. Isaac Lawrence; Captain, Mr. J. N. Kitch; Treasurer, Mr. W. B. Williams; Secretary, Mr. R. A. Macgregor; Club