

For the Canadian Poultry Review.

Homing Antwerps.

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(Continue.)

In my communication of last month I have given the best way in training the old and young birds, and as since two fanciers have written me, one asking me to let him know the best food for Carrier pigeons, I will say that I feed mine on round corn, (or if this cannot be had, cracked corn will do, but under no circumstances should this long, sharp corn be fed.) I also feed Canada peas, some wheat or wheat screenings, a little buck-wheat, and once in a while a little hempseed. In the training season the strongest food is the best, such as corn and pease, and little else should be fed them, as the birds in that season need all their strength.

The other correspondent asks me if Mr. James Grist is not mistaken in giving the distances his birds, or the other birds, have flown, of which he gives an account in last month's number. The distance from Pittsburg to Philadelphia is 253 miles, air-line, instead of 300 miles; the distance from Paris to Brussels is about 158 miles, instead of 240 miles; Orleans is 225 miles, instead of 325, and Poitiers is 332 miles, instead of 400; Harrisburg is 92 miles, instead of 106 miles; Mount Union is 152 miles instead of 189, and Cresson is 184 miles, instead of 252 miles.

Mr. Grist recommends to separate the male from the female about the 1st of August, and to mate them up again in the middle of February. I cannot recommend such a course, and I can assure your readers that it is not done in Belgium. In the latter country the males are separated from the females about the 1st of November, and some fanciers do not separate them until about the 1st of December. If a fancier should separate his birds on or about the 1st of August, he would need two lofts, and would have to let the male and female birds fly out separately. This would be a great inconvenience; and besides in doing so the fancier is exposed to lose his birds, particularly the hens, as when they are in heat they are easily coaxed away from their habitation. And, in regard to the young birds bred in August, September and October, although those bred in March, if the weather is mild, or in April, May, June or July are preferable, there are plenty of good birds bred in August, and later; and should some of the young ones bred in the later months prove weak or sickly, it is easy enough to get rid of them, while if they come up well, and have their strength well developed, they are just as good as the earlier young ones, and will stand the cold weather of winter just as well.

Now, in regard to mating up your birds, this

should be done differently than is generally with fancy pigeons. Two light colors should not be mated together, and a small bird should be mated with a large bird; the large and heavy homing birds are generally not so fast comers as the small or middle-sized ones. A silver-dun should be mated with a blue chequer, and a plain blue with a blue chequer or a red chequer. It has been found by experience that mating two plain blues together, or two silver duns, that their young are not so vigorous as those bred from two different colors. Don't cross the genuine Antwerp with Dragons, Horsemen, or English Carriers. My experience has taught me that the less the above breeds are mixed with the flying stock the better.

As it will be interesting to your readers, I will give the performance of a pigeon belonging to a fancier of Antwerp, Belgium, and I think that this bird to-day is the best pigeon in the world. The Antwerp newspaper, *De Duivenliefhebber*, of October 10th, gives the following interesting history of this remarkable bird. I translate it from the Flemish or Holland language:

"THE QUEEN."

"During the distribution of the prizes of honor, from Argenton and Ambasac, offered by the Confederate Bond, we have written a few words about the renowned hen owned by Mr. Gits, and that has won in both of these races the first prize of honor, and was baptised by the fanciers with the name of 'The Queen.'

"It will be interesting to our readers, we think, to enumerate all the honors won by 'The Queen,' and thus show what a good bird can do.

"We take this list up from memorandums out of the book kept by Mr. Gits since he became a fancier, and in which is kept an exact record of the performances of all his birds.

"She was born and raised in 1872, and flew the same year in a race, for a prize of honor, from the city of Laval, in France. Three hundred and twenty-two birds participated in this race; she won the first prize of honor. In 1873 she flew from Creil, and won the 8th prize; 92 birds participating in this race. She flew from Moulins the same year and won the 53rd prize; 778 birds participating. In 1874 she flew from Orleans, and won the first prize from 117 birds. From Chateauraux, the same year, she won the 53rd prize out of 544 birds. In 1875, she flew from Paris, and won the 12th prize, out of 70 birds; from Catellerauld, the same year, she won the 130th prize, out of 741 birds. In 1876, in the National Concourse, at the city of Brussels, she won the 1st prize of honor from 1183 participating birds; coming in 34 minutes ahead of any other pigeon—wind strong, north-east, or contrary. From Lyons the same year; she won the 27th prize, out of 738 birds. In 1877 she won the 1st