

# Sporting.

## THE OLD MILL.

THERE'S a dusty old mill on the bank of a stream  
 And the wind whips its venturesome way,  
 And the waters that urge the old wheel ever  
 As they leap down the rocks with the jingling  
 Of a millstone's day, as they're running away.  
 To be clashing the sunbeams in play,  
 But the dusty old mill on the bank of the stream  
 Sings a song of content thro' the day,  
 And the miller in white, like the sun of a  
 Pitting busily on in pursuit of his theme,  
 Measures time to the lay that the stones ever  
 As the waters go laughing away.  
 When the shadows glide out from the trees on  
 At the close of a midsummer's day.  
 To careen and unfold the old moss-covered mill,  
 Till the wheel, soothed to rest, becomes pas-  
 There are fortunes to weigh that the waters  
 Have tossed up to the genius in gray.  
 Oh, the mossy old mill nestles under the hill,  
 Taking toll the soft night breezes play,  
 Nestling here in the fairylike moonlight until  
 The quick flashes of dawn its gray spirit shall  
 Thrill.  
 And the glad waters play, ever laughing and  
 Thro' the wheel all the long golden day.  
 GEORGE E. HOWES.

## NOTES.

The Vienna Trotting Horse Association, the largest racing organization in Austria, has been replenishing its stock in the American market. They have purchased through the medium of a commissioner that they sent over, four stallions, twenty-two mares and three geldings. The latter were bought on account of their handsome looks and speed. Among the best known of the lot are Bronson, Sweetmist, Eddy B., Billy Johns, Shipman, Nellie Wilkes, and Jenny Queen. The twenty-nine horses are valued at \$25,000.

It is understood that the price of horses has taken a serious tumble within the last six months, but, as we have frequently pointed out in this column, this is due more to the supplanting of horse power in street travel by electric power than to any other cause. In some instances, however, horses of value have been disposed of at comparatively low figures, but this has been because they have been forced on the market. Forced sales are always disastrous to the seller. But the demand is as great as ever for the right kind of horse, and, with the love of racing continually spreading, prices are bound to improve. It is absurd to say that the situation offers no encouragement. Other lines have suffered a great deal more from the depression than the horse-breeding industry. Few people have an adequate idea of what the depression in the United States, the great breeding ground of the driving horse, amounted to. Here are some figures: The bank clearances for 1893, as compared with those of 1892, fell off \$10,000,000,000. The mind can no more grasp the idea of that amount of money than it can the idea of infinity. Seventy-five railroad systems, representing one-sixth of the railway mileage of the United States, went into the hands of receivers

in 1893. The gross receipts of 121 railroad systems fell off more than \$8,000,000. Five hundred and ninety-eight banks closed their doors. The number of business failures increased 50 per cent. within twelve months. During the six years preceding 1893 the aggregate liabilities in all the business failures in the United States did not much exceed \$200,000,000; in 1893 they exceeded \$31,000,000. These are some of the large items which can be stated with a close approach to accuracy, but no definite statement can be made of the general shrinkage of values, the loss of wealth production from the idleness of great multitudes of men, the loss to the commercial world from the non-payment of wages and from a general paralysis of business operations. Every pound of wool that has been clipped this year has lost one-third of its value. Every domestic animal in the country has been scaled down in price. Every bushel of wheat has lost from one-fourth to one-third of its former value. In short, the shrinkage in values that can not be arithmetically stated has probably been even greater than the aggregate of the large items herewith given. In the face of all this it is ridiculous for breeders to fold their arms and declare that the horse business has irremediably gone to the wall. The wonder is that it has stood the crash so well, and in that fact lies the greatest hope for the future.

The situation as regards the horse market is aptly described by the *California Breeder and Sportsman*, which in a recent issue said: "Notwithstanding an unfavorable business condition thousands of trotting bred animals have, within the last few months, been forced upon the market. Many people who owned them were compelled to sell, just as people who raise grain have to sell; just as merchants must sell their stocks. Many sold, too, on account of the expense of keeping. One cannot store away a valuable colt or filly as he would a bale of cotton or a hoghead of sugar. If it does nothing else it eats, and its eating costs money. No commodity will bear crowding upon the market in remarkably dull times, as trotting horses have been crowded upon the market, without bringing down prices. But on the other hand people who have bought meritorious horses during the hard times will reap a handsome profit in the end."

In an important trial which took place in the Irish Law Courts a few years ago, an Irish jockey was called as a witness, and the opposing counsel in cross-examination did all he could to cripple his testimony. "What are you?" he began, in a bullying tone. "Sure, I'm a jockey, same as my father was before me!" was the reply. "Ah!" said the barrister, thrusting his hands into his pockets, and preparing to enjoy himself hugely with this witness. "And I suppose your father did a little cheating in his time, like the rest of the fraternity?" "Truth, and I suppose he did, now and then," was the

quiet response. "And where do you suppose he is now?" "In heaven, I hope, rest his soul!" "And what should such fellows as those do there, I should like to know?" inquired the barrister, in a voice of thunder. Paddy scratched his head. Then, with a sigh, he replied, "Train horses for the angels, perhaps." "And cheat them as they did their fellow-mortals?" "Maybe so," replied the jockey, still unabashed. "Ah! they would be prosecuted then," exclaimed the barrister, triumphantly. "Sorra a bit," answered the witness. "And why?" "Because they might search heaven over and over again, and devil a lawyer would find them there." A shout of laughter in the crowd, which the ushers could not repress, hailed this retort. "You can step down, fellow!" said the barrister, growing as red as a penny; and it was noticed during the remainder of the case that his cross-examination was scarcely as keen as usual.

A DISPATCH FROM Lexington, Ky., states that it is a fact not generally known that the death of President Carnot means a serious blow to the trotting horse interests of America. It was the assassinated President's pet scheme to place American trotting sires at the head of the French national stud. In inaugurating this policy he sent a representative to Lexington some time ago to purchase a trotting stallion to place in the stud in France. The agent chose that great son of Electioneer, *Clay*, 2:25, out of the *Maid of Clay*, by Henry Clay, that was bred by Senator Stanford at his Menlo Park Farm, and sold to the late Col. Robert S. Strader. He bought the horse for a round price, but he was never shipped to his destined home. The object in this was to keep *Clay* in Kentucky, where he had access to the best class of mares, and after he had sired a few in the list, to ship him to France. Since then several French army officers have visited Lexington and inspected the big breeding farms and studied the methods employed by Kentucky breeders. They were sent across the Atlantic by President Carnot. These officers stated that the President was an enthusiast on the American trotter, and that he intended introducing the breed into France by the wholesale.

The national character of horse-racing in England is well illustrated by a circular issued by the Duke of Cambridge in his capacity of Commander-in-Chief of the British Army, directing all Generals commanding military districts to afford every facility to officers serving under their orders to attend the Derby, the Oaks and the Ascot races. In every other country of the world, notably in Germany, Austria and Russia, the three principal military powers of the world, the aim of the authorities is to keep officers away from the race courses, on the ground that it leads to extravagance, and that what they see there is certainly not calculated to improve their knowledge of the art of war or even of riding. But England always does things in her own way, and it

is probable that nowhere else than in the British Empire could the spectacle be witnessed of high dignitaries of the turf and the principal educational authorities of the church invoking the intervention of the Almighty to enable Prime Minister Lord Rosebery to win the Derby or that of a Commander-in-Chief issuing a general order directing officers to attend these

LORD ROSEBERY, in his reply to the letter sent him by the anti-gambling league protesting against horse racing, says: "My position is simply this. Lord Cromwell, whose official position was higher than mine, and the strictness of whose principles cannot be questioned, I possess a few race horses, and I am glad when one of those happens to be a good one."

A GREAT IRISH trotting meeting is billed for this year, but the gate receipts are not coming up to expectation. This has led to a variety of suggestions as to what should be done to increase the attraction of the gatherings. Mr. Heald, secretary of the Chester Oak Trotting Association, Hartford, Conn., presents some excellent ideas if put into practical operation at racing tracks, would tend to accomplish the desired end. Mr. Leomis cites the success of the county fair association in drawing to their gates patrons by the thousands, and after giving the matter thorough study, he attributes the success in attracting the masses to the fact that people delight in a horse exhibit. To draw the class that cares little for racing, but that possesses a fondness for the horse, Mr. Leomis would add to the regular racing programme a horse show, the exhibit to be made during the season or previous to the regular racing programme. He would offer prizes for all classes of harness and riding horses, both for breeding purposes and service on the same line as govern horse shows. The matched teams, the trotters and pacers, the sturdy coacher with his gorgeous equipments, the single driver, the saddlers of all classes, he would have of the highest type, so that all may look upon the animal of their choice. Friendly rivalry would be created among both horse owners, and the spirit to own the best would be augmented by new means. The demand for good horses would be increased, and the natural (but in many people dormant) love for the horse horse would be given ample means to develop, which would bring to the fair many an honest patron to the grandeur of all sports—harness racing. This suggestion seems to us a most happy one, and well calculated to meet with popular success.

## ANSWERS TO CORRESPONDENTS.

READER, Coldwater—Sir Harry Wilson, 2:16, is by Conn's Harry Wilkes, dam by Sir Charles.

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