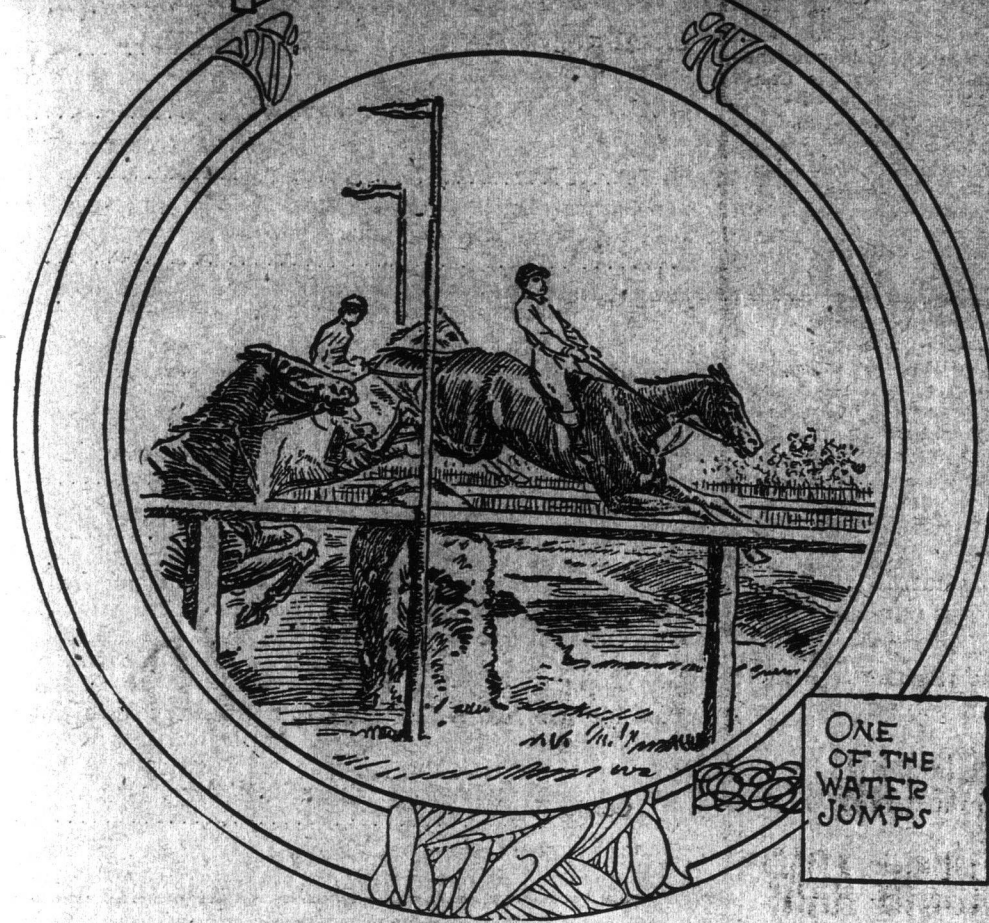
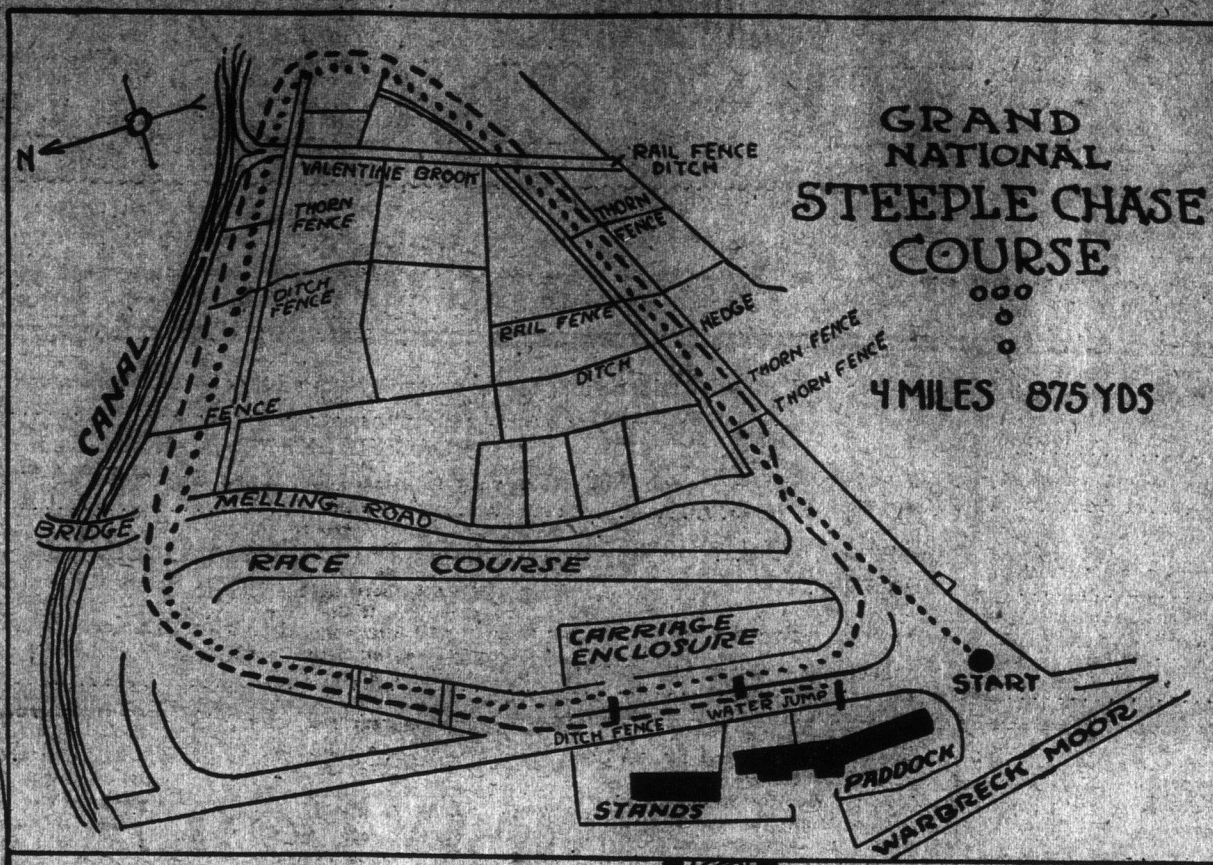


# THE GREATEST RACE IN THE WORLD



ONE OF THE WATER JUMPS



ENTHUSIASTS ON CANAL BRIDGE

What has been termed the greatest race in the world will be run for the 72nd time on Friday next, in England. The Grand National Steeplechase, an event which has created the most interest throughout the sporting circles of the world for almost three-quarters of a century, has reached a point where it may assuredly be described as a classic. It bids fair to continue from generation to generation, a very aristocrat of sporting fixtures.

A brief history of the famous run over the steepest kind of a course in the Aintree country, a course which was, tradition says, first picked by Lord Molyneux, is of interest to those who care for the sport.

A sweepstakes had been held annually for several years, in fact as far back as 1837, at the same time as the then famous Dog Derby was held, but it was in 1839 that the first race over the present course was decided. The length of the race was 4 miles and 865 yards, and no less than thirty-four jumps were entailed. This race is popularly called the first Grand National, although as a matter of fact the race did not receive this title until 1843, when it was made a handicap.

In the beginning a natural stream ran across the far end of the course, and, doubling, formed what are known as Beecher's and Valentine's brooks, called after Captain Beecher, who rode Conrad in the first race, and Mr. Tower's horse Valentine, who was one of the contestants. These gentlemen had backed themselves to be first over the brook in the race at the canal. Beecher, however, fell into the first brook, which had high banks and deep, swift water, and both he and his horse were all but drowned.

The rules of the first race set forth that the second horse was to save his stakes; the winner was to pay 10 sovereigns towards expenses. No rider was to open a gate, or ride through a gateway, or more than one hundred yards along any road, footpath, or driveway. Rust, an Irish horse, was favorite at 7 to 1 against Daxow (Naxon) another Irishman in the same interest, second favorite at 8 to 1 against, whilst the winner, Lottery, was quoted at 9 to 1 against. Just before the start there was a rush on this horse, and 5 to 1 against was booked. Lottery won in 14 min. 53 secs, easily from Seventy-Four, ridden by Tom Olliver, whose Grand National record will, it is almost safe to say, never be surpassed. Report has it that Lottery cleared ten yards over the last hurdle. The Irish division was much dissatisfied, and protested against the made fences, but it is not on record whether the protest was lodged on account of their severity or otherwise.

For the purpose of better seeing the race a grand stand was erected, and stood for many years. Later, one was constructed by a private company, and metal badges were issued to subscribers, some of which are still in existence, though of no intrinsic value.

To please the Irishmen a stone wall was erected opposite the grand stand, and, in 1840, the occupants of this structure witnessed a spectacle which filled their hearts with dismay, five of the competitors coming to grief and making a struggling heap. Lottery being one of the unlucky ones. Seven altogether of the thirteen starters fell, the race going to Mr. Elmore's Jerry. There was a bigger outcry against this obstacle than there had been for it, and 1841 saw it replaced by an artificial brook, the water jump opposite the stand of today. Lottery this year again started first favorite, but was beaten, a horse called Charity coming in first. Jem Mason and Lottery got

on well together, and carried off a number of steeplechases up and down the country, so that when the horse turned up again in 1842 at Aintree the crushing weight of 13st. 4lb. had to be carried. After covering two miles the jockey sensibly pulled up, but 1843 saw the redoubtable pair once more at the post. Tom Olliver, in 1844, won on Mr. Elmore's Gay Lad, and again carried off the honors in a field of 16 in the following year on Vanguard, an aged horse, carrying 11st. 10lb., the record, the first time becoming a handicap. Ten years elapsed ere Olliver rode another National winner, his third success in 1853 being, on the back of Peter Simple (who had won in 1849) in the colors of Captain Little, and when the latter won on Chandler, in 1848, Olliver was second, beaten half a length by horsemanship he had himself inspired. In the previous year, 1847, Olliver had been second on St. Leger. Altogether this famous steeplechase jockey had 19 rides in the National, finishing 16 times, and once breaking his collar-bone. His last mount was on Claudian, in 1859.

There is a saying that a horse which has once got over the Aintree country safely can always do it again, and the same thing may be said of riders. No race has served to demonstrate the "horses for courses" theory, for though only five animals have won the Grand National twice, many have finished in the first four time and time again.

When George Stevens first won the Liverpool on Freetrader he had only ridden once previously. That was on Royal Blue, who was unplaced in 1852, and in the three-year interim he had no ride prior to his so-called chance winning mount. But of his other victories. When the Colonel won the last of the five, that was his hardest bit of riding, and the only time onlookers in the National saw him fight like grim death and by a neck dispose of his friend and saddle contemporary, George Holman, or The Doctor. On Freetrader I have heard it said he was lucky to win a length from Minerva, as the latter badly over-reached herself at the last jump. When he piloted the Colonel to victory the first time, he won by three lengths, a distance by which he, singularly enough, beat Arbury on Emblematic in 1864. Emblem's success the year before was quite a runaway victory. Even with her 10lb. penalty, Arbury there had less chance than with Emblematic. Stevens, of course, thought much of the great double he accomplished for Lord Coventry, but in later years I am inclined to think for "greatness" he leaned more to the side of The Colonel's repetition. Be that as it may, he was naturally very proud of both, and unfortunately was not spared very long to enjoy a well-earned retirement. For Baron Oppenheim he tried to surpass his already earned record a third year on The Colonel. The weight, however, was too much, and in the position of sixth the second year The Lamb won Stevens rode his last National mount. It was indeed only a few months after this that his life was cut short by a fall from his cob while riding to his cottage called Emblem outside his birthplace, Cheltenham.

When George Stevens was beaten on The Colonel in 1871, the year proved perhaps the most famous of Mr. Thomas' three victories. It was The Lamb's second success. Only twice in nineteen years did Mr. Thomas miss a ride in the Liverpool. His first mount was Anatis, the year before she won; his last occurred in 1877, when he was third to Austerlitz on The Liberator, two years before Mr. Garry Moore won on the last-named. The years Mr. Thomas missed mounts were when

Emblem and Emblematic won; not through spills or broken bones, or anything of that sort. Just at that time he became a benedict, and it was family persuasion.

Not for long, however, was he idle, for what he picked up from Tom Olliver was well in the flesh, and of one reception he met with on his return to the pigskin he is quite as fond of talking of as of his three Liverpool victories. And well he might be. The calendar records tell that in 1866 he won all the three steeplechases run at Aintree's autumn meeting, and they, of course, included the Sefton on Sprite. Here, with a broken stirrup-leather carried in his hand, by a neck he beat George Stevens on Lord Coventry's Balder amid great enthusiasm.

Pathfinder's victory saw the final National ride of Johnny Page. He there was on the back of Baron Finot's La Veine, and the French Baron, being offended with not a very pleasant greeting at Bristol, curiously enough, never tried his luck in the National again. Page, back in England many years ago from France, and down Henley-in-Arden way, used to tell of his experiences of the Liverpool Steeplechase. He won it on Cortolvin and Casse Tete, was second on the former to Salamander, and third to Pathfinder. In 1871 he was fourth on Pearl Driver to The Lamb, and all in eleven rides.

In Mr. E. P. Wilson's sixteen attempts to win the Grand National, he was very near the mark on Congress when Regal beat him by a neck in 1876. He travelled as far as 1884 before scoring his first win on Voluptuary (a horse that had never run in a steeplechase at Liverpool or elsewhere), and then followed it up the next season on the uncertain Roquefort, on which he would probably have won a second time had the horse not fallen over the rails in the straight when Camecock triumphed. At any rate, in his long career, which started in 1873, and terminated in 1899, he did remarkably well. Congress, as before said, was his first mount, Hettie the last, and it was on the latter mare, although unsuccessful, he had the honor of wearing the colors of the King.

Mr. Beasley's death in 1905, after retirement from riding between the flags, caused general regret, but yet recalled a splendid Liverpool career. His three winners, Empress, Woodstock, and Frigate, were all praiseworthy triumphs, the last-named being the most difficult, but perhaps the most acceptable, as the old mare had previously tried there so often. But Mr. Beasley was not without his disappointment at Liverpool, for fresh in memory is that of the 1882 defeat of Cyrus, when Lord Manners won on a former stable companion, Seaman. That defeat was a head, and on one other occasion only has the judge ever given a Liverpool by that distance. Spahi in 1887 was also a disappointment when he fell so early in the race. Of Mr. Gubbins' horse much more was expected. Mr. Beasley, however, knew how to take failures as well as sweets. He came of a good riding family, as the National of 1879 corroborates.

Arthur Nightingall began to ride in the Liverpool in 1886 on Baron de Tuyl's The Badger. Nightingall is of opinion that Ilex, the first winner he rode, was the best, and his subsequent running with such as Cloister, and Come Away, under big weights, corroborates the notion. His win on Ilex, however, was far more easily achieved than that of either Why Not or Grudon; in fact, when speaking of Why Not, Nightingall has been heard to say that he was glad when he lifted the horse over the last fence; furthermore, so beaten were his opponents at the finish that he thinks he could have won on either of the other three who followed him home. Why Not did fairly well in his hands again when The Soarer scored.

Mr. Richardson had four mounts in the Liverpool, and won twice, in 1873 and 1874, on Disturbance and Reugny.

Another jockey, of whose performances chroniclers will have in future to make a note, is "Tich" Mason, the rider of Kirkland.

Falling back again to the horses, we find that Abd-el-Kader, who won in 1850 and 1851, the first animal to successfully negotiate the course twice, was the offspring of a mare that worked the Shrewsbury coach. The winner in 1857, a horse named Emigrant, was ridden to hounds for three seasons, and displayed such jumping form that he was put into training. It was exceptionally heavy going that year, and Boyce, the successful jockey, took his beast out of the field on to the good going at the side of the canal. This was fair enough according to the rules, but next year a couple of flags were put up, and a repetition without disqualification was impossible. Salamander, who gave Alex Goodman his second winning ride, was bought as a hunter for a small sum in an Irish hovel. Hall Court, who was beaten a head by Alcibiade, again finished second, but without a rider this time (1866); the jockey being unshipped at the second fence! It is really wonderful how loose horses gallop on and safely negotiate the Aintree fences. In 1905 Asceetic's Silver and Timothy Titus, after coming to grief at the canal turn, jumped the remaining fence one on each side of Kirkland, whose jockey, F. Mason, kept a cool head at a critical moment. In such a race as "the National" luck naturally plays a big part.

In 1872, for instance, Casse Tete, Schiedam, Harvester, Primrose, and Scarrington were all going well with the race among them, when Primrose came to grief, and Schiedam (Mr. Richardson up) fell over the rolling horse. Harvester next overjumped himself and injured his hind foot, and thus Casse Tete and Scarrington were left to battle it out. Robert L'Anson on the latter called to Page on Casse Tete. "It's been a long time coming off, Jack, but I've done it this time." The words were no sooner spoken that Scarrington knocked a leg at the last fence but one, and Casse Tete ultimately won a hard-fought race. Pathfinder, the winner in 1875, was bought not long before for £100. In 1876 Captain Machell ran two, Chandos (Jewitt) being favorite, and Regal (J.

Cannon) outsider. Jewitt called out to Cannon when the race was in progress, "Joe, I'm going on to win," when Chandos fell, and Regal won the race by a neck. Jewitt a few years later trained a National winner in Seaman, a cast-off Irishman. The Hibernians entrusted their fortunes to Cyrus, who was, however, beaten a head! Only four horses finished this year, the third being Count Kinsky's Zoedone, Owner up. Next year (1884) the Count chanced his lot, and successfully too, Zoedone cantering home in front of the smallest field that ever went to the post for this race.

When Manifesto first essayed to win the "National" he fell at the first fence. Colonel Hall Walker bought The Soarer and won the race at the first time of asking. Then there was the sensational Cloister, who cantered home once with 12st. 7lbs. up, a horse purchased for a score or two of pounds. And who can forget the mysterious Timon? Sweeter to recall is the scene after Ambush's victory. And who will forget Manifesto's last appearance on the scene of his former glories?

## GRASS THAT WILL NOT BURN.

In several parts of India, China and Japan, and the Eastern Archipelago generally, is to be found a plant, the botanical name of which is Boehmeria which produces a fibre variously called Chinagrass, Rhea, and Ramie. Of recent years a quite new use has been found for Ramie fibre or Ramie thread, and that is the making of incandescent gas-mantles.

For well over half a century scientists have been experimenting with the object of finding some commodities which would give a brilliant light on heating to incandescence. In 1885 was discovered a method of saturating a cotton fabric with solutions of the certain metals, which on burning off left a framework of oxides. This was the beginning, though a very imperfect beginning, of the incandescent gas-mantle.

For some reason the head of a mantle is invariably the weakest part, in spite of the fact that the top part is always further impregnated with a solution made from aluminum and magnesium nitrates, and that the loop by which the mantle is suspended on the burner consists of a thin asbestos thread, carefully sewn on the top of the mantle. But a new method has recently been adopted and is already in very great favour amongst users of gas-mantles; that is the method adopted in the well-known and widely-used patent metal top of "Ironclad" mantle. The metal top, which by the way, is specially made for the purpose, of a non-fusible metal, is in two pieces, and between these two pieces the fabric of the mantle is firmly clamped and evenly gripped all round. The result is that a metal top mantle hangs steadier, and the risk of breakage is reduced to a minimum, owing to the strength being evenly distributed all round the mantle, and, of course, the loop itself cannot break.

Before the mantle reaches the hands of the purchaser it has to be properly and carefully hardened. Yet this is a process which some manufacturers never employ, with the result that unhardened mantles are sold very cheaply, but break very quickly when put into use.

All users of incandescent gas-mantles will remember that when a new mantle is fixed it has first to be set fire to without the gas being turned on. This is to burn off a coating of Collodion which is put on to strengthen the mantle, and it is removed without leaving any deposit.

The metal top of the Ironclad mantle is only one, though the most important, of many differences between it and other mantles. It gives an extremely brilliant, though by no means trying light, and an interesting point about it is that it is entirely British made by British labor. It may be obtained from ironmongers and stores everywhere at 4d. Though the price of an Ironclad mantle is slightly higher than ordinary mantles, users will quickly find that Ironclads are far more economical, as they outlive three or four of the cheaper kinds.

The firm who manufacture the "Ironclad" mantles also make the "Iris" inverted mantle (price 5d.), which has the same brilliancy and lasting power as the upright type, and will fit any burner on the market.

## CULINARY WHYS AND WHEREFORES

(Continued from Page Eleven)

and the flesh should come away from it quite easily. When boiling fresh fish the water should be salted, and a spoonful or so of vinegar added. Ten minutes per pound is supposed to be the correct time for boiling, but naturally it must vary with the thickness of the fish, and for that reason it is a mistake to boil a large fish whole, as the tail end will be overdone by the time the shoulders are sufficiently cooked. (To be Continued)

## HIS LIMITATIONS

"George," said Mrs. Youngfather, "here's a story of a New York policeman who all alone stopped a band of howling anarchists. Could you do that, George?"

"Who, me?" cried Mr. Youngfather. "Why, I can even stop a howling baby."

And he resumed his walk.—Cleveland Plain Dealer.

It required 123,754,000 crossties, valued at \$60,321,000, to make repairs and build new railroads in the United States during the past year.

## A BAD CASE

"He absolutely lacks the business instinct."

"Does he?"

"Why, he'd have no more idea of business than to open a garage in Venice."—Chicago Record-Herald.