



American Turf.

NEW ORLEANS RACES.

New Orleans, April 15, 1876.—The Louisiana Jockey Club spring meeting commenced to-day. The weather was clear and pleasant, the track heavy and the attendance large.

The First Race.—Purse \$400; \$250 to first, 100 to second, and 50 to third; for all ages; two miles, over eight hurdles.

William Cottrill's b h Col. Nolligan, 5 yrs, by Harry of the West, out of Emeline, 143 lbs. 1 Tom McGinnis' b g Vandal, Jr., 4 yrs, by Vandal, out of Sallie Crow, 129 lbs. 2 Mike Weloh's b g Port Leonard, aged, by Voucher, out of Prunella, 140 lbs. 3 H Van Liow's g h Astrape, 6 yrs, by Lightning, out of Sovereign mare, 143 lbs. 4 Time—1:15.

Second Race.—The Pickwick Stakes, for colts and fillies three years old; \$25 entrance, p p, with \$700 added; second horse to receive \$300. Closed with fourteen nominations. Three horses started.

William Cottrill's b c Mediator, 3 yrs, by Daniel Boone, out of Meanness, 90 lbs. 2 1 1 B & J Rowett's c h Harry Edwards, 3 yrs, by Uncle Vic, out of Ada Kennett, 90 lbs. 1 2 2 J Funk's c h Harry Hill, 3 yrs, by Virgil, out of Lark, 90 lbs. 3 3 ro Time—1:55 1/2, 1:56 1/2, 2:05.

Third Race.—Purse \$400, first horse \$300, second 75, third 25, for all ages. Two miles. T G Gay's b h Sam Harder, 5 yrs, by Rebel, out of Mary Kimbron, 110 lbs. 1 Mike Welch's c h m c Verdigris, 4 yrs, by Versailles, out of Belle Brandon, 104 lbs. 2 C Peine's c h g Kilburn, 5 yrs, by Ringmaster, out of Ontario, 107 lbs. 3 H Van Liow's c h c Pompey's Pillar, 4 yrs, by Uncle Vic, out of Amanda Buford, 104 lbs. 4 F O Minor's b h Falmouth, aged, by Planet, out of Red Rose, 115 lbs. 5

Second Day, April 18.—First race, 3-mile dash, all ages, won by Verdigris. Time—1:17 1/2. Second race, 2-mile heats, Volcano won the first heat, Pompey's Pillar taking second and third, and winning the race. Best time—3:42 1/2. Third race, mile dash, won by Kilburn. Time—1:45.

RACING IN CALIFORNIA.

BAY DISTRICT COURSE, SAN FRANCISCO, March 30.—Purse \$1,000, dash of one mile and a half. H. Welch's c h c Chance, 4 yrs, by Venture, dam Annetta. 1 A. S. Gago's c h g Ratio Pease, 6 yrs, by Planet, dam Minnie Mansfield. 2 Time—2:44.

TROTTING IN SAN FRANCISCO.

OAKLAND TROTTING PARK, March 22.—Purse \$400. C Moulthrop's g m American Maid. 1 1 1 S Robbins' b g Abdallah Joe. 3 2 2 W H Cade's b g Dirigo. 2 2 1 1 3 3 2 Budd Doble's Confidence. 1 1 3 2 4 2 ds John Williams' b g Henry. 4 4 4 2 ro Owner's b m Ella Lewis. 5 5 5 5 dis Time—2:29 1/2, 2:29, 2:29 1/2, 2:31, 2:33, 2:30 1/2, 2:30 1/2.

April 1 & 4.—Purse \$— A F Smith's b g George Treat. 3 3 2 8 1 1 1 W H Cade's b g Dirigo. 2 2 1 1 3 3 2 Budd Doble's Confidence. 1 1 3 2 4 2 ds John Williams' b g Henry. 4 4 4 2 ro Owner's b m Ella Lewis. 5 5 5 5 dis Time—2:29 1/2, 2:29, 2:29 1/2, 2:31, 2:33, 2:30 1/2, 2:30 1/2.

April 8.—Match for \$2,500; Goldsmith Maid to trot a mile in harness, Golden Gate to run one and three sixteenths miles, with full weight. Budd Doble's b m Goldsmith Maid. 1

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 XV.

Commodore Vanderbilt—His Peculiar Disposition—His Feeding, Shoeing and Training—His Races with Toronto Chief, George Wilkes, Lady Emma, and General Butler—Vanderbilt and Clay Trot a Match when "out of Condition"—"Washy" Horses—How to Feed them Before and After a Race.

[From the Spirit of the Times.]

I had the stallion Commodore Vanderbilt in my stable in the fall of 1864, and for two or three years afterwards. He was a rich bay, 15 1/2 hands high, with long flowing mane and tail, and was considered a very handsome horse. He was by Young Columbus, and, I believe, bred near Saratoga by a Mr. Wiggins. When he came to me he was seven years old. I found him a very peculiar horse to train and drive; he had never been properly broken. I first got him of a Mr. Smith, of Mechanicsville, N. Y., and after I drove him a race against Toronto Chief I sold him to Mr. Wm Turnbull, of New York City, for \$10,000. Vanderbilt was a strong, high strung horse, and would often kick very spitefully. He never liked strangers. He was a queer breaker; if he caught in one or two jumps he went off all right, but if you jerked him, or didn't catch him just so, he would hit his gambrels against the axle tree or cross-bar of his sulky, which would cause him to break, jump, and not strike his trot until he had made several "air-breaks." When he settled he would go very fast; and if in a race, and he had got behind, he would close up a gap at an astonishing rate of speed. Tom Cragin had driven him at Saratoga before I had him, and he told me to watch him, and that I must be careful when I stopped him, or else he would catch the bit in his mouth and go right away with me. Cragin also said he was an inveterate "buck jumper." I found that he was some days, just as Cragin said, and if he was yanked and pulled he would act badly; if, when he broke, you let him jump along and humored him, you could do almost anything with him. In training him for Mr. Smith I found him a very improving horse, and that was why I advised Mr. Turnbull to buy him. He was a good horse; all he wanted was kind treatment. He would not stand whipping or abuse. After he had been with me some time he improved every day, and could trot well. After Mr. Turnbull bought him he was offered \$17,500 for him by James Hammill, of Philadelphia, who was negotiating for some parties in this city. At that time, I think, he could trot in 2:25, to a wagon, or I had seen him go that way, harnessed, in 2:26 1/2. I used to drive him with as easy a bit as I could put in his mouth, a plain snaffle, with a piece of chamois wound around it. He was very sensitive about his mouth, and didn't want to be hurt there, and I had to be very particular to have his bit as easy as possible. Sometimes he was a fair breaker, at others he would lunge and plunge like the very mischief. He wore no boots, and was a very clean-going horse, with the exception of striking himself sometimes between his fore legs, owing to his high knee action, which would frighten him, and then he would break. We didn't know then how to prevent this kind of striking, but now we have "bumpers." I think, had the use of those safety-pads or "thumpers" been known at that time that Vanderbilt would have trotted close to 2:20, for he showed me half

have an extra piece of steel welded on to the toes of his hind shoes, and then put a long flat cork lengthways of the shoe, so the bearing would come even when he put his foot on the ground. He wore a ten-ounce shoe forward and a twelve-ounce one behind. Commodore Vanderbilt had never beaten 2:40, I think, before I got him, and the first race I drove him in was over the Fashion Course, October 17, 1864, against Mr. Gilman's Toronto Chief, a big, coarse, brown horse, by Old Royal George, bred in Canada, but a very good trotter, and a capital saddler. This race was mile heats, best 3 in 5, in harness, and was for \$2,000. Mr. Turnbull and Mr. Gilman used to be matching their horses constantly, and for large amounts, and they gave the sporting public plenty of fun about this time, and made things very lively. These two gentlemen would meet at Parker's and make matches to their hearts' content. Dan Piffer drove Toronto. The betting was very heavy, about even, I think. In scoring for the first heat the Commodore was very fast, but flighty, and cut up some. We got away even. Going round the turn the Commodore broke, and the Chief opened a wide gap on me, and was five lengths ahead at the quarter pole; as we went down by the old stand I shut up some of the gap, so that Toronto was only two lengths ahead of me at the half. Going round the turn I sent my horse along, so when we got to the head of the stretch I was only a length behind. I now sent the Commodore so fast that when I got head and head with Toronto he made a break, and I coming on, won the heat by three lengths in 2:34 1/2.

For the second heat I took the lead, my horse never broke, and I won easily in 2:34 1/2. The third heat was trotted in 2:33, and, although faster than the others, was won easily by the Commodore. I think there was another match made to go to wagon and drivers weighing 300 lbs., at this time, but it was never trotted. The Commodore received forfeit from Mr. Gilman's Lady Clifton about this time. November 2, 1864, he also beat her a match for \$1,000, pulling a wagon and driver weighing 250 lbs.

April 23, 1865, the black stallion Henry Clay and Commodore Vanderbilt came together on the Fashion. When a match between these two stallions was first talked of we were willing to trot two races—one in harness and one to wagns—both to come off in June, but the Clay party wouldn't trot for as much money as we were willing to, and wanted to trot at once, so we agreed to trot a race for \$2,000, in harness, mile heats, best 3 in 5, and a few days after this match was made we trotted it. It will be seen that this was a poor race, and all owing to the horses not being in condition, and a glance at the races trotted by these same horses afterwards when in condition, will show quite a contrast to this. Neither had had much work, and both had, I think, been "turned out" during the winter, and consequently were not in a fit to trot. Had both been jogged during the winter, a practice more common at this time than then, a far different race would have resulted. Said it was thought it would be a good race, and there were some bets made that 2:29 would be beaten. The track was good. Tom Cragin first got behind Henry Clay, but the black stallion did not seem to like a track, he kept running when we scored, and finally ran off for half a mile. When he got back Sam McLaughlin got behind Clay, and we got off, after very little scoring, for the first heat. Clay was ahead at the quarter pole a couple of lengths; then I began to gain on him, and got to his wheel at the old stand. Clay then seemed to come back, then Vanderbilt broke, and kept breaking and catching, so on the Flushing end Clay was four lengths ahead. When we got into the stretch Vanderbilt lapped Clay, but a few strides from the wire he broke again, and Clay won the heat by a length in 2:35. The half mile was trotted in 1:14 1/2. Vanderbilt was the favorite when we started for the second heat, as they all thought Clay would quit before three heats were trotted.

and was low in flesh at this time, and not at all "at" himself, consequently he had done very little work. He won the first heat in 2:38 1/2. In the second heat the Commodore broke and Diamond led me a dozen lengths at the half mile post, but I got him to work, and he trotted very fast. No one thought I would go for the heat, but I made Martin "draw his whip" on Diamond and he only beat me out by a head, in 2:38. The third heat I won in 2:35 1/2, and the fourth very easy in 2:38. On the 4th of September Toronto Chief beat Vanderbilt in a "go as you please" race. Toronto went under saddle, with John Murphy in the pig-skin, and Vanderbilt in harness. The match was for \$1,800, and the best time 2:24 1/2. September 16, the Commodore beat Toronto Chief in a match for \$5,000. He pulled a wagon and Toronto went in harness. The race was trotted over the Fashion Course, and the time was 2:31, 2:32 1/2, 2:30 1/2.

September 23, the Commodore and Toronto Chief trotted two-mile heats over the Fashion for \$5,000. The Commodore pulled a wagon and Toronto went in harness. Plenty of people thought the Commodore was a half-mile, but I knew that this was not so, and that he was a pretty game horse. The betting was in favor of Vanderbilt. Toronto Chief had the inside for the first heat, and, although I was behind, I nodded for the word. We went to the quarter pole about two lengths apart. Toronto led under the wire, the first mile, in 2:32. I kept along to the half about the same distance behind. On the Flushing end I went up to the brown station, and at the head of the stretch was only two lengths behind. I then sent the Commodore in for a brush, but he broke, and Toronto won by three or four lengths. The last mile was trotted in 2:35 and the heat in 5:07. The second heat we went off together, but I was ahead at the quarter. Then the Commodore broke, and the brown horse was about three lengths ahead at the half-mile pole. On the Flushing end I got the Commodore up to Toronto's head, then I took the lead, and went under the wire, a length ahead, in 2:35. On the turn I was still further ahead, but on the Flushing end the Commodore went to a break, and Toronto came up with me. At the head of the stretch I found I had the heat, and came on and won easily. The time of the last mile was 2:33, and the heat was trotted in 5:13. The third heat the Chief had the best of the start, and led me two lengths down the backstretch, then the Commodore cut up, and made some of his "air breaks," and the brown stallion was ahead fifty yards before my horse would go to trotting again, but when he settled he went well, and I was only a short distance behind at the stand. The mile was trotted in 2:37 1/2. Going into the second mile my horse trotted fast, and when we got down to the old stand we were head and head. I now drew away from the brown horse; then he broke, tired, and I beat him home. The last mile was trotted in 2:37, and the heat in 5:14 1/2. October 2, Toronto Chief beat the Commodore in their second "go as you please" race, for \$1,800 over the Fashion Toronto was under saddle and the Commodore in harness, but Toronto had to trot in 2:25 1/2, 2:23 1/2, 2:24 1/2 to win. This was a good race.

October 26, the stallion George Wilkes beat the Commodore, over the Union Course, in 2:30 1/2, 2:28, 2:27 1/2. November 6, George Wilkes beat the Commodore again, over the same course. The first heat was won in 2:34 1/2, the second in 2:37, the third in 2:29 1/2 (this was a dead heat) and the fourth in 2:31 1/2. Thursday November 16, 1865, there was a great gathering at Debois' half mile track. General Grant reviewed all the trotting. Among the celebrated horses shown on this occasion were Flora Temple, driven by Mr. James D. McMann, Dexter, George Wilkes, The Auburn Horse, General Butler, Lady Emma, Toronto Chief, Peerless, Lantern, Rattlesnake, Brunette, and Ella Sherwood. I drove Commodore Vanderbilt to a road wagon, and he showed remarkable speed going through the stretches, and looked very fine. Commodore Vanderbilt's best time was made

Lacrosse.

The London Club will send a team to the Centennial Exhibition this summer, where a match with an Indian twelve will be arranged.

The Young Excelsiors, of Brampton, held a meeting last week when the following officers were elected for the ensuing year:—President, H. Blain; Captain, W. Beck; Secretary, T. Ballantyne; Treasurer, W. Peaker.

At the annual meeting of the Toronto Etna club (junior champions) held at their club rooms, the following officers were elected for the ensuing year:—Mr. J. Ball, Hon. President; Wm. Thomson, President; L. Haguo, Vice-President; J. Wright, Captain; A. Carran, Secretary and Treasurer; D. Burns, J. Smith, L. Haguo, Bart Bennett, and A. Sutherland, Committee. The Etnas anticipate a most successful season.

The semi-annual meeting of the Toronto Ontario Lacrosse Club took place in the Temperance Hall. A large number were present. The following were elected officers for this year:—President, Major W. Arthur; Vice-President, Jas. Carruthers; Captain, John P. Scholcs; Secretary, Ross Mackenzie; Treasurer, H. J. Brown; Committee, F. Johnson, W. Rough, F. Sullivan, C. Larcoe, D. Patterson, T. Brown, C. V. Warmoll.

Mr. Masath, whose long connection with journalism in Montreal is well known, has been engaged by the lacrosse team as advance agent to England, and left on the 16th inst. in company with Mr. G. W. Beers, the Captain. We have no doubt from Mr. Masath's intelligence and business qualities that he will perform his duties satisfactorily, and contribute by his excellent arrangements to the success of the team. He is parted with by his colleagues of the press with regret, but in hope of seeing him back again to the land of his adoption. The Canada fours. We heartily wish him bon voyage.

Miscellaneous.

FOXES.—Messrs. Jerry Hoffman and J. Saunders, of St. Thomas, recently went out on a hunt and captured 11 foxes.

The report of Mr. Whitaker, the Commissioner of Fisheries, to the department, contains many facts proving the beneficial effects of protecting fish, and also the damage done by over fishing either under the present regulation or in contravention of the law. Mr. S. Wilmet also gave an interesting account of the extensive operations that are being carried on successfully in pisciculture.

EXCELSIORS BOAT CLUB OF DETROIT, MICH.—The annual meeting of this club was held last week at the Michigan Exchange. The annual reports of the Secretary and Treasurer proved highly satisfactory. The financial condition of the club is very strong, they showing a balance in the treasury of \$6,490 73. The active membership is 52. The following officers were elected: President, Frank W. Eddy; Vice-President, C. D. Waterman; Secretary and Treasurer, W. C. Stoepel; Captain, W. B. Isbell; Command er, J. B. Molony; Lieut. Commander, Hugh W. Dyer; Ensign, C. A. Brock; Board of Managers—E. Tolfer, W. B. Hawk, F. E. Farnsworth, Jas. Johnston, Member of Executive Committee of N. W. A. B. Association, W. L. Baker, Detroit River Navy Delegate, W. C. Waterman. The club will send two crews to the Centennial and a few more. The boys have had a chance as yet for practice, as the river is still full of ice.

A disgusting exhibition in the shape of a pro fight took place on Thursday last at Becker Park, Montreal. One of the combatants is named Honey, but the other name we could not recall.