TISEMENTS. SOVS

STEEL

Rarus, once king of the turf, is now unable to leave his stall on account of the bad condition of his front feet. He is now 24 years old.

St. Louis has inaugurated the demoraliz-ing practice of Sunday racing with all the usual betting and other accompaniments.

THE HORSEMAN.

There are two distinct classes of trotting-horses; one bred for speed regardless of style, the other bred for style combined with a fair share of speed. The one class is bred for the race course, the other for the coad.—(Kentucky Stock Farm. If the Canadian farmer is wise he will let the ner severely alone.

A California horseman has made a wager that Electioneer will have 75 in the 2:30 ist at the close of the present season. From the way in which the get of Electioneer have been entering the list since the snow left the ground the chances are that he will have close to 75 standard performers at the close of 1891.

Owing to the scarcity of trotting horses at the trotting meetings in Europe it becomes necessary to handicap them, and this is done by time allowance. For instance, the slowest horse is sent away first, the second five seconds later, and so on. They are started from a line, and when the last horse gets away the leader is often at the quarter pole. The plan seems to work well, and the greatest uncertainty as to results exists. Betting is lively and is done by bookmakers, as no pool selling is allowed.

notion to which is 1 ferred that rivets the attention of all passers, even those that ordinarily pay little attention to horses. It does not require size to make this sort of a horse sell. Carrying up well, as such horses generally do, they look larger by far than they are. Such an animal moving past with head and tail up is a very deceiving object. Go to him in the stable after the harness is taken off. Looking him over while his head is down it will be difficult to realize that this is the same horse that was seen water next the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen water next to the same horse that was seen and the same horse that was seen that the same horse that was seen under motion.

The Burlington Hawkeye gets off the following good thing on "The Brakeman at Church:"

The great English horse Tristan has been purchased by the Duchess of Montrose to take the place of Isonomy, who died re-Church:

On the road once more, with Lebanon fading away in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall, thin passenger reading "Gen. Grant's Tour Around the World." To me comes the brakeman, and, seating himself on the arm of the seat, says:

"I went to church yesterday."

"Yes," said, with that interested inflection which asks for more. "And what church did you attend?"

"Which do you guess?" he asked.

"Some union mission church," I hazarded.

"No," he said, "I don't like to run on The man who breeds horses without some specific object in view generally gains the point he starts on for—that is, nothing in particular.

"Some union mission church," I hazarded.

"No," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do, I want to run on the main line, where your run is regular and you go on schedule time, and don't have to wait for connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I suggested.

"Limited express," he said; "all palace cars, and \$2 extra for a seat, fast time, and only stop at the big stations. Nice line, but too exhaustive for a brakemag. All trainmen in uniform, conductor's punch and lantern silver-plated, and no train boys allowed. Then the passengers are allowed to talk back to the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad guage," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in 50 miles. Stops at all flag stations, and won't run into anything but a union depot. No smoking-car on the train. Train orders are rather vague, though, and the trainmen don't get along well with the passengers. No, I don't go to the Universalist, though I know some awfully good men who run on that road."

"Presbyterian?" I asked.

"Narrow guage, ch." said the brakeman;

allowed.

A Cleveland correspondent of the Canadian Sportsman writers: "Guy is out this season looking well; the little black Demon never looked better, and he takes his work in better form than ever before. He is worked hood winked, an elevated blind being attached to his bridle covering each eye and only available for him to see on the ground just in front of his feet. I saw him worked out one day with Fasigs Keeoke, and in my opinion if his tin rattle trap can be toned down a little more, Maud S. may stand a poor show of being the peerless head of the trotting world when the anow flies. Physically he is without fault or weakness; and machine the poetry of motion and with less friction in action never lived."

The Presk of Van Buren county,

don't go to the Universalist, though I know road."

"Presbyterian?" I asked.

"Presbyterian?" I asked.

"Presbyterian?" I asked.

"Presbyterian?" I asked.

"Presty track, straight as a rule; tunnel right through a mountain rather than go on the train. Mighty strict road, but the cars are a little narrow; have to show their tickets before they get on the train. Mighty strict road, but the content of the train. Mighty strict road, but the sast, and no room in the aisle to dance. Then there is no stop-over tickets allowed; to go straight through to the station you're ticketed for, or you can't get on at read in the poetry of motion and with less friction and with less friction in action never lived."

"Break of Van Buren county,"

many, and nonocy eise allowed on. But the poetry of motion and with less friction in action never lived."

George E. Breck, of Van Buren county, Mich., writes: "We have fed our imported Cleveland bays, both stallions and mares, old and young, silage for three years, and are well pleased with it. We never had a horse refuse to eat it nor made ill by it. We begin with the first coid weather and leed nine pounds with the same in bulk of cut hay in morning for matured horses. It is the best substitute for a ration of bran or oil meal, is appetizing, and the growth it gives colts is something grand. For cattle of any kind, whether for beef or dairy, I believe it is profitable food. And for growing naimals of any kind I have found it the very best food obtainable. In the case reported where death followed feeding allage to horses there must have been smut to such an extent as would have killed them had the fodder been given them as dry stalks, or else the corn was either not matured or injured when ensilaged."

The moving machinery of a horse is a very complicated one. The muscles of the limbs that lift the legs and move them forward are numerous, and there is no way that it can be told whether or nota horse will keep his legs well under him and move them easy and gracefully. So much depends upon the horse's nervous system, as to whether he will put fire and energy into his grait, that the formation alone, be it ever so hymmetrical, cannot give a guarantee that he has an agile step. It is harmony of action, combined with a degree of nervous snergy, even excitability, that complete the make up and action of the horse that all turn from other objects to gaze upon. There is a species of attractiveness in the sort of metion to which is a ferred that rives the attention of all passers, even those that all turn from other objects to gaze upon. There is a species of attractiveness in the sort of metion to which is a ferred that rives the attention of all passers, even those that all turn from other objects to gaze upon. The

"May-be you went to the Congregational Church?" I said.

"Popular road," said the brakeman, "an old road, too; one of the very oldest in this country. Good road-bed and comfortable cars. Well managed road, too; directors don't interfere with division superintendents and train orders. Road's mighty popular, but it's pretty independent, too. Yes, didn't one of the division superintend. ents down East discontinue one of the oldest stations on this line two or three years ago? But it's a mighty pleasant road to travel on. Always has such a splendid class of passengers." "Did you try the Methodist?" I said.

state the harness is taken off. Locking him over while his head is down it will be some horse that was seen under motion.

Rithers (at concert gardon)—I wonder why that director always aits when he conducts the music, I appose.

Rithers (at concert gardon)—I wonder why that director always aits when he conducts the music, I appose.

Why will you allow a congle to lacerate your throat or lungs and run the risk of illing a consumptive's grave, when by the timely use of likele's Anti-Consumptive yrup the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the state of the super avoided? This Syrup is pleasant to display the super and the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the super avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be allayed and the dauger avoided? This Syrup is pleasant to display the pain can be

A BRAKEMAN AT CHURCH | engine announced a station and the brakeman hurried to the door shouting: "Zionsville! This train makes no stops between here and Indianapolis!"

Richmond, Me., is the home of a clown goat which is a source of much amusement all along the Kennebec. He is a great pet among the steamboat men, and a regular visitor at the wharf when steamers arrive or depart. One day last week Billy's owner missed him, but two days afterward, when the steamer Kennebec arrived, the goat walked calmly down the gangplank, dressed in a pair of old trousers, swallow-tail coat, and a stovepipe hat. He had been to Boston with his friends, the deck hands, and came home with an increased dignity of bearing naturally consequent upon a visit to that learned town. When a lady in the waiting room petted him the goat whipped her veil from her face and swallowed it in a twinkling. Then he went home in his new togs, which he has probably since eaten.—[New York Sun.

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rom the lodge." "How did you let go of it?" passengers assembled. I tell you, Pilling of it. I was inside of it. I was inside. I tell you. Pil. I was inside. I

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