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CHIGNECTO POST.

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VOL. 19.—NO. 43.

SACKVILLE, N. B., THURSDAY, MARCH 14, 1889.

WHOLE NO. 981.

Horse Notes.

A Visit to Lexington, Ky., Feb. 15, 1889, attending Sale of over 600 Standard Bred Animals, by W. R. Bainsfield & Co.

As we arrive a boy on a broncho is leading around the track a bay colt, and another boy on another broncho is chasing him about the auctioneer's stand. On the benches is an excited crowd of men, and the auctioneer's stand is Colonel Bob Edmonson, who, in stentorian tones, is extolling the merits of the colt. Oh, men, men, what are you thinking about. Have you read your catalogue? Do you know what you are bidding on? Do you know it is a possible king or queen of the turf I am offering you? The colt, thank you, it is only a title of its value; twenty-five hundred, three thousand, thirty-five hundred, new you are talking; five thousand now that's more like it. I knew you were all asleep. Give me six thousand, and so it goes until the great auctioneer, who with his winning ways and persuasive tongue would charm the sweet notes out of the song bird's throat, has said five thousand once, five thousand twice. I won't repeat it, five thousand three times, are you all done? And the two-year-old daughter of Lord Russell (brother to Maud S. 2-083), and the great Wilkes mare Prospect Maid, sold to Mr. Henry of Pennsylvania, and New Jersey is knocked out of the ring. Mr. Hargis said to me: "It's a long price, but her dam sold for \$15,000, and I would rather have one like her than common ones," and as he said it John S. Clark, the contenting bidder, extended his hand and said, "You over-sized pile, I congratulate." John S. Clark has owned Wedgewood, 2:19; Fawcett, 2:15, and others of that ilk, and says he wants the best colt in the world, but Mr. Henry stopped him on the fly. Two followed a bay two-year-old, by Victor von Bismarck dam Hamletta (dam of Blue Grass Hambleton, 2:20), by Hamlet, and S. A. Brown & Co. buy her at \$2,000; and again a bay two-year-old by Bismarck enters the ring and there is a battle royal between S. A. Brown and Mr. White, of Paris, Ky., who stopped all bidders at \$5,050 on Naid Queen. One thousand is the first bid on the filly, and by hundreds she creeps up to \$2,000. Then there comes a pair of Michigan girls, and the superb filly goes to John Naid Queen and Army King in the new-formed team of the great Bourbon county distiller. Then there comes into the ring a beautiful daughter of Dictator, out of Fuge, 2:19, dam Fuge, 2:19, the mighty sire of trotters George Wilkes, and her dam Betsy Trotwood, dam of the king of trotting stallions, Phalaris, 2:13. What a pity she is so small, some one says and somebody reminds him that Green Mountain Maid, the sister of Beautiful Belle, Sprite, and many others were all small. And although she is only 14.1 hands high, she goes up and up from \$1,000 to \$2,000, and from \$2,000 to \$3,775 and is finally sold to T. O. Jefferson. It is because she has in her veins purple blood of kings and queens of the turf and stud. And so the game goes on, and so runs the world away. Who are these men who stand on the frozen ground and on the benches and calmly sit their heads with the air of princes of the blood? Are they gamblers or theorists? Oh, no! They are men of affairs; manufacturers, merchants, lawyers, doctors, and men prominent in the offices of life: men wrapped in furs and long, luxurious slippers, and men of refinement, who have dined every day for years. Why are they here, and why do their eyes glisten as they coolly bid their money on a mere animal of flesh and bone? It is because of their innate love of the noblest of God's animal creation—the American trotter. It is because it is fashionable. It is because they are strong men who delight in contests. Shall we heed the voice of the few who say it is wicked to trot horses? Shall we heed the voice of those few good men, with pinched up features who would give a nickel till the eagle screams who say it is not respectable to trot horses? Oh, no! It is the National sport. It elicits the interest and sympathy of all men of liberal views, and it will go on and on until the noble American-bred trotter will be the companion and friend, tried and true, of all men who can pay the price. Let the gospel of recreation be preached in stentorian tones to all American people until the tired, worn weary man of affairs shall find in the possession of the grandest of the creator's animal kingdom succor from sorrow and rest for their over-taxed brains. We are standing near the auctioneer's stand looking over the crowd. It is an interesting sight, and furnishes food for reflection.

Children Cry for

Diagonally across from us, on the grand stand, is a group of somewhat noted men. W. R. Allen, of St. Louis, who has recently electrified the breeding world by his liberal and judicious purchases of high-bred stock, is the central figure in the group. He has in the last three months purchased more than \$100,000 worth of richly bred stock, and he bought by wire from San Mateo seven head of the choicely-bred stock for the princely sum of \$80,000. Mr. Allen is a gentleman of large means, is calm and courteous, and evidently does his own thinking. He has commenced his breeding operations at the top near him is May Overton, of the Hermitage Stud, Nashville. He paid \$25,000 for Wedgewood, and his heart was today made glad by a telegram from Mr. Marvin, of Palo Alto, that his yearling brother to Bell Boy had trotted a quarter in 38 seconds. He is an earnest, thoughtful student of breeding, and a most liberal buyer. In the group stands Lucas Broadhead, manager of far-famed Woodburn. He is well known to the public as a conscientious student of the great science and we believe hopes yet to breed a champion. Standing near him is Mr. B. S. Standen, manager of the extensive affairs of the great breeding establishment known as Indian Hill. He looks well pleased with Prince's roll of honor, which contains twenty trotters and one with a record of 2:14. He is a young man to have charge of so great an undertaking, but he is a student and devoted to his business and Indian Hill will keep abreast of the tide. In another group we notice Robert Banner, Z. E. Simmons and J. I. Case. Mr. Banner, the owner of Maud S., is a prominent figure among noted horsemen, and is too well known throughout the land to need more than passing mention. Mr. Simmons was for a long time an active Wall street man, and is now a prominent breeder. The fourteen superb daughters of his old pet, the pony sire of trotters, George Wilkes, are enough to make Wilkes Lodge famous. Mr. Simmons smiles as we congratulate him on the sale of his two-year-old filly at \$5,000, and says: "from nothing nothing comes. I try to breed to the best; that kind the people want and will pay well for." H. D. McKinney, of Wisconsin, is there. Henry J. Case, of Fashion Farm, who owned the great mare of ancient time, the incomparable Goldsmith Maid, Lady Thorne and Lucy, is a prominent figure in another group. He is now breeding trotters at Fashion Farm from the sons and daughters of the grand old queens of the turf and stud. Colonel Todhunter, of Walnut Hill, smiles kindly as he speaks of the stallions Jay Gould, Washington and Stranger, and when he says to us, the auctioneer of my door is always open for you, we know it is an invitation given from the heart. William L. Simmons, of Ash Grove, where the beautiful blue grass grows luxuriously over the little mound where lies the great trotter and sire George N. Wilkes, is not well, but has a pleasant word and charming smile for friends and strangers. Mayor McDowell, of Ashland, the home of Dictator, is there courteous, entertaining friends and strangers. He has implicit confidence that the spring that he ever bred, and that is approaching very near perfection. Colonel Stoner, of Hambleton Farm, in spite of his firm faith and appreciation of the high qualities of his noted Baron Wilkes, seems rather surprised as men from all points of the compass step up and book mares for 1890 at a season fee of \$500. Already his list for that year has twenty highly-bred mares, and the cry is still they come. W. H. Wilson, of Abdullah Park, rejoices in the good news of the speed of Bon Don, by his sister Wilkes horse Simmons, and Stamboul has this year settled the question of the greatness of Sultan as a sire. Mr. Percy Talbot is there and is sorry he priced a yearling colt by Sultan, out of the great Alma Mater, for \$10,000. He sincerely hopes he will not be sold for Alma Mater is gone, and such colts are almost priceless at maturity. Mr. W. C. France is not well and remains at home, but a line of him goes drives up the avenue to Highland Farm, and crowds of men visit the great Red Wilkes, and Witon and Sentinel Wilkes command unquestionable admiration. Colonel Pepper mingles with the crowd and still pins his faith to the future of his recent purchase, Norval, by Electioneer. He arrived at Frankfurt, Ky., to-day, and we are anxious to hear the verdict. Mr. Kox arrived tonight, coming from the north from Friday via the vestibule door. He brought Norval, sire of Noraine, yearling record 2:31; Antelope, 2:15; Antevole, 2:19; Arab, 2:15, and some speedy youngsters. He looks younger than when sent from here, but the atmosphere and Pacific coast are a full measure of success are great rejuvenators. In the crowd are to be seen the busy, bustling Bowman Bros., Brook Curry, Crawford, Madison, Kelly, Foreman and others who act in the capacity of entertainers. If any one wants to know anything these men are a pleasure to are in great demand. Colonel Strader is there conversing with old-time friends and making new ones. Red Patterson, the young breeder, asks us if it don't take nerve to refuse \$5,000 for a filly, and when we advise him to sell, he says, "No, that kind are hard to get."

There are valuable lessons to be learned from these sales. The chief one is, breed to the best, no other way; secure individual merit and in blood lines; secure the blood of famous mares which are prominent representatives of noted blood-mare families. These men we have mentioned stand for hours waiting for the one they want, and then the excitement begins, and the bids are in the thousands. They are not here simply to buy horses, but to secure one or two which have attracted their attention. That kind are hard to find. Breed the best and it will pay.

"BELL BOY," \$51,000.00. The great four year old Stallion, Bell Boy, 3 year old, record 2:19, was sold as the above sale on 18th Feb. for \$51,000.00 the largest price ever paid at auction for a horse. J. H. Clarke, of Almiria, N. J., "Bell Boy" is by Electioneer son of the Great Hamiltonian 10. Bell Boy's book is full for 1889 and 1890 at a service fee of \$500.00. Electioneer also has \$500.00 as a service fee at Polo Alto farm in California, and Hamiltonian also stood at \$500.00. On Thursday there were sold sixty-one horses for the sum of \$142,830, an average of \$2,341.49.

Canada and Canadians.

Mr. Charles Dudley Warner's Impressions of the Dominion Travels. (Harpers Magazine.) "I have been told that the Canadians are second-hand Englishmen. No estimate could convey a more erroneous impression. A portion of the people have strong traditions and loyalties to institutions, but in manner and expectations the Canadians are scarcely more English than the people of the United States; they have their own colonial development, and one can mark already with tolerable distinctness a Canadian type which is neither English nor American. This is noticeable especially in the women. The Canadian girl resembles the American in escape from a purely conventional restraint and in self-reliance, and she has, like the English, a well modulated voice and distinct articulation. In the cities also she has taste in dress and a certain style which, we think, belongs to the new world. In features and action a certain modification has gone on, due partly to climate and partly to greater social independence. It is unnecessary to make comparison, but only to note that there is a Canadian type of woman.

"But there is a great variety in Canada, and in fact a remarkable racial diversity. The man of Nova Scotia is not at all the man of British Columbia or Manitoba. The Scotch in old Canada has made a distinct impression in features and speech. And it may be said generally in Eastern Canada that the Scotch element is a leading and conspicuous one in the history and push of enterprise and the accumulation of fortune.

THE CANADIAN MEN, as one sees them in official life, at the clubs, in business, are markedly vigorous, stalwart race, well made, of good stature, and not seldom handsome. This physical property needs to be remembered when we consider the rigorous climate and the long winters; these seem to have at least one advantage, that of breeding virile men. The Canadians generally are fond of outdoor sports and athletic games, of fishing and hunting, and they give more time to such recreation than we do. They are a little less driven by the business god. Abundant animal spirits tend to make men good-natured and little quarrelsome. The Canadians would make good soldiers. There was a time when the drinking habit prevailed very much in Canada, and there are still places where they do not put water enough in their grog, but temperance reform has taken as strong a hold there as it has in the United States.

"The feeling about the English is illustrated by the statement that there is not more spirit in the English ways in Montreal and Toronto clubs and social life than in New York, and that the English superiority, or condescension as to colonists, the ultra-English manner, is ridiculed in Canada, and recent ed with even more warmth than in the United States. The amusing stories of English presumption upon hospitality are current in Canada as well as on this side. All this is not inconsistent with pride in the empire, loyalty to its traditions and institutions, and even a considerable willingness (for human nature is pretty much alike everywhere) to except decorative titles. But the underlying fact is that there is a distinct feeling of nationality, and it is increasing. For many years Sir John A. Macdonald has been virtually the ruler of Canada. He has had the ability and skill to keep

his party in power, while all the provinces have remained or become Liberal. I believe his continuance is due to his devotion to the national idea, to the development of the country, to bold measures like the urgency of the Canadian Pacific Railway construction—for binding the provinces together and promoting commercial activity. Canada is proud of this, even while it counts its debt. Undoubtedly, Sir John adds prudence to his knowledge of men, and his habit of never crossing a stream till he gets to it has gained him the sobriquet of "Old Tom-morrow." He is a man of the world as well as a man of affairs, with a wide and liberal literary taste.

"If one would forecast the future of Canada he needs to take a wider view than personal preference or the agitation of local parties. The railway development, the Canadian Pacific alone, has changed within five years the prospects of the political situation. It has brought together the widely separated provinces, and has given a new impulse to the sentiment of nationality. It has produced a sort of unity which no act of parliament could ever create. But it has done more than this; it has changed the relation of England to Canada. The Dominion is felt to be a much more important part of the British Empire than it was ten years ago, and in England within less than ten years there has been a revolution in policy. With a line of fast steamers from the British Islands to Halifax, with lines of fast steamers from Vancouver to Yokohama, Hong Kong and Australia, with all rail transit, with magnificent camps, offering homes for any possible British overflow, will England regard Canada as a weakness? It is true that on this continent the day of dynasty is over, and that the people will determine their own place. But there are great commercial forces at work that cannot be ignored, which seem strong enough to keep Canada for a long time on her present line of development in a British connection."

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A first-class Livery Stable in connection. Terms moderate. A fair share of Public Patronage is respectfully solicited.
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Accommodation for Moncton..... 3.30
Express for Halifax and Pictou..... 4.30
Express for St. John..... 12.25
Accommodation for Spring Hill Junction and Moncton..... 12.40
Express for St. John and Quebec..... 12.45
Express for St. John and Quebec..... 12.50
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Express for Halifax, Pictou and Miramichi..... 2.45
Accommodation for Moncton..... 3.30
Express for Halifax and Pictou..... 4.30
Express for St. John..... 12.25
Accommodation for Spring Hill Junction and Moncton..... 12.40
Express for St. John and Quebec..... 12.45
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All Trains are run by Horse-Drawn Road-Engines.
D. POTTINGER, Chief Superintendent.
Railway Office, Moncton, N. B., November 22nd, 1888.
N. B. & P. E. Railway.
1889—WINTER ARRANGEMENT—1889
IN EFFECT THURSDAY, FEB. 14th, 1889.
Trains Run by Eastern Standard Time.
On and after Thursday, Feb. 14th, 1889, Trains will run as follows:
Leave Sackville daily (Sundays excepted) at 1.52 P. M., Arriving at Cape Tormentine at 3.18.
Returning, will leave Cape Tormentine at 4.26 and Arrive at Sackville at 6.55.
Every Monday Morning a Special Passenger Train will leave Cape Tormentine at 7 A. M., Baie Verte 8 A. M., and Arrive at Sackville at 9 A. M.
All Freight for the Eastward, to insure being taken on day of delivery, must be at Sackville Station or Wood's Sliding before twelve o'clock, noon.
JOSHUA WOOD, President.
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Leave Macan..... 7.40 14.10
" River Herbert..... 8.00 14.30
GOING EAST:
" Joggins..... 6.30 11.30
" River Herbert..... 6.45 11.45
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\$12.00 for the same Watch
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