NEW YORK DEPARTMENT.

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All communications for this department should be addressed as above, and items of interest, copy for advertisements, etc., should reach this office by Saturday of each week, to be in time for the next issue.

Looking for a Way Out.

As a result of the mix-up made by the Board of Review in their endeavor to straighten out, to suit certain individuals, the action taken by the Turf Congress regarding races at shorter distances than a mile, there are any number of associations who are trying to find out how they can hold matinee meetings, at which small premiums are offered, without subjecting the starter, or rather the winners of various heats, to bars that will put them in the free-for-all class.

Several associations have expressed the desire to hold a one-day meeting at which races at half-mile heats could be given, but they find that under the existing interpretation of the rules, horses winning heats in these events would receive bars that would put them "out of business" for the season, and the general call is "How can we arrange matters so as not to get these bars?"

Of course, if any premium is offered, whether it be money or anything of any value whatever, it would force the winner of each heat to take a bar. If any money was taken at the gate, even if no premium was offered, the penalty would be equally severe.

There seems to be no way out of the difficulty except to go long-distance races, so long, indeed, that no records can be taken that would interfere with the future engagements of heat winners, and a great drawback to this is that trainers all object, and reasonably, too, against going a long race; they even kick against going a mile, so that they would hardly want to go two, and there seems to be absolutely no way out of the trouble excepting to go for a free gate and no premiums whatever.

The action of the Board of Review seems decidedly irregular, as they undertake to entirely repudiate the action of the Turf Congress, and it seems that in such a case it would be within the power of the president of the National Trotting Association to make a temporary order permitting races at a half mile which should not carry the penalty of any record or bar. This would practically replace a portion of old Sect. 3, Rule 43, which was cut out by the last Congress.

A Wet Week.

About the most miserable time that trotting-horse men have had to put up with in several months was the week commencing May 23. Each morning it was rain, rain, rain. Each day, one or more times, the sun made an attempt to shine, but by the time a horse was hitched up ready to go and jog, it was raining again, and before the end of the week the best of roads, to say nothing of the tracks, were unfit for use, and horses were set back several days in their preparation for the early meetings. There is only one consolation about it, and that is that nearly every one is in the same box, so that when it does come to racing, but very few will have any advantage over the others.

One bad feature of the weather is that it will cause some of the early meetings to be declared off, as trainers have had practically no opportunity to get any line on their horses, and are therefore loath to make any entries. This should be a pointer to secretaries and track managers to have their entries close as late as possible for these early meetings and to advertise them up to the last day, as, under the existing circumstances of the weather, few trainers are really looking for places to start at, but they will be doing so just as soon as they get two or three days in succession of sunshine.

Facilities for Shipping.

A feature which would cost associations but very little money, but which would be very attractive to horsemen, would be the adoption of ways and means by the association to assist the visiting horsemen in the work of unloading from the cars, and carting their campaigning material to the track.

At many tracks the distance from the railroad yards is far enough to cost a great deal of trouble, particularly to horsemen who are unacquainted with the locality, and one of the most annoying things for a trainer to have to put up with is the extortion practised by the average truckmen when called upon to cart a couple of sulkies, a trunk or two and a few small traps from the car to the race track.

As a rule, the entire lot that accompanies a stable of five or six horses will not weigh more than five or six hundred pounds, and very often not that, but if it is a couple of miles from the cars to the track, the truckmen want three or four dollars for this job, and should the distance be greater, his charges increase in proportion, not pro rata, but are advanced on the increasing scale, practically a dollar the first mile, two dollars the second, etc.

Now this same truckmen would haul a load of dry goods, weighing twenty-five or thirty-five hundred weight, twice the distance for the same money, and he would have to load and unload that class of goods himself. With the horsemen's goods he has the assistance of the swipes and has a very light load for the bulk.

It would be a very simple matter for the track managers to hire two three or more trucks to do this work at a regular price, not to exceed $1 a mile for each load, and to have these men ready at the railroad yards to meet every freight that came in, so that it would not be necessary for the man to whose lot it fell to see to the carting of the stable goods, sulkies, etc., to chase up town, maybe a mile or more, before he could find a truck, and then have to bargain all around in order not to pay "war" prices.

The track managers need not stop at making arrangements to move the visiting horseman's goods from the cars to the track, but should likewise make arrangements to have them hauled back to the cars after the meeting was over, or whenever the stable was ready to ship. This would be greatly appreciated by horsemen, and would send them away with a favorable impression of the track and the track management, which undoubtedly would greatly benefit the association at future meetings.

The Second Horse.

Particularly at this time of the year it behooves the follower of the trotting track to keep his eye on the horse that finishes second, or thereabouts, during a race, and while it is generally acknowledged that the winner gets all the glory and "the ribbons," the second horse is oftentimes the better of the two.

It depends a great deal on the classification. A horse may finish second or third to a real good horse, but yet be overlooked, and the same day another horse not half as good as the horse mentioned above that finished second or third may win a race, and yet the horse finishing second or otherwise in the other race may be a great deal better than the horse that wins the race.

This was particularly noticeable in the campaign of the great mare Pixley. She competed against almost every free-for-all horse of the past four seasons, finished second more times than any other race mare on earth, and yet was not a great money winner herself, because she was up against that class that were just good enough to beat her at any time, simply because they had enough speed; but she raced consistently, and if she had been separately timed in every one of her races, would have had a record of stepping more fast heats better than 2 15 than any other piece of horseflesh on earth.

Now at this particular time of the year it is good policy to watch the horse that shows genuine race-horse qualities on the track, then go and look him over in the stall, and find out just what condition he is in and carefully weigh his performances and condition, and rate him accordingly.

Many a horse that finishes a good second, apparently driven out, and more than probable genuinely so, in 2.25 or better before the first of June, will be able to beat the horse that beat him before the end of the season, simply because he is not in condition to go a hard heat; that is to say, the winner of the heat has been more keyed up for fast work at that particular time.

Another case in which "the second horse needs to be watched" is that early in the year there are many horses competing against each other that ordinarily should not be within ten or twenty seconds of each others' class. Somebody is lucky enough to bring out a horse without a record that can step on a trot or pace three heats anywhere from 2.20 to 2.15 before the first of August, and he has, if he is a schemer and knows how to place a horse, a virtual picnic in the slow classes, by starting him among a lot of "genuinely green ones," that are able ordinarily to step in about 2.25 or maybe a little bit better.

Now, of course, this man has the advantage of practically five to 10 seconds, and two or three of these seconds are enough for him to make a showing, if he so desires, of any horse that he competes against, consequently, that he apparently very easily beats in 2.23, 2 24 or 2 25, which, while entirely overlooked by the public, are really good things themselves, but the winner makes such a sucker of them that they look cheap. If the real fast horse was out of the way they would show up pretty well, and people would think something of them, but it is a case of "the loser is of no account," while practically he is of considerable importance when not outclassed.

It is this watching of the second horse, and even in many cases of the third, fourth and even further out-placed horses, that makes the successful speculator on the track, and it is the province of any good general of a campaigning stable, when he does not want to win or does not want to mark his horse or horses, or make any too much showing early in the year, to enter them in company in which he will not have to take back in order to keep from being very prominent at the finish.

Here is a great deal of the science of racing horses without getting any records, and without exposing the driver to the risk of being hauled up by the judges, that is to say, to start the horse in some company in which it is practically impossible for them to make any showing, and at the same time get a great line on them under the watch. For instance, a green one, that could step a mile track in 2 18 or 2.19, or a half-mile track in 2 22 or 2.23, could be started in some company where he would be entirely overlooked, and yet perform fast enough to satisfy his owner or driver that he was fully up to the standard at which he was rated. Two weeks later he might be started in far inferior company and win in a walk. At the latter race he would be thought a great deal of because he beat horses that the chances are would have been distanced in the very same race in which he obtained positions a couple of weeks before.

This is the difference between company, and it is this watching of horses according to what they have to beat and how they perform in these particular cases that makes the genuine judge of form, and enables a shrewd horseman to figure out whether a losing performer is a good one if placed in the right class, or a counterfeit, and while some clever managers campaign their horses so as to give them a few races in red-hot company, and so get a line on them, there are a number of others who overestimate the ability of their horses, and start them in a crowd that is much too good.

It is the weeding out of the genuine performers against the parade performers that distinguishes these two performers, and in a great many cases the beaten horse, whether he finished second, third, fourth or even further back, is worthy of notice, provided a class of company can be found for them to which they really belong.

General Notes.

The following measurements of a three-year-old filly, by Lynne Bel (2 10½) was taken by the writer, and show remarkably well for the development of that strain of blood; height, 15 1½ hands; girth, 69½ inches; forearm, 17 inches; depth of shoulder, 21 inches (collar measurement). No scales being handy her weight was not taken, but it would be perfectly safe to say that she would weigh 900 pounds.

A match race occurred at the White Plains (N. Y.) track, May 21, between the brown stallion *Blacksmith Boy*, owned by William Deveson, and the chestnut gelding *Little George*, owned by James Young, both residents of White Plains. *Little George* won the first heat in 2.33 and the third and deciding heat in 2.27, *Blacksmith Boy* winning the second heat in 2.35, the last named being driven by his owner, while the professional trainer, Jerome Whelpley, piloted the winner. The race was for $300.

Vashti (dam of Lynne Bel, 2.10½) will be bred this season to Alcyoner (2.25¾).

The Columbus County Driving Association of Bloomsburg, Pa., will hold a meeting July 4 and 5 for purses varying from $200 to $300, and classes from 2 40 to free for all. Secretary A. N. Yost reports that the track is in very good shape this season, that a number of horses are being worked over it, and that they expect to hold two or three good meetings this year.

The dates claimed for the Elkton Fair, Elkton, Md., are Sept. 6-9. The grounds on which this meeting is to be held are very conveniently located as far as railroad facilities are concerned, being within a hundred feet of the Elkton Depot, within two miles of Singerly and six miles from Chesapeake City.

The dates originally claimed for the Greenville Agricultural Association, Greenville, Pa., have been changed to Sept. 7-9.

Bright Light (2.08¾) has already shown a mile this season in 2.17¾, driven by John Reamer.

The well-known trainer Matt Dwyer, who was in attendance at the Cleveland sale, expressed the opinion that Betonica (3) (2 10½) was one of the grandest individuals he had ever seen in his life, and that if any horse was entitled to go a mile in 1 55 it was the three-quarter thoroughbred son of Azmoor.

The dates claimed for the Clarion County Fair Association, Clarion, Pa., are Sept. 20 to 23. S. S. Laughlin is secretary.

At the Philadelphia Horse Show E. T. Stotesbury's brown mare Vick and bay mare Lady took first premium in the class for pairs of roadsters, A. L. Snowden's Russ and B. L. C. being second, and James W. Cook's Altamont and Bertha third. In the class for trotting stallions, three years old or over, first premium was awarded to William Penn (2.07¼) and second to Acolyte (2.21).

Of the 12 classes opened by the Belmont Driving Club, only seven received sufficient entries to satisfy the management, and the other five, viz., the 2 22 and 2.15 trotting, 2.27 and 2 15 pacing, and 2.10 trot and pace, were declared off. For the Point Breeze meeting the following week only six classes filled, these being the 2.40, 2 25 and 2 20 trotting, 2 37 and 2.18 pacing, and 2.10 trot and pace. The majority of the entries received for the Belmont meeting were from trainers located at Philadelphia tracks or in the immediate vicinity, together with some of those who were racing at Baltimore last week.

The opening meeting of the Western New York Trotting Circuit, which was billed to commence at Newark, N. Y., next week had to be declared off for lack of entries, owing to the continued rainy weather, which prevented trainers getting their horses in shape to start this early in the year.

May 22 was about the first decent workout day that the trainers located at the Parkway track, Brooklyn, have enjoyed this year, and, in consequence, nearly every one was out for a brush with every horse they had in their stable. W. H. Snyder, the lessee of the track, worked his entire string, about the best move of the lot being a mile in 2 39 by a three year old by Quartermaster, the last quarter being in 38 seconds. J. P. Rogers worked Cresent (2 19¼) a mile in 2.26, having the pacer *Viotta* (2.10), driven by Dan Nichols, for company.

W. H. Lockwood is now located at the Waverly, N. J., track with a large stable, including two or three with records, and a good bunch of very promising youngsters. The old-time campaigner, Bert Sheldon, is also being worked by George O. Smith over the same track, and seems to be just as good as ever. He has been a factor in the fast classes over the half-mile tracks around New York State for several seasons past, and acts as if he would get his share of the money again this season.

Carrie G., by Alcyone (2.27), dam, Idlewild (2.29¼), has been booked to Lynne Bel (2 10½). Carrie G. is the dam of the five-year-old colt Kremlin King, by Kremlin (2 07¾), that is showing so much speed in W. H. Rhodes' stable this year.

It was again noticeable that the trotting-bred high steppers carried off the majority of the premiums at the Philadelphia Horse Show. Of course Fatty Bates was very much in evidence, and took a large number of blue ribbons. It was his first appearance at the Philadelphia Show, and his stable of high-acting, trotting-bred steppers added considerable to the success of the show.

C. H. Aldrich will campaign *Bullmont* (2 09¾) again this season. Last year he raced the well-known pacer to great advantage, and thinks he will be able to hold his own in the free-for-all class around the half-mile track circuits again this season.

Horsemen are again reminded that entries close June 7 for the two opening meetings of the Central New York Trotting Circuit, at Elmira, June 14-17, and Binghamton, June 21-24. The classes are the same at both meetings, but entries should be made to the respective secretaries. Records made June 7 are no bar.

Saturday, June 4, entries close for the spring meeting of the Queen's County Agricultural Association at Mineola, L. I., with secretary Thomas Bacon, Jericho, L. I. Full particulars regarding classes, etc., are announced in our business columns.

A meeting of the Tri-States Driving Park Association was held at Port Jervis, N. Y., recently, at which the following officers for the ensuing year were elected: President, Peter E. Gumaer; Vice President, John W. Lyon; Second Vice President, H. H. Malven; Secretary, George A. Elston; Assistant Secretary, Neas Decker, and Treasurer, Evi Shimer. The annual meeting will be held Aug. 16-19 at the Port Jervis track, it being the second meeting of the Orange County Circuit. The early-closing purse events have already been annonnced, entries to which close June 1, and regular class events in connection with that meeting will be announced at a later date.

FREDERICK WATSON.

Every owner of a fine horse who wishes to keep his animal free from skin diseases, and at the same time give it a delightful appearance, ought to send to Goodwin & Co., 38 Hanover street, Boston, Mass., for a bottle of Glosserine, price $2. It has a wonderful success in treating eruptions, such as cuts, scatches and sores, and makes the hair very glossy.