SPIRIT OF THE TURF.

DATES CLAIMED FOR 1887.

TROTTING MEETINGS.

Suffolk Park, Phila	May 9 to 12	Hartford, Conn	June 13 to 16
Belmont Park	May 17 to 20	Albany, N. Y	June 21 to 24
Mystic Park	June 7 to 10	Mystic Park	Sept. 13 to 16

RUNNING MEETINGS.

New Orleans, La	April 11 to 16	Jerome Park, N. Y	May 24 to June 7
Dallas, Tex	April 18 to 23	St Louis, Mo	June 7 to 18
Memphis, Tenn	April 25 to 30	Sheepshead Bay	June 9 to 30
Nashville, Tenn	April 25 to 30	Kansas City, Mo	June 20 to 23
Lexington, Ky	May 8 to 11	Chicago, Ill	June 25 to July 16
Rockaway, L. I	May 7 to 21	Pittsburgh, Pa	July 18 to 23
Louisville, Ky	May 13 to 24	Sheepshead Bay	Aug. 27 to Sept. 20
Latonia, Ky	May 23 to June 4	Jerome Park, N. Y	Sept. 24 to Oct. 15

THE SPIRIT OF THE TIMES
LONDON ADVERTISING AGENCY.
Address H. A. DEVILLE,
446 Strand, London, England.

PRINCEPS AS A GETTER OF SPEED.

LOUISVILLE, KY., Nov. 22.—A writer, who undoubtedly believes it, recently wrote: "Princeps is the greatest sire living." Since the subject has been put before the public in its right light, I wish to state that I have purchased six of the get of Princeps, from one to three years old: Greenlander, Earle, Guitar, Ember, Elixer, and Hebron.

Greenlander I gave a record of 2:32 as a two-year-old, 2:30 as a three-year-old, and, as a four-year-old, 2:24. He trotted in a race this year in 2:22, 2:22½, and 2:21 Earle, his full brother, I gave a record of 2:28¼, and Guitar, four-year-old record, 2:29¾ trotting, and 2:35 pacing. Ember can trot in 2:25, and Hebron trotted a mile in 2:42, last quarter in 37½ seconds, a few weeks ago, and only a three-year-old.

Elixer I drove a mile in her four-year-old form in 2:43 on my half-mile track. Thus it will be seen that five out of the six will be in the 2:30 list next year, and the sixth one, if trained on, I believe would have beaten 2:30 ere this. Who has made such a showing, the get of one horse? Yours, AUGUSTUS SHARPE.

THE TWO WILLIAMS.—William C. is a brown gelding, by Young Wilkes (sire of Wm. H., 2:18½), dam by Long Island, son of Burr's Napoleon; 2d dam by Scobey's Champion. He is seven years old, stands 15¼ hands, very handsome and stylish, square-gaited, fine actor, good pole horse, and has a record of 2:22¾, made in a fifth heat. He is sound and clever. William S. is a bay gelding, seven years, 15½ hands, full brother to Index, 2:21, by Jas. R. Reese, dam Rosa Belle. He is an ideal roadster; handsome, fine styled, clean-gaited, good to the pole, very game, sound and kind, and can trot in 2:25. Both are for sale at low figures. They can be seen at the American Horse Exchange, Fiftieth Street and Broadway. Address Wm. H. Saunders at the Horse Exchange.

A HANDSOME PHAETON.—The new English phaeton, designed and manufactured by L. Glesenkamp & Son, has no equal for its style, comfort and durability. As carriage builders, this house has over forty years experience, they have turned out many of the most popular vehicles in the country, yet they claim that this English phaeton surpasses them all. Their claim is that it hangs lower, rides easier, and will stand more wear and tear and last longer than any vehicle made anywhere, and those who have used or examined it, endorse the claim of the manufacturers. It is, indeed, a thing of beauty. Call and examine it at the repository of Messrs. L. Glesenkamp & Son, 318 and 320 Penn Avenue, Pittsburgh, Pa. Correspondence is solicited by the firm.

PENNSYLVANIA TROTTING-HORSE BREEDERS' MEETING.—NEW CASTLE, PA., Nov. 29.—The Pennsylvania Association of Trotting-Horse Breeders will hold its regular annual meeting for election of officers, etc., Wednesday, Dec. 10, at 1 P. M. sharp, at the Seventh Avenue Hotel, Pittsburgh, Pa. The association is on a firm basis, with a large membership for a beginner, and the best of feeling pervades. We hope to give the best trotting meeting in 1887 ever held in the State. We hope all members will attend the meeting on the 10th, and all other residents of the State interested in the rearing and training of the trotting horse are invited to be present.

Yours, A. W. HARBISON, Sec'y.

THE KILROY WAGON.—Mr. M. J. Kilroy, Govanstown, Md., is a manufacturer whose wares are held in much favor by those who have used them. His top and no top road wagons are marvels of workmanship, durability, and finish. They are cordially endorsed by the road drivers and liverymen of Baltimore and neighboring cities as unsurpassed for wearing qualities and neatness of style. Mr. Kilroy will send his price-list to whoever chooses to address him.

TITAN FOR SALE.—Titan is a blood bay eight-year-old gelding, by Stillson, 670, dam Camilla, by Ashland. He stands 15½ hands, and weighs 1,000 lbs.; has no tricks; has never been handled for speed, but could show a 2:30 gait last fall. Has been driven a half to road-wagon in 1:20. Price $1,000, or will exchange for a good, standard mare. Address G. F. Hutchinson, 16 River Street, Plattsburgh, N. Y.

LAMBERT MARE FOR SALE.—She is a black five-year-old, standing 15 hands, by Adirondack, son of Daniel Lambert, out of Never Mind. The owner guarantees her to be without blemish or fault. She is sound, fearless, a nice looker, excellent roadster, and can trot in three minutes now. The advertiser has no use for her, and will sell cheap. Address Lock Box 531, Renovo, Clinton Co., Pa.

A BARGAIN.—A fast gelding is offered for sale at a bargain. He is thirteen years old, stands 15 hands, has a record of 2:40½, can trot in 2:22 or 2:23, and can show quarters in 30 seconds. Is a very easy, safe driver; no boots, and a first-rate sleigh horse. The owner is willing to trade for a slower horse and take the balance in cash. Address P. O. Box 2,674, Boston, Mass.

GOOD ROADSTER FOR SALE.—Mr. Mat Tanner, 147 Hudson Avenue, Albany, N. Y., offers for sale a bay nine-year-old gelding, 15½ hands. He has trotted in 2:31½ this season, and can pull a road wagon in 2:38. Is an easy driver, fine style, afraid of nothing, perfectly safe and sound, wears no boots, a good horse in company, and drives well to pole. Price $350.

MYSTIC PARK'S DATES.—H. E Willis, lessee of Mystic Park, Medford, Mass., claims June 7, 8, 9, and 10, 1887, as the dates for a spring trotting meeting, and Sept. 13, 14, 15, and 16 as the dates for a fall meeting.

SPOTTED STALLION WANTED.—S. W. McLain [illegible] tises for a spotted stallion. He has also [illegible] colts. Mr. McLain will send a list to [illegible] stamp.

THE brutal practice of firing [illegible] Paradox, besides a host of ra[illegible] effectually cured of obstinat[illegible] cences by the use of Cole's P[illegible] Porter, trainer to H. R. H. th[illegible] lible and most humane. P[illegible] dlers, or forwarded on [illegible] for United States, 50[illegible] advertisement.

TRACK AND ROAD.

NEW YORK CITY, Dec. 1.

The various trainers and drivers in this vicinity are getting ready for winter's blasts, and fixing up their stables to keep out the cold winds. The horses, too, are very patiently looked after, and have been well provided with extra heavy blankets and horse-clothing.

The track at Fleetwood will no doubt soon be closed, and will be covered with manure for the winter. A great many trotters are stabled there, and will remain until the spring campaign lures them on the Circuit to gain fresh honors and glory.

John Murphy, with his string, has moved from his old stables on the track, where he had been situated for a number of years, to the more commodious stable on the hill, the property of the late John Rodgers.

D. B. Herrington has for the present taken the stalls of Murphy, and will winter the horses there which are in his special care.

The club-house looks bleak and lonely at the track, although on pleasant days there is a quiet crowd there who discuss "horse," and toast their shins at the fire. It is very amusing to get some of these drivers together and hear them tell stories of which they were one of the parties interested.

Pat Dolan will generally start with the time when he was driving a black mare (name forgotten) in a race when she made a "jimmy," and, in trying to catch her, ran into somebody else, and was tipped over. Dolan says he fell over forward, right between the mare's hind legs, and was never touched, and went on and drove in the next heat.

Then Billy Snyder will join in and have something to beat Dolan, and then big Larry Hurd will beat them all with the story that he was dead for three hours, which finally caps the climax, and, after visiting the bar, they all go to dinner.

This is about the general routine of blustery days at Fleetwood Park, unless some newcomer has arrived who can spin yarns, then the boys are all attention.

We met at the track Mr. Z. E. Simmons, who has just returned from his farm near Lexington, Ky. He says his stock is doing very well, consisting now mostly of weanlings and yearlings. In speaking of the numerous sales at good prices of Kentucky-bred horses, he said:

"Of course, a great many gentlemen come out there from the East, and generally pick up the cream of the stock, but they have got to be very sharp and quick now. The Western people are buying heavily, too, and know what a good horse is."

"What do you think of the Harry Wilkes race in California recently?"

"Well, I always thought it would be hard to find a horse who could beat Harry Wilkes, on the dead level, of course, and was not so greatly surprised, but I think that Guy Wilkes can beat Harry Wilkes; anyhow, they ought to make a hot race."

Mr. Simmons will probably stay in town for the winter.

The Thanksgiving Day races, which had been announced to take place, had to be postponed on account of the bad weather and heaviness of the track.

There was quite a gathering, and it was finally announced that, as they had come to see a trot, they would be accommodated.

A match had been made in the heat of an argument, at Tom Kearn's place, between C. Mooney's bay stallion Smith O'Brien and A. Fox's bay stallion Star Duroc, and it was decided to trot this off. It was for $100 a side, mile heats, best three in five, in harness.

The judges, Messrs. David Bonner, F. Fitzpatrick, and J. S. Smith, soon called the horses out.

Al. Dunbar was seated behind Smith O'Brien, and John Murphy piloted Star Duroc. Smith O'Brien won handily in three straight heats, in 2:33¾, 2:35, and 2:32¾.

Then, to make it more interesting, Mr. W. E. Parsons, offered a prize of 500 cigars to be trotted for, 200 of which were to go to second. John Murphy entered Mr. Parsons' bay gelding St. Louis; Jesse Yearance Mr. J. B. Houston's roan mare Pansy, and Mr. Nathan Strauss the black gelding Monterey, to draw top road-wagons, mile heats. Murphy captured the first prize of 300, and Jesse Yearance the second, of 200 cigars, although Pansy pushed St. Louis very hard, especially in the second heat, which St. Louis only won by a nose. The time was 2:49, 2:44.

The two cup races had been postponed from Thanksgiving Day, and were trotted Saturday last. There was a very fair attendance when the bell rang for the first race, which was for two handsome smokers' sets, for horses eligible to 2:40 class, mile heats, to top road wagons, professional drivers to drive. The starters were W. E Parsons' bay gelding St. Louis, and George Hoxie's roan mare Dame Pansy. The former was driven by John Murphy, the latter by Jesse Yearance. When the horses were sent away to a good start for the first heat both stuck closely together, reaching the quarter pole in 40 seconds. They trotted evenly to the half mile, in 1:18, and then, coming up the hill, St. Louis drew away. Dame Pansy closed up the gap again, but was too late, and St. Louis captured the heat, in 2:43¾, by a length.

The second heat was a very close one. The horses trotted on even terms all the way. The quarter was trotted in 39 seconds, and the half-mile post was passed in 1:17½. When they came down the home-stretch it was anybody's race, as Dame Pansy was laying close on St. Louis' neck, and about ten yards from the wire St. Louis broke and ran in under the score, a neck in front, in 2:41¾. The judges decided that St. Louis was the winner of the heat and race, and Murphy took one of the prizes and Yearance the other.

The second race was for two bronze statues, for horses eligible to the 3:00 class; mile heats, to top road wagons, for members' horses; non professional members to drive. The starters were J. Barry's bay gelding Tiny; A. Miller's bay gelding Tom Trimble; I. Cohnfeld's bay gelding Jimmie C.; T. Trimble's bay gelding Tom Medium, and F. J. Kilpatrick's bay gelding Dixey. They got away to a good start, Tiny shooting out in front, with Tom Medium close up. At the quarter pole the latter broke, and Jimmie C. took second place. They passed the half-mile pole in 1:19¾, and then came the brush down the stretch. Tiny went under the wire first by a length, Jimmie C. second, Tom Trimble third, Tom Medium fourth, and Dixey last. Time, 2:47. The second heat was a repetition of the first, Tiny winning by a length from Tom Trimble, Jimmie C. third, in 2:50½. Mr. Cohnfeld, the driver of Jimmie C., was greatly handicapped, as he is a man who weighs in the neighborhood of 225 pounds.

After the races were over genial Gabe Case raffled off three monstrous turkeys, which caused a great deal of amusement and any number of ties, which had to be thrown off, until they all got woefully mixed up and it took quite some discussion before matters were finally straightened out.

D. B. Goff drove up to the track the other day seated in a road wagon pulled by a green brown mare. A gentleman of this city, was to purchase her providing Goff could drive her to a wagon, three heats inside of half an hour, all three to be in 2:50 or better, and the last one in 2:30 or better. He succeeded and sold the mare on the spot. The time made was 2:50, 2:33½, 2:29½. The treasurer of the Driving Club of New York, Mr. Alfred De Cordova is interested in homing pigeons, and everytime he comes up to the track, brings with him two favorites, which he calls Jack Dawson and Harry. He lets them fly with a message to his house at Forty-third Street and Fifth Avenue, as to the time he can be expected home to dinner. They have made the fly in about twelve minutes on various occasions, which Mr. De Cordova calls good time, as they are young birds.

The race-horse men take an occasional dip into trotting-horse affairs. During the past week three men prominently identified with the running turf figured in trotting races. At Hartford Will Daly's Lady Scud was beaten in a match race with Andy Welch's Bessie At Jeter Walden's half mile track at Eatontown, N. J., Matt Byrnes drove Wm. Lovell's Clifford G., winning in straight heats, and at Parkville "Snapper" Garrison drove his bay mare Kitty in a purse race, getting a heat and second money. John Driscoll is the only trotting-horse driver we know of that finds himself equally at home in the silks. Of trainers and owners on the running turf not a few graduated from the trotting ranks. There is Uncle Jack Batchelor, Johnny Campbell, Bill McGuigan, John Croker, Eph. Snedeker, Peter Webber, Mike Rogers, and a rumor says George Forbes thinks of seceding.

Mr. W. F. Redmond, of this city, has purchased from Highlawn Farm, Lee, Mass., the bay colt Stanley, foaled 1884, by Alcantara, 2:23, dam Susie (dam of De Barry, 2:19½), by Happy Medium; 2d dam County House Mare (dam of Nettie, 2:18), by American Star.

Mr. H. H. Cross, the noted animal painter of this city, has returned from Greenport, where he has just completed a 25x30 oil painting of Mr. R. B. Conklin's noted trotting stallion King Wilkes, which will shortly be on exhibition, with the punch bowl won by him at the National Horse Show of America this month.

King Wilkes will make the season of 1887 at Greenport, L. I., at $200, with the usual privilege of return, and limited positively to forty approved mares.

The *Cleveland Plain Dealer*, of Nov. 28, publishes a picture of Henry M. Stanley (?), the African explorer. What does our "only Splan" think of the likeness?

Hiram Howe has rented the Parkville House on the Brooklyn Boulevard, and will run it on the same plan as the old place. He expects to be "at home" next week.

Mr. J. H. Shults has had the new mile track surveyed at Parkville Stock Farm. It will have straight, wide stretches, with quarter mile turns.

Mr. Andrew Kaul, St. Mary's, Pa., writes under date of Nov. 29:

"Having just returned from an extended trip, my attention has been called to a copy of THE SPIRIT of Oct. 30. As Pilot Boy has had his shoes pulled off, and has been standing in the stable several weeks, of course it would be impossible to trot this season. If Mr. Phillips thinks Orange Bud the better horse, I will match Pilot Boy for $1,000 against him, the race to be trotted next July, over the Homewood track, at Pittsburgh, or at Cleveland, Buffalo, Rochester, or Utica.

"The reason for my proposing to put it off until so late a date is that owing to the inclemency of the weather and the state of the roads in our section, it is impossible to keep a horse in trotting condition through the winter. If Mr. Phillips accepts my proposition I propose to place $500 in your hands as a forfeit, and would expect him to do the same."

"Pike" writes:

"Your editorial in last week's SPIRIT upon the subject of time trials and favors granted owners, who endeavor to obtain a standard rank through the influence of unscrupulous judges, gives me a chance to fire off a load of powder and shot of this character which I have had laid by for some time, ready to let go upon the first opportunity. I have been holding off for some time waiting to give our breeders here the inside of just such a job as your editorial treats upon, which was successfully played (so far as record goes) here some years ago, in which a stallion now standing in this State was placed as standard by men in the judges' stand, put there for the express purpose. Whether they ever received any compensation for the consideration I would not like to say, but I think not, as the owner generally manages to make the consideration in other matters, so I judge he got the record as a favor. In other matters the men who occupied the judges' stand upon this occasion are all honorable gentlemen, whom I personally know would not stoop to do a mean action, and I am quite sure that they were hoodwinked into what they though at the time was a matter of no consequence.

"In fact, one expressed himself to me, a year or so after he had realized what had been done, saying that he never again will be caught in such a predicament, as he expressed it.

"This crooked transaction presented (as you say) a new phase of rascality to our public, who had become perfectly reconciled to the other phase (the suppression of time), as it was an every-day occurrence, and, for weeks after this result, they failed to fully realize the true inwardness of a new rascality of false representation, 'that is,' as you say, 'a dangerous and damaging one to the breeding interests, which requires a law so severe that the parties implicated may never again have the privilege of a member's track.' I quote your words, so that those who were actually benefited and engaged in this most infamous fraud upon the breeders of this State may be made to feel that they did not do the job as neatly as they think they did. But, with all this, I am fully satisfied in my own mind that the proprietor of the track on which the rascally piece of business was perpetrated had no knowledge of the transaction, and never did recognize such proceedings; but, being one of those every-day, good-natured sort of fellows, thinks because he does no one any harm that others will likewise do to him. At the time of this occurrence the proprietor of the track mentioned did not take the precautions that he does now to see to the judges' stand, which precaution, at the time of the job, would have been nipped in the bud, and a stallion, which is now paraded about our State as standard would have to occupy the position which would rightfully and truthfully belong to him, a record of 2:31½ (some watches made it close to 2:33). To falsify this mark to two or three seconds below 2:30 is indeed a gross injustice on the public, and to all these assertions I have my own memoranda of the race, with the names of several spectators who are willing to make an affidavit that the record hung out for the stallion spoken of is not the true one. I propose to, some day, give the whole transaction in detail, with the full purpose of an expose of a trick perpetrated by people who like to be looked upon as honest breeders and upholders of the purity of the trotting turf.

"Besides being the superintendent of the extensive livery stable of Denny & Mitchell, corner of Oak and Boundary Avenues, John Haggerty has under his charge a large number of young horses, which he breaks and works, in close proximity, where the roads through the Park and out the avenue are the best for this purpose.

"Haggerty has had a vast experience in the handling of young stock, having, when younger, received the best part of his education on the farm of Mr. Robert Bonner, and lately upon that of the late Mr. John W. Garrett, of Montebello, where he worked the most unruly colts, he says, ever were foaled. Being bred from the Arabian mares Mr. Garrett had they were naturally of the highest temperament. While at Montebello they endeavored to obtain a wagon that would stand the severe strain of training colts, one that would not be at the shop three-quarters of the time. In this respect he failed completely, until the Frazier road-cart, of Chicago, was introduced by the manager, and that vehicle seemed to hold together better than any he had ever had. This seemed to be a very gratifying result after the endless expense of buying all sorts of wagons that were claimed to be the best for the purpose indicated.

"In the fall of the year most people who keep their stock in the heart of the city desire to winter their horses, because they cannot reach the outskirts in sleighs, when the snow falls, on account of the vast number of car tracks, and, another thing, the roads are very