

PLEASURE, TRAVEL AND RESORT.

MANY years ago the industrious buyer had to visit one stock farm after another before he got what he wanted. If this involved too much time and trouble he hired a commissioner or went to the private sales stables. The disadvantages of the old plan are apparent. It was slow and expensive, and at no time had the buyer the advantage of variety of choice or of comparison of values. The disadvantages to the seller were that he had only one buyer at a time, and that he had to adopt all kinds of advertising devices in order to attract buyers to his farm. Under the public sales system he can send his year's crop to the sale ring and dispose of it in a day on a cash basis; while the buyer, in the clear light of public competition, knows that he has paid to the dollar the value which good judges put upon the offering.

The public sales ring is, in fact, the equine stock exchange and the clearing house for the breeders and dealers of the continent. To the inexperienced buyer the public sales ring is a great benefit. The horses arrive in ample time, before the sale, for him and his veterinary surgeon to examine them. The catalogue is prepared by an expert in pedigrees and the speed results of blood lines. The firms who conduct the sales are responsible as well as the consigners, so that the buyer has a double guarantee. Another signal advantage of the big public sale is that it brings the leading horsemen of the country together in an impromptu congress whose discussions tend to the improvement of the breeds and the development of the great interest they represent.

One of the most important sales of the ear is that of W. D. Grand, of the American Horse Exchange, who will on the Monday and Tuesday, November 22d and 23d, following the Madison Square Show, offer to public competition 300 prize-winning and other horses.

The Canadian sales stables of Mr. John Arthur are a favorite rendezvous for those in search of coach-horses, saddle-horses and hunters, with a specialty in Canadian horses, and matched high-acting cobs. John Arthur's name is a guarantee of judgment and good faith.

Charles F. Bates' position in the world of equestrianism as a good judge of what is what, a past master in the art of equipment and all the details which go to make "form," is too well-known to need reiteration. What is likely to slip the memory is that this favorite of the show ring is the business life and soul of a practical trading concern, the New York Coach-horse and Cob Co., which may in fact be designated America's representative dealer in four-in-hands, tandem pairs, single horses, cobs and saddlers.

Every breed of horses has its patrons, and of necessity the demand needs horse in the trade whose life-long business it is to become thorough judges of every claimant for honors in that especial breed. The Morgan Black Hawk family, to wit, have long been acknowledged superior for family use and pleasure-driving. They are muscular, well-boned and

strong-footed. J. Dickman Brown, of New York, is acknowledged the *doyen* of the trade in judging, selecting and selling the Morgan Black Hawks and all the other desirable horses from Vermont, New York and the State of Maine. A call at his stable, 128 W. Fifty-second street, New York, will satisfy intending purchasers that his prestige is securely based on knowledge.

The Power and Launch Company, of Bridgeport, have scored an important trade and national triumph in their launch recently built for the United States Government, and accepted after full tests as satisfactory in every detail, and all its results in every kind of weather. The care and skill gathered in their concern are no less successful in the design and manufacture of steam-yachts, launches and sailboats of every description.

The annual report of the New York Central Railroad Company shows that during the last year not a single passenger carried on the lines of that road was killed. The passenger traffic of the New York Central R. R. is enormous, for the road carried during the last year 23,166,483 passengers, and of that great number not one was killed and only fifteen were injured. The entire number of lives lost along the lines of the Central Railroad during the past year numbered but 241, which include employes of the road and others not passengers. But such care was exercised in the protection of passengers that not a single life was lost.

This is an excellent record, and one which is creditable alike to the New York Central Company and to the nation which has surpassed all other nations in the successful operation and management of railroads. We doubt if there is a railroad of corresponding standing in any country in Europe that can show such a record for the past year. Railway accidents will sometimes happen even on the best managed roads. But if the cars are constructed with a view to safety as well as speed, loss of life will be reduced to a minimum. On European railroads the small, light cars resembling the old-fashioned stage coach are vain things for safety. They are not heavy enough to withstand the shock of collision and are very easily derailed. The heavy coaches on American railroads, especially the sleeping cars, are not easily derailed, and in case of collision will stand, without serious injury to the passenger, shocks that would smash the light European coaches into kindling wood.

The United States leads the world in its railroads. It gives the traveler more for his money than he can obtain in any other country on earth. American railroads not only afford comforts and accommodations undreamed of in Europe, but they give an assurance of protection and safety unknown to the European traveler. The excellent record of the New York Central for the past year shows that it is entitled to the place of honor among the worthy representatives of American roads.—*Editorial from the Syracuse Post, September 17, 1897.*