



JOHN A. SEAVERNS

The Horse of America



BY

Frank Forester

FRANK FORESTER'S
HORSE AND HORSEMANSHIP

OF THE

UNITED STATES

AND

BRITISH PROVINCES OF NORTH AMERICA.

BY

HENRY WILLIAM HERBERT,

AUTHOR OF

"FRANK FORESTER'S FIELD SPORTS," "FISH AND FISHING,"
"THE COMPLETE MANUAL FOR YOUNG SPORTSMEN,"
ETC., ETC., ETC.

REVISED, CORRECTED, ENLARGED, AND CONTINUED TO 1871,

BY

S. D. & B. G. BRUCE.

WITH THIRTY ORIGINAL PORTRAITS OF CELEBRATED HORSES.

IN TWO VOLUMES.

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PUBLISHER'S PREFACE.

FOURTEEN years have elapsed since the publication of the first edition of this work, during which time it has been an acknowledged standard authority.

The demand for a revised edition, with the history and records of recent noted horses, has induced the publisher to spare no expense to increase its well-earned reputation.

The editorial work has been thoroughly well done by Messrs. S. D. and B. G. BRUCE, the well-known editors of the *Turf, Field, and Farm*. Pedigrees, performances and importations of both thoroughbred and trotting horses have been revised and continued to date, and complete histories and performances furnished of Asteroid, Kentucky, Dexter, Lady Thorne, Goldsmith Maid, Thornedale, Bashaw, Jr., Rysdyk's Hambletonian, Ericsson, Edward Everett, Young Morrill, and Imported Leamington. Twelve new steel engraved portraits of the most famous representative horses have been added, making thirty in all.

Thanks are due to P. C. Kellogg, Esq., for valuable assistance kindly rendered; to A. J. Alexander, Esq., Messrs. S. D. and B. G. Bruce, R. W. Cameron, Esq., Major L. Tilburn, Robert Bonner, Esq., Edmund Thorne, Esq., S. H. Perkins, Esq., Hon. K. C. Barker, and G. H. Andrews, Esq., for original portraits of horses, from which engravings have been made.

NEW YORK, *February, 1871.*

I N T R O D U C T I O N .

It is a matter worthy of note, that in a country which, perhaps, exceeds any other in the civilized world, in the general appreciation, and general use, among all classes of citizens, and in all districts of the land, of that noble animal, THE HORSE, there is no American standard work on the subject.

With a strain of thorough-blood, derived undoubtedly from the best stock of the mother country, but now entirely acclimated, and in some degree altered or modified by climature and breed, and trained under different auspices, subject to widely-different diseases, the consequence of different temperatures and treatment, and run under different conditions of time, weight, and distance—in a word, educated, used and handled under circumstances wholly variant—we have been contented, hitherto, to depend absolutely on English authorities.

We have no history of the Turf of America, unless such as may be gleaned from the chance notices of daily journals, or the statistical information to be culled from the dry details of the Stud Book and Turf Register, or from reference to the spirited and glowing race records of “The Spirit of the Times.”

With an entirely new application of the powers of the Horse in trotting and pacing, as practised exclusively in North America, producing a class or caste—I cannot consistently term it

strain or breed, since it does not appear that blood has much, if any thing, to do with the matter—of animals, in all respects distinct from any other in the known world, of surpassing capabilities of both speed and endurance, not known, not understood, not producible—one might say—by existing systems, in any other country, we have no native account of the plan by which these unrivalled creatures are formed, their powers developed, their speed elicited—scarcely even have we an authentic and standard account of the animals themselves, their performances, or their pedigree, to which one may refer with confidence.

With half a dozen, at the least, of distinct races of native American Horses, probably, in the first instance, the result of chance combinations of old, well-known and established foreign breeds, which have now been improved and rendered standard, as perfect native stock, transmitting their qualities both of form and capacity unmixed from sire to son, we have no work fully recognizing the existence of such races, much less analyzing their blood and describing their points and character. On the contrary, while the Conestoga horse, the Canadian, the Indian pony of the North, the Indian mustang of the South, the Norman horse of the North-eastern British Provinces, the pacer—probably of Narraganset origin—and the general working, or farm horse, of the Midland States, have no chronicler, we go on importing and studying elaborate treatises on the English hackney, the English cart-horse, the English dray-horse, the Suffolk Punch, the Cleveland Bay, the Galloway, the Shetland pony, and I know not what else; when it is notorious to every horseman in the land, that not one of these varieties do exist—ever did exist—except in the case of individual importations—or, if they did exist, would be of any value or utility in North America.

In the like manner, we have hitherto contented ourselves, solely, with English manuals, even when in practice we do

not adopt their methods, or adhere to their instructions; and when, it is notorious, that the whole systems of stable management, of field management, of turf-handling and road-handling, as practised in England,—owing to the discrepancies of climate and the different requirements made on the speed and endurance of the animals—must be subjected to many modifications and changes before they can be perfectly adapted to the horse in the United States of America.

Thus we have Nimrod, on “Summering Hunters;” Nimrod, on “Condition;” Nimrod, on the “Road and the Turf;” beside “Craven,” and “Cecil,” and “Harry Heever,” all admirable writers on the subjects which they treat; viz. the natural or artificial adaptation of English animals to the uses of British field sports and the requirements of British sportsmen, but not only unversed in things as they exist, or as they are required to exist, on this side of the Atlantic; but actually unsuited—by their too thorough acquaintance with and adherence to the state of matters there—for understanding or appreciating the altered condition of the same matters here.

I do not intend these remarks to apply to scientific works on the pathology, physiology, or special diseases of the horse, by competent veterinary surgeons, such as Youatt on the Horse, or Spooner’s or Morton’s treatises on specialities, or the many admirable essays on shoeing, biting, breaking, the manège, &c.; which treating of subjects natural to and co-existent with the horse, wherever he exists, are, with some small modifications, invariably applicable, and cannot be too much or too closely studied by all the lovers of the horse and horsemanship, in whatever region of the habitable world they may chance to be thrown.

Again, in a country like this, where the use and employment of the horse, not only for labor and service, but for pleasure, for exercise, for sport, is not restricted to any one or two classes of

men, but is general to the whole people, so that the small farmer, the smart mechanic, the butcher, the drover, or the grocer at the corner, is just as likely to own his fast nag, that can go his mile low down in the thirties, and to persist in keeping him for his own delectation, in spite of bids high up toward the thousand, as any millionaire in the cities—it is remarkable, that so little should be known, or sought to be known, concerning the thorough breaking, biting, and managing of the horse, whether for the saddle or for draught, as it is here.

Horsemanship, also, though it be so general, that it might almost be called universal, is at a lamentably low stage in the northern and middle States of the Union.

I am aware that this is an unpopular and will be found an unpalatable statement, in general ; but nevertheless, it is a true one, and I do not seek for popularity for myself or my book, at the expense of truth.

It would seem, for the most part, that the dealer and the owner alike, consider that all has been done that can be done, or that it is desirable to have done, when it is demonstrated that the animal can go *so* fast—possibly at some almost incredible rate—and *so* long—perhaps, almost beyond all records of horse endurance—without the slightest reference to the how, in style, in form of going, in ease or hardship to the rider or driver—every thing in a word in the *re*, nothing in the *modo*.

I should scarcely say too much, were I to say, that however admirable the qualities of horses offered for sale in America, whatever their natural style, action, or adaptation for the saddle, or harness, the buyer does not meet one in one hundred, which has received the slightest artificial education, which has the rudiment of a mouth, that *sine qua non* in a finished animal, the smallest knowledge of paces—even to setting off with the *right leg* in the canter—or the least idea of carrying its crest up, its chin to its chest, or its haunches under it.

In like manner, of riders—if he can pound his beast along, getting the best possible time out of him, laying himself back in his stirrups, and hanging on by the reins, steadied by the eternal running martingale, and bearing with a dead pull on the snaffle bit, the horseman esteems himself, and is esteemed by his confederates and admirers, perfect in the art of equitation.

Yet, put him on a neatly broken horse, with a spirit that will fire as quickly as gunpowder to the flash, with a mouth of velvet, obedient to the weight of a feather—put him on such a horse, with a sharp curb, and no martingale or cavesson where by to hang on, and ten to one his horse will jump from under him at the first capriole or soubresault; at all events, he will sit him much as the miller's meal-bag sits on the mill-jade.

In a word, I mean that out of a thousand riders in North America, there are not five whose seat on the horse is so independent of their hold on the bridle, that they can sit their horse with their hands akimbo, and the bridle-rein in their teeth; and if the seat be not so independent of the hand, the hand cannot be independent of the seat.

In other words, if the rider, more or less, rectifies and retains his seat on the horse's back by his pull on the horse's mouth, the horse's motions, which are and must be regulated by his mouth, will be subject to, and guided by, the rider's seat; not, as they ought to be, by the rider's hand.

No man can be a fine rider who has not a fine hand—no man can have a fine hand, whose seat is not entirely independent of his hand; so that the latter can play like a steel spring, giving and returning equally, in whatever position of the horse's or rider's body.

Consequently, no rider, however excellent in any one style of riding, can be called a good or finished rider. To be a perfect rider, one must have ridden, and be able, more or less, to ride in every conceivable style of legitimate riding—I do not

mean posturing or circus-riding! Posturers and circus-riders, are rarely, or never, *good* riders!

One must have known horses under him, in almost every conceivable position—rearing, plunging, kicking, terrified, frantic, falling and even fallen, most of all perfectly managed, fine-mouthed and high-mettled—and be able to control them all, before he may call himself a horseman.

Now in America, never has there been any standard book published, pretending to set forward even the commonest rules of stable management, biting, breaking and mousing young horses, or even of riding them, when broken. Nor in England has there been any such, since the old days of the *manège*, now I regret to say, obsolete—I regret to say it, because although too formal, and savoring too much of *ancien régime* and precision, it has yet much that is most valuable, nay, essential; unless it be a few late volumes on cavalry tactics, or cross-country riding, and a few works on the stable.

It is this void which I hope and propose to fill. The book which I have now the honor to lay before the public, is almost entirely American in its details, and will, I trust, answer its purpose, as what it is intended to be, a thorough and general compendium of all that which most ought to be known, and which will be most useful to the American horsekeeper.

In the compass of two volumes it cannot be expected that I should offer, as I do not pretend to offer, a complete History of the Turf, or of the Trotting Course; but I hope it will be found, that I have seized the salient and distinctive points of both, as regards this almost boundless country, and presented them in such a form as will not only prove entertaining, but useful.

To make a man a rider or a driver, by any written precepts, is not within the range of possibilities; much less do I aspire to give to the horse-owner a work on the veterinarian science, which shall in itself suffice.

One is no more expected to be able to treat intricate and dangerous diseases of his horse, than he is to shoe him, fire him, or cut him up for the kennel, when in the course of time he may chance to die. Any man I should hold an ass, who, his valuable animal being decidedly ailing, would not send for the best farrier within his reach ; therefore, and in one word, I beg to state that this work is meant only to assist the horseman ; not to supersede, in two volumes, however full of matter, what can scarcely be contained in half a library.

Such as it is, in a word, I intend it to be, and I hope it is, *thorough* ; and, as such, I have the pleasure to offer it to my friends and the public—if, which I trust is not the case, I am not bound to make a distinction between them.

The First Volume will be found to contain a brief history, with some account of the natural history, of the horse ; a history of the English, and of the American, thoroughbred horse ; some accounts of the original thoroughbred stock of different States and regions of the United States ; memoirs and descriptions of several of the most distinguished racers of the United States, with full and original accounts of their most remarkable races ; essays on the breeding of the thoroughbred horse ; estimates and views, both English and American, of the comparative qualities of the English and American race-horse ; essays on the points of the thoroughbred horse for racing purposes, and on the true utility of the thoroughbred horse ; a list, as complete as could be furnished, from the available means of information, of the thoroughbred stallions and mares imported to this country, from the earliest date to the close of the year 1856 ; a set of tables, carefully compiled, showing the comparative number of winners, with their comparative performances, respectively got by native and imported stallions, within the last twenty-seven years ; and a summary of the results to be deduced from those tables.

For the assistance I have received from every person—with one distinguished exception, to which I shall not refer—to whom I have presumed to apply for advice and information, with no farther excuse for my intrusion than the freemasonry which exists between all lovers of the horse, and the importance of my subject, I should be, indeed, ungracious and unmindful did not I record my sincere gratitude; and I trust I shall be pardoned if I take the liberty to name those gentlemen to whom I owe especial thankfulness, and without whose kindly aid I should vainly have endeavored to accomplish my task, for want of the materials, which they have most liberally furnished.

To Mr. J. Prescott Hall, of Newport, R. I., and to Dr. Sayre, of New York, for the use of their own valuable libraries, and for that of the late Charles Henry Hall, enriched with his valuable MS. notes, and those of that distinguished turfman, the late Cadwallader R. Colden, I gratefully acknowledge my indebtedness. To Governor King, of New York; to Mr. William Williams, of Tennessee; to Mr. David W. Jones, of Cold Spring Harbor, L. I.; to Mr. Tayloe, of Washington City; to Mr. Miliken, of Charleston, S. C., I have to return my thanks for valuable written communications, and much information, otherwise unattainable. To Dr. Sayre, to that late distinguished patron of all that is most manly in manhood, Mr. John C. Stevens, and to Mr. Ten Broeck, I am deeply indebted for their loan of, and permission to engrave, the original portraits of those noble animals, Sir Archy, Eclipse, Black Maria, and Pryor; and to the owners of animals generally, for their readiness to allow portraits to be made, or photographs to be taken, for the use of this work.

The likenesses of Glencoe, given both as a type of the English thoroughbred of the present day, and as a portrait of one of the most successful of recently imported stallions, of Boston,

and of Lexington, are taken from engravings, with the consent of their owners, Messrs. Richards, of the Spirit of the Times; Mr. Currier, of New York, and Mr. Ackerman, of London. That of Fashion, with her foal, is from an ambrotype, for which I am indebted to the courtesy of Mr. Reber, her present owner, there not existing any satisfactory portrait of her in oils. A new feature of this first volume, is ten complete genealogical tables, tracing back their blood to the most remote sources, of seven of the most celebrated English horses to which our American stock are chiefly referable, and of three, the champions of the American Turf.

The Second Volume, perhaps, of broader interest, will be found to contain accounts of the general horse stock of America; the horse stock of the various States; the various distinct families, as the Conestoga; the Canadian; the Narragansett pacer; the Vermont draught-horse; the Indian pony; a dissertation on the Morgan horse; on the trotting horse; a compendious history of the trotting turf from its commencement, in the year 1818, to the close of the year 1856, with memoirs, pedigrees, descriptions and performances of the most distinguished animals; lists of famous trotters; time tables; essays on breeding; breaking; horsemanship; field, stable, and road management; on stabling, with views, plans, and estimates; on shoeing; and on the diseases of the horse—the volume concluding with the rules of the leading Jockey Clubs and trotting courses of the United States.

In the literary portion of this volume I have been aided by contributions from Mr. S. D. Harris, of the Ohio Cultivator; of Mr. Joshua Clements, of Dayton, Ohio; Mr. John Strohm, of Lancaster Co., Ohio; Mr. A. Y. Moore, of Schoolcraft; Mr. W. G. H. Pelton, of Grand Rapids; Mr. E. Adams, of Adrian; Mr. Chas. A. Jeffries, of Dexter; a correspondent, whose name is unfortunately lost, from Ypsilanti, Michigan; and from Mr.

J. H. Wallace, of the Iowa Agricultural Society; to all of whom I return sincere thanks.

For the use of the engravings of the double team match, of Flora Temple and of Pocahontas, I record my obligation to Mr. N. Currier, of New York; for the use of that of Lady Suffolk, to Mr. G. W. Lewis; and for that of Young Black Hawk, to his owner, Mr. Vernol, of New York. The likeness of Ethan Allen is executed from an original, painted expressly for this work, by Mr. Attwood, with the consent of his owner, Mr. Roe, of Vermont. The woodcuts of the Vermont draught-horse and the Conestoga, are from photographs of two noble animals, in the possession of Messrs. Adams & Co.'s Express Company, New York; and that of St. Lawrence, from a photograph belonging to the proprietors of "Porter's Spirit." To each and all of which gentlemen I beg to renew my acknowledgments for their courtesy and the accommodation they have afforded me; and now, before throwing myself on the candid and liberal construction of my friends and the public, I have only to record my sense of the valuable coöperation of my friend Mr. Philip H. Anthon, in compiling the statistical tables, and of Messrs. Capewell and Kimmell, the brilliant and artistical engravers—to whom my publishers have wisely entrusted much of their finest and most difficult work—in their execution of the plates, which add so much to the intrinsic value and beauty of my work.

Trusting that my labors may not disappoint expectation, and conscious that if they do so, it will be owing to the magnitude and difficulty of the task, not to any want of industry or research on my part, I commend myself to my readers, as ever

Their faithful and obliged,

HENRY W. M. HERBERT.

LIST OF AUTHORITIES

CONSULTED AND USED IN THE PREPARATION OF THIS WORK.

THE OLD TESTAMENT.

XENOPHON DE RE EQUESTRI.

PLINY.

QUINTUS CURTIUS.

A NEW METHOD AND EXTRAORDINARY INVENTION TO DRESS HORSES, BY
THE MARQUIS OF NEWCASTLE.

TREATISE ON HORSEMANSHIP, BY PHILIP EARL OF PEMBROKE.

BERENGER'S HORSEMANSHIP.

ADAMS'S HORSEMANSHIP.

YOUATT ON THE HORSE.

WINTER ON THE HORSE.

WHITE'S HISTORY OF THE BRITISH TURF.

PICK'S TURF REGISTER.

WEATHERBY'S TURF REGISTER TO 1845.

ENGLISH SPORTING MAGAZINE.

ANNALS OF SPORTING.

SKINNER'S TURF REGISTER.

PORTER'S TURF REGISTER AND SPORTING MAGAZINE.

J. RICHARDS'S TURF REGISTER.

CADWALLADER COLDEN'S SPORTING MAGAZINE.

THE SPIRIT OF THE TIMES.

THE AMERICAN FARMER.

SKINNER'S STUD BOOK.

EDGAR'S AMERICAN STUD BOOK.

MILIKEN'S HISTORY OF THE TURF OF SOUTH CAROLINA.

THE OHIO CULTIVATOR.

THE HORSE, BY YOUATT AND CECIL.
 STABLE TALK AND TABLE TALK, BY HARRY HIEOVER.
 PRACTICAL HORSEMANSHIP, BY HARRY HIEOVER.
 THE POCKET AND THE STUD.
 THE HUNTING FIELD.
 HINTS TO HORSEMEN.
 THE STUD FOR PRACTICAL PURPOSES.
 PRACTICAL HORSEMANSHIP.
 BAUCHER'S SYSTEM OF EQUITATION.
 STEWART'S STABLE ECONOMY.
 THE MODERN HORSE DOCTOR. DR. DADD.
 MASON'S FARRIER.
 WHITE'S FARRIERY
 MILES ON SHOEING.
 NIMROD ON SUMMERING HUNTERS.
 BRITISH RURAL SPORTS, BY STONEHENGE.
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 KNIGHT'S PENNY CYCLOPÆDIA.
 LINSLEY ON THE MORGAN HORSE.
 TRAITE D'ANATOMIE COMPARATIF.
 TRAITE DE PHYSIOLOGIE COMPARATIF.
 WALSH'S MANUAL OF DOMESTIC ECONOMY.

CONSULTED BY EDITORS OF REVISED EDITION.

ENGLISH RACING CALENDAR FROM 1751 TO 1869.
 THE AMERICAN TURF REGISTER FROM 1830 TO 1844.
 AMERICAN RACING CALENDAR FROM 1845 TO 1860.
 ENGLISH STUD BOOK, ELEVEN VOLUMES.
 BRUCES' STUD BOOK.
 WALLACE'S AMERICAN STUD BOOK.
 THE AMERICAN, FRANKLIN & KENTUCKY FARMERS, ETC., ETC.

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THE HORSE;

HIS ORIGIN, NATIVE LAND, HISTORY, AND NATURAL HISTORY.



IN seeking to ascertain the especial land to which this, the noblest animal subject to the empire of man, is indigenus, the nation which may claim the honor of his domestication, and the period at which he was first brought into general use, for purposes of war, of pomp and of pleasure, we must have recourse, in the first instance, to Holy Writ, as the most ancient and best authenticated of existing histories.

By reference to the Sacred Volume, we find that although the ass, an inferior member of the equine family, was early in use among the children of Israel, the horse was unknown to them, until after the commencement of their sojourn in the land of Egypt. And there is strong evidence on which to assume, that it was not until after their arrival in that country, that he was there brought into subjection, if indeed he previously existed therein.

It is difficult, however, to believe that any other than Egypt, or, at least, Africa, was his birthplace; for it is clear that Arabia, which many have supposed to be the native home of the horse, and which has done more than any other region in the world to improve the race, by the admixture of its superior strain of blood, did not originally possess the animal; nor, indeed, until, comparatively speaking, a recent date; while his introduction into Greece, and thence into those regions of Europe and Asia wherein he is now found, either wild, or in a domesticated condition, may be traced to a transmarine, and probably Egyptian, source.

In the history of Abraham, we find frequent mention of the ass used as a saddle-beast, of the camel as an animal of burthen, of flocks and herds, sheep and oxen; but the name of the horse does not appear, until we descend to the days of Joseph.

It is worthy of remark, moreover, that, on two occasions, the former patriarch received costly presents from two foreign potentates, Abimelech, prince of Gerar, on the northern frontier of Arabia Petraea, and Pharaoh, king of Egypt, one of that dynasty known as the Shepherd kings, both of whom gave him sheep and oxen, and man-servants and maid-servants, to which the latter added he-asses and she-asses and camels; and this fact, when the constant mention, at a later period, of horses given as presents between oriental potentates is taken into consideration, may be assumed as a proof that they were not as yet in general use, if known, in either of those countries.

In the reign of that Pharaoh, however, whom Joseph served, we find that, by the king's command, wagons were sent into the land of Canaan, to bring Jacob and his sons, their wives and their little ones, during the famine against which the minister had provisioned his adopted nation, into the country of abundance. It is not, indeed, exactly stated that these wagons were drawn by horses; but, when it is observed that, during this very famine of seven years, which ensued on their entrance into Egypt, horses are first mentioned, as articles which Joseph took in exchange for bread from the Egyptian cultivators and cattle-breeders—that, on the death of Jacob, his funeral was attended by “both chariots and horsemen”—and, lastly, that we know, from the writings of Homer, and from the ancient sculptures of Persepolis and Nineveh, the application of the horse to purposes of draught to have been prior to his being ridden, we may, I think, fairly conclude that such was the case.

From this time, the adoption of the horse, for purposes of battle, appears to have been extremely rapid. For we find that, at the Exodus, generally conceived to have been in the reign of Ramses V., the last of the Eighteenth Dynasty, or 1500 years before the Christian Era, the pursuing army contained “six hundred chosen chariots, and all the chariots of Egypt,” and all the horsemen. Farther, when the Israelites returned into

Canaan, the country lying between the Isthmus of Suez and the ridges of Lebanon, the horse had already been naturalized in that region; inasmuch as the Canaanites "went out to fight against Israel, with horses and chariots very many."

From these considerations, and from the fact that, so late as 600 years after this date, Arabia had still no horses,—as it seems certain, since, while Solomon imported from Arabia, silver and gold and spices, it was from Egypt, only, that he procured horses for his own cavalry and that of the allied kings of Phœnicia,—I conclude that it was no others than those very Shepherd kings of Egypt, described as a dynasty of invading conquerors of a stranger race, termed the *Hyksos*, whose origin is unknown, who introduced the horse into Lower Egypt; and that, after this period, that country became the principal breeding district and emporium of that noble animal.

It may be that these *Hyksos* were intruders from the eastern portion of Abyssinia, bordering on Upper Egypt, where there still exists, in the kingdoms of Dongola and Sennaar, a very superior breed of Barbs; and that it was thence that they introduced the horse into Egypt, which assuredly does not possess such extensive tracts of native pasture, or meadow lands, as alone are adapted to the existence of this animal in a state of nature and of freedom.

In Greece, the beautiful fable, that the horse sprang from the earth under the impulse of the trident of Neptune, the most puissant, if not the most potent, of the gods, as the emblem of strength and warfare, seems intended to adumbrate a belief of the Hellenes that the animal came from beyond the sea.

We have, however, clearer evidence of the method of his introduction, in the universal tradition that the Thessalians, who were, from first to last, the best and most expert horsemen in Greece, as well as the Athenians, from whose sacred soil the horse is said to have sprung at the summoning of the sea-god, and the settlers of the Argolis, were all colonists from Egypt.

Here, then, in Europe, on the great fertile plains of Thessaly and Thrace, the boundless reedy meadows on the banks of the Danube, and thence away to the illimitable horse-pastures of the Ukraine, and the banks of the Dnieper and the Don, the horse was unquestionably first introduced, and propagated both

as the best and noblest servant of men, and in a state of independent liberty.

In Media and Persia, the horse increased rapidly; and, from a very early date, the monarchs of those countries and of Assyria employed a countless cavalry, with scythed chariots, as the most efficient, perhaps even the most numerous, arm of their services.

“There is a curious record,” says Mr. Youatt, in his admirable work on the horse, to whom I take this occasion of rendering my acknowledgments for the great assistance I have received from his pages, “of the commerce of different countries at the close of the second century. Among the articles exported from Egypt to Arabia, particularly as presents to reigning monarchs, were horses.” “In the fourth century,” he continues, “two hundred Cappadocian horses were sent by the Roman emperor, as the most acceptable present he could offer to a powerful prince of Arabia.”

“So late as the seventh century, the Arabs had few horses, and those of little value. These circumstances sufficiently prove, that however superior may be the present breed, it is comparatively lately that the horse was naturalized in Arabia.”

In proof of the last assertion, he proceeds to state that, “in the seventh century after Christ, when Mahomet attacked the Koreish near Mecca, he had but two horses in his whole army; and at the close of his murderous campaign, although he drove off twenty-four thousand camels and forty thousand sheep, and carried away twenty-four thousand ounces of silver, not one horse appears in the list of plunder.”

From all the above data, it is sufficiently evident that the horse was gradually introduced into Arabia and the adjacent or adjoining Asiatic countries, the latter the more rapidly, from Egypt. And that from the same stock is derived the whole race in all the south-eastern portion of Europe.

Egypt is not—as it has already been observed—a favorable country, in any respect, for horse-breeding; still less for the original existence of the animal in a state of nature. Whence, therefore, he was first introduced into that kingdom is still in some sort a mystery; though there is, I think, enough of indirect testimony to satisfy any unprejudiced mind, that he was

an original native of the soil of Africa, to which alone his congeners, the Zebra, and the Quagga, are indigenous, although the wild ass and the domestic species are probably of Asiatic origin.

Of all the wild races now existing in Europe, Asia, or America, if any do still exist in the former division, it is, however, so nearly susceptible of actual proof that no one is really indigenous, that we may safely hold it an established fact.

The Tartarian breed, which are found wild, in countless hordes, from the neighborhood of the Volga to the barren and inhospitable steppes of Upper Asia and the northern provinces of China, can be clearly traced to the cavalry horses employed in the siege of Azof, in 1657, which were turned loose for want of forage, and have propagated their species with unexampled rapidity; unless it be equalled by that which has peopled all South America and all the sparsely cultivated districts in the south-west of the northern continent, so far east as to the Mississippi, with the descendants, either self-emancipated or voluntarily released, of the Spanish horses, first introduced into the southern continent in 1537.

It is somewhat doubtful to me, whether the horses found in a feral state, in Texas and the Mexican provinces, are not the descendants of chargers escaped from the romantic expedition of De Soto through those very regions; rather than of those liberated at the abandonment of Buenos Ayres, or of other escaped or emancipated animals of Spanish breed, from the southward of the Isthmus. Since the intricate, forest-cumbered and brake-entangled nature of that dark and dangerous bridge between the two portions of the continent, as well as of the adjacent regions both to the north and south of it, is so ill-adapted to an animal like the horse, attached to wide, open plains and prairies, and singularly averse to woody morasses and densely clothed wildernesses, that I cannot readily believe they would voluntarily have involved themselves in those labyrinths of canebrakes, lianas, and mazes of almost impenetrable vegetation, in progress of unmeaning migration toward unknown future habitations.

The question, however, is one of little moment; for, although some equine fossil remains have been discovered in America,

indicating the existence of the horse on this continent, prior to its discovery by Europeans—though, by some unknown causes it had been rendered extinct, before the date of their arrival—it is indisputable, that in no part of America, insular or continental, nor yet in Australia or any of the isles of the Pacific, have any traces of the horse been discovered, by the first navigators, who have visited, or the first colonists who have planted, their virgin shores.

The wild horse of America, therefore, is of undoubted Spanish origin; and is, to this day, marked by many of the characteristics of that race, which shows, by the fineness of its limbs and the peculiar formation of its head, the large admixture it possesses of Moorish and Barbary blood.

It is said, also, that wild herds, descended from casually escaped domestic individual races, have been seen in the woody lowlands of Jamaica and Hayti; while the Falkland Islands are stocked with considerable troops, released by the French and Spanish colonists; and one or more small islands, off Newfoundland, were peopled by the Government of Canada with the Norman horse, which has become perfectly naturalized and almost indomitably wild.

In Hungary, until within a short space, the horse was still known to exist in the wide, open plains or savannahs, in a state of nature; in those fierce and fiery squadrons, described by Byron in Mazeppa,

“Wide flowing tail, and flying mane,
Wide nostril:—never stretched by pain—
Mouths bloodless to the bit or rein,
And feet that iron never shod,
And flanks unscarred by spur or rod,
A thousand horse, the wild, the free,
Like waves that follow o'er the sea—”

but it is probable they are extinct for ever in Europe, unless some be found on the confines of European and Asiatic Russia.

Whether the animal is yet to be found in a state of nature in Arabia appears questionable; although it is stated that they still exist, thinly scattered in the deserts, and are hunted by the Bedouins for their flesh, and also to improve their inferior breeds by a different strain of blood. “They are said to be

swifter even than the domesticated horse, and are usually taken by traps set in the sand. Mr. Bruce, however, doubts whether any wild horses are now found in Arabia Deserta." *

In Central Africa, however, wild horses still roam untamed, far to the southward of the great desert of Sahara, in the country of Ludamar, where they were seen by Mungo Park in great droves. From that district there extends a range of fertile, well-watered, grassy, and in part wooded country, to Nubia and Upper Abyssinia, whence, in my opinion, the horse was first introduced into Egypt, and thence into Arabia, Europe and the East.

Fossil remains of the horse have been discovered, of extreme antiquity, in some of the oldest formations in Great Britain. In the Kirkdale cave, in Yorkshire, the bones of this animal are mingled with those of the elephant, rhinoceros, ox, bison, deer, tiger, hyæna, and other beasts of prey; and from the absence of human remains, as well as from the condition of the bones and the abundance of fossil excrements of the hyæna, it is the opinion of Dr. Buckland, that England was not peopled at the period when this remarkable cavity of the earth was filled, and its predatory inhabitants submerged, with the relics of their prey, by the rising waters of some local or general inundation.

It certainly cannot be regarded as a proof that the English horse is, in any part of its blood, still autochthonous or aboriginal, that such fossil remains are found there; any more than it is of the wild horse of the American Pampas or Prairies.

It is, however, observable, that at the period of the first Roman invasion, the horse was domesticated in Britain; and not only domesticated, but so numerically abundant, that a large portion of the forces, which resisted the invaders, were chariot-eers and cavalry. So much so, that when Cassivelaun discharged his tumultuary army, as unable to resist the legions in the field, he retained a picked body of four thousand war chariots, wherewith to impede the movements, and cut up the foragers of Cæsar.

And this being the first introduction of the British isles into

* Youatt on the Horse, 11.

the civilized world, before which period no historical, and scarcely even a traditional, record exists, there is some shadow of reason for suspecting, from the frequency of his fossil remains in the islands and his actual domestication there on their first discovery, that the horse may have been originally indigenous to Great Britain.

Just in the same manner, it would have naturally been imagined, by the first visitors of this continent, had they found the natives accustomed to the use of horses, that the animal had existed here since the Creation; and, had their suspicion been corroborated by the subsequent discovery of fossil remains, science would have justified the belief.

It is not, however, of the British islands altogether so conclusive; since it is possible that the race, whose fossil remains are found in conjunction with those of other extinct, and, perhaps, antediluvian quadrupeds, may also have been extinguished by some natural cause, and re-introduced either from Gaul, or by the Phœnicians, who certainly visited the channel isles in search of tin, before the Roman invasion. Throughout the oriental world, cavalry with the addition of chariots immediately became as decidedly the first arm in all services, as it was at a later date in the days of chivalry; until cuirass and lance and all the gorgeons paraphernalia of knightly warfare went down, to rise no more, before the rolling Spanish volleys at Pavia.

In Europe, however, with but a few exceptions, the use of the horse in warfare was slowly, and never, it may be said, until ages had elapsed, generally adopted. The Spartans, the Athenians, the Thebans, when at the highest of their military greatness, had but inferior and slender cavalry services. At the battle of Marathon, the allies had no horse whatever; and at Plataea, one year later, although they had a combined force of above 110,000 men in the field, they had not a single squadron of cavalry in their army, even to protect their convoys; in consequence of which they suffered severely, and were actually in danger of being literally ridden down and trodden underfoot by the desperate charges of the myriads of Persian horse.

On this occasion, however, it is to be observed that the Thebans, the Thessalians, who as yet were not properly Greeks, though of Hellenic race, and the semi-barbarous Thracians,

fought on the side of the Persian. It is somewhat remarkable that, at this very period, the horse was in the highest favor and repute with all the Greeks; that no imaginable pains or expense were spared to improve his breed, to arrive at perfection in speed, endurance and condition; and that chariot-racing stood the highest, in point of honor, of all the contests of the Olympic games. For it is so early as the 25th Olympiad, equivalent to the year 680 before the Christian era, that chariot-races were introduced among the Olympian contests, which had then been established ninety-six years, whereas the battle of Plataea was not fought until the second year of the seventy-fifth Olympiad, corresponding to 478 B. C., or nearly two centuries after the introduction of horse-racing, among the Greeks.

To such an extent, moreover, was this display of horse-racing—for of those days it hardly can be termed a sport—prosecuted, that Alcibiades, the Athenian, who lived at the very date of which we are treating, sent at one time no less than seven four-horse chariots to the Olympic games, three of which obtained prizes; and that the satirical comedian, Aristophanes, speaks of the horse-breeding mania among the noble youths of Athens, who, like the Roman equites in later days, took rank in consequence of their serving on horseback at their own charges, as a constant cause of impoverishment and ruin*—precisely as we moderns speak of the ruinous expenses and results of Epsom and Newmarket.

The nature of the country, it is true, both in the Peloponnesus and in all Upper Greece, southward of the great open plains of Thessaly, being mountainous, with gorges and ravines, rather than valleys, intervening, is unsuited generally to the horse; and, in confirmation of this view of the subject, it may be observed that the Bœotians, who possessed more level land

* In a fine chorus of the *ἰππεῖς*, addressed to Neptune.—See Mitchell's *Tn.*

Lord of the waters, King of might,
Whose eyes and ears take stern delight
In neighing steeds and stormy fight
And galleys swift pursuing;
And starting ear and chariot gay,
And contests on that festive day,
When Athens' sprightly youth display
Their pride and their undoing.

than any other of the pure Greek States, also excelled, comparatively speaking, in their cavalry.

To the same cause, doubtless, must be ascribed the deficiency or rather total absence of cavalry among the Israelites, a singularly brave, warlike and conquering people, who, nevertheless, so totally neglected the horse, for which animal their rocky, precipitous and stony country is especially unsuited, that it was not even used among them for purposes of state or show, the ass, on the contrary, being the saddle-animal of their patriarchs, their princes, and their prophets, and the beast, on which the Saviour of the Universe entered the streets of Jerusalem, palm branches strewn beneath his feet, amid Hosannahs, hailing him King of the Jews.*

The first Greek, who seems to have paid particular attention to the horse, on which he wrote an admirable treatise, is Xenophon, the celebrated captain of the retreat of the ten thousand, who was, no less deservedly, famous as a horseman and a hunter, than he was as a soldier and a statesman. Of this work I shall have occasion to speak hereafter, when treating of the Greek horse as a special variety.

We have seen thus far, that so late as the early Persian, and, I may add, during the Peloponnesian wars, the cavalry of

* It is well worthy of especial remark, as is observed, I think *originally* in Mr. Winter's excellent work on the horse, that the attributing the adoption of this animal, on the occasion of the *triumphal* entry of the Saviour into Jerusalem, "*meekly* riding on an ass," to *humility*, is an error on the part of modern divines, not supported by any fact, but wholly at variance with the ancient and even the present usage of the inhabitants of the Holy Land.

"Asses," he says "were once more highly esteemed in Palestine than horses, for reasons before stated, and people of the first quality there commonly rode on them. Deborah, in her song, describes the great and powerful of Israel by the expression, 'Ye that ride on white asses.' At the present day, a breed of white asses, celebrated for its excellence, is found near Bussorah. This race is cultivated with the greatest attention, and is supposed by Lieut. Col. Smith to be as ancient as the time of the kings of Judah. Jair of Gilead had thirty sons, who rode upon as many asses, and commanded in thirty cities. Abdon, one of the judges of Israel, had forty sons and thirty grandsons, who rode on seventy asses.

"Moses had previously forbidden the use of horses, on account of their being more unfitted to the country than asses."

This unfitness consists principally in the flexibility of the pastern, flatness of the hoof, and thinness of the horny crust, in the horse, as compared with the upright, rigid, and hard foot of the ass, especially before the use of horse-shoes.

Greece was of small numerical use and of inferior consideration, in the day of battle; although, according to Xenophon's directions for the armament and equipment of a trooper, they were certainly formidably accoutred and well drilled for active service. So soon, however, as the Macedonians, whose kings were of the old heroic stock of Hellas, though the people were not esteemed Greeks—in proof of which assertion, it may be stated that the kings had always been allowed, on proving their pedigrees, to contend in the Olympic games, to which none but Greeks were admitted—so soon, I say, as the Macedonian kings came into the shock of battle, whether Greek to Greek, or Greek to Barbarian, the Thessalian, Acarnanian and Thracian horses, the latter bred on the boundless plains between the Archipelago and the Danube, were brought into play; and cavalry at once became an important part of armies, and, often from this time, the arm which turned the balanced scale of victory.

In all Alexander's battles, he himself charged at the head of his splendid cavalry, having a good deal of the paladin of chivalry in his temper and constitution, and for the most part made the final impression by that irresistible onset.

From this time forward, the cavalry was a favorite and successful arm with the Greeks. Philopœmen, the general of the Achæan league, was the best cavalry officer of the world, the Murat of his day. Pyrrhus of Epirus, the successor of Alexander, and descendant, as he claimed it, of Achilles, relied much on the charge of his barded cuirassiers, in his wars against the Romans—who never, to the end of their marvellous history of universal conquest, did any thing with Italian native horse, or indeed with cavalry at all, until they had Numidian, Spanish, Gallic and German troopers in their armies.

The same was the case with the latter Philip of Macedon, and his son Perseus, against whose superior horse the Roman consuls could make head only by the assistance of their Ætolian and Acarnanian allies, the blood of the Greek horses of that day, coming from the extreme east of Europe, being incomparably superior to that of the west, which probably had then received no further mixture of the oriental strain, since their first introduction from their native land; whence by a course of continued breeding-in-and-in they had seriously deteriorated—a

deterioration which became yet more palpably manifest, when they were opposed to the Numidian barbs of Hannibal, only to be swept away like dust before the whirlwind.

With regard to the general character and appearance of the ancient, and more especially the Greek horse, we have two means of forming an opinion—first, from the various sculptures yet extant of this animal, both in harness and mounted; and second, from the elaborate and admirable directions given by Xenophon—*περὶ ἵππικῆς* cap. 1. 2. & sq—for purchasing, according to exterior points; “since,” he observes, “there is no means of proving his temper, until one shall have backed him.”

Of sculptures, the oldest probably in existence, many of them contemporaneous with the kings of Assyria, who figure in the pages of Holy Writ, certainly the oldest yet discovered, are those wondrous relics, disinterred by Layard from the ruins of Nineveh, illustrative of almost every phase of regal and military life—and the two epithets, at that day, were nearly one—when real warfare, or its mimicry, the chase of dangerous and savage beasts, were the sole out-of-door occupation of the chiefs and heroes of those undegenerate ages.

In these sculptures, the horse figures continually in almost every attitude and pace; but in most instances he is represented as an animal of draught, harnessed singly, two, or four abreast, to chariots of light construction, which he is often drawing at a tearing gallop, but rarely carrying a mounted rider.

In all these sculptures, he is represented as a remarkably high-crested, large-headed, heavy-shouldered animal, rather long-bodied, powerfully limbed, his neck clothed with volumes of shaggy mane, which is often plaited into regular and fanciful braids, and his tail coarse and abundant, frequently ornamented similarly to his own mane and to the beard and hair of his driver. He, therefore, had nothing of the modern Arab in his form or character.

The carvings are exquisitely fine, the attitudes spirited and striking, and there are not unusually seen attempts at indicating the anatomical structure, and course of arteries, sinews and muscles. We have no reason, therefore, to doubt that the general character, bearing, and aspect of the animal are truly kept,

or that the delineations were made from what was then considered the finest and most perfect type of the creature, which is generally represented as ministering to the pleasures of the great king.

In all respects, then, it must be observed, the horses of the oriental royalties, which were harnessed in the scythed cars of those Assyrian conquerors, who came down on Israel "like the wolf on the fold;" and in the iron chariots of those Phœnician kings of Canaan, who "fought in Taanach by the waters of Megiddo," when "the river of Kishon swept them away, that ancient river, the river Kishon," were as unlike as possible to the low-statured, delicate-limbed, small-headed Arabs and Barbs, with their basin-faces, large full eyes, and long thin manes, from which the modern blood horse has derived his peculiar excellence.

Next to these, probably, in antiquity, and infinitely surpassing them in beauty of design and perfection of execution,—surpassing, it is likely, any thing that ever has been, or that ever will be performed in sculpture, we have the superb equestrian groups from the Propylæa of the temple of Minerva in the Acropolis at Athens, preserved in the British Museum, and universally known as the Elgin marbles; which are generally supposed to be the work of Phidias and his pupils; the work of the Athenian chisel, surely, when Grecian art was at its highest flight, and when the Attic mania for horse-breeding was at the extreme of fashion.

The attitudes and action of the cavalry and the seats of the cavaliers, the high-born *hippeis*, which word, like its equivalent the Roman *equites*, we erroneously translate *knights*, are inimitable. Nothing that the pencil, the burin, or the chisel, ever has delineated, excels, if it equals, these sculptures, destined only to be regarded from a distance, as being the decorations of the frieze of a gigantic temple, for freedom, ease, vigor and spirit.

In one of the finest groups some half-dozen riders are caroling gayly along, their horses well thrown back on their haunches, some going disunited, some at a regular and perfect canter, and sitting the animals with a pose of such perfect balance, ease, aplomb and grace, so that the rider's hand is entirely independent of his seat, as proves that equestrianism, as an art

and a grace, must have been cultivated to a high degree in Athens, how deficient soever the state might be in cavalry, as an arm of the service.

These horses, then, of Minerva on the Acropolis, hard by the spot where the first of the race was fabled in the ancient mythos to have sprung from the earth at the summoning of the world-shaker's trident, carved from the pure Pentelical or Parian rock, in the school, if not by the hand, of the greatest of Greek sculptors, may be presumed copies from the most perfect type of the Greek, as the sculptures of Nineveh have been assumed to be models of the Assyrian or oriental courser.

Now, judging from these sculptures, the Greek horse was not above fourteen and a half hands in height; and, instead of the graceful, spiry formation of the Arab, the Barb, or the Thorough-bred, had the short, rigid, stocky shapes of the Galloway or Cob. They are all what is vulgarly termed cock-thrappled,—that is to say, having the windpipe and fore-neck, above its insertion in the chest, projected like the same parts of a game-cock when in the act of crowing—a fault in formation, which renders it impossible for the animal to bring his chin in to his chest, when curbed upon his haunches; and, with their *hogged* manes, short, closely-ribbed, round barrels, heavy joints, short, stiff pasterns, and high, upright hoofs, look like, what they doubtless were, a large breed of clever, active, able Galloways.

In my youth, I have seen fifty, and owned and ridden nearly half-a-dozen, half or one third bred Galloways, which retaining the exact cut and type of the original Scottish Galloway pony, had some admixture of pure blood, and any one of these might have served as an exemplar for the Athenian horse of the Elgin marbles.

The description of animal I mean, though rarely seen in this country, is common enough in England, being that to which the sons of the landed gentry, while learning to ride, are ordinarily promoted, as an intermediate step between the small pony and the full-blooded hunter. I have seen some of them carry their light-weight-riders well up to hounds, and hold a good place among real horses with men on their backs. But, as horses to be backed by men, they would be nowhere on a

race-course, nowhere in a hunting field, and worse than nowhere in a cavalry action.

This, of course, accounts easily enough for the small use of cavalry by the ancients in action, especially against the favorite tactic of the phalanx, which, while in unshaken order, would have hurled back the charge of Murat's or Milhaud's cuirassiers, as a rock does the surges.

We now come to the writings of Xenophon, which, as the animal he describes is evidently identical with the horse of the Phidian school of sculpture, furnish a complete reply to the argument of those, who would insinuate that works of art are not to be construed into copies of existing realities, but are simply expressions of an ideal type; and who consequently argue, that the horses of the Elgin marbles, like the lions of Rubens, are poetical or artistical fictions; not, like the Bulls of Paul Potter and the Dogs of Landseer, the present images of the creatures which they represent.

I have said that Xenophon's instructions are admirable, and the points on which he insists, as well as his reasons for insisting on them, precisely those which would be required and assigned by an expert veterinarian to-day. They are, however, the points, as I have observed, of a clever active Galloway or Cob, not of a thorough-bred, a hunter, or even a cavalry charger, much less of a pure Barb or Arab.

"First," he says, "we will write, how one may be the least deceived in the purchase of horses. It is evident, then, that of the unbroken colt one must judge by the bodily construction; since, if he have never been backed, he will afford no very clear evidences of his spirit. Of his body, then, we say that it is necessary first to examine the feet; for, as in a house it matters not how fine may be the superstructure, if there be not sufficient foundations, so in a war horse there is no utility, no, not if he have all other points perfect, but be badly footed. But in examining the feet, it is befitting first to look to the horny portion of the hoofs, for those horses which have the horn thick, are far superior in their feet to those which have it thin. Nor will it be well if one fail, next, to observe whether the hoofs be upright, both before and behind, or low and flat to the ground; for high hoofs keep the frog at a distance from the earth, while

the flat tread with equal pressure on the soft and hard parts of the foot, as is the case with bandy-legged men. And Simon justly observes, that well-footed horses can be known by the sound of their tramp, for the hollow hoof rings like a cymbal, when it strikes the solid earth. But having begun from below, let us ascend to the other parts of the body. It is needful, then, that the parts above the hoof and below the fetlocks"—viz. the pasterns—"be not too erect, like those of the goat; for legs of this kind, being stiff and inflexible, are apt to jar the rider, and are more liable to inflammation. The bones must not, however, be too low and springy, for in that case the fetlocks are liable to be abraded and wounded, if the horse be galloped over clods or stones. The bones of the shanks"—the cannon bones—"should be thick, for these are the columns which support the body; but they should not have the veins and flesh thick, likewise. For, if they have, when the horse shall be galloped in difficult ground, they will necessarily be filled with blood, and will become varicose, so that the shanks will be thickened, and the skin be distended and relaxed from the bone; and, when this is the case, it often follows, that the back sinew gives way and renders the horse lame. But if the horse, when in action, bend his knees flexibly at a walk, you may judge that he will have his legs flexible when in full career; for all horses as they increase in years, increase in the flexibility of the knee. And flexible goers are esteemed highly, and with justice; for such horses are much less liable to blunder or to stumble than those which have rigid, unbending joints. But if the arms, below the shoulder blades, be thick and muscular, they appear stronger and handsomer, as is the case also with a man. The breast also should be broad, as well for beauty as for strength, and because it causes a handsomer action of the forelegs, which do not then interfere, but are carried wide apart. And again, the neck ought not to be set on, like that of a boar, horizontally from the chest; but, like that of a game-cock, should be upright toward the crest, and slack toward the flexure and the head being long, should have a small and narrow jawbone, so that the neck shall be in front of the rider, and that the eye shall look down at what is before the feet. A horse thus made will be the least likely to run violently away, even if he be very high-spirited,

for horses do not attempt to run away by bringing in, but by thrusting out, their heads and necks. It is also very necessary to observe, whether the mouth be fine or hard on both sides, or on one or the other. For horses, which have not both jaws equally sensitive, are likely to be hard-mouthed on one side or the other. And it is better that a horse should have prominent than hollow eyes, for such a one will see to a greater distance. And widely opened nostrils are far better for respiration than narrow, and they give the horse a fiercer aspect; for when one stallion is enraged against another, or if he become angry while being ridden, he expands his nostrils to their full width. And the loftier the crest, and the smaller the ears, the more horse-like and handsome is the head rendered; while lofty withers give the rider a surer seat, and produce a firmer adhesion between the body and shoulders. A double loin is also softer to sit upon and pleasanter to look upon, than if it be single; and a deep side, rounded toward the belly, renders the horse easier to sit, and stronger, and more easy to be kept in condition; and the shorter and broader the loin, the more easily will the horse raise his fore-quarters, and collect his hind-quarters under him, in going. These points, moreover, cause the belly to appear the smaller; which, if it be large, at once injures the appearance of the animal and renders him weaker, and less manageable. The quarters should be broad and fleshy, in order to correspond with the sides and chest, and, should they be entirely firm and solid, they would be the lighter in the gallop, and the horse would be the speedier. But if he should have his buttocks separated under the tail by a broad line, he will bring his hind legs under him, with a wider space between them; and so doing he will have a prouder and stronger gait and action, and will, in all respects, be the better on them. A proof of which is to be had in men, who, when they desire to raise any thing from the ground, attempt it by straddling their legs, not by bringing them close together. Stallions should not have the *testes* large, and this ought not to be overlooked in foals. To conclude, in regard to the lower joints, of the shanks, namely, and the fetlocks and the hoofs, behind, I have the same remarks to make, and no others, than those which I have made above."

In reference to this passage, I would remark that, although

it cannot be denied that all the points are correctly stated, and the reasons for preference clearly and truly laid down, no one, at all conversant with the horse, can fail to perceive, that the whole advice points to the acquisition, as the most admirable piece of horse-flesh, of a short, round-barrelled, stocky, active beast, well upon his legs, with his hocks fairly under him, with a lofty crest and somewhat heavy forehead, though he insists on high withers.

In short, his ideal of the horse is the very horse of the Elgin marbles, something closely allied to the improved English roadster of the last half century, an animal framed for strength combined with hardiness and quickness, but wholly destitute, or, if not wholly, nearly so, of blood, stride, or speed.

In the Greek horse, as in that of Assyria, it is very evident, that there was little or nothing of what we call blood, or affinity to the Arab and Barb, as they now exist, in their native land, much less to the improved strain of the English and American thoroughbred.

This brings us fairly to the Roman horse ; and here we find the same inferiority of the animal, and of the art or habit of using him, as among the Greeks, only in a yet greater degree. In the early ages of the republic, the cavalry of the Roman armies was composed of the youths of the monetary aristocracy, who served on horseback partially at their own expense, enjoying in consequence certain privileges, and exemptions, and a positive rank in the state, second only to the patrician senators and the holders of senatorial offices. These men, who were termed *equites* or horsemen, a word which has been universally and erroneously rendered *knights*, giving a false idea of the character and nature of the order, as if the members of it were a chivalric fraternity bound by a vow, instead of a political class, owed their origin, it is said, to Romulus ; who instituted three centuries of youths, whom he called *celerēs*, serving on horseback and acting as his body guard. Their number would appear to have been increased nearly at the end of the monarchy, by the Servian constitutions, from three, to about eighteen hundred : and all these, the select men of a wealthy class, were bound to serve mounted, at their own charge, when the exigencies of the public service did not allow a horse to be given them,

as it ordinarily was, by the state. Subsequently, every person who came into the possession of a fortune of 400,000 *asses*,* became, *ex ipso facto*, an *eques*, and was liable to do cavalry duty. A sufficiently absurd plan, one would say, for the organization of an effective body of troopers; who, if any troops in the world, require minute drilling, constant exercise, and the closest habitude as well to horsemanship, as to the use of arms.

The truth is, that the Romans were in no respect an equestrian people, even while their armies consisted mainly of agriculturists and tillers of the ground. We find, comparatively, few notices of the horse among their classic writers, and such as we do find principally imitated from the early Greek Poets, who wrote of a state of warfare, Asiatic rather than European. From such brief and scattered mentions of the horse, however, as we have, it is to be inferred that the native breed of this animal was of no excellence; and that it was usual to seek the superior breeds of Calabria and Lucania, where the population, being more or less of Greek origin or connected with the Greeks, had in some degree the equestrian tastes, and perhaps the same strain of blood with their ancestry.

In no instance had a Roman consular army, which consisted of two legions, of four thousand two hundred infantry each, above six hundred horse; a proportion ludicrously inefficient, being exactly as one mounted man to fourteen infantry soldiers; whereas the true ratio is one cavalry soldier to five footmen—on which basis the famous divisions of Napoleon were constituted.

This fact speaks volumes for the poverty of the Romans in horses, and their inaptitude for the service; and still more does it testify to the same thing, that, when they commanded the alliance of the Latin states, the cavalry of the two contingent Latin legions was double that of the Roman quota. This, however, only raised the cavalry attached to a Roman consular army, in the time of the second Punic war, when the state was making every exertion to resist its most formidable enemy, who commanded the services of the finest horse then existing in the known world, to eighteen hundred horse attached to sixteen

* The Roman *as* was a brass coin of the value of a fraction more than a *cent*.

thousand eight hundred foot, or a ratio of about one of the former to nine of the latter.

So long as the Romans were engaged in Italian wars only—though from the above facts relative to the constitution of the native and Latin contingents, when the nations were acting in unison, it is to be assumed that the Romans were numerically inferior to their adversaries—they appear to have been able to contend with them on equal, if not superior terms, even with this arm, in the field. Hence, we may argue that the horses of the Italians were equally bad with those of the Romans, but that the superior vigor of the Roman man, whether on foot or on horseback, prevailed.

The moment they were brought into contact with foreign cavalry, Macedonic and Epirotic troopers, mounted beyond doubt on Tracian and Thessalian—that is to say, what we should now designate Turkish—horses, under Pyrrhus, and, yet more distinctly, with Numidian horse, undoubtedly pure Barbs of the desert, under Hannibal, the inferiority of the Italians in every thing pertaining to equestrianism, was demonstrated.

It seems almost to have been acknowledged; for we find that Cæsar, during his wonderful career of Gallic victories, had no Roman horse whatever in his service, but relied wholly on the cavalry of the friendly Gaulish tribes for that arm; and once we find him, when doubtful of the faith of his auxiliaries, reduced to the necessity of mounting the legionary infantry on Gallic horses.

In his final conflict with Pompey, his horsemen, who were unquestionably Gauls, as indeed were a large share of his legions, rode through the high-born Roman horse of his rival, as did the British heavy cavalry at Balaclava through the Russian dragoons, as if they had been lines of pasteboard.

At the same time, Crassus in Asia was totally defeated and destroyed by the oriental horse of Parthia; a fate narrowly escaped a few years afterwards, by that consummate soldier Marcus Antony, and escaped only by dint of admirable skill and bravery; a fate not escaped by Valerian, or by that great captain, Julian, or by any other Roman Emperor or chief, who attempted to contest the palm of victory with Italian or western cavalry against the innumerable and indomitable clouds of oriental

horse ; which from that time maintained their superiority undisputed, until outdone by the superior offspring of their own blood, bred on British and American soil, by the aid of western enterprise and the lights of western science.

Of the Italian horse, therefore, it may, I think, safely be predicated that it has been from all time, what it is now, nearly a worthless animal.

It must not, however, be overlooked in the history of the horse, that, how little soever it may owe of blood to the Romans directly, the race throughout all western Europe is probably indebted more largely to those world-conquerors, *indirectly*, than to many individuals and nations, who have purposely encouraged the production and aimed at the improvement of this noble animal.

Their constant habit of guarding and garrisoning one conquered province, by the mercenary or subsidiary contingents raised from another, and their very deficiency of indigeneous horses, leading to the employment of the best equestrian nations of their subjects or allies, brought about a constant rotation of breeds, and strains of blood, in all the provinces, an advantage which Italy itself did not share, and consequently a constant admixture of the native with the best imported animals.

For it will be remembered that the Barbaric tribes all rode perfect stallions : and it cannot be doubted, but that the native mares would be brought into constant familiarity and connection with the foreigners.

Whence came originally the Gaulish and British stock, is, as I have above mentioned, doubtful. There are some reasons for believing the horse to have been indigeneous to Great Britain, and possibly to Gaul also. It is quite as probable, however, that this race may have been introduced into France by equestrian tribes, migrating to the northward of the Alps, as we know that tribes did migrate, from the plains of Scythia, Thrace, and Carpathia, and thence introduced across the channel to England, where they were found by Cæsar.

Certain it is, at all events, that, when the Belgic, Celtic, Germanic, and Britannic tribes were first known to the Romans, they were all possessed of numerous and formidable cavalries ;

that, although inferior to the Romans, as barbarians to highly civilized men, in science, discipline and military skill, they were superior to them individually in equestrian prowess: and, I think it is fair to infer, in the strain of their equine blood, likewise; since we find that, although to the end of their real greatness the Romans constantly preferred the use of native infantry, they as constantly employed foreign, that is to say Gaulish, German, Tracian, Spanish and Numidian horse squadrons.

It is certain, therefore, that all the western provinces of the republic and empire, were at some time or other successively garrisoned by cavalry squadrons of all these nations, and that their native horses were more or less crossed and improved by the blood of all.

It has always been the fashion to ascribe the excellence of the Spanish, and especially of the Andalusian blood, to the Arabic invasion of Tarick in 710; but, although the great benefit derived from that strain, and from the wise encouragement given by the refined and polished Moors to this branch of national power and greatness, must be allowed, I look much farther back for the source of blood, whence the Spanish horse derived his earliest excellence.

It must be remembered that the wonderful Carthaginian family of Barca, the greatest and last of whom was, in my estimate, the greatest soldier, and only not the greatest statesman, the world has ever seen, was domiciled for years, as conquerors, and ruled, almost as indigenious sovereigns, over all the Mediterranean and Atlantic shores of Spain, from Carthagen to Cadiz, at the head of powerful native African armies, accompanied by numerous and incomparable forces of Numidian cavalry, the desert Barbs of the Nomadic Moors and Arabs.

It is impossible to believe that such a state of things could have existed, among a warlike and equestrian people, without their seeking to improve their own horses by the admixture of the foreign blood, the superiority of which they could not fail to perceive in the shock of battle, even apart from the casual intercourse, which must have occurred, between the indigenious mares and the strange troop-horses.

This, doubtless, was the first cross of oriental blood upon the Spanish stock; and the same cross must also have taken place,

though in a smaller degree, among the Gaulish horseherds, during the six months occupied by Hannibal's march through their country from the Pyrenees to the Rhone, at the head of eight thousand African Barbs, principally, doubtless, if not all, stallions.

Exactly at the time when this ingrafted blood might be supposed to be in process of deterioration, in consequence of inbreeding, and perhaps of intentional vitiation by the introduction of Flemish sires, for the begetting of animals capable of bearing the men-at-arms of the chivalric ages in their ponderous panoply, opportunely arrived Tarik with his hordes of desert horse to reinvigate the depreciated race.

From the first, in all probability, of these intermixtures, as well as from the horses of the Thracian and German troopers quartered on them by the Roman emperors, the British horses of the old stock, as found by the Romans, under Cassivelan and Caradoc, directly received their first improvement. Indirectly, we know that they did so, through the improved second Spanish cross, introduced largely for breeding purposes by the Saxon and Norman monarchs of the southern kingdom.

Of the actual Spanish horse, of the days of the conquest of South America, when the Spanish horse was in his greatest purity and perfection, comes the wild stock of the South American pampas, and of the southern and south-western prairies of the United States; and from this, to a certain degree, it is probable that the domesticated stock of some of the southern States has received a remote cross of Andalusian blood. In Louisiana, that cross was obtained, and still exists, in a more direct form; although it does not appear that the blood continues to be distinguishable, to any considerable extent, in the external characteristics of the animal.

I trust that these preliminary observations will not be wearisome to my readers, as I am well assured that they are of some importance to my subject; bearing on a point, as they do, in the history of the English and American horse, which has been scarcely, I think, sufficiently considered—the admixture of old indigenous blood, which it cannot be denied does in some sort, though in an infinitesimal degree, exist in what is esteemed the purest and most perfect thoroughbred strain—and, secondly,

what is that indigenous blood, as it is styled, and how far it is impure, how far traceable to a warm oriental or African origin, in remote antiquity. It has generally been assumed that the British horse, with which only I have henceforth to do, as the origin of the American blood-horse, until I come to speak of *him* directly, was an utterly unimproved and worthless animal until the comparatively modern times, when his blood was first gradually mixed by the monarchs of the Saxon dynasty, and afterward by the Norman invaders and crusaders, with Arabian, Syrian, Andalusian, and African strains.

I hold, on the contrary, that the British horse, as originally found by Cæsar, was itself of Eastern European descent, from Scythia, Thrace or Carpathia—for I disbelieve in the aboriginal theory—though I admit that I have no proof of the fact, and argue only on probability and analogy. But I am confident, and regard it as historically made out, that, at a very early period of the Roman occupation, it must have been, and was, largely tinged with the blood of the best Spanish and Gallic chargers; the former of which could scarcely be less than half, or three-part Barbs, and the latter of which partook of the same strain.

There could scarcely also fail to be another direct cross from Thrace or Scythia, though it cannot exactly be established that such was the case; the rather that more than one of the most warlike and victorious of the Roman emperors made the island their residence.

I now come to the natural history of the horse, which I propose to treat briefly, principally through quotations from Winter and Youatt on the horse, who may be pronounced unhesitatingly the best authorities on the subject, before proceeding to treat of the various distinct families of the animal, and first, as noblest, of the English blood-horse.

“Natural historians,” says Mr. Winter, “in their endeavors to arrange the varying objects of animated nature, class the horse and its congeners in the following manner:

- “DIVISION. *Vertebrata*—possessing a back-bone.
- “CLASS. *Mammalia*—such as give suck.
- “TRIBE. *Ungulata*—hoofed.
- “ORDER. *Pachydermata*—thick-skinned.

“FAMILY. *Solipeda*—uncleft-footed.

“GENUS. *Equus*—the horse family.

“A considerable discrepancy has arisen among naturalists on the classification of this animal; but the above certainly appears the least objectionable that can be found. The Linnæan system was certainly unsatisfactory. Linnæus classed the horse with the hippopotamus, to form a genus in order Belluæ. By Erxleben he is placed between the elephant and the dromedary. Storr was the first to form a distinct order of the equine family; he placed it immediately after that of the Ruminantia, under the appellation of *Solipedes*. Cuvier adopted his arrangement, but subsequently placed this genus among the Pachydermata, which is probably the most judicious classification attainable.

“Dental formula.—Incisors, $\frac{6}{6}$; canine, in the male only, $\frac{1}{1}$ $\frac{1}{1}$; molars, $\frac{6}{6} = 40$.

“With the horse are ranked all those quadrupeds whose generic distinction is the undivided hoof—the equine genus.

Equus Caballus, the horse.

Equus Hemionus, of Pallas, the dziggtaï, Asiatic.

Equus Zebra, the zebra.

Equus Burchelli,

Equus Quagga, the Quagga.

Equus Asinus, the ass.

} South African.

“THE HORSE.

“Synonymes—*Ἴππος*, Greek; *Equus*, Latin; *Pferd*, German; *Paard*, Dutch; *Hest*, Danish; *Häst*, Swedish; *Cheval*, French; *Cavallo*, Italian; *Cuballo*, Spanish; *Loschad*, Russian; *Kon*, Polish; *Sukh*, Turkish; *Hysán*, Syriac; *Hozan*, Arabic; *Al*, Toorkman; *Ma*, Siamese; *Fur* or *Pur*, Bornou; *Soudah*, Bezharini; *Bilsah*, Mandara; *Barree*, Timbuctoo; *As*, Pus-too.*

“The horse, by far the noblest of the genus, is easily distinguishable from the rest of the group. His varieties are exceedingly numerous and differ widely in physical appearance. The effects of climate and other agencies are displayed on his frame. Zimmerman asserted, but without very evident reason, that he

* Dr. Skinner traces the English word horse from the Belgic *ros* or the Teutonic *rosz*.

arrived at the greatest perfection between the 15th and 55th degrees of northern latitude. The mare is found capable of generating her species as early as the second year of her existence ; but it is detrimental to her form, and the future energy of her offspring, thus prematurely to tax the productive powers of her frame. It would be far more profitable to delay this important function to the fourth or fifth year, when the outline of her form approximates more closely to the adult, and the vital energies of the animal economy become more confirmed. Mares, in common with the females of many other quadrupeds, are subject to a periodical appetency for the male, which in them is termed horsing. The natural season of its first occurrence is from the end of March to July, and so providential is this arrangement, that the foal will be produced at a time when nourishment will be plentiful for its support.

“Common assertion fixes the period of gestation, or the time intervening between conception and foaling, at eleven months ; but whether calendar or lunar months are to be understood is not explained. This discrepancy will appear the more unsatisfactory when it is recollected that eleven calendar months want but two days of twelve lunar ones. No attempt has been made in this country to resolve the question. In France, M. Tessier endeavored to arrive at some degree of correctness as to the average time of gestation by registering a large number of mares. He proved that the term of eleven calendar months was often exceeded by several weeks, and sometimes, though less frequently, parturition took place within that period.

“‘In 582 mares, which copulated but once, the shortest period was 287 days, and the longest 419 ; making the extraordinary difference of 132 days, and of 82 beyond the usual term of eleven months.’ Blaine’s Vet. Outlines.

“On another occasion an account was kept of the duration of pregnancy of 101 mares. Of these :

3	foaled in	311	days.
1	“	“	314 days.
1	“	“	325 days.
1	“	“	326 days.
1	“	“	330 days.
47	“	“	from 340 to 350 days.

25 foaled in from 350 to 360 days.
 21 “ “ from 360 to 377 days.
 1 “ “ in 394 days.

“Thus the extremes varied 83 days, while the average was about 351, or fifty weeks one day each. Some breeders entertain an opinion that old brood mares carry the foal considerably longer than young ones, but they offer no satisfactory evidence in corroboration of their view.

“The signals of approaching parturition are enlargement of the external parts of generation, relaxation and shrinkage of the muscles on each side of the croup and rump, and a gummy exudation from the orifice of the teats. Birth generally takes place within twenty-four hours after the appearance of the latter symptom. But the first acts as a warning, by preceding it for several days.

“It is but seldom that the mare requires manual assistance at the time of foaling, which generally takes place without difficulty or danger, in the night. The mare, unlike the generality of quadrupeds, foals standing.* She rarely produces twins, and when double births do occur, the offspring almost invariably die.†

“As great facility of motion appears to have been designed by nature in the formation of the horse, many physical peculiarities contribute to ensure that end. A bulky pendulous udder, like that possessed by some of the ruminantia, would be incompatible with that quality. The mamma, therefore, is small, and furnished only with two teats, which supply a milk of a highly nutritious character, and possessing a larger quantity of saccharine matter than any other animal is known to be endowed with.‡

* This is a mistake, they invariably foal in a reclining posture.—Ed.

† A remarkable exception to this rule are the bay colt *Tweedledum* and the bay filly *Tweedledee*, foaled in 1823 (by Waterloo out of Polymnia), Polymnia by Musician out of Promise, sister to Partisan by Walton. The filly never sucked, but was fed on cow's milk, and was said to thrive better than the colt.

Both these animals were trained, and ran with some credit; but the filly is not named as a brood mare, and I find no mention of the colt as a stallion.

‡ Parmentier submitted the milk of various animals to chemical examination, and he found that the proportion of ingredients contained was in accordance with the following table:

Sugar—Mare's, woman's, ass's, goat's, ewe's, cow's.

Whey—Ass's, mare's, woman's, cow's, goat's, ewe's.

“The disproportionate length of the foal’s* legs, which is so strikingly apparent, when compared with those of the adult animal, is thought by some naturalists to be provided by prescient nature to enable the young animal to keep pace with its dam during flight from any menacing danger. Linnæus attempted to ascertain the future height of the colt by admeasurement of its legs; but so much is found to depend on the quantity and character of the nutriment with which it is provided during the important period of its growth, that little reliance can be placed on early experiments of this kind. The historian, the warrior, and the horseman, Xenophon, had long ago alluded to the same subject in his treatise on horsemanship. ‘I now explain,’ said he, ‘how a man may run the least risk of being deceived, when conjecturing the future height of a horse. The young horse which, when foaled, has the shank bones longest, invariably turns out the largest. For, as time advances, the shank bones of all quadrupeds increase but little; but that the rest of the body may be symmetrical, it increases in proportion.’

“Puberty commences in both sexes as early as the second year, but all the structures continue to be gradually developed till the end of the fifth year, by which time the changes in the teeth are perfected, and the muscles have acquired a growth and tone which give to the form the distinctives of adolescence. It is during the term, which elapses between this period of adult age and that of confirmed virility, that a farther progressive change takes place in the animal economy; the powers of the

Cream—Ewe’s, woman’s, goat’s, cow’s, ass’s, mare’s.

Butter—Ewe’s, goat’s, cow’s.

Cheese—Ewe’s, goat’s, cow’s, ass’s, woman’s, mare’s.

“He could not make any butter from the cream of woman’s, ass’s, or mare’s milk, and that from the ewe he found always remained soft. From their general properties he divided them into two classes, one abounding in serous and saline parts, which included ass’s, mare’s, and woman’s; the other rich in caseous and butyraceous parts, as the cow’s, goat’s, and ewe’s.

* “The word *foal* is indiscriminately applied to the young of both sexes, but as they increase in age they are distinguished from each other by appropriating the term *colt* to the male, and *filly* to the female; and on the period of adolescence, about the fifth year, the former assumes the title of *stallion* or *horse*—*gelding* if castrated—and the latter that of *mare*. In America, the word *colt* is often *wrongly* used for *foal*, as applied to either sex, whereas it is *invariably* masculine.

whole frame continue to acquire strength, and although there is no farther increase in height, the parietes of the large cavities and the muscles of voluntary motion assume a finished and rotund appearance, and render the animal more capable of enduring continued exertion and privation; the vital endurance and resistance being greater than during the period of adolescence. The fire and expression of the head, the spirit, character and disposition, become also more marked toward the termination of this epoch.

“The natural period of decay of the vital powers, senility and mature death, may be conjectured to be about thirty years; but few horses, from our barbarous treatment, attain that term.

“The walk, the trot and the gallop, are the usually well-known natural paces of the horse; but the fact of some individuals contracting the pace called the amble,* without previous tuition, has induced many writers to regard that also as a natural method of progression.

“In England and other northern countries, on the approach of mild weather, the horse, by a natural process analogous to moulting in birds, divests himself of his winter’s clothing of long hair, and produces one of a shorter and cooler texture; and again, before the recurrence of cold weather, reassumes his warm and lengthened coat to protect himself from the inclemency of the approaching season. The autumnal † change is not by any means so general as that which takes place at the commencement of spring. The hair is not so completely changed; only a portion of it is thrown off, and that which remains, with that which springs up, grows long and is adapted to the temperature of the atmosphere. These alternate changes are not so well marked in countries possessing an even temperature, nor even are they so plainly seen in horses kept in the warm atmosphere of a close stable all the year round. When the shedding of the coat commences, the bulbs of the old hair become pale, and by the side of each a small black globular body is formed, which is soon developed into the new hair. Thus the matrix

* The amble is neither racking nor pacing; the latter of which is beyond doubt a natural pace. [Single footing or racking (by some called ambling) is an acquired or cultivated pace.—Ed.]

† In America, at least in the northern parts, this change is invariable.

of the new hair is not the old bulb, but it is based in another productive follicle. The long hair of the mane, tail and fetlocks, is not shed at definite periods with that of the body, but is replaced by a shorter and more uniform process. The hair of the mane and tail will, if protected, grow to an almost incredible length.

“The property of changing the color of the hair with the season, possessed by many animals of the arctic regions, adapting them to the temperature, is also manifested in the horse, though in a much less degree, for it may be seen that when constantly exposed to the elements, the long winter-coat assumes a much lighter hue than that of its predecessor.

“The horse, in common with many other animals, is provided with a thin sub-cuticular muscle, covering the shoulders, flanks and sides, whose use is to corrugate the skin, shake off flies and dislodge other annoying substances.

“The sense of smell is so delicately acute in the horse, that perhaps he is not exceeded in this function by any other animal. The nose is provided with a very extensive surface for the distribution of the olfactory nerve, by the curious foldings of the turbinated bones. It is principally by means of this faculty he is able to distinguish the qualities of the plants upon which he feeds, and to reject such as are of a noxious or poisonous description. Nature, said Linnaeus, teaches the brute creation to distinguish, without a preceptor, the useful from the hurtful, while man is left to his own inquiries. On putting the fingers into the nostrils, at the upper and outward part, they pass into blind pouches of considerable dimensions. These curious cavities have nothing to do with smelling, because they are lined with a reflection of common integument, but they may possibly be of use in mechanically distending the external entrance of the nostrils, and thus materially facilitate respiration during violent exertion. They are also brought into use, when the animal neighs; and the Hungarian soldiery* slit them up to

* It is worthy of remark that the preference of Arabs for the mare to the horse, for warlike purposes, is attributable to the fact that they do not neigh when they scent the vicinity of other horses, as stallions invariably do—the Arabs never attacking, save by surprise. Those nations which fight by open force have no such preference, but mainly use the stallion.

preclude the possibility of being prematurely discovered to the enemy by the exercise of this habit. On the lower part of the nostril, toward the outer edge, may be seen the mouth of a small tube, which conveys the tears from the inner canthus or corner of the eye. It opens on the skin just before it joins the lining membrane of the nose. This little cavity has often been mistaken, by unqualified persons, for an ulcer common in glanderous affections, and the poor animal has frequently fallen a victim to the error.

“Their eyes are large in proportion to those of some other quadrupeds, and the pupilar opening is of an oblate elliptical form, with its long axes parallel to the horizon, thus increasing the lateral field of vision. Round the edges of the pupil is a curious fringe of deep plum-colored eminences, supposed to be serviceable in absorbing the superabundant rays of light which may be transmitted to the eye. The horse’s sight is excellent, and although not regarded as a nocturnal animal, he can distinguish objects at night with great facility. There are but few horsemen who have not benefited by this power, when the shades of night have fallen around them.

“The ears are comparatively small, but the conch is endowed with extensive motion so as to catch the sound coming from any quarter. Their hearing is quick, and although blindness is so destructively prevalent among horses, deafness is exceedingly uncommon. During sleep one ear is usually directed forward, and the other backward; when on a march at night in company, it has been noticed, ‘that those in the front direct their ears forward, those in the rear backward, and those in the centre turn them laterally, or across; the whole troop seeming thus to be actuated by one feeling, which watches the general safety.’ In contests of speed the ears are generally laid backwards, so as to offer no opposition to the rapid progress of the animal. It must be evident that if the concave surfaces of these organs be presented forward, they would gather the wind* and slightly impede progression.

“The different vocal articulations to which the horse gives

* It appears to me more probable that the ear is deflected backward, merely to avoid the inconvenience, if not pain, which the current of air, generated by the horse’s own velocity, would inflict on that delicate organ. H. W. H.

utterance, are collectively termed neighing; but some variety of intonation may be discovered in the expression of its passions; as, for instance, the cry of joy or recognition differs markedly from that of desire; and anger from playfulness. The females do not neigh so frequently nor with such force as the males. For this reason it is, that predatory and warlike tribes prefer mares, as being better adapted from their silence for surprises or reconnoitering. Castration is known to have a modulating effect on the voice. M. Herrissant supposes neighing to be produced by the vibration of two small triangular membranes found at the extremity of the glottis. In the ass and mule this structure is wanting, but they are provided with a more singular apparatus. Hollowed out of the thyroid cartilage is a small concavity over which is stretched a membrane, similar to the parchment on the head of a drum. When air is forced behind this substance, a very considerable noise is produced, though from the absence of muscularity the vibrations are without modulation and consequently dissonant.

“The intellectual character of the horse is scarcely excelled by that of any other quadruped. His perceptions are remarkably clear, and his memory excellent. Attachment to those who tend him with kindness forms a prominent trait in his character. The feats which he is often taught to perform evince a high intellectual capacity. Travellers in the desert assure us that horses possess the faculty of directing their course to the nearest water when hard pressed for that necessary article.

“Horses swim with the greatest facility, and the distances they have been known to perform in the water exceed our expectation. A horse that was wrecked off the coast of South America swam seven miles to land, and saved its life.

“There exist some important differences in the animal economy of the equine family and other herbivorous animals, which, as the inferences from them are of some consequence, it is necessary briefly to notice. The horse naturally requires but little sleep, and even that it often takes standing. In a state of nature, when fodder is short, to support itself properly, it is compelled to graze twenty hours out of the twenty-four. Ruminating animals eat with greater rapidity, and lie down to chew the cud. The horse eats no faster than it digests. Digestion in

the former is interrupted, in the latter continuous. This explains why the horse has no gall bladder, as it requires no reservoir for that necessary fluid; for, as fast as the bile is secreted by the liver, it is carried to the intestines to perform its important action on the chymous mass. The stomach of the horse is also remarkably small and simple, differing widely from the capacious and complicated structure of the ruminantia; but the intestines are long and the cœcum capable of containing a large quantity of fluid, of which it is considered the receptacle. The mamma of the mare is by no means so pendulous and bulky as that of the cow. The horse's feet, from their compact, undivided nature, are much less liable to injury during fleet exertion than those of the ox. All these circumstances tend to establish the individuality of the horse, and are so many proofs of admirable design for the purposes to which man has applied him; for without these peculiarities he would not be so valuable and superior, as a beast of continued and rapid motion, and would consequently occupy a very inferior station.

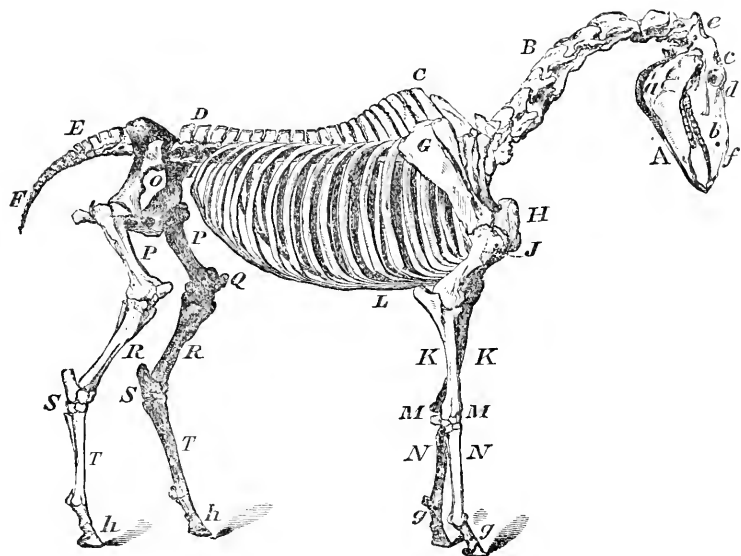
“Linnæus asserted that the male horse was without the rudimentary mamma invariably found in the males of other animals; but this naturalist was mistaken, for they may be seen on each side of the sheath, and, although of no possible use, still their existence preserves the uniformity of nature's operations.

“The horse and zebra possess horny callosities on the inside of the fore-legs, above the knees, and on the hoeks of the hind legs; the ass and the quagga have them only on the fore extremities.

“In a state of nature, the horse is purely an herbivorous animal, but under the restraint which domestication imposes, his habits become changed, and grain and dry grasses form the principal articles of his diet. Domestication is known to originate many diseases totally unknown in a natural state, but it appears to have the effect of augmenting the muscular power of the animal far beyond its uncultivated extent.”

From this brief and clever synopsis of the principal peculiarities natural and physical of the horse, regarded merely in his generic form as an original quadruped, without considering his

varieties, or his improvement by culture, I proceed to give from Mr. Youatt the following delineation and description of his external structure, and subsequently to submit from the best authorities a short account of the method of ascertaining the age of the horse, with an explanation illustrated by cuts of the structure of the jaws and teeth, and of the arrangement and changes of the dental system; which ended, I shall advance to the consideration of the various families and varieties of this noblest of the quadruped creation, and first, as noblest, to the improved thorough-bred horse of Great Britain and North America.



A The head.

a The posterior maxillary, or under jaw.

b The superior maxillary, or upper jaw; near the latter is a foramen, through which pass the nerves and blood-vessels, which chiefly supply the lower part of the face.

c The orbit, or cavity containing the eye.

d The nasal bones, or bones of the nose.

e The suture dividing the parietal bones below from the occipital bones above.

f The inferior maxillary bone, containing the upper incisor teeth.

B The seven cervical vertebrae, or bones of the neck.

C The eighteen dorsal vertebrae, or bones of the back.

D The six lumbar vertebrae, or bones of the loin.

E The five sacral vertebrae, or bones of the haunch.

F The caudal vertebrae, or bones of the tail, generally about fifteen in number.

G The scapula, or shoulder blade.

H The sternum, or chest.

I The costae, or ribs, seven or eight, articulated with the sternum, and called the true ribs, and ten or eleven united together by cartilage, called the false ribs.

J The humerus, or bone of the arm.

K The radius of bone of the forearm.

L The ulna, or elbow. The point of the elbow is called the olecranon.

M The carpus, or knee, consisting of seven bones.

N The metacarpal bones. The large metacarpal, or cannon and shank in front, and the smaller metacarpal, or splent bone, behind.

g The fore-pastern and foot, consisting of the *os suffraginis*, or the upper and larger pastern bone, with the *sessamoid* bones behind, articulating with the cannon and greater pastern; the *os coronæ*, or less pastern, the *os pedis*, or coffin bone, the *os naviculare*, or navicular or shuttle bone, not seen, and articulating with the smaller pastern and coffin bones.

h The corresponding bones of the hind feet.

O The haunch, consisting of three portions; the ilium, the ischium, and the pubis.

P The femur, or thigh.

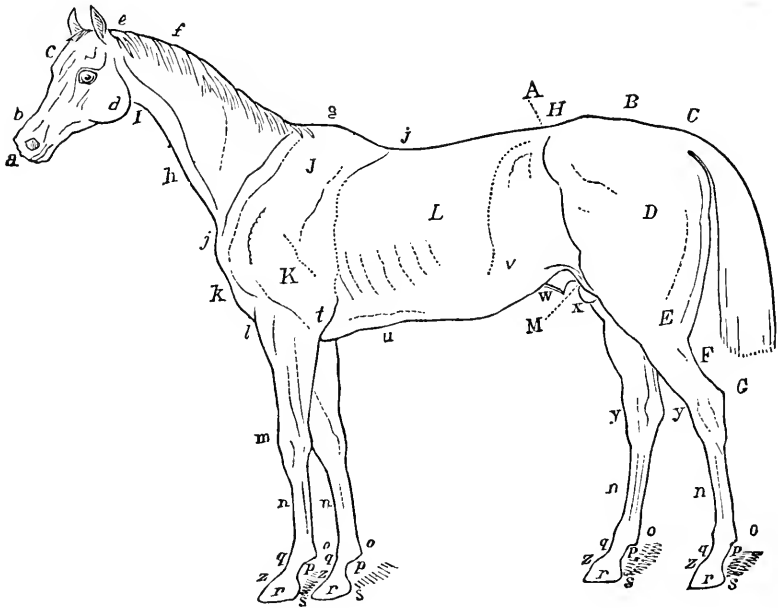
Q The stifle joint, with the patella.

R The tibia, or proper leg-bone; behind is a small bone called the fibula.

S The tarsus, or hock, composed of six bones. The prominent part is the *os calcis*, or point of the hock.

T The metatarsals of the hind leg.

These being the anatomical points of the horse, as demonstrated by the skeleton, I proceed to give what may be called the horseman's points, which I designate on an outline sketch of that fine English race-horse Elis, by Langar, out of Olivia, by Sir Oliver.



- a The muzzle.
- b The face.
- c The forehead.
- d The jowl.
- e The poll.
- f The crest.
- g The withers.
- h The windpipe or thrapple.
- i The back.
- j The point of the shoulder.
- k The breast or chest.
- l The fore-arm; *vulgo*, arm.
- m The knee.
- n The cannon bones.
- o The fetlocks.
- p The small pasterns.
- q The large pasterns.
- r The hoofs.
- s The heels.
- t The elbow.

- u The girth.
- v The flank.
- w The sheath.
- x The scrotum.
- y The hocks.
- z The coronets.
- A The hip.
- B The croup or rump.
- C The dock.
- D The quarter.
- E The thigh.
- F The hamstring.
- G The point of the hock.
- H The loins.
- I The gullet.
- J The shoulder.
- K The arm (*proper*).
- L The barrel (the ribs).
- M The stifle.

THE AGE AND DENTAL SYSTEM OF THE HORSE.

“There* is some difficulty in estimating the natural average length of the horse’s life, for many obstacles oppose an inquiry on a scale of sufficient magnitude to be satisfactory. The numerous evils entailed on him by the arduous labors and the restricted and unnatural habits of a domesticated state tend greatly to abbreviate life. * * * From these and other reasons it cannot be much doubted that his age is generally underrated. Horses are most erroneously † termed *aged*, on the obliteration of *the mark* from the lower incisor teeth, which occurs by the completion of the eighth year, and though it is far from being the natural term of age and debility, or even of decline of the vital energies, it too frequently happens that, by that time, bodily infirmities have been prematurely induced by over-exertion of their powers.

* * * “Horses at twenty years old, are often met with in cases where the least humanity has been bestowed on their management. Eclipse died at the age of twenty-five; Flying Childers at twenty-six. Burns’ mare Maggie attained more than twenty-nine years? Bucephalus, the celebrated horse of Alexander of Macedon, lived till thirty. The natural age is probably between ‡ twenty-five and thirty years. A faint and uncertain guide is found in the register of the ages of our most celebrated racing stallions, recollecting, however, that several of them were destroyed on becoming useless for the purposes of the turf. The united ages of ninety-three of these horses amounted to two thousand and five years, or rather better than twenty-one and a half years each horse.”

Here follow, in Mr. Winter’s text, many citations, from au-

* Winter on the Horse, p. 141.

† It does not appear to me that the error lies in the term, but in the misapprehension of it. The eight-year-old horse is called *aged*, as the twenty-one-year-old man is said to be *of age*; and the *maturity*, not the *decline*, of his age is implied. This is clear from the fact that *so soon as he is aged* he begins to carry *maximum weight*, which he carries *for ever after*, so long as he runs. The impossibility of definitely ascertaining his years after that term, renders the farther apportionment of weight for age impossible.

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‡ Whalebone, by Waxy, out of Penelope, own brother to Whisker and Woful, covered mares at twenty-four years. See Note * on page 73.

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thors of all ages, qualities, and conditions, from Pliny down to Mr. Blaine, relating to the age to which individual horses have, or have not, attained; and some speculations regarding the age to which horses—situated otherwise than they are, ever have been, or, probably, ever will be situated—might possibly attain.

It being, however, my present object to look at horses as they are, I shall assume the maximum average age of the horse to be twenty-five years, and the same to be the *extreme* age of the working horse. Of the latter twelve will be, it is likely, about the average.

How you shall know the age of a horse, is a matter of question to most, of dispute to many, of experience to all.

By the teeth, only, in my judgment, can the age be known *certainly*; and by them, *certainly*, only until the ninth year.

By *certainly* I mean this—that one may surely, and almost without fail, say that this horse is older than nine years, but that he cannot *possibly* say *how much older*.

The other signs, beyond the mark of the teeth, vary with the variation of circumstances; and, with the double variation, opinions, or judgments as they are called, will yet farther differ.

The mark of the teeth, naturally, is invariable. By art or rascality, when made to vary, the variation to a practised eye is easily discoverable. That mark extends to the eighth year, surely, and no farther.

NATURAL HISTORY.

“As a matter of civil economy,” says Mr. Winter, in his valuable book on the horse, from which I have already quoted, “it is important to judge correctly of the age of our useful servant, the horse. This is chiefly accomplished by observing the natural changes, which occur in his teeth, the periods at which they appear, are shed and replaced, and the alterations in their form and markings.

“The teeth of most animals offer some criterion from which their age can be estimated with more or less accuracy. * * The teeth are nearly the sole indices of the age of the horse, ass, elephant, camel, dog, and the polled varieties of the ox and

sheep; while in other domesticated animals, as the elk, deer, goat, common ox and sheep, the horns also present legible indications of the progress of time.

“Reference to the teeth to ascertain the horse’s age is not by any means a practice of recent origin. Xenophon, in his well-known work on horsemanship, alludes to it as an established custom used in the selection of cavalry for the Grecian armies; he properly advised a rejection of such horses as have lost the dental mark. The same facts are subsequently noticed by Varro, Columella, Vegetius, and other Roman writers.

“The horse, when full mouthed, possesses forty teeth—twenty in each jaw. They are named from their use, position and character. Those in the front of the mouth, whose office it is to gather the food when grazing, are termed *incisors*, or more properly *nippers*. They are twelve in number, six above, and six below; they do not overlap each other, as is the case in man, but meet in a broad tabular surface. From these teeth is principally deduced the age of the animal. For the sake of description, they are usually ranged in pairs, as they appear, and the first pair is called the *central*, the second the *dividers*, and the third the *corner nippers*. The *tushes* or *canines* come next, one above and one below on each side. They are of a pointed form, and are convex on the outer side, and slightly concave on the inner surface. They scarcely ever appear above the gums in mares, although their rudiments may be discovered on dissection, imbedded in the maxillary bones. They are consequently regarded as sexual distinctives. It is difficult to assign their use; their position precludes the possibility of their being used as weapons of offence or defence. They may be viewed as a link of uniformity so commonly traced in the animated world. The *grinders* or *molars* are twenty-four in number. They are teeth of great power. By them the food is comminuted, and prepared for the digestive action of the stomach. In order to fit them for their office, they possess additional interlayers of enamel, which prevent their too rapid wear. The arrangement and number of the horse’s teeth may be represented by the subjoined *dental formula*.

“Incisors, $\frac{6}{6}$; canines, in the male only, $\frac{1}{1}$; molars, $\frac{6}{6}, \frac{6}{6}$; = 40.
In common with most animals, the horse is provided with two

sets of teeth ; those appearing first are known as the *temporary, deciduous, or milk teeth*, and are succeeded by the *permanent set*. On comparing the different magnitude of the jawbones of the colt and the adult horse, the necessity of such a change is at once apparent. By it the teeth are adapted to the size of the maxillary bones. The teeth, from their peculiar character and mode of growth, do not admit of any material increase of dimension, and nature was therefore forced either to place the large permanent teeth in small and disproportionate jawbones, or to adapt the size of the teeth by displacement to the growth of the bones that contained them. The latter process is adopted, and constitutes one of those remarkable evidences of creative power, with which the living frame is replete.

“Three substances enter into the structure of the teeth ; 1. The enamel. 2. The dental bone, or ivory ; and 3. A cortical envelope, surrounding the fang. The enamel differs but little in chemical constitution from the osseous body of the teeth, and that principally results from the absence of animal matter in it. It appears closely analogous to the univalve porcelainous shells, and is the hardest and most indestructible substance of the body. The dental bone is distinctly tubular in structure, as was first demonstrated by Leuwenhoeck, in a communication made by him to the *Philosophical Transactions of 1678*, and this has been confirmed by the late microscopical researches of Purkinje and Muller. These tubuli take a perpendicular direction, and are exceedingly small, but capable of absorbing ink by capillary attraction. No such tubuli have been traced in the enamel. The teeth, both incisors and grinders, are being constantly worn away at the crown, but the loss is supplied by the gradual, continuous and equivalent growth from the root. The horse’s teeth are sometimes, but not frequently, subject to disease. It is seldom that any of them are lost from age, as is the case with man, and most other animals. Blaine, in his *Outlines of the Veterinary Art*, p. 40, 4th edition, institutes the following comparison between the respective ages of man and the horse.

“The constitution of horses and men may be considered as in an equal degree of perfection and capability of exertion, or of debility and decay, according as youth or age preponderates.

Thus, the first five years of a horse may be considered as equivalent to the first twenty in man; or thus, that a horse of five years old may be comparatively considered as old as a man of twenty; a horse of ten years as a man of forty; a horse of fifteen as a man of fifty; a horse of twenty as a man of sixty; of twenty-five as a man of seventy; of thirty as a man of eighty; of thirty-five as a man of ninety. So far from this comparison being in favor of the horse, I am disposed to think it is too little. Horses of thirty-five years of age are as common as men of ninety, provided it be taken into account that there are twenty human subjects for every horse; and, unquestionably, a horse of forty-five is less rare than a man of a hundred and ten."

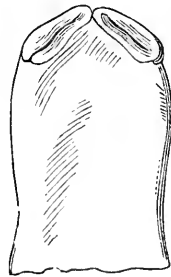
To this it may be added, that the early English racers appear to have been more addicted to longevity than those of modern days, and the American horse generally than the English; probably because, in the former case, the horse was not put to hard work until his powers were developed by an advance toward maturity. Two and three year old training was unknown until a recent date; and, in the latter case, in America, horses generally are little used in harness, or for general work, until they have attained to five or six years.

We now proceed to consider the first appearance, and successive changes of the teeth, with the marks and their descriptions from the commencement unto maturity. The cuts and letter press of these are both borrowed from Mr. Youatt's admirable work.

"Seven or eight months before the foal is born, the germs or beginnings of the teeth are visible in the cavities of the jaws. At the time of birth, the first and second grinders have appeared, large, compared with the size of the jaw, seemingly filling it. In the course of seven or eight days the two centre nippers are seen as here represented. Fig. 1.

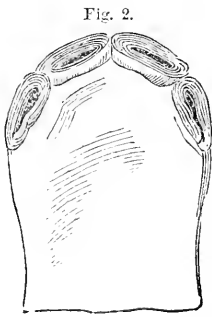
"In the course of the first month the third grinder appears, above and below, and not long after, and generally before six weeks have expired, another incisor above and below will be seen on each side of the two first,

Fig. 1.



which have now considerably grown, but not attained their perfect height. This cut will then represent the appearance of the mouth. Fig. 2.

“At two months, the centre nippers will have reached their natural level, and between the second and third month the second pair will have overtaken them. They will then begin to wear a little, and the outer edge, which was at first somewhat raised and sharp, is brought to a level with the inner edge, and so the mouth continues until some time between the sixth and ninth month, when another nipper begins to appear on each side of the two first, making six above and below, and completing the colt’s mouth; after which the only observable difference, until between the second and third year, is in the wear and tear of these teeth.



“These teeth are covered with a polished and exceedingly hard enamel; indeed it is so hard that it almost bids defiance to the action of a file. It spreads over that portion of the tooth which appears above the gum, and not only so, but as they are to be so much employed in nipping the grass, and in gathering up the animal’s food, and in such employment even this hard substance must be gradually worn away, a portion of it, as it passes over the upper surface of the teeth, is bent inward, and sunk into the body of the teeth, and forms a little pit in them. The inside and bottom of this pit being blackened by the food, constitute the *mark* of the teeth, by the gradual disappearance of which, in consequence of the wearing down of the teeth, we are enabled for several years to judge of the age of the animal.

“The colt’s nipping teeth are rounded in front, somewhat hollow toward the mouth, and present at first a cutting surface, with the outer edge rising in a slanting direction above the inner edge. This, however, soon begins to wear down, until both surfaces are level, and the mark, which was originally long and narrow, becomes shorter, and wider and fainter. At six months the four nippers are beginning to wear to a level.

“The annexed cut will convey some idea of the appearance of the teeth at twelve months. The four middle teeth are al-

most level, and the corner ones are becoming so. The mark in the two middle teeth is wide and faint, in the two next teeth it is longer, darker and narrower. In the corner teeth it is longest, darkest and narrowest.

“The back teeth or grinders will not guide us far in ascertaining the age of the animal, for we cannot easily inspect them, but there are some interesting particulars connected with them. The foal is born with two grinders in each jaw, above and below, or they appear within two or three days after the birth. Before the expiration of the month they are succeeded by a third, more backward. The

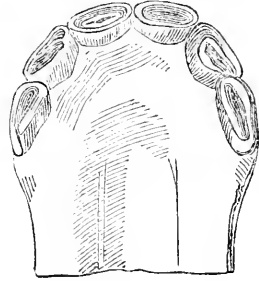


Fig. 3.

crowns of the grinders are entirely covered with enamel on the tops and sides, but attrition soon wears it away from the top, and there remains a compound surface of alternate layers of crusted petraser, enamel and ivory, which are employed in grinding down the hardest portion of the food. Nature has, therefore, made an additional provision for their strength and endurance. Fig. 4 represents a grinder sawed across. The five dark spots represent bony matter; the parts covered with lines enamel, and the white spaces a strong bony cement uniting the other portions of the teeth.

“At the completion of the first year a fourth grinder usually comes up, and the yearling has then, or soon afterwards, six nippers and four grinders above and below in each jaw, which, with the alteration in the nippers we have just described, will enable us to calculate the age of the foal, subject to some variations arising from the period of weaning, and the nature of the food.



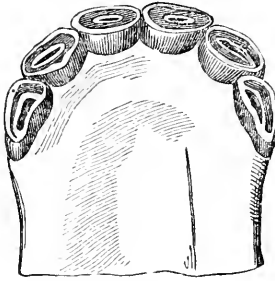
Fig. 4.

“At the age of one year and a half, the mark in the central nippers will be much shorter and fainter; that in the two other pairs will have undergone an evident change, and all the nippers will be flat. At two years this will be more manifest. The accompanying cut, Fig. 5, deserves attention, as giving an

accurate representation of the nippers in the lower jaw of a two-year-old colt.

“About this period a fifth grinder will appear, and now likewise, will commence another process.

Fig. 5.

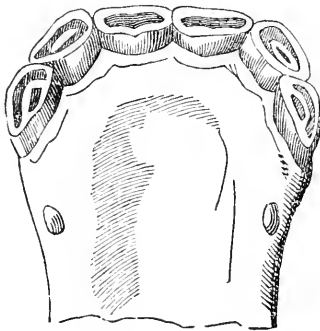


The first teeth are adapted to the size and wants of the young animal. They are sufficiently large to occupy and fill the colt's jaws, but when these bones have expanded with the increasing growth of the animal, the teeth are separated too far from each other to be useful, and another and larger set is required. The second teeth then be-

gin to push up from below, and the fangs of the first are *absorbed*, until the former approach the surface of the gum, when they drop out. Where the temporary teeth do not rise immediately under the milk teeth, but by their sides, the latter being pressed sideway are absorbed throughout their whole length. They grow narrow, are pushed out of place, and cause inconvenience to the gums, and sometimes to the cheek. They are then called *wolf's teeth*, and they should be extracted.*

The teeth which first appeared are first renewed, and therefore the front or first grinders are changed at the age of two years.

Fig. 6.



“During the period between the falling out of the central milk teeth and the coming up of the permanent ones, the colt, having a broken mouth, may find some difficulty in grazing. If he should fall away considerably in condition, he should be fed with mashes and corn, or cut feed. The next cut, fig. 6, will represent a three-year-old mouth.

“The central teeth are larger than the others, with two grooves in the outer convex sur-

* Note by Mr. Spooner. Although irregularities of the teeth sometimes occur, as mentioned in the text, yet the wolf's teeth are generally two small supplementary teeth appearing in front of the molar teeth; and though supposed to have an injurious effect on the eyes, we have rarely, if ever, found that they produce any

face, and the mark is long, narrow, deep and black. Not having yet attained their full growth, they are rather lower than the others. The mark in the two next nippers is nearly worn out, and it is wearing away in the corner nippers.

“Is it possible to give this mouth to an early two-year-old?” The ages of all horses used to be reckoned from the first of May, but some are foaled even as early as January, and being actually four months over the two years, if they have been well nursed and fed, and are strong and large, they may, with the inexperienced, have an additional year put upon them.* The central nippers are punched or drawn out, and the others appear three or four months earlier than they otherwise would. In the natural process they would only rise by long pressing upon the first teeth, and causing their absorption. But opposition from the first set being removed, it is easy to imagine that their progress will be more rapid. Three or four months will be gained in the appearance of these teeth, and these three or four months will enable the breeder to term him a late colt of the preceding year. To him, however, who is accustomed to horses, the general form of the animal, the little development of the forehead, the continuance of the mark on the next pair of nippers, its more evident existence in the corner ones, some enlargement or irregularity about the gums from the violence used in forcing out the teeth, the small growth of the first and fifth grinders, and the non-appearance of the sixth grinder, which, if it be not through the gum at three years old, is swelling under it, and preparing to get through—any or all of these circumstances, carefully attended to, will be a sufficient security against deception.

“A horse at three years old ought to have the central permanent nippers growing, the other two pairs wasting, six grinders in each jaw, above and below, the first and fifth level, the others and the sixth protruding. The sharp edge of new incisors, although it could not well be expressed in the cut, will be very evident when compared with the old teeth.

“As the permanent nippers wear and continue to grow, a injurious effect, either on the eyes or the mouth, and consequently it is useless to interfere with them. When, however, the teeth grow irregularly, the permanent ones appearing by the side of the temporary, the latter should be removed.

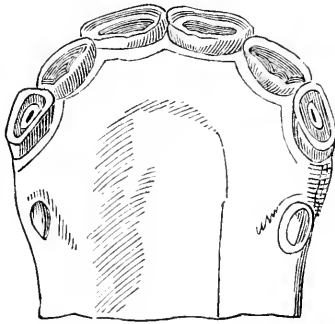
* See Note † on page 73.

narrow portion of the cone-shaped tooth is exposed by the attrition, and they look as if they had been compressed, but it is not so. Not only will the mark be wearing out, but the crowns of the teeth will be sensibly smaller.

“At three years and a half, or between that and four, the next pair of nippers will be changed, and the mouth at that time cannot be mistaken. The central nippers will have attained nearly their full growth. A vacuity will be left where the second stood, or they will begin to peep above the gum, and the corner ones will be diminished in breadth, worn down, and the mark becoming small and faint. At this period, likewise, the second pair of grinders will be shed. Previously to this may be the attempt of the dealer to give to his three-year-old an additional year, but the fraud will be detected by an examination similar to that which has been already described.

“At four years, the central nippers will be fully developed; the sharp edge somewhat worn off, and the mark shorter, wider, fainter. The next pair will be up, but they will be small, with the mark deep and extending quite across them, as in fig. 7. The

Fig. 7.



corner nippers will be larger than the inside ones, yet smaller than they were, and flat, and the mark nearly effaced. The sixth grinders will have risen to a level with the others, and the tushes will begin to appear.

“Now, more than at any other time, will the dealer be anxious to put an additional year on the animal, for the difference between

a four-year-old colt and a five-year-old horse, in strength, utility and value, is very great; but the want of wear in the other nippers, the small size of the corner ones, the little growth of the tush, the smallness of the second grinder, the low forehead, the legginess of the colt, and the thickness and little depth of the mouth, will, to the man of common experience among horses, at once detect the cheat.

“The tushes are four in number, two in each jaw, situated between the nippers and the grinders, much nearer to the former

than the latter, and nearer in the lower jaw than the upper, but this distance increases in both jaws with the age. In shape, the tush somewhat resembles a cone; it protrudes from the gum about an inch, and is sharp-pointed and curved. The appearance of this tush in the horse may vary from four years to four years and six months. It can only be accelerated a few weeks by cutting the gum over it. At four years and a half, or between that and five, the last important change takes place in the mouth of the horse. The corner nippers are shed, and the permanent ones begin to appear. The central nippers are considerably worn, and the next pair are commencing to show marks of usage. The tush has now protruded, and is generally a full half inch in height; externally, it has a rounded prominence, with a groove on either side, and it is evidently hollowed within. The reader scarcely needs to be told that after the rising of the corner nipper, the animal changes its name. The colt becomes a horse, the filly a mare.

“At five years, the horse’s mouth is almost perfect—fig. 8. The corner nippers are quite up, with the long deep mark irregular in the inside, and the other nippers bearing evident tokens of increased wearing. The tush is much grown; the grooves have almost or quite disappeared, and the outer surface is regularly convex.

It is still as concave within, and with the edge nearly as sharp, as it was six months before. The sixth molar is quite up, and the third molar is wanting. This last circumstance, if the general appearance of the animal, and particularly his forehead, and the wearing of the centre nippers, and the growth and shapes of the tushes be likewise carefully attended to, will prevent deception, if a late four-year-old is attempted to be substituted for a five-year-old. The nippers may be brought up a few months before their time, and the tushes a few weeks, but the grinder is with difficulty displaced. The three last grinders and the tushes are never shed.

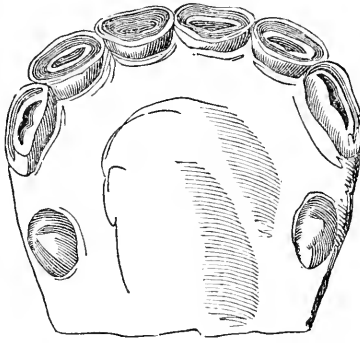
“At six years—see fig. 9—the *mark* on the central nippers

Fig. 8.



is worn out. There will still be a difference of color in the centre of the tooth. The cement filling up the hole, made by the

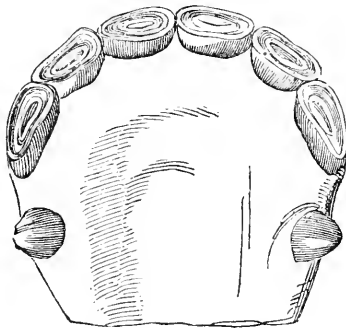
Fig. 9.



dipping of the enamel, will present a browner hue than the other part of the tooth, and it will be evidently surrounded by an edge of enamel, and there will remain even a little depression in the centre, and also a depression round the case of enamel; but the deep hole in the centre of the teeth, with the blackened surface which it presents, and the elevated edge of enamel, will have disappeared. Persons not much accustomed to horses have been puzzled here. They expected to find a plain surface of uniform color, and knew not what conclusion to draw when there was both discoloration and irregularity.

“In the next incisors the mark is shorter, broader, and fainter, and in the corner teeth the edges of the enamel are more regular, and the surface is evidently worn. The tush has attained its full growth, being nearly or quite an inch long, convex outward, concave within, tending to a point, and the extremity somewhat curved. The third grinder is fairly up, and all the grinders are level.

Fig. 10.



“The horse may now be said to have a perfect mouth. All the teeth are produced, fully grown, and have hitherto sustained no material injury. During these important changes of the teeth, the animal has suffered less than could be supposed possible.

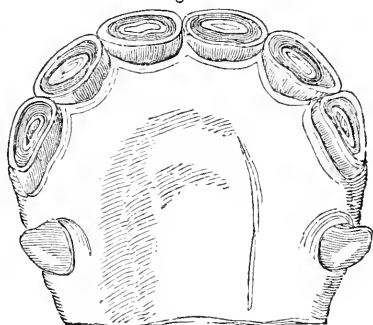
“At seven years—see fig. 10—the mark, in the way in which we have described it, is worn out in the four central nippers, and fast wearing away in the corner teeth; the tush also is beginning to be altered. It

is rounded at the point, rounded at the edges, still round without, and beginning to get round inside.

“ At eight years old, the tush is rounder in every way; the mark is gone from all the bottom nippers, and it may almost be said to be out of the mouth. *There is nothing remaining in the bottom nippers that can afterward clearly show the age of the horse, or justify the most experienced examiner in giving a positive opinion!* *

“ Dishonest dealers have been said to resort to a method of prolonging the mark in the lower nippers. It is called Bishoping, from the name of the scoundrel who invented it. The horse of eight or nine years old—for his mouth, see fig. 11—is

Fig. 11.



thrown, and with an engraver's tool a hole is dug in the now almost plain surface of the corner teeth, in shape resembling the mark yet left in those of a seven-year-old horse. The hole is then burned with a heated iron, and a permanent black stain is left. The next pair of nippers are sometimes slightly touched. An ignorant man would be very easily deceived by this trick; but the irregular appearance of the cavity, the diffusion of the black stain around the tushes, the sharpened edges and concave inner surface of which can never be given again, the marks on the upper nippers, together with the general conformation of the horse, can never deceive the careful examiner.

“ Horsemen, after the animal is eight years old, are accustomed to look to the nippers in the upper jaw, and some conclu-

* I have *myself* italicised this passage, because it is a common error in the United States, and one especially insisted on by dealers having old horses to sell, that the age can be *positively* ascertained even to ten, eleven or twelve years, so that it can be predicated of a horse that he is *so old and no older!* This is an absolute fallacy. It is easy, from many general signs, to see that a horse is *above* eight years old, but impossible to judge certainly *how much* older! The length and angularity of the nippers, the depth of the super-orbital cavities, and other points of conformation, may enable a good judge to *guess* comparatively, but never to speak surely.

sion has been drawn from the appearances which they present. It cannot be doubted that the mark remains in them for some years after it has been obliterated in the nippers of the lower jaw.

“There are *various opinions* as to the intervals between the disappearance of the marks from the different cutting teeth of the upper jaw.* Some have averaged it at two years, some at one. The author is inclined to adopt the latter opinion, and then the age will be thus determined. At nine years the mark will be worn from the middle nippers, from the next pair at ten, and from all the upper nippers at eleven. During these periods the tush is likewise undergoing a manifest change. It is blunter, shorter, and rounder. In what degree this takes place in the different periods, long and favorable opportunities can alone enable the horseman to *decide*.†

“The alteration in the form of the tushes is frequently uncertain. It will sometimes be blunt at eight, and at others remain pointed at eighteen.

“After eleven, and until the horse is very old, the age may be guessed at with some degree of confidence, from the shape of the upper surface, or extremity of the nippers. At eight they are all oval, the length of the oval running across from tooth to tooth; but as the horse gets older, the teeth diminish in size—and this commencing in their width and not in their thickness. They become a little apart from each other, and their surfaces become round instead of oval. At nine, the centre nippers are evidently so; at ten, the others begin to have the oval shortened. At eleven, the second pair of nippers are quite rounded, and at thirteen, the corner ones have also that appearance. At fourteen, the faces of the central nippers become somewhat triangular. At seventeen, they are all so.

* How entirely doubtful, not to say fallacious, these indications must be held, it is only necessary to attend to the admitted *variation* of the best opinions on the subject. Mr. Youatt only *inclines* to his own belief. If the other, by chance, be the true one, his nine-year-old will be ten, his ten-year-old eleven, his eleven-year-old twelve. Q. E. D. H. W. H.

† The very next sentence shows that *nothing* can enable any one to *decide*. Since, if the same signs are occasionally present at *eight* and at *eighteen* years, decision is *impossible*, and guess-work must be no more than vague and blind, as to what these signs may or may not indicate. H. W. H.

At nineteen, the angles begin to wear off, and the central teeth are again oval, but in a reversed direction; viz., from outward, inward, and at twenty-one they all wear this form.

“It would of course be folly to expect any thing like a certainty in an opinion of the exact age of an old horse, as drawn from the above indications. Stabled horses have the marks sooner worn out than those that are* at grass, and crib-biters still sooner. At nine or ten, the bars of the mouth become less prominent, and their regular diminution will designate increasing age. At eleven or twelve, the lower nippers change their original upright direction, and project forward horizontally, and become of a yellow color.

“The general indications of old age, independent of the teeth, are the deepening of the hollows over the eyes; gray hairs, and particularly over the eyes, and about the muzzle; thinness and hanging down of the lips; sharpness of the withers, sinking of the back, lengthening of the quarters; and the disappearance of windgalls, spavins, and tumors of every kind.

“Horses, kindly and not prematurely used, sometimes live to between thirty-five and forty-five years of age; and Mr. Percival gives an account of a barge horse that died in his sixty-second year.”

On this head of age, I should not have considered it worth the while to insert any thing beyond the cut of the complete aged mouth, fig. 11, with the description accompanying it, but for the prevalent opinion, constantly inculcated by interested dealers in the United States, that the age of a horse, after eight or nine years, can be as certainly and as exactly predicated by mouth-mark, and his exact age guaranteed accordingly, as previously to that period.

* In relation to this, Mr. Spooner, in his appendix to Youatt on the Horse, Eng. ed. p. 486, decidedly demurs, in these words:—“A careful examination leads me to believe that the observation in the text, that the teeth are developed much earlier in young animals that are corn-fed and taken early into the stable, and consequently that in thoroughbred horses the changes of the teeth are earlier than in animals that remain in a state of nature, is erroneous. I think them, of the two, rather the more backward.”

I note this discrepancy only to point out how dubious all indications, and how fallacious all judgments are, after eight years.

H. W. H.

It is easy for a judge to say that such a horse *is* nine years old, and *probably* not much over that age, accordingly as there may be some remains of the mark in the upper nippers, and the tushes be not extremely blunted. And the odds are that he will not be far out of the way.

Nor would I myself hesitate to purchase an *aged* horse, which did not exhibit marks of extreme senility, if his general condition, soundness, state of health and activity were entirely satisfactory, though I should not pretend to say myself, or to believe any one else who should venture to say, that such horse was above or below ten or twelve years.

The marks of extreme senility, when it has already super-induced emaciation, the shrinking of the textures, the failure of the organs of sense, and the general decay of the physical system, are not, of course, difficult to detect, or easy, when far advanced, to mistake.

But it is worthy of remark, that, although not, so far as I am aware, commented upon by any of the authorities, the first marks of such incipient senility are often fallacious.

Much stress is laid by many persons on the depth of the super-orbital cavities, and yet more on the length and extreme protrusion of the nippers beyond the gums, as also, in a less degree, on the hollowness of the back.

All these are doubtless indications of age, but I have many times seen colts, *got by sires in extreme age*, having all these indications of advanced life, in a degree scarcely inferior to those of the aged stallions, before they had yet acquired a full mouth, much less lost the mark.

And more than once or twice I have seen foals, newly dropped, with the deep super-orbital cavities and hollow backs bequeathed to them by their aged stallions before they had got their colt's teeth.

By this I do not intend to deny that the marks and indications insisted on in the above quotations have some foundation in fact, and may, with very considerable qualification, be regarded as signs whereon to hang a *conjectural* judgment, but I do mean most distinctly to assert, that there is not, nor ever has been, a horseman living, who, admitting that a horse is above nine or ten, at the very farthest, can ascertain and guarantee,

even to his own satisfaction, much less to that of others, that such animal may not be twelve, fourteen, or sixteen instead of ten; although he might feel well satisfied that the horse described as ten may be, and almost surely is, nearer to the more advanced term. Yet even in this opinion he is liable, for the causes above given, though less liable than in the other, to be mistaken.

The moral of all this amounts simply to saying, that if one choose to buy a horse past mark of month, one must do so on his own judgment and at his own risk; for to credit any assertions, or to give ear to any veterinarianian opinion on the subject, is mere folly.

These remarks do not of course apply to horses which have run for public stakes under established names, or to the registered and recorded stock of thoroughbred dam and sire. Their ages being ascertainable by the stud books and turf registers, the question is reduced to one of identity, and that, established, we are surer of the horse's age, than of our own by parish record.

EDITORIAL NOTES.

* (P. 57.) American Eclipse foaled 1814, died 1847, in the thirty-fourth year of his age; he covered mares and got foals the last year of his life.

† (P. 65.) The age of all turf horses in America, except in Alabama, Louisiana, Mississippi, Georgia, South Carolina, and Florida, are reckoned from January 1st, and they are thus reckoned in England and France.

HISTORY

OF THE ENGLISH BLOOD-HORSE.

It being, in the first place, admitted that the English blood-horse is the most perfect animal of his race, in the whole world, both for speed and endurance, and that the American blood-horse directly traces, without mixture, to English, and, through the English, to oriental parentage, it is absolutely necessary to revert to the origin and original creation of the former variety, in order to come at the pedigree, characteristics, and history of the latter.

With American blood-horses, it is not as it is with American men; the latter may, in many cases, trace their descent to an admixture of the blood of many nations; the former, on the contrary, must trace to the blood of the English thoroughbred, or, if it fail to do so, must suffer in consequence of the taint of any foreign strain.

I do not, of course, mean to assert that, in a horse of unquestioned excellence and performance, it would be a defect to trace to a new and recent cross of Arab or Barb blood; but I do mean to say, that such pedigree would be of no advantage to the character of the animal; since it is clear that, by no oriental horse recently imported into Great Britain has the British blood-horse been improved—the Wellesley Arabian having got but one offspring of even moderate racing celebrity, Fair Ellen—while no horse of the pure blood of the desert, by any allowance of weight, has been enabled to win a race on the English Turf, though, within the last twenty years, many have been started for prizes.

It is believed that no Barb, Arab, or Turk imported into America, has ever got a horse of any true pretensions on the



turf, or has ever been the winner of any important race; and yet, within a few years, the last quarter of a century at the utmost, a considerable number have been introduced to this country, many of them gifts from sovereign potentates to different Presidents of the United States, reputed to be of the noblest breed, and surely, as regal gifts, presumable to have been of true blood.

The theory and presumed cause of the worthlessness of Arab Sires at the present day, will be discussed hereafter, when we come to treat of breeding and the influence of lineal descent on the production and transmission of hereditary qualities in the horse.

It suffices, at present, to observe that the English race horse is now on all hands admitted to be an animal of superior hereditary qualities to the pure-bred horse of the desert; and that the race horse in America—the only country wherein he does not appear to have degenerated from his ancestry—is identical in breed and qualities with the progenitors, to whom he traces his pedigree.

In a work of the character to which this volume aspires only, absolute originality is not to be looked for; nor, indeed, is it either desirable, or attainable. It must consist of information obtained at second hand, or even more remotely, from the most intelligent sources, whether travellers, breeders, sporting-men, or veterinary surgeons, and of statistics carefully compiled from authentic registers and records. Of these, therefore, I propose to avail myself largely, giving credit invariably to the sources to which I am indebted; and, in pursuance of this method, I proceed to quote, from an excellent little work, by William Youatt, reprinted from Knight's Store of Knowledge, re-edited and revised by Cecil, and printed in London during the past year, the following close and accurate account of the early history and gradual improvement of the English horse.

“That horses were introduced into Britain long before the Christian era, we have abundant evidence, and that the inhabitants had acquired great experience in their use is equally certain. In the ancient British language *Rhediad* is the word for a race—*rheder*, to run—and *rhedecfa*, a race. All these spring from the Gaulish *rheda*, a chariot. Here, then, is direct evi-

dence that horses were introduced from Gaul, and that chariot-races were established at a very early period."

I would here observe, that this evidence is not to my mind direct or conclusive, as to the fact of the introduction of the horse from Gaul; although it is so, as to the antiquity of chariot-racing in both countries, and to the non-Roman descent or introduction of the British or Gaulish animal. And my reason for so saying is that, as the blood, the religion and the language of the Britons were cognate if not identical with those of some, at least, of the Gallic tribes, it is no more certain that the Gallic *Rheda* is the theme of the British *rheder*, than that it is derived therefrom. It does, however, in a great degree prove that the Gallic and British horses were identical, and descended not from any breed transmitted through Greece and Italy, but from one brought inland to the northward of the Alps; perhaps by those Gauls, who ravaged Upper Greece and Northern Italy, almost before the existence of authentic history; perhaps by their original ancestors; at all events, of antique Thracian or Thessalic descent, and, therefore, of remote but direct oriental race, in all probability again improved by a later desert cross, derived from the Numidian cavalry of the Carthaginian Barcas, long previous to the Cæsarian campaigns in Gaul or the invasions of the sacred island of the Druids. This, however, is of small immediate moment, and is more curious and interesting to the scholar and the antiquary, than to the horseman or horse-breeder.

"From the different kinds of vehicles, noticed by the Latin writers—the *carruca*, the *covinus*, the *essedum*, or war-chariot—it would appear that the ancient Britons had horses trained to different purposes, as well domestic as warlike."

Of the number of horses possessed at this period by the natives of Britain, I have already spoken; and it is well observed by Youatt, in his larger work on the horse, that from the cumbrous structure of the car and the fury with which it was driven, and from the badness or non-existence of roads, they must have been both active and powerful in an extraordinary degree. "Cæsar," he adds, though without stating his authority, "thought them so valuable, that he carried many of them to Rome; and the British horses were, for a considerable

period afterwards, in great request in various parts of the Roman empire."

I regret that, owing to the omission of giving authority, I have been unable to verify the latter statement; I have failed to discover any allusion to the facts stated, in the writings of Cæsar himself; nor can I recall to mind any mention of British horses, in any of the classical authorities, whether in prose or poetry; nevertheless, I presume, from the general care and truthfulness of this able writer, that there is no doubt as to the accuracy of his assertion.

"During the occupation of England by the Romans, the British horse was crossed to a considerable extent by the Roman horse"—continues the author in the volume first quoted; for which I would myself, for reasons above stated, prefer to substitute *by the foreign horses of the Roman mercenary or allied cavalry*—"and yet, strange to say, no opinion is given by any historian, Roman or British, as to the effect of this. After the evacuation of England by the Romans and its conquest by the Saxons, considerable attention was paid to the English breed of horses, and we know that after the reign of Alfred, *running horses* were imported from Germany;* this being the first historical intimation we have of running horses in England. It is scarcely to be doubted that this importation produced a marked effect on the character of the native breed, but here, as before, no historian has thought it worth his while to record the fact of either improvement or deterioration.

"English horses, after this, appear to have been highly prized on the continent, so that the German horses which were presented by Hugh Capet to Athelstan had been turned to good account. The English themselves were, however, anxious to

* After this date, we have frequent mention of running horses in history, although the meaning of the term is not distinctly comprehensible. It certainly did *not* mean that which we now signify by the term, horses kept exclusively for the purpose of racing, as nothing of the sort is traceable in England, previous to the reign of Charles 1st. Probably it meant a horse of light and speedy action for the road or the chase, as opposed to the heavy *destriers* or war-horses, capable of carrying a man-at-arms in complete panoply, whose weight, added to that of the horse's own armor, could not have fallen far short of twenty-five horseman's stone, or 350 pounds, as we reckon in America.

preserve the monopoly of the breed, for in '930 A. D., a law prohibited the exportation of horses.

“In Athelstan’s reign many Spanish horses were imported, which shows the desire of the English, even at that early period, to improve the breed. It is no wonder that their descendants should have produced the finest horses in the world.

“Shortly before the Norman conquest a horse was valued at thirty shillings, a mare or colt at twenty shillings, an ox at thirty pence, a cow at twenty-four pence—these prices in case of their being destroyed or negligently lost—and a *man* at a pound.” Money, it should be noted, then being equivalent to at least fifteen times its present value.

“William the Conqueror took great pains to improve the English breed, introducing many fine animals from Normandy, Flanders and Spain. This monarch owed his success at Hastings chiefly to his cavalry; his own horse was a Spanish one. In this reign we have the first notice of horses being employed in agriculture. They had been used for the saddle for many centuries, Bede informing us that the English began to use horses as early as * 631 A. D., and that people of rank distinguished themselves by appearing frequently on horseback.

“During the Conqueror’s reign, the then Earl of Shrewsbury, Roger de Belesme, brought a number of Spanish horses to his estate of Powisland. The breed issuing from these is highly eulogized by Giraldus Cambrensis and Dayton.

“In the reign of Henry I. we have an account of the first Arab horse imported into the country. It was presented by Alexander I., king of Scotland, to the church of St. Andrew’s, with many valuable accoutrements, and a considerable estate. History, however, is silent as to the purposes to which this animal was devoted, or as to what ultimately became of him.”

It has been well pointed out, in this connection, that the ancient historians, being exclusively monks and churchmen, naturally paid little attention to the breeding of horses, which were held to belong to war rather than agriculture, and were forbidden to their order; and farther it may be observed that, until,

* It is not easy to comprehend what this is intended to convey; since it is quite clear that they used cavalry long before the Christian era, and saddle-horses during the whole of the Roman occupation.

comparatively speaking, very recent times, no heed has been given to the statistics of agricultural or animal improvement, and little mention made of such matters, beyond a casual and passing notice, even by the best historians.

“The English,” proceeds the work from which I quote, “had now”—that is to say in the reign of Henry I.—“become sensible of the value and breed of their horses; and in the twelfth century a regular race-course had been established in London, this being no other than Smithfield, which was at once horse-market and race-course. Fitz Stephen, who lived at that period, gives the following account of the contests between the palfreys of the day.

“When a race is to be run by horses, which in their kind are strong and fleet, a shout is raised, and common horses are ordered to withdraw from out the way. Two jockeys then, or sometimes three, as the match may be made, prepare themselves for the contest, such as are used to ride, and know how to manage their horses with judgment, the grand point being to prevent a competitor from getting before them. The horses on their part are not without emulation. They tremble, and are impatient and continually in motion. At last the signal once given, they hurry along with unremitting velocity; the jockeys inspired with the thoughts of applause and the hopes of victory, clapping spurs to their willing steeds, brandishing their whips, and cheering them with their cries.’

“This is a quaint and amusing picture of the dawning spirit of horse-racing. Crossing was evidently an acknowledged accomplishment, and personal flagellations between competing jockeys not unfrequently resulted from excess of emulation. Fertile indeed must have been their imaginations, if they dreamed that their racing frolics would, in process of time, grow into an important national speculation; much less could they have anticipated that their unsophisticated pastimes were the embryo of that fame, which has been acquired by England through the medium of the race-horse.

“This description, with the exception of the cries,”—crossing and flagellation also I presume excluded—“might have formed part of the record of a modern race at Epsom, in the columns of a morning paper; so national is the English sport

of horse-racing, and so unchanged are its characteristics, in all but the existing gambling system, which has been incorporated with the efforts of the noble animal to reach the goal first.*

“The crusades now followed,” continues my author, and, in what follows, I consider, and expect to show, that he is clearly

* In Strutt’s *Sports and Pastimes of the People of England*, I find the following curious note:—

“In the Middle Ages there were certain seasons of the year, when the nobility indulged themselves in running their horses, and especially in the Easter and Whitsuntide Holydays.”

“In the old metrical romance of *Sir Bevis of Southampton*, it is said—

“In summer at Whitsuntide,
When Knights must on horse ride,
A course let them make on a day,
Steedes and Palfraye for to assaye,
Which horse that best may ren.
Three miles the course was then,
Who that might ryde him shoulde
Have forty pounds of ready golde.”

Of this romance of “*Sir Bevis of Southampton*,” it is impossible to verify the date, but its antiquity is undoubted. “It is a translation from the Anglo-Norman. Three MS. copies of this romance in English verse”—says Ellis, in his excellent work on *Early Metrical Romances*—“are still extant in our public libraries; viz., in the Auchinleck MS. of the Advocates Library, Edinburgh; in the Public Library, Cambridge; and in that of Caius College.”

Sir Bevis is pretended to have been a Saxon Earl, who lived at, or about, the time of the conquest—this, of course, being a fiction—as the whole romance is pure imagination, without any, the slightest, historical foundation. There are, however, strong reasons for assigning its composition to a very remote era, Mr. Ellis considering it, for bibliographical reasons, as anterior to the Romance of *Richard Cœur de Lion*, which he, elsewhere, from internal evidence, shows to have been nearly contemporaneous with the death of that prince.

The poet is, it scarcely need be said, no authority for any practice, fashion, or custom, which he attributes to *Sir Bevis*, having really existed in the time to which he ascribes his hero; but is excellent evidence to the fact that it existed in his own days.

Thus, when we find in the relation of the Trojan wars, in the Homeric poems, no mention of cavalry or of the trumpet, we may well rest assured that they were not known to the poet. When, in Virgil’s account of the same war, we read of mounted horsemen, of saddles, spurs, and clarions, we are convinced, not that these things were used by the belligerents before Ilium, but that they were so familiar to the writer, that he knew nothing contrary to their use, from time immemorial.

Here, therefore, we have an authentic record of something nearly resembling a real race, with a limited course and a valuable prize, in the latter part, at farthest, of the twelfth century—the *Smithfield* runnings described above seeming to savor more of horse-dealers’ displays, in order to sell, than of real races.

in error—"yet, though the opportunities of improving the English breed of horses were great, from the facilities with which the finest oriental horses might have been obtained, no advantage seems to have been taken of them. A gloomy and superstitious fanaticism solely occupied the minds of the warriors, and to this all useful purposes were sacrificed; the English horses were none the better for their experience, though they must frequently have felt the superiority of the oriental breed in actual warfare."

It would not be easy to find, in one so short passage, so many palpable mistakes. In the first place, it is not true that the crusades led, in no respect, to the amelioration of the English breed of horses, much less that no fine oriental horses were imported—though, probably, it is quite true, that they were not imported *for the purpose of improving the breed*; the system of interbreeding animals being a matter, then, entirely uncomprehended; as indeed it has continued to be until a very recent date. Secondly, it is not true, that "a gloomy and superstitious fanaticism *solely* occupied the minds of the warriors"—such warriors, be it remembered, as Richard Cœur de Lion, Philip Augustus, and, at a later date, Edward I. of England—when it is patent, and distinctly so stated by William of Malmesbury, that the sciences of astronomy, arithmetic, music and geometry, and the rudiments of clock-making, were imported from the Saracens, either of Spain or of the Holy Land, by the crusaders. Lastly, it is most untrue, that the crusaders ever felt "the superiority of the oriental breed in actual warfare;" for not only is it clear that the Arab horse of that, or any other day, is utterly incompetent to support the weight of the steel-sheathed men-at-arms, who, during all the feudal ages constituted the real force of European armies, but it is on actual record that the light cavalry of Asia and Arabia never once stood the shock of the barbed chivalry of the West, while on one occasion, before the walls of Jaffa, the English Richard, with seventeen knights, "as we learn from the evidence of his enemies," says Gibbon, "grasping his lance, rode furiously along the front"—of sixty thousand Turkish horse—"from the right to the left wing, without meeting an adversary who dared to encounter his career."

It is stated by Mr. Youatt, although, singularly enough, he maintains that the crusaders did not introduce eastern horses, that Richard I. did import two from Cyprus, which he observes "*probably*," he might have said *certainly*, "were of eastern origin." The statement is made on the faith of an old metrical Romance, which is that entitled by the name of the monarch whose feats it celebrated, usually supposed to be of the time of Edward I., and contained in Ellis's Metrical Romances. The lines are curious, as they indicate a full acquaintance with various animals, natives of the East, and more particularly with the especial qualities of the oriental horse, his speed and surefootedness.

These horses were named Favell and Lyard—

"In the world was not their peer,
Dromedary, not destrere,
Steed 'rabyte, ne camayl,
That ran so swift sans fail,
For a thousand pounds of gold,
Should not that one be sold."

Destrere, it must be observed, is the old spelling of the word *Destrier*, in Norman French, derived from the barbarous, Middle Age Latin, *Dextrarius* signifying a war-horse. Edward I. also is known to have introduced horses from the East; and that accurate and inquiring antiquary, Sir Walter Scott, describes his spirit, or the demon of the haunted camp under his form, in the nocturnal tourney with Alexander of Scotland, as being recognized by the horse he bestrode.

"Alike his Syrian courser's frame,
The rider's length of limb the same."

It is notorious, moreover, and was one of the charges against the Templars, at the period of their downfall, that, being vowed to frugality and poverty, as was indicated by their original emblem of two Knights mounted on one charger, they had expended vast sums in luxurious appliances, of no real utility, as Eastern horses, dogs and birds, for the chase and falconry, and other vain and worldly pleasures.

From this I gather, not by any means that the crusaders neglected or failed to perceive the peculiar excellencies of the

oriental horses, much less avoided to import them; but that, when they did introduce them, it was not, as yet, with a view to the improvement of the English animal by crossing, but as a creature to be used for pomp or for pleasure, for the procession, the park, or the hunting field.

Imported it undoubtedly was; and, as it was in those days considered a reproach for a gentleman to ride a mare, they were doubtless stallions which would be introduced, and, as such, would surely cross the blood of the native horse; not, it is probable, with a view to producing chargers, but palfreys, and what were then styled *running-horses*.

Spanish horses, we have seen, had come to be renowned, as chargers, so early as the Norman conquest, but it is more than questionable whether their superiority was as yet known to arise from their being traceable, in nearly two thirds, to the blood of the Desert.

At this time, it would seem to have been considered desirable to strengthen the English horse, and gain bone and bulk, rather than blood—not, I imagine, as Mr. Youatt suggests in the following sentence, for agricultural, but rather for military purposes; in order to endure the ponderous burden of the mail-clad men-at-arms.

“King John,” he says, “paid great attention to the improvement of horses for agricultural purposes, and to him we are indebted for the origin of our draught-horses. He chiefly imported Flemish horses”—one hundred chosen stallions on a single occasion; the Flanders horse being—as it was even in the time of Marlborough and Prince Eugene—the most approved cavalry trooper—“and such was his anxiety to possess the finest stock from these, that he would accept strong horses as rent for crown-lands, and as fines for the renewal of leases. His personal stud was both numerous and excellent.”

“One hundred years afterward, Edward II. purchased thirty war-horses and twelve heavy draught-horses.”

“Edward III. devoted one thousand marks to the purchase of fifty Spanish horses; and of such importance did he conceive this addition to the English, or rather mingled blood, then existing, that formal application was made to the kings of France and Spain to grant safe-conduct to the troop. When they had

safely arrived at the royal stud, it was computed that they had cost the monarch no less than thirteen pounds six shillings and eight pence per horse, equal in value to one hundred and sixty pounds of our money."

"This monarch had many *running-horses*. The precise meaning of the term is not, however, clear. It might be light and speedy horses in opposition to the war-horses, or those that were literally used for the purposes of racing."

Of course nothing like regular systematic racing, with courses, distances, weights and colors were as yet in existence; but that testing the speed of their favorite coursers was, even before this time, an amusement of the English nobility, is made evident by the following historical anecdote. This fact is introduced, with much effect, by Mr. James, into one of his admirable romances, not the least of the merits of which is their close adherence to the letter as well as the spirit of the history of the times. The horse, which was lent for the purpose to which he was successfully applied, is described by the novelist as being a tall, gaunt, raw-boned gray, not remarkable for show, but of immense speed and endurance—but whether this minute description be taken from some ancient chronicle, or be merely an ornamental amplification to aid verisimilitude, I know not.

Edward I., while prince of Wales, was taken prisoner with his father Henry III., at the battle of Lewes, by Simon de Montfort, Earl of Leicester, at the head of the confederated barons. Being confined in a sort of free custody under the guardianship of certain knights and noblemen, who were enjoined at all times to have him in view, though treating him with all consideration due to his rank, he was permitted to take horse exercise in company with his gentle jailers. On one occasion, being furnished with a charger of surpassing speed by a secret partisan, and instructed how to profit by its powers, he set his guards to matching their horses one against the other, offering small prizes of honor to the winners; until perceiving that the horses were all more or less worried, he proposed to enter himself for a match with the last victor, when he easily rode away from the whole party, and won his liberty by the speed of his courser, and his own jockeyship.

In the reign of Richard II., horse-jockeyship and the tricks

of dealers had increased to such an extent, that a special proclamation was issued, regulating the price of animals of various kinds, and fixing a maximum value. Like all other sumptuary laws and prohibitory statutes affecting to regulate trade, this proclamation proved wholly useless and fell dead. It is curious, however, as proving the great increase in the value of horses, since the preceding reign, and "showing what were, four hundred and fifty years ago, and what are still, the chief breeding districts. It was ordered to be published in the counties of Lincoln and Cambridge, and in the north and east ridings of York. The price was restricted to that determined by former sovereigns." Exportation of horses was strictly forbidden, especially to Scotland, as a kingdom with which England was constantly at war; and it is remarkable, that, even in the time of Elizabeth, it was felony to export a horse to Scotland.

These prohibitions, how contrary soever to recent and more enlightened views as to the injurious effects of such restrictions on the freedom of trade, distinctly prove two things. First, that the people and monarchs of England had now become fully awake to the value of race and breed in horses; and, second, that the superior quality of English horses was thus early acknowledged abroad, and that the demand for them was supposed to be greater than the superfluity.

"We can now," I quote again from Mr. Youatt, "collect but little of the history of the horse until the reign of Henry VII. at the close of the fifteenth century. He continued to prohibit the exportation of stallions, but allowed mares to be exported, when more than two years old, and under the value of six shillings and eight pence. This regulation was, however, easily evaded, for if a mare could be found worth *more* than six and eight pence, she might be freely exported on payment of that sum."

This last sentence, I confess, with all deference to Mr. Youatt, is to me incomprehensible; or rather it seems to be utter nonsense.

It is evident, from the spirit of the statute, which is intended to prohibit the exportation of valuable animals, and permit—perhaps promote—that of worthless jades, that six shillings and

eight pence was, then, the *minimum* price of a two-year-old mare.

The difficulty was, probably, not to find a mare of that age, *over*, but one *under*, that value. It was, as in *price* races, where the winner can be claimed for purchase at a low price, a prohibition on the valuable beast.

Now, it is not easy to conceive where the ease of evading such a statute should lie. Since if six shillings and eight pence were the value, to the native breeder or dealer, of a very inferior animal, he would not—one should say—be very like to *find* one of greater value, and sell it to the foreign dealer, for less than it was actually worth to himself.

If Mr. Youatt merely means to say—what he does not say—that it would be easy to make a nominal sale at six and eight pence, while a much larger price should be secretly understood and paid, he merely predicates what is the case of every statute having reference to money values, bargains, bets, or borrowings; and consequently the remark is of no value, or meaning.

In the reign of Henry VIII., many highly arbitrary statutes were passed, and doubtless enforced—for few of his enactments were not enforced, rigorously and unto terror—for the improvement of the horse.

It was decreed—and I cannot doubt, although Mr. Youatt seems to do so, with great advantage to the breed, however it might be to the owners—that no stallion should be suffered to run at large, on any waste or common, where the animals pastured, and were of course liable to breed promiscuously, under the height of fifteen hands, on pain of forfeiture; and that all foals, fillies or mares likely to breed undersized or ill-shaped produce, should be killed and buried.

He also compelled, by act, all the nobility, gentry, and higher orders of the clergy, to keep a number of horses proportionate to their rank; and obliged, even, every country parson, “whose wife should be entitled to wear a French hood, or velvet bonnet,”* to keep an entire trotting horse under penalty of twenty pounds.

* This was a sumptuary regulation. The wife of no person, below a certain rank in society, possessed of a certain annual income, being permitted to wear such a hood.

I readily admit the harshness and arbitrary nature of such regulations, but I cannot imagine how "they should have the effect, which common sense would have anticipated—that the breed of horses was not materially improved, and the numbers sadly diminished."

The prohibiting, and in a great measure rendering impossible, the production of offspring by undersized and ill-formed parents, is only compelling the whole unreflecting populace to do what every reflecting and intelligent breeder does voluntarily, because he knows it is for his own advantage to do it.

No horseman can, I presume, doubt that, if such a thing were possible as absolutely to prohibit and prevent the use of stallions or mares, for breeding purposes, evidently broken-winded, with faulty forelegs, bad feet, spavined, or otherwise notoriously unsound, malformed, or physically defective, the race of animals would be immediately and materially improved.

If the qualities, whether defects or merits, of the horse, and of animals generally, whether physical or mental, be hereditary and transmissible with the blood, the improvement, which would result from such prohibition, is a necessary consequence.

If the qualities be not hereditary and transmissible, then the whole theory and system of breeding is a fallacy, and the blood-horse himself not a reality but a myth.

That such prohibitory enactments as that first named, compelling the destruction of undersized horses and mares on the public wastes and commons, would naturally tend, if unconnected with any other statute on the subject, to diminish the number, while improving the standard, of all horses bred, is certain.

But we find here in Henry VIII.'s reign—wonderful reign, truly, of a wonderful man—another enactment, far more arbitrary than the preceding—rendering compulsory the maintenance of so great a number of full-sized mares and stallions, in every deer park, and in every rural parish of the realm, as must have tended to bring about an increase of animals, bred of powerful and well-formed parents, equal, at least—in all probability, one would say, vastly superior—to that of the worthless jades, destroyed under the first clause of the act.

It is curious that we have nearly a contemporary account of horse-races, ridden by Henry himself, with Charles Brandon, Duke of Suffolk, in the presence of Queen Katharine, and that, in his reign, the first annual races, on a regular race-course, were established in England: so closely—it might be said, indivisibly—is horse-racing, in its proper form, connected with the improvement of the horse.

“Katharine and the royal bride,” says Miss Strickland, in her life of Katharine of Arragon,—the royal bride being Mary, Henry’s favorite sister, widow of Louis XII. of France, and bride of Charles Brandon,—“rode a Maying with the king from the palace of Greenwich to Shooter’s Hill. Here the archers of the king met them dressed like Robin Hood and his outlaws, and begged that the royal party would enter the good greenwood, and see how outlaws lived.

“On this Henry turned to the queen, and asked her, ‘if she and her damsels would venture in a thicket with so many outlaws?’

“Katharine replied, ‘that where he went she was content to go.’

“The king then handed her to a sylvan bower, formed of hawthorn boughs, spring flowers and moss, with apartments adjoining, where was laid out a breakfast of venison. The queen partook of the feast, and was greatly delighted with this lodge in the wilderness:” here follows a long description of the pageants which they encountered on their return to Greenwich palace, concluding with this passage:—

“The amusements of the day concluded with the king and his brother-in-law, the Duke of Suffolk, riding races on great coursers, which were like the Flemish breed of dray-horses. Strange races these must have been,” adds the lady writer, “but this is the first mention of horse-racing made in English history.”

It is not the first mention, as I have shown above, but it may, perhaps, be considered the first instance of horse-racing being used as an acknowledged sport, and part of a series of regular and pre-devised entertainments—the rather that we find a race-course proper, with annual meetings and fixed prizes, first established in this reign.

Miss Strickland, however, errs widely, and not unnaturally, as a lady is not expected to be skilled in the dialect of the horse-market, in the interpretation she puts on the words of the old chronicler, Hall, and on the character which she attaches to the Flemish Breed.

The term *great courser*, as used in the text, or as it is, perhaps, more frequently written, *great horse*, means no more than war-horse, as opposed to palfrey or running-horse, and has no especial reference to the size, bulk, or breed of the animal, though doubtless the war-horse was a larger and heavier animal than that used for mere amusement.

Afterwards the term *great horse*, simply, is to be understood as the horse broken to the manège; it is a term, familiar to any one acquainted with the old English writers, to say of a young gentleman, who had finished his physical education, that he could fence and *ride the great horse*, meaning that he could perfectly ride the manège.

It is true, that the inferior men-at-arms, at this period, were mounted on Flemish horses, but the princes and nobles and other knights of renown rode Spanish or English horses, with a considerable strain of desert blood, possessing, through Flemish and other strains, bone and bulk sufficient to carry warriors in their panoply.

But it is not true that the Flemish horse of that day, or later, when Marlborough at the head of the Dutch and English cavalry, mounted on Flemish chargers, rode over the superb French gendarmerie of *Maison Roi* at Malplaquet, bore any resemblance whatever to the dray-horse of to-day, though he be also Flanders descent, any more than did the "Flanders mares" which were the highest aspiration of the extravagant court beauty in the days of Pope.

To any person, who knows any thing of cavalry tactics, it is evident that the utmost speed, compatible with the ability to carry weight, is the desideratum in a charger. And every one who has ever seen an English dray-horse knows that he cannot *trot*, much less gallop; while I myself remember that within the present half century the old unimproved English carriage horse, high-stepping and awkwardly moving, was doing great work if he trotted six miles an hour, and could by no means be brought

to gallop, even under the saddle, when he was sometimes backed by an unfortunate groom or out-rider.

It is certainly true that heavier, slower, and coarser chargers were used when men fought in complete steel, than now when they charge in huzzar dolmans and pelisses; but the weight has been vastly exaggerated, and the breed deteriorated. Nor do I believe, that, were it possible to be proved, there was so much difference between the chargers of the English men-at-arms who decided the fight at Cressy, and those which fought at Malplaquet and Dettingen, as there is between the latter and the British troop-horses lately serving in the East.

To proceed, however, in order, it was during Henry's occupancy of the throne, though the exact year is not known, that an annual race was run at Chester.

"The prize was a wooden ball embellished with flowers, fixed upon the point of a lance. This diversion was repeated in the presence of the mayor of the city, and was celebrated on the Roodee, the identical spot where the races are held at this day. These trophies were provided by the company of saddlers. In the year 1540, a silver bell was substituted for the former prize, under the title of St. George's Bell." Hence comes the common phrase to "bear the bell," as equivalent to be the victor.

In the reign of Elizabeth, for some reason not clearly explicable, the number and breed of horses in England would both have appeared to degenerate; for it is stated, that when she mustered the whole militia of her realm to resist the invasion of Don Philip, she could collect but three thousand horse.

Taking the statement to be true, however, which I cannot readily do,—seeing that at the period of the usurpation of Jane Grey and Dudley, only a few years earlier, the protector Northumberland was at the head of two thousand horse, and Queen Mary of a yet larger body, while the Princess Elizabeth, at a few days' notice, levied a thousand to defend her own and her sister's rights—I attribute it to other causes than the disuse of horses or decay of horsemanship in England.

It might,* if it be a fact, arise from the prohibition, enforced

* It is evident, however, that, for all this allegation of deterioration of the animal, in the reign of Elizabeth, blood had already its full and due appreciation, and

during the Tudor reigns, to the supporting bodies of armed retainers by the great nobles; and might rather point to the consequences of the decline of feudal militia, and the absence as yet of a regular cavalry force, than to the decay to so enormous an extent in so short a time of the equestrian resources of England, the people of which in their habits continued, both high and low, and still to this day continue, to be singularly equestrian, using the saddle infinitely more, and light vehicles immeasurably less, than the corresponding classes of the United States.

With the accession of James I. to the throne of England, a monarch, of whom it is well that one, by any scrutiny, may discover and declare one creditable feature, a great improvement was systematically wrought in the English breed, and from this period breeding was constantly and progressively attended to. James purchased Markham's Arabian horse at the then extraordinary price of £500, but he was found to be deficient in speed; and the Duke of Newcastle, who then managed the king's racing and hunting studs, having, it is said, on this account taken a dislike to the horse, his breed does not seem to have been tested, and for a time Arabians fell into disrepute.

Race meetings were now regularly held at Newmarket,

that horses were valued in accordance to their pedigree, as apart from, or perhaps above, their performances; and that to a degree which seemed absurd and idle to persons ignorant of the extent to which hereditary qualities are transmitted in the blood of horses, and which Bishop Hall considered so worthy of ridicule, as to hold it up to derision as a fallacy, in one of his satires:—

“Dost thou prize
Thy brute beast's worth by their dam's qualities?
Say'st thou this colt shall prove a swift-paced steed?
Only because a Jennet did him breed?
Or say'st thou this same horse shall win the prize,
Because his dam was swiftest Trunchepee,
Or Runcevall his sire; himself a galloway,
While like a tiring jade he lags half way?”

The error of the worthy prelate, who is not expected to be a capital Turfman, in under-estimating blood, surely proves that in his day it was not generally under-estimated in England; and it farther indicates the common and usual occurrence of running for prizes. In conjunction with what has been before shown, I think it goes far to prove that the alleged deterioration of the English horse, under Elizabeth, is imaginary; and that the improvement of the animal in England has been progressive from the first.

Croydon, Theobald's on Epping chase, Stamford, various places in Yorkshire, and, as of old, at Chester.* A regular system of

* In Strutt's *Sports and Pastimes* I find the following curious and suggestive notices of the early courses:—

THE CHESTER RACES.—“In 1665, 5th of Charles Second,” according to a Chester antiquary, probably the elder Randal Holme of Chester, one of the heralds of the city, “the sheriffs would have no calves' head feast, but put the charge of it into a piece of plate to be run for on that day, Shrove Tuesday; and the high sheriff borrowed a Barbary horse of Sir Thomas Middleton, which won him the plate; and being master of the race, he would not suffer the horses of Master Massy, of Puddington, and of Sir Philip Egerton of Sutton, to run, because they came the day after the time prefixed for the horses to be brought and kept in the city, which thing caused all the gentry to relinquish our races ever since.”

THE STAMFORD RACES.—“Races,” continues Mr. Strutt, “something similar to those above, are described by Butcher, in his survey of the town of Stamford, first printed A. D. 1646, as practised in the vicinity of the town of Stamford in Lincolnshire; ‘a concourse,’ says he, ‘of noblemen and gentlemen meet together, in mirth, peace and amity, for the exercise of their swift running horses, every Thursday in March. The prize they run for is a silver and gilt cup, with a cover, to the value of seven or eight pounds, provided by the care of the aldermen for the time being; but the money is raised out of the interest of a stock formerly made up by the nobility and gentry, which are neighbors and well-wishers to the town.’”

These two passages indicate, the latter even prior to the commonwealth, the existence of something very nearly allied to our present system of horse-racing, although necessarily without its nice and minute details, the result of long experience, and a complete acquaintance with all the desiderata of the sport.

Here, however, we have stated meetings, a stated course, prizes given, partly, it is clear, to encourage the breed of horses, partly to attract company to the town, whose corporation, like that of Doncaster, to-day, profited by the influx of visitors.

From this time the sport has continued, unchecked, except for a short period during the foolish fanaticism of the Puritan usurpation—a fanaticism opposed by Oliver Cromwell, who himself owned race-horses, though perhaps he never ran them—until the present day, when it may be considered a national characteristic. James II. and William of Orange both encouraged horse-racing as the best means of improving the British horse. Anne, in whose reign the Darley Arabian and Curwen's Barb were imported, both kept running horses herself and gave an annual gold cup to be run for at York; and the custom of giving king's plates to the value of fifty or a hundred pounds, for the ostensible purpose of fostering the breed of English horses, originated with her, and has been continued unto the present hour, the actual sums of money being run for, in lieu of manufactured plate, at almost every provincial course of any note in England. George IV. and William IV. were both ardent supporters of the turf; and the latter sovereign, at one time, owned a stud not easily to be surpassed in his realm, comprising the Colonel, Zinganee, and Fleur de lis—three incomparable animals, which I once saw, in 1830, come in first, second, and third, the rest of the field nowhere, running against one another for the Goodwood cup, the sailor king refusing, in his naval mood of blunt fair play, to *declare*, and insisting that the best animal of the three should win.

training the horses, and of running according to weight, age and distance, was now introduced. Pedigrees were kept, the best and stoutest horses and mares being kept for breed, and their progeny being for the most part set aside for racing purposes.

“The races of King James were in great part,” says Mr. Youatt, “matches against time, or trials of speed or bottom for absurdly long and cruel distances.”

“There was, at first,” he says elsewhere, “no course marked out for the race, but the contest generally consisted in running *train-scent*”—what is now known as a drag—“across the country, and sometimes the most difficult and dangerous part of the country was selected for the exhibition. Occasionally our present steeple-chase was adopted with all its dangers and more than its present barbarity; as persons were appointed cruelly to flog along the exhausted and jaded horses.”

It is to be regretted that Mr. Youatt neither states the date of these performances, nor indicates his authority. He mentions them, however, previously, in point of place, to his mention of King James's matches against time, wherefore I presume that they took place previously, in regard of occurrence. The fact is stated as if in relation to the races at Chester and Stamford, in the reign of Elizabeth.

Yet this seems hardly to consist with the mention of the *Roodec*, which is and was a regular course.

Her present Majesty has never, nor has the prince consort, entered a race-horse for any prize, but they are constant attendants at the racing meetings, and a small but splendid royal stud of mares is now kept at Hampton Court, with success and profit.

Never, probably, has the turf been so popular in England, as it is now, since its purification by the late Lord George Bentinck; never was it so efficiently supported, nor ever, I believe, despite all the silly outcries about deterioration of blood, decline of size and physique, and decrease of soundness, stamina, and stanchness, has the English or the American race-horse been equal, far less superior, to what it now is, either in perfection of blood, stoutness of constitution, symmetry, beauty, size, speed, or bottom.

But I will not anticipate; this portion of the subject will be considered in a different place; and now, after a few general remarks on the now existing thorough blood of the English horse, I shall pass to that of America, which is identical with it, unless in so far as it may have been acted on by the influences of climate, or the mode of handling and treatment.

From the reign of James I., however, the history of English racing and of the English race-horse may be held to commence, although no existing pedigrees trace so far back.

I find a curious notice in Brandt's popular antiquities, which appears to relate to this period, if one may judge by the context; the date of Misson's travels I have not yet been able to ascertain, but the collocation of the sentences seems to indicate that it was prior to 1641.

"Misson, in his travels in England, translated by Ozell, p. 231, says: 'The English nobility take great delight in horse-races. The most famous are usually at Newmarket, and there you are sure to see a great many persons of the first quality, and almost all the gentlemen of the neighborhood. It is pretty common for them to lay wagers of two thousand pounds sterling upon one race. I have seen a horse after having run twenty miles in fifty-five minutes, upon ground less even than that where the races are run at Newmarket, and won the wager for his master, would have been able to run anew without taking breath, if he, that had lost, had ventured to run again. There are also races run by men.'

"In Hinde's Life of Master John Bruen, a Puritan of great celebrity, 1641, p. 104, the author recommends 'unto many of our gentlemen, and to many of inferior rank, that they would give over their foot-races, and horse-races, &c.'

"A proclamation was issued by the Protector Cromwell, 8th April, 1658, 'prohibiting horse-races in England and Wales for eight months.'"

I have extracted the three quotations, though it is the first only, which I especially regard in this place—supposing it to have some relation to "the absurdly long and cruel distances" of Mr. Youatt—in order to show how their relative bearing would appear to countenance the idea of its date being that of King James I. or early in the reign of Charles I.

It is, and is acknowledged and admitted to be, a fact, that Barbs and Turkish horses had, long before the period of the commonwealth, been imported into England—although with the exception of the horse, mentioned before as introduced by Alexander I. of Scotland—the Markham Arabian is probably the first of this strain ever brought into the British Isles; yet

I cannot, myself, perceive wherefore the rejection of this Arab should be charged, as it generally appears now to be, as an error, against the Marquis of Newcastle, the same who gallantly commanded for the king at Marston Moor, and would have won for him his battle, and perhaps his crown, but for the mad and selfish impetuosity of Rupert.

This is, however, nothing to the point, however much it may be so that he was considered the best horseman and the best judge of horses of his day, and that he has left, as a legacy to posterity and a bounty to all those who love that noble animal, incomparably the best old English work on the horse.

It is now pretty generally admitted that, whether Barb, Turk, Syrian, or Arab of the desert proper, all oriental blood has had its share and influence in reinvigorating the blood of the English thoroughbred, and giving to it those peculiar qualities which cause it, with justice, at this day, to be esteemed the best, completest, and most perfect animal in the world.

In what degree these animals have ministered to our now dominant strain, is by no means to be ascertained; but it is to be noted that most of the early imported foreign stallions were not *Eastern Arabs*.

During the protectorate, Oliver Cromwell, who, though he was compelled by the necessity of conciliating the absurd prejudices of the Puritans, to forbid racing, was yet an ardent lover of the horse, and an earnest promoter and patron of all that belongs to horsemanship, purchased of Mr. Place, afterwards his stud-master, the celebrated "White Turk"—still recorded as the most beautiful south-eastern horse ever brought into England, and the oldest to which our present strain refers. To him succeeds Villiers, duke of Buckingham, his Helmsley Turk, and to him Fairfax's—the same great statesman and brave soldier, who fought against Newcastle at Marston—Morocco Barb.

And to these three horses it is that the English race-horse of the old time chiefly owes its purity of blood, if we except the *royal mares*, specially imported by Charles II., to which it is—mythically, rather than justly—held that all English blood should trace.

Of all succeeding importations, those, which are principally

known and referred to, as having notoriously amended our horse—by proof of stock begotten of superior qualities, and victorious on the turf through long generations—but few are true Arabs.

We have, it is true, the Darley Arabian, the Leeds Arabian, Honeywood's White, the Oglethorpe, the Newcome Bay Mountain, the Damascus, Cullen's Brown, the Chestnut, the Lonsdale Bay, Combe's Gray and Bell's Gray Arabians; but what is generally called the Godolphin *Arabian*, as it seems now to be the prevailing opinion—his origin not being actually ascertained—was a Barb, not an Arab from Arabia proper. Against these, again, we find Place's White Turk, D'Arcey's Turk, the Yellow Turk, Lister's or the Straddling Turk, the Byerly Turk, the Selaby Turk, the Acaster Turk; Curwen's Bay Barb, Compton's Barb, the Thoulouse Barb, Layton's Barb Mare, great-great-grandam of Miss Layton; the Royal Mares, which were Barbs from Tangier, and many other Barb horses, not from the Eastern desert, heading the pedigrees of our best horses.

In this connection, I would observe that the very reasons for which the Marquis of Newcastle condemned the Markham Arabian—viz., that when regularly trained he could do nothing against race-horses—on account of which condemnation he has received a sneer or a slur from every writer who has discussed the subject, are those which, at this very moment, prevent prudent breeders from having recourse to oriental blood of any kind.

They cannot run or last against the English horse. They have not the size, the bone, the muscle, or the shape, if we except the beautiful head, the fine neck, thin withers, and admirably long, deep and sloping shoulders, which are the inevitable characteristics of the race. Therefore, all men who breed with an eye to profit,—and howsoever it might have been in the olden times of the Turf, there are few now who have not an eye to it, either as hoping to win on the turf, or to produce salable stock—prefer to put their mares to known English winning horses, proved getters of winners, of unquestioned bottom and stoutness, rather than to try stallions of the desert blood, concerning which nothing is known beyond the attested pedigree, and the visible shapes

All this being considered, and especially the fact that there is more Turk and Barb than real Arabian blood in the present race, when it is admitted also that Newcastle was a consummate horseman, I think it quite as well to hear what he has to say for himself, and not to continue uttering, what Mr. Carlyle would call *inarticulate howls* over what cannot, at all events, now be helped, and perhaps was not any harm in the beginning.

"I never saw," says he, ed. of 1667, p. 73, "but one of these horses, which Mr. John Markham, a merchant, brought over, and said he was a right Arabian. He was a bay, but a little horse, and no rarity for shape, for I have seen many English horses far finer. Mr. Markham sold him to King James for five hundred pounds, and being trained up for a course, when he came to run, every horse beat him."

Of this statement, Mr. Youatt, who decides *ex cathedra* that the Marquis's opinion was "probably altogether erroneous"—one does not see why so, unless because, on all other points, it is almost invariably sound—makes quite a different one, ascribing to the old writer a dictum, which he uses not, namely, that "this Arabian was a little *bony* horse." The introduction of the word *bony*, carries much with it; so much that in all likelihood, if the horse had been bony, the Marquis might have held a different opinion concerning the propriety of breeding from him.

As it is, we can only hold that his view was a correct one; the horse when tried could not run, and when examined as to form was found inferior. For these causes, he was ruled out as a stock getter. So would any horse be ruled out to-day, if he were an Arab bearing visibly on his forehead the seal of King Solomon himself, or if he were an English thoroughbred, descended, through all the time-honored magnates of the Turf, from that most unimpeachable of all attainable ends, an imported Eastern sire, and a *royal mare*.

It is, I think, worthy of notice, that Newcastle, who was a scholar, a travelled man, an observer and a gentleman, as well as a soldier and a horseman, distinctly records his preference of the Spanish horse to any other strain of blood existing in his time, and in doing so directly refers to the Barb, for service, though not in those terms, as a *racing stallion*. And it is observable,

that the very authors who attack him, borrow his descriptions of the various races, without acknowledgment.

“And the Marquis of Seralvo”—says he, in his preface—“Master of horse to his Highness, and Governor of the castle of Antwerp, told his Highness, that he had asked me, ‘what horses I liked best?’ and that I had answered, ‘there were good and bad of all nations; but that the Barbs were the gentlemen of the horse kind, and Spanish horses, the princes.’”

In commenting, afterward, on the various races, and their fitness for the stud, he thus speaks of the Spanish horse, and thus of the Barb. I quote these various passages, for two reasons, which I shall explain hereafter. “If he be well chosen, I assure you he is the noblest horse in the world. First, there is no horse so curiously shaped, all over from head to croup. He is the most beautiful that can be. For he is not so thin and ladylike as the Barb, nor so gross as the Neapolitan; but between both. He is of great spirit, and of great courage, and docile; hath the proudest walk, the proudest trot, and best action in his trot; the loftiest gallop, the swiftest careers, and is the lovingest and gentlest horse, and fittest for a king in a day of triumph to show himself to his people, or in the head of an army, of any horse in the world.

“Therefore, there is no horse so fit to breed on, as a Spaniard; either for the manège, the war, ambling for the pad, hunting, or for running. Conqueror was of a Spanish horse. Shotten Herring was of a Spanish horse. Butler was of a Spanish horse, and Peacock was of a Spanish mare; and these beat all the horses in their time, so much as no horse ever ran near them.

“I say he is absolutely the best stallion in the world, for all these things I have formerly named, if you do wisely appropriate such mares to him, as shall be fit for uses such as you would have your breed, and so he is fit for all breeds, except to breed cart horses.

“The king of Spain hath many, but his best is at Cordova in Andalusia, where he hath above three hundred mares and colts, as my Lord Cottington told me; and besides those of his majesty, there are other most excellent races, not only of noblemen, but also of private gentlemen.”

Next, in position, speaking of the Barb, he discourses in this fashion.

“The Barb is next to the Spanish horse for wisdom, but not near so wise, and that makes him easier to be drest, besides he is of a gentle nature, docile, nervous and light.

“He is as fine a horse as can be, but somewhat slender, and a little ladylike ; and is so lazy and negligent in his walk as he will stumble in a bowling green ; he trots like a cow, and gallops low, and no action in any of those actions. But commonly he is sinewy and nervous, and hath a clear strength, is excellently winded and good at length, to endure great travel ; and very apt to learn, and easy to be drest, being for the most part of a good disposition, excellent apprehension, judgment, memory ; and when he is searched and wakened, no horse in the world goes better in the manège in all ayres whatsoever, and rarely upon the ground in any.

“The mountain Barbs, they say, are the best ; I believe they are the largest ; but for my part I rather desire a middling horse, or a less horse, which are cheap enough in Barbary, as I have been informed, both by many gentlemen, and many merchants.”

Of the Fris horse—that, I conceive, which we now term the Flemish or Flanders horse, he says—

“He is hardy, and can live on any thing, and will endure either heats or colds ; and on no horse whatsoever does a man appear more a swordsman, than on this horse, being so quiet, so bold, and so assured.

“He is also manly, and fit for any thing but running away ; though he will run fast for a while, yet I doubt not long ; because his wind is not like a Barb ; yet a heavy man well armed upon a Barb, and the same weight upon a Dutch horse, the Dutch horse’s strength is so much above the Barb’s, as compared thus, I believe the Dutch horse may run as fast and as long as the Barb ; for the Barb’s wind serveth to no purpose, when his strength is not able to carry his weight.”

On these passages I would observe, what will be yet more decidedly apparent when I come to quote from the same writer his remarks on the English horse, that it is quite too absurd to endeavor to ignore or set aside his reasonings, as if he were

ignorant, or careless in giving his judgment, because he lived above two centuries ago; when we find that, in every respect, he rests his judgment on precisely the same grounds on which the wisest and best judges of the present day, with all the lights of science and all the statistics of two hundred years to guide them, would determine their choice of a stallion, to which they should put their choice blood mares—temper, spirit, form and *performance*.

The last word I use in its largest and most comprehensive term, performance in the stud, as well as performance in the field. For it is not every performer on the turf, that is a performer in the stud.

Many of the greatest winners have utterly failed to beget winners. Catton, the stoutest and hardest horse of his day, in England, always got soft ones. In America, Chateau-Margaux, the most honest horse and best four-miler, on the British turf, and, therefore, thought peculiarly suited for American stock-getting, has scarcely got a winner. Priam, the crack of his day, winner of the Derby, and should have been winner of the Leger also, but for the accident of mud hock deep which gave the race to the worthless Birmingham, has not only not improved, but actually deteriorated the racing blood of America, as regards form and power wherever he has altered it.*

Yet both these horses were of unquestionable blood, and, except that Priam was too leggy for my taste—though I have heard him called, and that by judges too, the perfection of horseflesh—were both eminently sound and finely formed horses.

The old Marquis, however, prefers the Spanish horse, he tells us, after his temper, shape, and blood, because he is himself a winner and a sure getter of winners.

This is the true test—the winner, who gets winners, is the horse from which to breed.

And this brings me to another point. It will be admitted now beyond a doubt, that any practical and prudent breeder of the day would prove his prudence and practice by choosing an undeniable English stallion—say, for example Glencoe, himself a great winner, and perhaps the greatest modern getter of win-

* See Note * on page 107.

ners, before any unknown, technically speaking, *dark*, Arab or Barb horse, however beautiful, that should now be imported.

The same was, then, the opinion of a great breeder and greater rider in his day, founded as it seems on experience, for any thing except race-horses, if not for race-horses—in speaking of breeding especially for the turf, he afterward gives the preference to the Barb.

Now, it seems to me more than possible, more even than probable, that there was in those days, in Spain, a breed of the best Spanish horses, which might trace directly, or as nearly directly as the best English horses now do, to oriental dam and oriental sire; and that, consequently, there may have been as just a reason for preference of the then Spanish to the then Eastern stallion, as there is for that of the present English thoroughbred to the present untried courser of the Desert; and that, therefore, there may be in the present pure blood-horse of Great Britain and America, yet another unsuspected cross of pure Desert blood, from an unsuspected source.

In the reign of which the Marquis of Newcastle writes, that of Charles II., the English Turf was for the first time fairly established. That king sent his master of the horse to the Levant especially to import both mares and stallions, and it is through these females, known as the *royal mares*, that our present race-horse draws his claim to pure blood, since it is evident that, but for these, there must have been in all, as there is undeniably in some, of the best English thoroughbreds, an infinitesimal taint of common, or at least of *unproved* blood. For, though one were to cross the pure blood of the Desert ten thousand times on the produce of a common-bred dam, one fraction of a drop of the impure blood must remain there *ad infinitum*.

Perhaps it may appear paradoxical in me to say so, but I must say, that I believe the undoubted superiority of the thoroughbred English and American blood-horse to come from the very existence of this mixture of various crosses with the oriental blood.

A remarkable calculation has been entered into by a very clever and observant modern writer on the horse, "Cecil," to whom I gladly record my obligation, to prove how extremely

small a quantum of any given blood remains, after a given number of crosses, in the veins of any animal; yet how vastly that minimum quantity affects the quality of the descendant.

“The pedigrees of many horses of celebrity,” he says, “may be traced back to Childers, the Darley Arabian, and other worthies of that date; but where there is only one direct line of descent, the following calculation will show how little of the blood flows in the veins of the present generation. It may be considered that these horses flourished about a century ago, and taking ten years as a generation, a lineal descendant of a horse of that period only possesses $\frac{1}{1024}$ portion of the blood.

The 1st cross had	$\frac{1}{2}$	The 6th cross had	$\frac{1}{64}$
2nd “	$\frac{1}{4}$	7th “	$\frac{1}{128}$
3rd “	$\frac{1}{8}$	8th “	$\frac{1}{256}$
4th “	$\frac{1}{16}$	9th “	$\frac{1}{512}$
5th “	$\frac{1}{32}$	10th “	$\frac{1}{1024}$

Farther crosses diminish it in a still more striking degree.

I now come to the Marquis of Newcastle's last piece of advice to breeders; and after briefly showing, by the example of a few illustrious horses to which, more or less directly, our best American blood traces, how implicitly his advice has been followed, I shall conclude my history of the English horse, with the pedigree of the far-famed Eclipse; and those of three or four others, notable as the sources of the best *American* blood.

“If you would have mares to breed running horses of, then they must be shaped thus; as light as possible, large and long, but well shaped, a short back but long sides, and a little long-legged; their breast as narrow as may be, for so they will gallop the lighter and nimbler, and run the faster, for the lighter and thinner your breed for galloping the better. Your stallion by any means must be a Barb, and somewhat of the shape that I have described the mares to be of. For a Barb, that is a jade, will get a better running horse than the best running horse in England; as Sir John Fenwick told me, who had more experience in running horses, than any man in all England. For he had more rare running horses than all England beside, and the most part of all the famous running horses in England that ran, one against another, were of his race and breed.

“Some commend the Turks very much for a stallion to breed running horses, but they are so scarce and rare, that I can give no judgment of them; and therefore I advise you to the Barb, which I believe is much the better horse to breed running horses.”

On this passage I have only to remark, that the observations on the shape of the brood mares are to be taken as comparative, not positive, and that the comparison is instituted not as of thoroughbred with thoroughbred, but as of thoroughbred with the coarse common heavy mare of the day, and it would seem to follow, that the preference of the Marquis for the Barb is fully borne out by the pedigree of Eclipse, in which it will be seen there is but one genuine Arabian, all the other oriental strains being either Barb or Turk, of one of which stocks, it is well ascertained that all the royal mares of Charles II. are derived.*

* The following list comprises some of the earliest recorded importations of Oriental stallions into England, with notices of their stock as far as known.

Markham's Arabian, Temp. James I.

Failed as a racer. His stock, if any, unknown.

Plaiice's White Turk,	} Temp. Commonwealth.
The Morocco Barb,	
The Helmsley Turk,	

To one or other of these many of the best horses in England and America directly trace. To the last, Eclipse and Highflyer, in the female line.

The Damascus Arabian.	} Temp. Charles II.
Three Turks, from Hamburgh, 1684,	
The royal, Barb or Turkish, mares.	

To the latter, with scarcely an exception, every celebrated horse in England or America, in some sort traces a portion of his blood.

Evelyn, in his *Memoirs*, vol. I., p. 577, thus describes the Turkish horses from Hamburgh:—

“Early this morning I went into St. James's Park to see these Turkish or Asian horses, newly brought over, and now first showed to his majesty. There were four, but one died at sea, being three weeks coming from Hamborowe. They were taken from a Bashaw, at the siege of Vienna, at the late famous raising that leaguer. I never beheld so delicate a creature as one of them, of somewhat a bright bay, two white feet, a blaze; such a head, eyes, ears, neck, breast, belly, haunches, legs, pasterns, and feet, in all regards beautiful and proportioned to admiration; spirited, proud, nimble, making halt, turning with that swiftness, and in so small a compass as was admirable. * * * They trotted like does, as if they did not feel the ground; 500 guineas was demanded for the first; 300 for the second, and 200 for the third, which was brown. All of them were choicely shaped, but the two last not altogether so perfect as the first.”

With regard to the blood of our thoroughbreds of to-day, "Cecil" speaks, in conclusion, thus, and with no passage can I

It is not, I believe, known what became of these horses, or what stock they produced.

The Byerly Turk,
Lister's or the Straddling Turk, } Temp. James II.

Both these horses produced good stock. The latter "Brisk," "Snake," and other celebrated stallions.

The Darley Arabian,
Curwen's Barb,
Lord Carlisle's Turk, } Temp. Queen Anne.

The former, sire of Flying Childers, and the most famous progenitor, on the whole, ever imported—the latter sire of the Bald Galloway, and other famous horses.

The Godolphin Arabian, Temp. George II.

sire of Blank, Regulus, &c., &c., and the last Oriental horse, from which the British turf has derived permanent or positive advantage. The Winter Arabian did little or nothing for the improvement of our blood, and the Wellesley Arabian—which is said, however, to have been neither perfect Arabian nor perfect Barb—got but one offspring, fair Ellen, of even ordinary pretensions on the turf. Sampson and Bay Malton, though the best horses of their day, had both a strain of base blood.

I have yet to learn that any of the Eastern horses sent to this country—three to Gen. Jackson, in 1833 or 1834, by the Dey of Algiers, several by the Sultan of Muscat in 1839, one imported, I believe from Tripoli, by the late Commodore Elliott, and others—have done any thing to maintain their repute as stock-getters.

I myself owned a large chestnut stallion, above 16 hands in height, by one of the former, Zileadi, out of a Sweetbriar mare, which had a fair turn of speed, though not such as to justify training him. He had power, and was a fine fencer, so that I had designed training him for the Montreal hurdle races in 1838, when he was incurably lamed by the carelessness of a groom. He was sold and sent to the Havana, as a stallion, but what became of him, or what he did, I know not. This is the only Eastern bred horse I have ever known in the United States.

The following list shows the number of all the *foreign* and all the most celebrated native stallions, descended, more or less remotely, from Arabian or African strains, which were covering in England in 1730, from which date the use of Oriental stock began to decline, as it has continued to do gradually until the present day, when it seems to be the fact that the English thorough blood is no longer susceptible of improvement by a farther infusion of Oriental blood.

FOREIGN STALLIONS, IN 1730.

The Alcock Arabian,	The Godolphin Arabian,
The Bloody Buttocks Arabian,	Hall's Arabian,
The Bloody Shouldered Arabian,	Johnson's Turk,
The Belgrade Turk,	Litton's Arabian,
The Bethel Arabian,	Matthew's Persian,
Lord Burlington's Barb,	Nottingham's Arabian,
Croft's Egyptian horse,	Newton's Arabian,
The Cypress Arabian,	Pigott's Turk,

more fittingly close my history of the blood of the present English race-horse, except it be by the pedigree of its noblest son.

“The Royal mares!” says he, “from one of which in the maternal line the genealogy of Eclipse is traced. The pedigree of his sire, Marske, is somewhat obscure; it goes back through eight generations to a daughter of Bustler, but how her dam was bred there is no authority to decide. It may be conjectured that she was descended from some of the worthies which distinguished themselves on the course in the reign of James I. There are several examples of a similar nature traceable in the stud-book, which lead to the conclusion that during the early periods of breeding for the turf, mares used for ordinary purposes were occasionally selected in case they evinced speed and stoutness, without reference to their oriental pedigrees.

“The pedigree of Highflyer affords a similar instance to that of Eclipse, and singular to relate, runs precisely into the same strain of blood. On his dam’s side he can be traced to a royal mare, but in the paternal line his genealogy terminates in a mare, which produced a filly from Bustler, which horse was a son of the Helmsley Turk.*

“Although there are scarcely any horses on the turf at the

The Duke of Devonshire’s Arabian,	Strickland’s Arabian,
Greyhound, a Barb,	Wynn’s Arabian.
Hampton Court grey Barb,	Dodsworth, a Barb.

NATIVE STALLIONS, IN 1730.

Aleppo,	Doctor,	Jigg,
Almanzor,	Dunkirk,	Lamprey,
Astridge Ball,	Easby Snake,	Leedes,
Bald Galloway,	Fox,	Marricle,
Bartlett’s Childers,	Foxcub,	Oysterfoot,
Basto,	Græme’s Champion,	Partner,
Bay Bolton,	Grey Childers,	Royal,
Blacklegs,	Grey Crofts,	Shuffler,
Bolton Starling,	Hampton Court Childers,	Skipjack,
Bolton Sweepstakes,	Harlequin,	Smales’s Childers,
Cartouch,	Hartley’s Blind Horse,	Soreheels,
Chaunter,	Hip,	Squirrel,
Childers,	Hobgoblin,	Tifter,
Cinnamon,	Hutton’s Blacklegs,	Trueblue,
Coneyskins,	Hutton’s Hunter,	Woodcock,
Councillor,	Jewtrump,	Wyndham.
Crab,		

* See Note † on page 107.

present day which are not in some degree descended from the royal mares, it appears too much to assert that they all owe their origin entirely to Eastern blood.

“The casuist may, therefore, with consistency inquire, What is a thoroughbred horse? The term is accepted conventionally to signify a horse whose pedigree can be traced through many generations, the members of which have signalized themselves on the turf, or have established their reputation as progenitors of superior horses.”

This is undoubtedly the true and practical reply, and such the pedigree of Eclipse will prove it in plain truth to be.*

“The pedigree of Eclipse will likewise afford us another curious illustration of the uncertainty which attends thoroughbred horses. Marske was sold at the sale of the Duke of Cumberland’s stud for a mere trifle, and was suffered to run almost wild in the New Forest. He was afterwards purchased by the Earl of Abingdon, for one thousand guineas, and before his death, covered for one hundred guineas. Squirt, when the property of Sir Harry Harpur, was ordered to be shot, and, while he was actually leading to the dog kennel, he was spared at the intercession of one of Sir Harry’s grooms; and neither Bartlett’s Childers, nor Snake, was ever trained. On the side

* In 1732 was foaled Squirt, who as the sire of Mr. Pratt’s old mare, Marske and Syphon—the former sire of Eclipse, Shark, and an almost infinite number of racers—certainly merits a peculiar commemoration.

Squirt was bred by a Mr. Metcalfe, near Beverly in the county of New York, and was by Bartlett’s, own brother to Flying Childers. His dam, known by the name of “Metcalfe’s Old Mare,” was bred by Mr. Robinson of Easby, near Richmond. She was by Snake, and descended from the cross of the D’Arcy Turk with the royal or Barbary mares. Squirt was a fair good racer, but, falling into the hands of Sir Harry Harpur, he was held in so little repute, that once, when by no means an old horse, he was sent to the kennel to be shot. He was reprieved at the earnest solicitation of Sir Harry’s groom, and subsequently became sire of Marske, Syphon, and Pratt’s old mare. What a void in the annals of the turf would that bullet have produced! Eclipse and all his descendants, Shark, and the numerous tribe of other horses that sprang from Marske—Tandem, Sweetbriar and Sweetwilliam, sons of Syphon; Rockingham, Walnut, Gohanna, &c., descended from the old mare, would have had no existence.

From this date the breed of the English race-horse may be held to have been fully established, and thenceforth has transmitted its progeny to be victorious in every country, over every native horse, to which it has been imported, or against which it has been pitted.

of the dam, Spiletta never started but once and was beaten, and the Godolphin was purchased from a water-cart in Paris.”—*Smith on Breeding*.

The pedigree of Eclipse, which follows, is worthy of remark, as showing a singular example of in-breeding.

The great-grandsire of Eclipse in the male line is Bartlett's Childers, who traces from his dam, in the male line, to Spanker, and in the female to Spanker and *his own dam!* Doubly incestuous!

The grandmother, in the male line, of his sire, Marske, traces on both sides to Hautboy; and in the female, once to the same horse.

And there are, in his ancestry in the female line, three more crosses of the same animal.

The other English pedigrees, which are either taken entire from the best English authorities, or made up originally with great care from the stud books, are those of the horses to which the best American blood directly traces, in the families, which will be hereafter indicated.

EDITORIAL NOTES.

* (P. 100.) Priam's failure as a getter of race-horses can be justly attributed to the fact that he was permitted to cover one hundred and fifty mares the first season he stood in America. Many of the mares descended from him have been very successful and valuable in the stud. In England, Priam sired some noted mares; Miss Letty, winner of the Oaks in 1837, and dam of Weatherbit; Industry, winner of the Oaks in 1838; and Crucifix, the best mare of her day, winner of all her two-year engagements, and won the 2,000 gs., 1,000 gs., and Oaks in 1840. She was the dam of Coral and Surplice, the latter the winner of the Derby and St. Leger in 1848.

† (P. 105.) No pedigrees in the English Stud-Book are more certainly authenticated than Marske and Highflyer.

HISTORY OF THE AMERICAN HORSE.

At a very remote period in the history of America, this most valuable of all the animals subject to man, began to be imported from Europe by the earliest settlers, it being conceded that, although the horse had at some former time existed on this continent, as is proved by his fossil remains, he had become extinct previous to its colonization by the white nations.

It is generally believed that the horses, which are found in a feral state over the pampas of South and the prairies of North America, so far east as to the Mississippi, are the progeny of the parents released by the Spaniards at the abandonment of Buenos Ayres; but it seems to me that this date is too recent to be compatible with the vast numerical increase, and the great hordes of these animals now existing in a state of nature; and I should be inclined to ascribe their origin to animals escaped, or voluntarily liberated, in the earlier expeditions and wars of the Spanish invaders, the cavalry of that nation consisting entirely of perfect horses, or mares.

It must have been the case, in the bloody wars of Mexico and Peru, where the battles more than once went disastrously for the Spaniards, that war-horses, their riders being slain, would recover their freedom, and propagate their species rapidly, in the wide, luxuriant and well-watered plains, where the abundance of food, the genial climate, and the absence of beasts of prey capable of coping with so powerful an animal as the horse, would favor their rapid increase.

We know that De Soto had a heavy force of cavalry in that

expedition, in which he discovered the Mississippi and found a grave in its waters; and, when the warriors of his party returned home by water in barques, which they built on the banks of the great river, it is nearly certain that they must have abandoned their chargers; as it is little probable that the frail vessels, built by inexperienced hands merely for the purpose of escaping with life, should have been capable of containing the horses of the fugitives.

The first horses imported to America for the purpose of creating a stock, were brought by Columbus in 1493, in his second voyage to the islands. The first landed in the United States were introduced into Florida in 1527, by Cabeza de Vaca, forty-two in number, but these all perished or were killed. The next importation was that of De Soto, alluded to above, of which many doubtless survived, and to which I attribute the origin of the wild horses of Texas and the prairies, strongly marked to this day by the characteristics of Spanish blood.

In 1604, M. L'Escarbot, a French lawyer, brought horses with other domestic animals, into Acadia, and, in 1608, the French, extending their colonization into Canada, introduced horses into that country, where the present race, though it has somewhat degenerated in size, owing probably to the inclemency of the climate, still shows the blood, sufficiently distinct, of the Norman and Breton breeds.

In 1609, the English ships, landing at Jamestown, brought, beside swine, sheep and cattle, six mares and a horse, and in 1657 the importance of increasing the stock of this valuable animal was so largely recognized, that an act was passed prohibiting its exportation from the province.

In 1629, horses and mares were brought into the plantations of Massachusetts Bay by Francis Higginson, formerly of Leicestershire, from which county many of the animals were imported. New York received its first horses in 1625, imported from Holland by the Dutch West India Company, probably of the Flanders breed, of which, however, few traces seem to exist, unless it be in the Conestoga horse of Pennsylvania, which, I think, shows some affinity to that breed, either directly or through the English dray-horse, which is understood to be originally of Flemish origin.

In 1750, the French of Illinois possessed considerable numbers of French horses, and, since that time, as the science of agriculture has improved and advanced, pure animals of many distinct breeds have been constantly imported into this country, which have created in different sections and districts distinct families easily recognized; as the horses of Massachusetts and Vermont, admirable for their qualities as draft horses, both powerful and active, and capable of quick as well as heavy work—the Conestogas, excellent for ponderous slow efforts in teaming and the like—and the active wiry horses of the West, well adapted for riding, and affording mounts to most of the American cavalry.* Although, however, these horses are readily known—apart, and recognized by the eye of a judge, it is not always easy or possible to assign the origin of each breed, or to trace out the foreign family from which it is derived; as, until recently, a lamentable carelessness has existed as to preserving the pedigrees of animals, which has produced irretrievable confusion—while now, since the value of blood and hereditary qualities is every where admitted, a much worse evil is beginning to show itself, in the manufacture of spurious pedigrees, which is becoming unfortunately too common, and, owing to the want of properly kept and authenticated stud-books, is nearly impossible of detection. It would appear that there is a growing necessity for the enactment of some highly penal statutes, in all the several States, for the repression of this offence, which is not only a most infamous species of swindling, but, in fact, an absolute act of forgery.

The unlucky absence of properly kept stud-books has also rendered it impossible to *prove* the blood directly of many of our most celebrated race-horses and stallions, the dams of which have not been duly recorded. It cannot be said, however, that their lineage is *doubtful*, though it may be unknown; as their own qualities of speed, stoutness, and their ability to stay a distance, go far to show their claims to pure blood, while their power of transmitting it to their progeny proves it beyond a peradventure. For, although some horses, not perfectly thoroughbred, have run well themselves, both for speed and endurance, none such have been the sires and grandsires of distinguished winners. The power, therefore of transmitting high

* See Note * on page 121.

qualities by hereditary descent, may be held to prove the possession of pure blood in the sire. The pedigree of American Eclipse cannot be absolutely proved—that is to say, there is a doubt in his pedigree, but no proof of a stain in his blood—yet no one in his senses, looking to his own performances and the performances of his get, can doubt his being as thoroughbred as his English namesake, to whom he is supposed to have been connected on the mother's side.*

It is evident then, in the first place, that the original stock of the unimproved American horse is the result of a mixture of breeds, the French, the Spanish, the Flemish, and the English horses having all sent their representatives to some portion or other of the United States and British Provinces, and probably still prevailing to a considerable degree in some locations, though nowhere wholly unmixed, while, in others, they have been so thoroughly mixed and amalgamated, that their identity is no longer discoverable.

In New York, it appears that the early importations of thorough blood, and the constant support of horse-racing, have so changed the original Dutch or Flemish stock, that the characteristic of her horses is that of the English race, with a strong cross of good blood. In Massachusetts, Vermont, and the Eastern States generally, the Cleveland Bay, and a cross between that and the English dray-horse blood, with some small admixture of a thorough strain, predominates. In Pennsylvania, the most distinct breed appears to be of Flemish and English dray-horse origin. In Maryland, Virginia, and South Carolina, English thorough blood prevails to a great extent; so much so as to render the inferior classes of working horses weedy and undersized. In Louisiana, and many of the Western States, French and Spanish blood is prevalent in part, though with a mixture of an English strain. But, generally, it may be assumed that, with the exception of the thoroughbreds, there is scarcely any breed in any part of America entirely pure and unmixed, and that there are very few animals any where which have not some mixture, greater or less, of the hot blood of the desert, transmitted through the English race-horse.

In fact, with the exception of the Conestoga horse, there is in the United States no purely bred draft or cart-horse, nor any

* See Note † on page 121.

breed which is kept entirely for field or road labor, without a view to being used at times for quicker work, and for purposes of pleasure or travel. The same horse which ploughs or harrows to-day, is harnessed to-morrow to the sulky or the Jersey wagon, or the old-fashioned New England chaise, or is used under saddle, and expected to make tolerable time by the owner. Nor, although Cleveland Bays, and Suffolk punches of the improved breed have been imported into Massachusetts, and left their mark on the horses of the Eastern States, are any horses bred there without the ambition to produce something beyond a mere cart-horse, aspiring to draw a heavy load at a foot's-pace; the use of oxen, which is almost entirely abandoned in England, supplying the place in the United States of mere weight-haulers; so that every horse, for the most part, bred in America is, or is intended to be, in some sense, a roadster; and it is but fair to say that for docility, temper, soundness of constitution, endurance of fatigue, hardiness, surefootedness, and speed, the American roadster is not to be excelled, if equalled, by any horse in the known world not purely thoroughbred.

Of roadsters, two or three families have obtained, in different localities, decided and probably merited reputations for different peculiar qualities; such as the Narragansett Pacers, the families known as the Morgan and Black Hawk, the Canadians, and generally what may be called *trotters*.

No one of these, however, it may be asserted, with the single exception of the Narragansetts, appears to have any real claim to be held a distinctive family, or to be regarded as capable of transmitting its qualities in line of hereditary descent, by breeding within itself, without farther crosses with higher and hotter blood.

Of the Narragansetts it is extremely difficult to speak; for there is reason to believe that as a distinct variety, with natural powers of pacing, they are extinct; and their origin is, in some sort, mythical and uncertain.

The other families, it is clear, owe their merits to a remote strain of thoroughblood, perhaps amounting to one-fourth, or one-third part, some three or four generations back.

Now, by all rules of breeding, based on experience and

reduced to certainty, such families cannot continue without degeneration, unless they are farther crossed with pure blood. If mares of any family, unmixed, be stinted to unmixed stallions of the same family, generation after generation, the result is as certain as it is that the earth revolves on its axis. The good blood will die out, and the progeny, sooner or later, become degenerate, weak, and worthless.

Again, to breed stallions of such a family to mares of better blood must, necessarily, fail; for though it has often been attempted to produce improved bone and power, by putting blood mares to bony underbred stallions, it has never succeeded, and it is now universally known and conceded that, in order to improve the races, the sire *must* be the superior animal.* Indeed, it is argued, with much probability, that a mare once crossed with a sire of different blood, not only produces, but *becomes* herself, a cross; and is incapable of ever again producing her own strain. Thus a thorough mare, once stinted to a cold-blooded horse, could never again bear the pure colt, even to a pure sire; while a cold-blooded mare, having once foaled to a thorough horse, would always be improved as a breeder by the change produced in her own constitution. This is a mysterious and difficult subject, and it is probable that the question is not fully sounded; I am satisfied, however, that there is much in it, and I shall enter more largely into the matter when I come to treat especially of breeding; as I shall into the qualities alleged to belong to these families, when I come to deal with them distinctively as such.

At present, I only wish to record it as my opinion, that the supposed superiority of any of these breeds is only attributable to their possessing a larger share than ordinary horses of pure blood, and that this superiority cannot last without farther admixture.

Therefore, while I should expect no possible advantage from breeding a Morgan, or Messenger, one-third part bred mare, to a similarly bred stallion, I should look forward confidently to a vastly superior progeny by putting her to a powerful sire of pure blood.

Again, by putting an entirely cold-blooded mare, say of Norman, Cleveland Bay, or Flemish blood, to a Morgan or

* See Note † on page 121.

Messenger, third-part horse, I should expect to get an animal improved above the dam, but not so much improved as I should, had she been put to a properly selected animal of undisputed blood.

In a word, unless I were intending to breed dray-horses, cart-horses, or punches, I would never put a mare to a half-bred sire at all; and even of these, excepting the dray-horse—which in reality is an animal for ostentation and show, sanctioned by usage among brewers and distillers in England, not for utility—I am satisfied, that they would be bettered by a cross of blood.

The original Canadians were, I have no doubt, of pure Norman and Breton descent; but, since the Canadas have been under British rule, they, too, have been mixed and improved largely by the introduction of a pure strain; so that the animals, which in late years pass here under the name of Canadians, such as Moscow, Lady Moscow, and many others of name, are Canadians only by title, and differ only from other American roadsters in the fact, that they have, it is probable, for the most part only two crosses, of the Norman and pure English blood, while the ordinary road-horse of the United States is perhaps a combination of several English distinct families, with French, Spanish and Flemish crosses, beside a strain of thorough blood.

Of trotters it is now certain that there is no distinctive breed, or family, or mode of breeding. The power, the style, the action, the mode of going are the things; and it is most probable that the speed and the endurance both of weight and distance depend, more or less, on the greater or inferior degree of blood in the animal.

There is no doubt whatever in my own mind, that allowing such men as Hiram Woodruff, George Spicer, Dan Piffner, Dan Mace Bud Doble, Hiram Howe, Carl Burr, and others of the same kidney, to select such horses as they should pick for shape, bone, action, movement and blood, out of the best hunting stables in England, and to train and drive them themselves, after their own fashion, they would find an equal, or even larger, proportion of animals—owing to their superiority in blood—capable of making as good time as has been made here. It is to the fact that no favor has been ever attached to trotting, either as a national sport, or as an amusement of the wealthier classes—to the fact that all the best and most promising animals, which

would in this country be used on the road or the trotting-course, are there employed in the hunting field—to the fact, that trotting rules, trotting-training, and trotting-riding, or driving, are all, in England, imperfect, injudicious and inferior; and lastly to the fact, that the animals used as trotters, themselves of inferior quality, are almost entirely in the hands of persons of inferior means and equal character, that must be ascribed the inferiority of the English trotter; no such distinction being discoverable against the English hunter, carriage-horse, cavalry horse, riding-hack, or race-horse.

And it is to the great popularity of trotting in this country, to the great excellence of the trotting-trainers, drivers and riders, arising from that popularity, and to the employment of all the very best half and three-quarter-part bred horses in the land for trotting purposes—none being diverted from that use for the hunting field, or park-riding—that we must ascribe the wonderful superiority of the American roadster.

It may be added, that this view of the subject is confirmed by the fact, that in the Southern and South-western States, where the persons of wealth and horse-owners are, for the most part, agriculturists and rural proprietors, rather than dwellers in cities, many of them owners of race-horses, and most of them more or less addicted to fox-hunting or deer hunting, trotting has never taken root to any thing like the extent it has to the North and Eastward; and that, on the contrary, where trotting prevails, it is as difficult to procure a handsome, well-broken and well-bitted galloper, with stylish action, a good turn of speed, and able to stay a distance under a weight, as it is easy to find an undeniable trotter, of equal appearance and performance, that shall go his mile low down in the thirties, or his fifteen miles in the hour, on a square trot.

The effect of all this, as I have said, probably not a little the result of the very mixture of breeds, has been to produce in America a general horse for all purposes, omitting only the hunting-field and park, or parade-ground—for which there is no demand—that cannot, I think, be equalled in the world.

On my first arrival in this country, when the eye is more awake to distinctions, than after it has become used by years of acquaintance to what it has daily before it, and forgetful of what

it has ceased to see, I was particularly struck by the fact that the American general horse, as compared with the English horse, was inferior in height of the forehead, in the loftiness and thinness of the withers, and in the setting on and carriage of the neck and crest, while he was superior in the general development of his quarters, in the let down of his hams, and in his height behind, and farther remarkable for his formation, approaching to what is often seen in the Irish horse, and known as the goose-rump. I still think that these are prevailing and characteristic differences of the horses in the two countries. Even in the race-horse, purely of English blood, I fancy that I can perceive the same distinction prevailing, the American racer standing very much higher behind, and lower before, than his English congener.

My judgment on this point seems to be confirmed by an examination of the portraits given in the old Spirit of the Times of many celebrated English and American horses, by which it appears that Boston, Wagner, and Shark measured exactly the same at the withers and the highest point of the croup; that Black Maria, in a drawing of a little under six and a half inches, measures two-tenths of an inch *lower* before than behind, while all the English horses are from one to two-tenths higher before.

To what this difference in construction is owing, I do not pretend even to conjecture, nor whether it has or has not any effect on comparative speed. I believe the difference to be yet more conspicuous in roadsters than in thoroughbreds. It is certain that a breast-plate, a thing commonly in use in England to prevent the saddle from slipping back, is never seen in America; and that, in the former country, a horse which would not carry his saddle without a crupper, would be considered fatally deficient in form, while here it is not unusual, nor, I believe, considered a serious disadvantage.

Another point in which the American horse of all conditions differs extremely, and here, most advantageously, from the European animal, is his greater surefootedness and freedom from the dangerous and detestable vice of stumbling. It is only necessary, in order to convince himself that this is a real and not an imaginary difference in favor of our horses, to examine the knees of the hack-horses let for hire, either in the cities or rural

villages of the United States, as compared with those of similar English localities. In this country a broken knee is one of the rarest blemishes, if not the very rarest, one ever encounters in the horse. Of horses let for hire in England, unless it be by a few crack livery-keepers in London, in the Universities, and in one or two other of the most important towns in hunting neighborhoods, a majority are decidedly broken-kneed. Nor is it at all unusual to meet perilous stumblers, even from gentlemen's stables, and in the case of animals whose appearance would indicate any thing but liability to so manifest and disqualifying a fault. I have had in my life several heavy falls on the road in England, from my horse coming down with me on a trot, when, from the character of the horse, I should have expected any thing else; and it is needless to add that the roads in Great Britain, as a general thing, are infinitely better, freer from ruts, stones, or other obstacles, than those of the United States; while in this country I have never had a horse stumble with me in harness, and but twice under the saddle, one of which was easily recovered, while the other, which fell outright, was a notorious blunderer, and, I think the only broken-kneed horse I have met in America.

I ascribe the immunity of the horse, on this side of the Atlantic, from this fault, first, to the fact that both the pasturelands and the roads are far rougher, more broken in surface, and more interrupted by stumps, stones and other obstacles, here, than in the longer cultivated and more finished countries of Europe; which teaches young horses to bend their knees, and throw their legs more freely while playing with their dams in the field, and also to lift and set down their feet with far greater circumspection, even on our great thoroughfares, many of which are scarcely superior to a French cross-road, and few of which are equal to an English one, especially in the autumn or in the spring, when the frost is coming out of the ground. Secondly, I think it may be attributed to the higher blood and breed of the gentlemen's riding horses in England, which are often cantering thoroughbreds, or at worst four or five-part-bred hacks, and from their blood liable to be daisy-cutters and unsafe goers on the road; and lastly, to the well-known circumstance that most of the hired horses, posters, and casual road-

sters are worn out, or broken down, or otherwise disqualified animals of higher caste, which, because they have once held a better, are still supposed equal to a secondary situation, when they are in truth fit for none, and are dangerous in any position.

To this admirable quality of the American horse, which, from what cause soever it arises, cannot be doubted or disputed, must be added his extreme good temper and docility, in which he unquestionably excels any other horse in the world. I can give no reason for this want of vice; but there it is—a fixed and established fact. From the first childhood of the animal, until he is fully put to work, he requires little or no breaking, and for the most part receives none—unless he shows qualities, which promise such speed or endurance as to render it advisable to break, or rather to train, him as a trotter. And when this is done, it is for the purpose of developing his powers, getting him to exert himself to the utmost, and teaching him how to move to the best advantage; and not to render him submissive, easy of management, or gentle to be handled.

Such a thing as a professional horse-breaker is unknown; colts are rarely, if ever, put upon the breaking bits, lounged or subjected to any of the processes of handling, without which the young horse of Europe is, in nine cases out of ten, particularly if he have any pure blood in his veins, a wild, headstrong, ungovernable, and almost indomitable savage.

There is scarcely ever any difficulty in saddling, in harnessing, in backing, or in inducing him to go. He may be awkward at first, uncouth, shy and timid, but one may say never violent, splenetic, and fierce; never making those wild bounds and plunges by which he strives resolutely to divest himself of his trappings, and to get rid of his rider, as one almost invariably sees a young animal do in Europe, while in the breaker's hands.

It is true that they are treated for the most part with superior judgment and greater humanity in the United States, unless in very exceptional instances; that the whip is little used, and the spur almost unknown; but the whole of this remarkable difference in temper, on the part of the American horse, cannot be attributed to the difference of treatment, for it cer-

tainly would not be safe, much less wise or easy, to mount an English highly-bred colt without having the means of compelling obedience in case of resistance, and insuring the victory to the horseman, in case of what is constantly occurring, a long and obstinate encounter of wits and trial of powers between the intellectual man and the intelligent brute.

As he begins, moreover, so he continues to the end. One rarely, if ever, meets a kicker, a runaway, an inveterate shy or balker, and hardly ever a furious, biting, striking, screaming devil, whom he cannot approach but at the risk of limb or life, in an American horse of any class or condition.

Probably, this fact may be in some respect attributed to the less high strain of blood in the American roadster; and still more to the hardier and less stimulating mode of treatment to which he is subjected. The American trotter of the highest grade being a very out-of-door plant indeed, as compared to an English hunter or park hack, which is invariably in the most pampered and blooming condition, generally above his work, and excited, by the high and constant grooming, rubbing and currying, which is going on in first-class English stables, to great irritability both of skin and temper.

No one who has seen hunters groomed in England, or race-horses in this country, which are, one may say as a rule, the only horses subjected to this extreme dressing, can doubt, when he hears the animals squealing and snorting, and sees them biting or lashing out at every thing they see, that the animal is rendered in the highest degree sensitive, and has his nervous temperament excited and stimulated very far by this treatment, while his spirits, his health, his courage, and his beauty are promoted by it, in at least an equal degree. Certainly I have never seen horses in America, unless they were either race-horses or trotters in match condition, either groomed, or showing the grooming in the bloom and perfection of their coats, which is expected of the horsekeeper in every English gentleman's stable.

I do not say that it is desirable, or that the American mode should be altered; I only assert that it is so. For the English hunter, or steeplechaser, whose work is closely analogous to that of an American four-mile-heater, nearly the same condi-

tion, and the blooming coat are doubtless necessary. Produced as they must be by hot stabling, thick clothing, and extremely high and pampered feeding, I do not believe that such treatment would be beneficial to American roadsters, but the reverse. And, apart from the parade and show—which, as they are a principal part of the object for which the European gentleman keeps his carriage horses and park hacks, cannot be sacrificed—I do not believe that it is advantageous to the hardihood, health, or endurance of weather, of such animals in England.

I remember, it struck me with great wonder, some five and twenty years ago, when every young gentleman, in New York, kept his fast trotter, or fast team, to see those animals driven at a rate I had never before heard of, some eight or ten miles, till they were in a lather of sweat, and then left to stand in the open air with the thermometer not much above zero, for two or three hours, with only a single blanket over them, at Cato's door, while their owners were talking "horse," within, round a blazing fire.

I at once recognized that no English horse, stabled and groomed as English horses are groomed and stabled, could have been subjected to such treatment, without incurring almost the certainty of an inflammation of the lungs, and the greatest imaginable risk of being rendered worthless for ever after.

It is true, that in England such trials are not required of horses, owing to the far greater equability of the climate, in which the hottest summer day rarely exceeds 75 to 80 degrees, or the coldest winter day falls lower than 25 to 20 degrees above zero; so that there is, perhaps, little more difference between the heat of a warm English stable and the outer air, than there is between that of a cold American one and the winter atmosphere without.

Still I believe that the heating treatment, in some degree, unnerves horses, deprives them of the power of enduring long protracted exertion, privation, hardship, and the inclemency of weather. And I farther believe that the pampering, high feeding, excessive grooming, and general maintenance of horses in an unnatural and excited state of health and spirits, has an

injurious effect on the general temper of the animal; though not, perhaps, so greatly as to account for all the difference alluded to above.

If it have any injurious effect in provoking the animal to resistance, rebellion, or caprice, the rest soon follows; for the rebellion or caprice of the animal constantly calls forth the violence, the injustice, and the cruelty of the groom. By these means a casual trick is confirmed into a depraved habit, and a playful, mischievous creature, transformed into a vicious, savage devil. Still, while I attribute some of the extra amount of mischief, wantonness and vice in European horses—French and Spanish horses I think even more vicious than the English—to the effects of the system, I also think that, by some accident of blood, or climate, American horses are the more docile and gentler by nature. I have observed the fact in race-horses, as highly groomed, and as much pampered as any; I have also observed it among stallions, on exhibition, in the highest bloom, at fairs, animals which no man in his senses in Europe would think of approaching, under the like circumstances.

And I must say, in conclusion, that I consider the general horse of America superior, not in blood or in beauty, but decidedly in hardihood to do and to endure, in powers of travel, in speed, in docility and in good temper, to any other race of general horses in the known world.

EDITORIAL NOTES.

* (P. 110.) The South Carolina Gazette, February 1, 1734, shows that racing was known in that State in that year. Many valuable horses were imported from England prior to 1750.

† (P. 111.) The pedigree of American Eclipse is thoroughly established, and will be found correctly given in the table in this work.

‡ (P. 113.) The late Dr. Elisha Warfield bred all his thorough-bred mares one season to a Jack, except Alice Carneal, the dam of Lexington. These mares were afterwards bred to thorough-breds, and produced good race-horses.

HISTORY

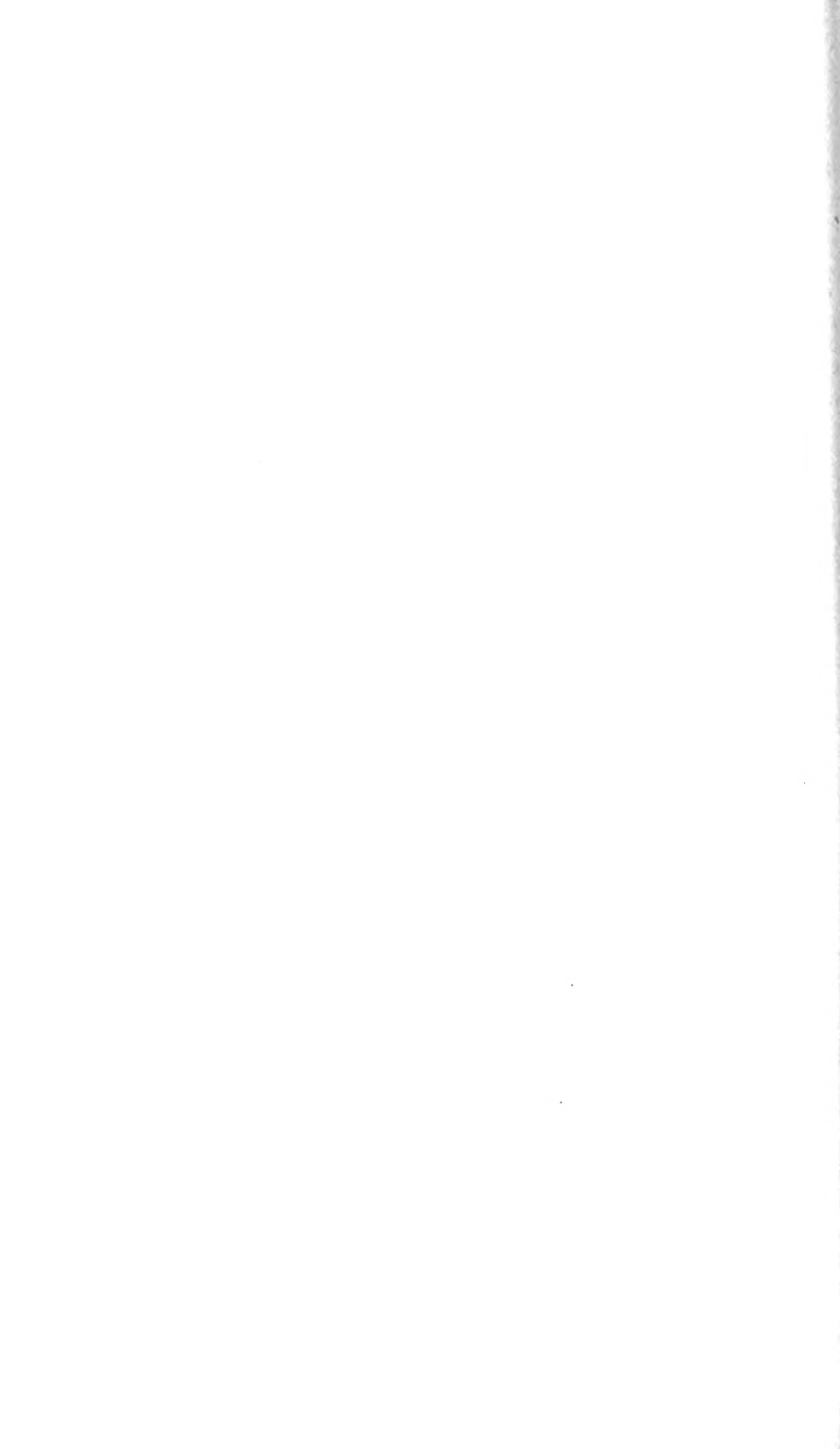
OF THE AMERICAN BLOOD-HORSE.

UNLIKE the human race of the United States, unlike the ordinary working horse, unlike the cattle and most of the domestic animals of North America, which cannot be traced or said to belong to any one distinct breed or family, having originated from the mixture, combination, and amalgamation of many bloods and stocks, derived from many different countries, the bloodhorse of America stands alone, unquestionably of pure English thoroughblood.

What that English thoroughblood is, has been already discussed above; and it is only necessary here to say, that, although it is not possible, in every instance, to trace the great progenitors of the English and American Turf, directly on both sides to Desert blood, and although it can scarce be doubted that, in the very commencement of Turf-breeding, there must have been some mixture of the best old English blood, probably in great part Spanish by descent, with the true Arab or Barb race, the impure admixture is so exceedingly remote, not within fourteen or fifteen generations—since which the smallest taint has been jealously excluded—that the present race-horse of England or North America cannot possess above one sixteen-thousandth part of any other blood than that of the Desert.

Nor is it to be doubted, in the smallest degree, that the modern thoroughbred is as far superior to the present horse of the East, in his qualities and powers, as he is in size, bone,





strength, and ability to carry weight. It is to this very superiority of our thoroughbred, which is proved * wherever it has

* It will be remembered, by many of my readers, that some years since the Viceroy of Egypt challenged the English Jockey Club to run a certain number of English horses against the pick of his stables. The bet was declined; first, because the English Jockey Club, in their corporate capacity, do not own racers; and, secondly, because to run a distance race over broken desert ground was considered a greater risk of destroying valuable animals than the circumstances would justify. The match has since been made, on private account, with the usual result, as the following extract shows:—

“ An interesting race was run recently at Cairo between an English mare and an Arab horse belonging to Aaleen Pacha, when the former beat the latter. The length of the race was eight miles, the time occupied by the mare $18\frac{1}{2}$ minutes, over a rough, gravelly, sandy road. The same race has been offered for the last two years against all England, for 10,000 sovereigns, with the same horse, and not accepted. The Egyptian princes are now convinced that their Arabs *can be beaten* by English horses. The late Viceroy Abbas Pacha had offered to stake any amount up to 150,000*l.* on his own horse against any others that might be brought to run.”

A farther account of this mare has been more recently published, which is subjoined, showing it to be very doubtful whether the mare, which so easily beat the Arab, was fully bred.

“ FAIR NELL,” THE IRISH MARE THAT BEAT THE PACHA’S ARAB.—A short time since some sensation was created by a paragraph which went the rounds of the press, stating that an English mare, in a race of eight miles, had beaten the best Arab in Egypt by a full mile, doing the distance in $18\frac{1}{2}$ minutes, and pulling up fresh. On inquiry, it was found that the Arab was the property of Aaleen Pacha, a son of Abbas Pacha, who, it will be remembered, about three years ago, challenged the Jockey Club to run any number of English horses against his Arabs, for any sum not less than ten thousand pounds sterling. The Jockey Club, which makes rules for racing, and by its stewards fixes the weights of certain matches and handicaps, does not own or run horses in its Club capacity, and declined to take up the challenge. It was said that Abbas Pacha would not accept a challenge from any private individual; and the reputation of his stud—which had been collected at an unlimited expense, with the power of despotism—was so high, that the owners of good horses were afraid of risking their reputation in a foreign country over a long course of sand and gravel.

However, the other day a party of Cairo merchants made up the match above referred to for about £400, and won it so easily that they now find it impossible to make another. We learn through private sources that El Hani Pacha, the youngest son of Abbas Pacha, who inherited his stud, not less than 300 in number, still fancies that he could find a horse that in a twenty-mile race would beat the European mare; but, although quite young, he is so indolent that he seldom leaves his harem; and it is doubtful if he will take the trouble to make the necessary preliminaries for a race. About the result there can be no manner of doubt. No Arab in the world can go through a day’s racing with our best thoroughbred steeplechasers and hunters—not even the stock of Disraeli’s Star of the Desert, jockeyed by Sidonia.

encountered the oriental horse, that it must be ascribed, that no late cross of Arab blood has, in the smallest degree, improved the European or American racer.

It appears to be now an admitted fact that, to improve any blood, the sire must be the superior animal; and, inasmuch as by care, cultivation, superior food, and better management, our descendant of the Desert blood has been matured into a creature superior to his progenitors, mares of the improved race can gain nothing from being referred to the original stock; although it remains to be seen, whether by the importation of oriental mares, and breeding them judiciously to modern thoroughbred sires, something might not be effected.

The first systematic attempts at improving the blood of the English horse began, as we have seen, in the reign of King

Fair Nell is supposed to be thoroughbred; her sire, according to the best information, was the celebrated Irish horse Freney, to whom she bears a strong resemblance, both in appearance and temper, but she is not in the stud-book. She is a beautiful light bay, with black legs, standing fifteen hands one inch and a half high, with a game, determined head, very lengthy, with beautiful shoulders, arms, and fore legs, back and hind quarters, with very powerful thighs. She is a delightful mare to sit when going; her stride is great, strong, and elastic; and, from her form, she gives the feeling of "plenty before you." She is a hard puller, with a good mouth, graceful, and easy even when plunging most violently. In hunting, she rushed at her fences at a terrible pace, but never made a mistake. As a hack she was most luxurious, but at times it was real work of danger to cross a crowded road with her. In the stable she was perfectly quiet. She was purchased in Ireland by a well known old Irish steeple-chase rider and groom, Andy Rogers, for a gentleman of Bath, who found her too spirited and uncomfortable for a hunter, and sent her to be sold at Hetherington's stables in the Edgeware road. Not finding a purchaser, she was put up at Tattersall's, where she was set down by the crowd as a "raking Irish devil," and found no favor.

After being withdrawn, Mr. Edmund Tattersall, the junior partner of the firm, was so struck with her shape and beauty that, against the advice of his friends, he bought her as a park and cover hack. She often carried him sixteen miles within the hour, including stoppages, to meet hounds, he riding twelve stone, seeming to be only cantering all the time; and back again in the evening, at the same rate, without showing the least fatigue; and was perfectly pleasant so long as ridden alone, and with fine hands. Although more than once offered on loan to racing men, by her owner, who felt sure she must win a long race over deep ground, no one ventured to try her; a mistake, evidently; for it turns out that, on her trial in Egypt, before the race, she did five miles in ten minutes and a half.

Eventually Mr. Hetherington applied to Mr. Tattersall, to purchase Fair Nell back for the merchants of Cairo. She was in low condition when she was shipped, yet ran and won her race within two months from the time of landing.

James I., was continued in that of Charles I., and during the Commonwealth; and advanced with renewed spirit on the restoration of the Stuarts, of whom one is happy to record—since there is little else to be recorded in their favor—that they were a horse-loving and sport-encouraging race, and that England, and through her America, owe to them, in great part, the blood of their matchless steeds.

In the reign of Queen Anne, the last of that house who sat on the royal throne of England, the English thoroughbred horse may be regarded as fully established; the Darley Arabian, sire of Flying Childers, Curwen's Barb, and Lord Carlisle's Turk, sire of the Bald Galloway, being imported in her reign. Sixteen years after her death, and three years before the foundation of Georgia, the youngest of the royal colonies, twenty-one foreign, and fifty native stallions, some of them the most celebrated horses the world has ever seen, such as Childers, Bartlett's Childers, the Grey Childers, the Bald Galloway, Bay Bolton, Coneyskins, Crab, Fox, Hartley's Blind Horse, Jigg, Soreheels, and Trueblue were covering in the United Kingdoms; and from some of those are descended almost all our racers of the present day. Six years before this, the first Racing Calendar was published in England, with nearly seven hundred subscribers.

During this period it was, precisely, that the American colonies were planted; and, as might be anticipated, English horses of pure blood were at a very early date introduced; and in those regions, where the settlement was principally effected by men of birth, attached to the Cavalier party, race-horses were kept and trained, race-courses were established, and a well-authenticated stock of thoroughbred animals, tracing to the most celebrated English sires, many of which were imported in the early part of the eighteenth century, was in existence considerably before the outbreak of the old French war.

In the Eastern States, the settlers of which were for the most part attached to the Puritan party, and therefore opposed to all amusements and pastimes as frivolous at the least and unprofitable, and to horse-racing more especially as profane and positively wicked, very few horses of thorough blood were imported; racing has never taken any root in them, nor I believe

has any stable of racers ever been kept to the eastward of New York.

Virginia and Maryland as the head-quarters of the Cavaliers—the former State having for a long time refused submission to the Commonwealth and to stout old Oliver—as the seat of the aristocracy, fashion, and wealth of the Colonies, prior to the Revolution—took an early and decided lead in this noble pursuit; and, while the love of the sport continues to distinguish their descendants, who are by far the most equestrian in their habits of any other citizens of the Republic, the result of the liberality of the first settlers is yet visible in the blood of their noble steeds.

It is probable that Racing may have commenced simultaneously, or nearly so, in the two States above named. It was an attribute of the principal towns of Maryland some years previous to Braddock's defeat in 1753, and it is nearly certain that Spark, owned by Governor Ogle, of that colony, presented to him by Lord Baltimore, who received him as a gift from the Prince of Wales, father to King George III., came hither previous to that event, and was among the first horses of great distinction brought to America, though it cannot be shown, what was the exact date of his importation. It seems also that there is some dispute as to his pedigree.* Weatherby's stud-book has Spark, by Honeycomb Punch out of Wilkes' Old Hautboy mare, and this I presume is the horse in question, as is stated by Patrick Nisbett Edgar, in his *Sportsman's Herald*, who gives his pedigree as above, signed and sealed by Lord Baltimore. Skinner, in his stud-book, states him to have been got by Aleppo, son of the Darley Arabian, dam by Bartlett's Childers, &c.; but he states no authority, and I presume is in error; as I find no grounds for such a pedigree. Edgar states, also, that Wilkes' Old Hautboy mare, dam by Brimmer, was also imported into Virginia by Col. Colville, and afterward known as Miss Colville. Old Hautboy was son of the D'Arcy white Turk, out of one of King Charles II.'s barb mares. Honeycomb sire of Punch, by the Dun Barb out of a Babraham mare. Governor Ogle, the owner of Spark, who as a grandson of Hautboy must date back to early in the 18th century, also imported Queen Mab, by Musgrove's grey Arabian; but the date of her importation

* See Note * on page 139.

is not known more certainly than that of Spark. Frederic, Prince of Wales, however, who gave him to Lord Baltimore, died himself in 1751, by which one may conjecture his importation to have occurred previously to that date. The circumstances of the gift speak well for the character of the horse, who was probably in a high form as a racer, since royal donors are not wont to make worthless donations.

About the year 1750, Colonel Tasker imported into Maryland the celebrated English mare Selima, a daughter of the Godolphin Arabian, one of the most distinguished mares that ever ran in America, and progenitrix through Rockingham, Mark Antony, and many others, of half the best and most fashionable blood in America. In December, 1752, Col. Tasker won a sweepstakes with that mare at Gloucester, Virginia, beating Col. Byrd's renowned horse Tryall—by, imported, Morton's Traveller, out of Blazella by Blaze, out of Jenny Cameron by Quiet Cuddy, son of Fox out of Castaway mare—Colonel Taylor's Jenny Cameron, and a mare of Colonel Thornton's, for a sweepstakes of four miles, for 500 pistoles.* After this time, it appears to have been considered part of the duty of a governor of Maryland to keep a racing stud; as, succeeding Governor Ogle, the importer of these famous animals, Governors Ridgely, Wright, Lloyd, and Sprigg, were all determined turfmen and supporters of the American racing interest.

Nearly about the same time, there were imported into Virginia, Routh's Crab, by old Crab, dam by Counsellor, daughter of Coneyskins, supposed to be in or about 1746. In 1747, Monkey, by the Lonsdale Bay Arabian, dam by Curwen's Bay Barb, daughter of the Byerly Turk and a Royal mare. He was 22 years old when imported, but left good stock. In 1748, Roger of the Vale, afterwards known as Jolly Roger, by Roundhead, out of a Partner mare, Woodcock, Croft's Bay Barb, Makeless, Brimmer, Dickey Pierson, out of a Barb mare. Roundhead was by Flying Childers, out of Roxana, dam of Lath and Cade, by the Bald Galloway, out of a daughter to the Acaster Turk. Woodcock was by Merlin, out of a daughter of son of Brimmer. Dickey Pierson by the Dodsworth Barb out of the Burton Barb mare.

In about 1764, was imported Fearnought, got by Regulus out of Silvertail by Whitenose, grand-dam by Rattle, great

* See Note † on page 139.

grand-dam by the Darley Arabian, great great grand-dam Old Child mare, by Sir Thomas Gresley's Arabian, great great great grand-dam, Mr. Cook's Vixen, by Helmsley Turk, out of Dodsworth's dam, a natural Barb. Regulus was by the Godolphin Arabian, dam Grey Robinson by the Bald Galloway, grand-dam by Snake out of Old Wilkes' Hautboy mare. Rattle was by Sir H. Harpur's Barb out of a Royal mare. Whitenose was by the Hall Arabian out of dam to Jigg. Thus Fearnought is come of the very highest and purest blood in England, and has left his mark largely on the blood-horse of Virginia. It is said that, before his time, there was little beyond quarter racing in Virginia, that his progeny were of uncommon figure, and first introduced the size and bottom of the English race-horse into America. This must be taken, however, *cum grano salis*, as it is evident from what has been stated in regard to Selima, that four-mile racers were the fashion in Maryland at least fifteen years before that date, and it is only to be understood in the case of second-rate racers, that quarter running was in vogue at this period.

These capital horses were shortly followed by Morton's Traveller, who was probably got by Partner, a grandson of the Byerly Turk, and grandsire of King Herod, dam by the Bloody Buttocks Arabian; grand-dam by Greyhound, a Barb; g. grand dam by Makeless; g. g. g. dam by Brimmer; g. g. g. g. dam by the White Turk; g. g. g. g. g. dam by Dodsworth, a Barb; g. g. g. g. g. g. dam Layton Barb mare.*

Makeless was by the Oglethorpe Arab out of Trumpet's dam. She was a pure Barb by Dodsworth out of the Layton Barb mare. Brimmer was by the Yellow Turk out of a royal mare.

These were probably the best early horses that were imported into America; and to these, with the mares Selima, De Lancey's Cub mare, Queen Mab, Jenny Cameron, Kitty Fisher, Miss Colville, and a few others of about the same period, may be traced all, or almost all the families of running horses now existing in the United States, in a greater or less degree, and with nearly as much certainty as the English champions of the olden day may be followed up to imported Arab and Barb on both sides.

It is unfortunate, first, that our Revolutionary War interrupted the peaceful progress of the country and the avocations of our country gentlemen, at so early a period in the history of

* See Note † on page 139.

the American Turf; since it has materially increased the difficulty of ascertaining how far records or registries have been preserved, or were kept from the first. When men were fighting for their hearths, with the halter literally about their necks, and daily expecting their houses to be burned over their heads, they had little time, one may well imagine, to be attending to the pedigrees of thoroughbred horses, or to preserving regular entries. It is to be presumed, moreover, where many heads of families were absent from their estates with the army, or were obliged to expatriate or conceal themselves from the consequences of proscription and outlawry, that many irregularities must have occurred from want of due attention to the studs themselves, as well as to the records of them. Many documents must likewise have been destroyed by conflagrations, or other accidents, and lost in the hurry of removals. And, secondly, it is most unfortunate that no regular Turf Register was ever set on foot in America until so late as 1829. But, on the whole, it may be regarded as remarkable, rather, that so many pedigrees can be unequivocally followed out than that a few should be obscure and untraceable farther than to an imported mare. In fact, so that the owners were satisfied that the imported mares were undoubted thoroughbreds, out of a well-known and accredited English Turf stable, they seemed to have received them almost as undoubtingly, as did our still more remote ancestors those of oriental blood, without much questioning, or going beyond the record.

For curiosity and precision, it is to be regretted that a few of our genealogies cannot be traced a little farther and more definitely; but it must be conceded as a fact, which cannot be questioned or doubted, fully established both by their own performances and by the unfailling transmission of their hereditary qualities, that our American horses are as unequivocally thoroughbred, as are any of those English champions, whose blood no one ever dreams of disputing, which go back, like that of Eclipse himself, through Bustler or Rockwood, or many others of equal renown, to an *unknown dam or sire*.

It will be observed, and it is not a little remarkable, how very many of the earliest Virginia and Maryland importation run through Partner, on the one hand, to Spanker and Span-

ker's dam, the White and Yellow D'Arcy Turks, the Selaby Turk, and either the old Vintner or the Layton violet Barb mares; and, on the other, to the Godolphin Arabian, through Regulus, Babraham, Juniper, Dormouse and others. I say it is remarkable, because—after this blood had for very many years been bred in this country, more or less, in and in—the celebrated horse Sir Archy, son of imported Diomed and imported Castianira, running back through his sire, his grandsire Florizel, and his great grandsire Sir Herod into precisely the same strain of Partner blood, and through his grand-dam Tabitha, into the same Babraham and Godolphin strain, seems to have produced by a reinfusion of the selfsame original elements, a new stock of unequalled excellence, of iron endurance, constitution, speed and stoutness, which is hourly winning fresh laurels on our own turf, and is shortly, as it is understood, to compete in the lists of fame, on the very courses whereon their ancestors ran above a century ago, with their far-away kindred of the ocean island.

From Virginia and Maryland, the racing spirit extended itself rapidly into the Carolinas, where it has never to this day flagged. The oldest race-courses in this country, which are yet kept up for purposes of sport, are the Newmarket course, near Petersburg, Virginia, and the Washington course, near Charleston, South Carolina; at Alexandria, D. C., there was a Race-course early in the last century, and the courses in the neighborhood of Richmond have been in existence above seventy years. Not very long after this date, and previous to the Revolutionary War, there were two race-courses on Long Island, in the State of New York, one called Newmarket, near the centre of Suffolk county, and the other near Jamaica in Queens county, at both of which trials of speed were frequently had, but whether there were meetings at stated intervals and for regular prizes is not known; it was not until about the commencement of the present century, however, that what may be called race-courses proper were established in New York; the first club for the promotion of the breed of horses by means of racing, taking date from 1804, in which year the old Newmarket course was remodelled, and regular meetings with two and three-mile heats were established.*

* See Note § on page 139.

Long prior to this time, however, the improvement of the breed of horses had created much interest in that State, and as early as 1764 and 1765 two celebrated horses were imported—Wildair, by Cade, and Lath, by Shepherd's Crab—by Col. Delancy, of King's Bridge, who also imported the Cub mare, dam of Mr. Gibson's Cub mare, killed on the course at Lancaster. Both Wildair and Lath greatly distinguished themselves as sires, the former was esteemed so valuable, that he was re-imported to England. Another horse^s Sloven, said to be by Cub, is stated by Skinner and by Edgar, on the faith of a pedigree signed Jacob Adlie, to have been imported also into New York in about 1764; he is not, however, to be found in the British stud-book, Weatherby's; and I am not aware that any of the greater champions of the American turf trace their descent to Sloven.

In North and South Carolina racing commenced with spirit, second, if second, only to the date of its commencement in Virginia and Maryland. Flimnap, Sweeper and Toby, all horses held in high estimation at the time, were imported between the years 1760 and 1770; the former a grandson on both sides of the Godolphin Arabian, and both the others tracing to the same great progenitor, and to other ancestors scarcely of inferior note; the last named was imported by Col. Alston, of racing celebrity in South Carolina.

Into Pennsylvania, which State has never shone particularly on the racing turf, were brought two horses, Gray Northumberland, also called Irish Gray, said to have been bred by Lord Mazarine, and to have been a racer in high form, supposed imported by Mr. Crow, and, about the same time, Old England, pedigree also unknown, but supposed begot by Old England, son of the Godolphin Arabian.

To these must be given the credit of running one of the oldest great American time races on record, so long ago as 1767, against two other horses, one of whom, Selim, it is not easy to identify, on account of there appearing to have been three of the same name, covering nearly at the same time. I presume he was the son of the imported horse Selim, by Othello, granddam the large Hartley mare, described at page 55* of Edgar's stud-book, as imported in his mother's belly in 1753; this date

* See Notes * and † on page 148.

does not, however, exactly agree with the ages of the horses as recorded below.

In Volume I., page 17, of the American Turf Register, I find the following highly interesting letter ;

MARIETTA, June 26, 1836.

“MR. EDITOR,

“*Sir*,—According to promise, you have an account of the race run at Philadelphia in the year 1767, by Selim and other horses. It is copied from the Maryland Gazette of Mr. Green, October 22, 1767, by him taken from a Philadelphia paper.

“‘On Tuesday last, the following horses started for the gentlemen’s subscription purse of 100 guineas.

“ ‘Samuel Galloway, Esq., bay horse Selim	1	1
“ ‘Mr. Leary’s bay horse Old England	2	dist.
“ ‘Mr. Samuel’s bay horse Granby	3	dr.
“ ‘Mr. Andrew Orr’s gray horse Northumberland	dist.	

“ ‘The first heat was run in 8 min. 2 sec., Selim winning from Old England by a single length. The second, after running three times round close at the heels of Selim, Old England flew the course.’

“The standard was 10 stone. Selim was then eight years old and carried 140 lbs. full weight. Old England and Northumberland were both imported.

“It is believed that this running was never exceeded, if equalled, in this country. To form a correct judgment of the speed of a horse, the weight carried must always be recollected. If, as the old and experienced sportsmen say, seven pounds are equal to a distance, which is 240 yards, it follows that fourteen pounds will make the difference of 480 yards, a space which would consume 22 seconds at the rate of running at Philadelphia. Deduct this from 8 minutes and 2 seconds and it leaves 7.30, in which this race would have run if the standard had been nine stone, 126 lbs. I have never seen an account of a race where the four miles were run in 7.30 minutes in the United States.

“Figure beat Selim in 1768, at Upper Marlborough, but Selim was undoubtedly in bad condition, and had been lately cured of distemper in the throat. He was certainly a capital

racer. I saw him beat the celebrated Silver Legs from Virginia in the year 1772 at Alexandria, four miles and repeat. He was then thirteen years old and Silver Legs only nine.

“ With respect and esteem,
“ G. DUVAL.”

Without entering here into a consideration of the effects of weight on speed, this is certainly a remarkable performance; but what is, perhaps, more remarkable, is that there is some considerable difficulty in making out what this horse Selim can be, unless, perhaps, it be Selim by imported Othello, dam by imported Jolly Roger, grand-dam by imported Silver Eye, out of an imported thoroughbred mare.

The imported horse English Selim was by another Othello, also called Black and all Black; but as he was not foaled until 1753-4, it is hardly probable that he should have been a foal-getter so early as 1759, unless he was never trained at all.

It is not stated of what color was Selim by imported Othello, but the two* Selims by English Selim are both described as bright bay horses. In the English stud-book, is a Selim by Bajazet out of Miss Thigh, 1760, but I cannot find that he was ever imported to America, although he is included in the stud-book attached to Mason's Farrier, no authority given.

The Granby in question, I presume to have been a bay horse, 15 hands 1 inch in height, foaled in 1762, by the imported Belsize Arabian, dam by old Shock, grand-dam imported mare by Cade, out of the Hartley mare, who covered in Philadelphia, in the year following the race, 1768.

If not this horse—who must, if it be he, have run a five-year-old against Selim aged—it must have been Wildman's Granby* by Blank, Old Crab, Cyprus Arab, Commoner, Makeless, Brimmer, Dickey Pierson, Dodsworth Barb, Burton Barb Mare—who was foaled in 1759, and would have consequently been eight years old in the year of this race. I presume, however, it is the horse first named who ran in 1767, as the English Granby one would have expected to run better, unless he were sadly degenerate from his illustrious ancestry.

The imported horse Selim* is said, by Edgar, to be out of the beautiful dark chestnut mare imported from England, and called Selim—Selima?—who brought him to America in her belly, and

* See Notes †, §, and ¶ on page 143.

foaled him in 1753; which mare was by the Godolphin Arabian out of the large Hartley mare, foaled about 1736. There is evidently much confusion and difficulty in all this matter. First, it appears that but one mare named Selima has been imported to America. She, got by the Godolphin Arab, was imported into Maryland by Col. Tasker about 1750, and, as I have already recorded, was a celebrated winner in 1752. Therefore she could not have been imported in 1752, with Selim in her belly; nor have foaled him in 1753.

Again, Col. Tasker's Selima* is not described, usually, as out of the large Hartley mare, who was so distinguished a progenitrix that such a pedigree would never have been overlooked if it could have been made good; nor, lastly, does it appear from the English stud-book, which contains no filly Selima of this date, that the large Hartley mare ever bore a chestnut filly to the Godolphin Arabian; certainly not in 1736, when she brought Hartley's roan stallion to Hip; nor any chestnut filly at all in any year; nor any filly to the Godolphin, except a bay one in 1746. Furthermore, in the stock of the Godolphin, recorded at length in White's History of the British Turf, there is no chestnut filly recorded by him out of any mare, nor any filly out of either of the Hartley mares, except that named above, and Merlin's dam, out of the little Hartley, in 1739.

I conclude, therefore, that there is some bad blunder in this pedigree somewhere—the rather, that after stating in the first line that he was a dark bay, foaled in 1753, imported in his mother's belly, it states below that he was imported in 1752, the very year in which Selima beat Tryall, and Jenny Cameron, and that he was a capital racer, and died at twenty-seven years of age.

It seems to me, taking every thing into consideration, that the odds are that all the four horses in this remarkable race were imported; though if it be so, it is certainly not a little remarkable that Mr. Duvall, in his letter quoted above, should dwell on the fact that the beaten horses were imported, and make no comment on the winner, and the third best runner.

By the account of the race given above, one is led to suppose that in this year, 1767, there were regular meetings at Philadelphia; as the term, "the Gentlemen's Stakes," of one

* See Note ¶ on page 148.

hundred Guineas, with a standard of weights, undoubtedly savors of established proceedings and a well supported race course; of latter years there has been no course for running horses in the State of Pennsylvania, though the Hunting Park Course has been long famous for its trotting; and while there have never, I believe, been any distinguished racing stables in that State, its inhabitants have always been ardent supporters of trotting, and purchasers, for the last quarter of a century, of most of the cracks which have established their characters on other courses.

To return to the Southern States, therefore, in which, as I have observed, racing first took a firm root among the agricultural gentry, who, in whatever climate or country, are always more addicted to manly and exhilarating exercises, to field sports, and to the encouragement of objects not merely utilitarian, than the dwellers of cities, who are apt to regard money as the only true and legitimate pursuit; we find that, in the States named above—of Virginia, Maryland, and South Carolina—many racing stables were established, either previous or immediately subsequent to the Revolution, not a few of which are kept up by the descendants of the original founders to the present day, with equal spirit and success.

In Virginia, Col. John Tayloe, Messrs. Hoomes, Selden, and Johnson; in Maryland, Governors Ogle, Ridgely, Wright, Lloyd, and Sprigg, who, as it has been remarked, seemed by their practice to acknowledge that the keeping up of a racing stud was a portion of their gubernatorial duty; and in South Carolina, Messrs. Hampton, Washington, McPherson, Alston, and Singleton, were as early, and have continued to be as consistent and undeviating patrons of the American turf, as have the Queensburys, Rutlands, Wyndhams, Bentinecks, Fitzwilliams, and other equally renowned turf names, been supporters of this noble sport on the old English greensward.

From so early a date as that of the ante-revolutionary cracks and champions, such as Celer, Traveller, Yorick, Tryall, Ariel, Partner, Marc Antony, Regulus, Flag of Truce, Goode's Brimmer, Butler's Virginia Nell, Bel Air, Calypso, Gray Diomed, Cincinnatus, Virago, Shark, Black Maria, by Shark, Leviathan, Gallatin, Fairy, Cup-bearer, Collector, Amanda, Ball's Florizel,

Post Boy, Oscar, Hickory, Maid of the Oaks, Bond's First Consul, Sir Archy, Potomac, Pacolet, Duroc, Hampton, Tuckahoe, and others, the names of which alone would fill a volume, we can easily bring down in these States—and the others colonized from them, both with men and horses, such as Kentucky, Tennessee, and more recently Alabama—one uninterrupted and stainless succession of noble racers, to the day when the descendants of Sir Archy, that veritable Godolphin Arabian of the turf of America, began to show upon the course; and when the renown of American Eclipse began to call the attention of the whole world, and of the mother country, most of all, whence was derived that transcendent stock, which in all other countries has degenerated, but in this has continued to rival the honors of its remotest ancestry by the performance of American race-horses.

The English sires most renowned in post-revolutionary days, until we come down to the present day of the Leviathans, Sarpedons, Trustees, Priams, and Glencoes, have been—

1st. MEDLEY—Imported into Virginia in 1783, by Gimerack, dam Arminda by Snap, out of Miss Cleveland by Regulus; g. gr. dam Midge, by a son of Bay Bolton; g. g. gr. dam, by Bartlett's Childers; g. g. g. gr. dam, by Honeywood's Arabian; g. g. g. g. gr. dam, the dam of the two True Blues. Gimerack was by Cripple, out of Miss Elliott, by Grisewood's Partner, gr. dam Celia by Partner, g. gr. dam by Bloody Buttocks, g. g. gr. dam by Greyhound, g. g. g. gr. dam Brocklesby Betty.

Cripple was by the Godolphin Arabian, out of Blossom by Crab, gr. dam by Childers, out of Miss Belvoir, by Grantham.

Medley was one of the best sires ever imported into America. He got Atalanta, Bel Air, Boxer, Calypso, Gray Diomed, Gray Medley, Lamplighter, the Opossum Filly, Pandora, Quicksilver, Virginia, and others—racers in a high form, and themselves the getters of racers.

2nd. SHARK—Foaled in 1771, and imported into Virginia, by Marske, out of the Snap mare, gr. dam Wag's dam, by Marlborough, out of a natural Barb mare.

Marske, sire of Eclipse, was by Squirt, dam by Hutton's Blacklegs, 2d dam by Bay Bolton, 3d dam by Foxcub, 4th dam by Coneyskins, 5th dam by Hutton's Gray Barb.

Squirt was by Bartlett's Childers, dam by Snake, gr. dam Grey Wilkes by Hautboy. Marlborough was by the Godolphin Arabian, dam large Hartley mare.

Shark's most distinguished progeny are: Amerieus, Annette, Black Maria, dam of Lady Lightfoot, Opossum, Shark, Virago, and many others.

3d. DIOMED—Foaled in 1777. Imported into Virginia 1798. He was by Florizel, dam by Spectator, gr. dam by Blank, g. gr. dam by Childers, g. g. gr. dam Miss Belvoir, by Grey Grantham.

Florizel was by Herod, dam by Cygnet, gr. dam Cartouch, g. gr. dam Ebony, by Childers, g. g. gr. dam old Ebony by Basto.

Herod was by Tartar, out of Cypron, by Blaze, out of Selima, &c., &c.—*See table of Genealogy, No. 2.*

Diomed is probably the greatest sire of the greatest winner-getters ever brought into this country. Had he got none but Sir Archy, out of imported Castianira,* who brought him to America in her belly—that renown alone would have been more than enough; for scarce a recent horse in England, unless it be PotSo's, has so distinguished himself as a progenitor.

He begot; Bolivar, Diana, Dinwiddie, Duroc, Florizel, Galatin, Gracchus, Hamlingtonian, Hampton, Hornet, King Herod, Lady Chesterfield, Madison, Marske, Nettle-top, Peace-maker, Potomac, Primrose, Sir Archy, Top-gallant, Truxton, Virginus, Wonder, and many others. Most of the horses named above were the greatest runners of their day, and the getters of the greatest racers and sires to the present time. Boston, probably the very best horse that ever ran on American soil, was by Timoleon, grandson of Sir Archy, the best son of Diomed; while Fashion, the very best mare that ever ran on this side the water, by her dam, Bonnets of Blue, daughter of Reality, was great-granddaughter of that same noble stallion; and by her grandsire Sir Charles, sire of Bonnets and son of Sir Archy, was also his great-granddaughter, a second time, in the maternal line.

4th. GABRIEL—Foaled 1790, imported into Virginia, was got by Dorimant, dam by Highflyer, gr. dam Snap mare, g. gr. dam by Shepherd's Crab, g. g. gr. dam Miss Meredith by Cade, g. g. g. gr. dam Little Hartley mare.

Dorimant was by Otho, dam Babraham mare, gr. dam Chiddy,

* See Note ** on page 148.

by Hampton Court Childers, out of the Duke of Somerset's Bald Charlotte.

Otho was by Moses, dam Miss Vernon by Cade, gr. dam by Partner, g. gr. dam by Bloody Buttocks, g. g. gr. dam by Greyhound, g. g. g. gr. dam by Makeless, g. g. g. g. gr. dam by Brimmer, g. g. g. g. gr. dam by Place's White Turk, g. g. g. g. g. gr. dam by Dodsworth, g. g. g. g. g. g. gr. dam Layton's violet Barb mare.

Moses was by the Chedworth Foxhunter, dam by the Portland Arabian, gr. dam, the dam of the Duke of Bridgewater's Star, she by Richard's Arabian.

Gabriel was brought into Virginia, and became, like the preceding horses, very famous for the splendor of his get and their great performances.

He got Oscar, Post Boy, and others. The former of whom, dam by imp. Medley, bred by General Tayloe, is his most celebrated son. He was a good runner, and his blood tells in many of our best modern stallions and mares, especially in the Southern States.

5th. BEDFORD—Foaled in 1792, imported into Virginia. He was got by Dungannon, dam Fairy, by Highflyer, gr. dam Fairy Queen by Young Cade, g. gr. dam Routh's Black Eyes by Crab, g. g. gr. dam the Warlock Galloway by Snake, g. g. g. gr. dam Sister to the Carlisle Gelding by Bald Galloway, g. g. g. g. gr. dam Wharton Mare by Lord Carlisle's Turk, g. g. g. g. g. gr. dam by Bald Galloway, g. g. g. g. g. gr. dam by Byerly Turk.

Dungannon was by Eclipse out of Aspasia, by Herod, gr. dam Doris by Blank, g. gr. dam Helen by Spectator, g. g. gr. dam Daphne by the Godolphin Arabian, g. g. g. gr. dam by Fox, g. g. g. g. gr. dam by Childers, g. g. g. g. g. gr. dam by Makeless, g. g. g. g. g. g. gr. dam, Sister to Honeycomb Punch, by the Taffolet Barb.

The year of Bedford's importation is not exactly known. He was a great stallion, and there is hardly a family of horses in the Southern States which do not in some degree, more or less, partake of his blood. He was a singularly formed horse—a rich bay—with a peculiar elevation on his rump, amounting in appearance to an unsightliness, if not to an absolute deformity. This mark, known as the Bedford Hump, he has transmit-

ted to his posterity, and, whatever may have been the original opinion as to its beauty, it has been worn by so many celebrated winners, that it has come of late to be regarded as a foreshadowing of excellence, rather than a deformity. It has been worn by Eclipse, Black Maria, her brother, Shark, Boston, Argyle, and many other horses of great note.

Bedford got; Æolus, Cup-Bearer, Fairy, Lady Bedford, Lottery, Nancy Air, Shylock, and others not inferior in repute.

On the first settlement of Tennessee, previous to its admission as a State into the Union, the early settlers began taking with them excellent stock from Virginia and Maryland, and the blood of Janus, Jolly Roger, Morton's Traveller, Pacolet, and other worthies of the olden times, still percolates in rich luxuriance through the veins of their noble steeds. It has been always a gallant and a sporting State; and I feel proud and happy—the rather that the history of the blood stock of Tennessee and of the neighboring State of Kentucky is nearly identical—to be allowed the opportunity of presenting to my readers a most valuable memoir of the blood of its best equine families, considerately and kindly compiled for me from his own memoranda of old times, and from personal recollection of events, even before General Jackson and his contemporaries were on the turf, by a veteran turfman and a hereditary breeder, Mr. William Williams—to whom I take this occasion of tendering my most grateful and respectful thanks.

EDITORIAL NOTES.

* (P. 126.) Spark, by Honeycomb Punch out of Wilkes' Old Hautboy mare, can be found in the English Stud-Book, Vol. I., page 431, and in Bruce Stud-Book, Vol. I., page 51. The pedigree, as given by Skinner, cannot be found in the English Stud-Book.

† (P. 127.) Certificate of Colonel Tayloe, given in 1773, makes Jenny Cameron by Cuddy (son of Fox) out of Mr. Willy's famous mare Cabbagewise; neither can be substantiated in English Stud-Book.

‡ (P. 128.) Various conjectures have arisen respecting the true pedigree of Morton's Traveller. His dam had colt foals by Partner in 1734, '37, '40, '43, '45, '46, and '47. She mated to Partner in 1742 and 1748. The pedigree is correct. See Bruce Stud-Book, Vol. I., page 56.

§ (P. 130.) A race-course was established at Charleston, S. C., in 1735, called the York Course, over which horses ran. Some of the premiums were valued at £140.

HISTORY

OF THE BLOOD-HORSE IN TENNESSEE.

POPLAR GROVE, NEAR NASHVILLE, TENN. }
 March 20th, 1856. }

SIR;—I had written to General Harding, in answer to his, enclosing your circular; and in answer to yours to me, refer to my old memoranda, and make some additions.

The first settlers brought here some of their best stock from Virginia and the Carolinas; and Maclin had, as I am informed, some Mexican mares, of the Spanish or Barb breed.

The early stallions, here, of the Janus family, were—Jupiter, said to be a son,—Cross's; Comet, Lewis's, son of Harry Hill's Janus, and said to have a Marc Antony and Jolly Roger cross; Sterne, Blakemore's; and Bowie's horse, who took his owner's name, pronounced Bin-ey. His colts are said to have been unequalled as quarter-horses. Bompard, by Obscurity, imported, dam by Baylor's Fearnought; Phoenix, by Venetian, imp. dam Zenobia by Don Carlos, from Maryland. Of the Fearnought family—Eclipse, by Virginia Eclipse, presumed Harris's—B. Bosley; Wildair, son of Symme's Wildair—Weakley's, out of a Fearnought; and Bucephalus of a later period—Col. E. Ward. Of the Medley family—Fitz Medley, who covered for a season or two, and died in 1803-4 at I. Hooper's. Thus far from such information as I credited. About 1800, Gray Medley was in Sumner, Dr. Barry's—bred by Gov. Williams, North Carolina—reputed high-bred, and was very game in appearance. He lived to old age, and did good service; Cook's Bel Air, by Tayloe's

Bel Air, dam by Hickman's Independence ; and Halcot's Bay. Of the Celer family—McKinney's Roan, as I am informed, at R. C. Foster's, about 1805 ; and Celer, J. Thompson's, out of a Bel Air and Wildair, 1806. Cœur-de-Lion and Royalist, of the most approved English breeds, were here, and did good service ; the first died, *ours*, autumn 1809—the last, spring 1814, Hal. Cook's. He was imported to New York, sold to Kentucky, brought here by Weakley & Co., probably sent South a season or two, and brought back by Cook. Truxton, one of imp. Diomed's best, was raised here by Gen. Jackson, then covered many seasons, and sent South, 1808. Wonder—Wilkes'—another of Diomed's best, here, alternately in Sumner and Williamson. He got Oscar, a capital racer and very good stallion, and died on the road, of colic, February 1815. Oscar was bred by Parson H. Saunders, out of Rosy Clack, by Saltram ; brought on the turf by Dr. Sappington, beat all competitors with ease, put to covering several seasons, sold to Gen. Desha, and died, *his*, November 1825. Dungannon in Sumner, and Volunteer in Rutherford, said to be imported when colts. I can't fix the date. The first got some good stock. Brian O'Linn, 1811–12, at J. Shute's. He was very pretty—got Stump the Dealer. Dragon, of great celebrity in England, at Foster's, 1811–12, and died, as I was informed, of a thigh broken by a kick ; got some good stock. Tup, also at Foster's—whether before or after, I can't say. He was by Javelin, and of good action, but blind, and not much patronized. Collector, a season or two, and though old, left some stock, and died of a fall on the ice, winter 1814. He was by Mark Antony out of Lady-legs, a most capital racer, and got Snap-Dragon. Boaster, imp., two or three seasons—fine coat and good form—and died 1819, I think, at J. Harding's. Pacolet—a gray, and very beautiful—got by Citizen, imp., out of Epp's mare, dam of Wonder, was brought here to beat Maria—Hayne's. He did not do that, nor would any other horse, brought here, have done it, for she had beaten, with ease, all rivals, and was by Diomed, imp. ; her dam a very high-formed mare by Bel Air. He was then advertised by J. Jackson and T. Childers, and under the immediate supervision of J. W. Clay, after some years, sent South ; where his sons, Brushy-mountain, out of a Wonder, and Cumberland, out of

Jackson's Daredevil mare, distinguished themselves. Col. Elliott brought him back to Sumner, where he stood until his death, October, 1825. He got also—Murphy's Pacolet, out of a Cœur-de-Lion, Jerry, and the very distinguished Morgiana, out of Black Sophia, by Top-gallant, son of Gallatin, Williamson's Pacolet, Massena, out of a Ragland Diomed, and the brothers, Messieurs Tonson, Sir Richard, Henry, and Champion, out of the line of Boswell Johnson's mare, Virginia-bred, and stated by him to be full-bred. Tonson beat every thing here of his day, and afterward beat, at Boydton, the celebrated Sally Walker, against all Col. W. R. Johnson's skill and management. Richard was the most beautiful horse that could be led on a show ground, and a good racer at light weight, and very game, but rather delicate. The two last were colts of form and substance, but not so good or so fortunate as their elder brothers. Pacolet died at Col. Elliott's stables, October, 1825. Snwarrow, from Kentucky, with, or a little before, Pacolet—pretty and high-bred—and Barksdale's Gray Diomed, in very good form; Second Diomed, also fine; Ragland's Diomed, Constitution and Diomedon, and another Wonder—Hix's—in Williamson, and others of less note. Contemporary with these, was Bagdad, sold by the Minister to England from Tripoli to George Barclay; exported to New York, and brought here in 1823, with a certificate, in the French language, asserting his pure Arabian blood; died February, 1836, and left some good stock, more remarkable for speed than bottom. Contemporary with him, of the Sir Archy stock, stood, at Sumner's, Gray Archy, Timoleon, and Pacific; at Col. Elliott's, Napoleon; and at Parson Cryer's, Stockholder and Crusader; Rattler in Rutherford; Contention in Williamson; Sir William and Arab I saw, in Nashville, but have no memoranda to show where they were stationed; and Carolinian, one season at Nashville, with others of less distinction. Stockholder and Pacific were, I think, the favorites. The first got Betsy Malone, and others I can't name; the last got Red-doe, Pactolus, &c., for Sumner; and he got, for Gen. Harding, the very distinguished mare Gamma, in very high form, and her brother, Epsilon, thought to be better; but meeting with an accident in a private trial, he was put to covering, and is producing good runners. Indeed, in him the beauty

of Richard and the strength of Pacific are combined in an eminent degree. The Sir Archy's bring me down to the later importations, and as Gen. Harding is more conversant with them, I will close with the remark, that Leviathan, imp. by J. Jackson, has got more first-rate racers than any other horse since Sir Archy; that Glencoe, not often, but sometimes, when the cross hits, gets a capital racer, especially at long distances, and that Priam, of Merritt & Co.'s importation, was the most superb large horse I ever saw. Citizen, imp. to North Carolina by Gen. Carney, had more accurate proportions and higher finish—a more game Arabian look and carriage, than any native or imported that I ever had the pleasure to look upon. Pacolet had the Arabian air, but wanted something of his sire's finish in the shoulder. Yet his proud and lofty bearing sustained him in competition with the best English horses here of his day—viz; Boaster, fine; Eagle, 1821–2, large and grand—and the very best Virginia-breds. He imparted symmetry, and finish, and game, and fine temper to his stock. Pacific, got also John Dawson, his dam by Gray Archy, gr. dam sister to Brushy Mountain. He was a superb, large horse, and a good runner, and splendid on parade.

N. Swiss was one season at Sumner's with Pacific, and O'Kelly was in Nashville, about 1835. Most probably there were others, not found in this communication, that have been here or in adjoining counties, that have had some influence. Conqueror, fine and well-bred, here and in Williamson, ought not to be omitted, though I can't fix the time. Bluster, imported, here 1826, in Williamson 1827–8, and died there after the season.

Yours, &c.,

WILL. WILLIAMS.

POPLAR GROVE, NEAR NASHVILLE, TENN. }
March 25, 1856. }

SIR;—On reading over the above, I observe that what I have said seems to assert the Tonson family were out of Boswell Johnson's Virginia-bred, when I meant they were traced to her. The pedigree—b. c. Sir John, got by Pacolet, dam b. by Topgallant, gr. dam ch. ro., or gray, by Gray Medley out of Johnson's Virginia-bred, stated by him to be a full-bred mare. Boswell, if I mistake not the name, was brother to Chapman

Johnson, and a man of intelligence and respectability. Elliott used to say the Gray Medley mare was a sort of milk and cider color. Cryer bought either her or the Top filly at Johnson's sale. Foxall, an Englishman, and, I am inclined to think, a Yorkshireman, married Cryer's widow, and brought Sir John Richard on the turf, with the aid of Elliott and Williams. When Sir John became a winner, his name was changed to Monsieur Tonson, and his dam took the name of Madame Tonson. Top-gallant was a very fine horse, bred in Georgia. His pedigree runs—Got by Gallatin, dam by Wildair, Black and all Black. By Wildair we of the South and South-west mean the son of Fearnought out of Kitty Fisher, Col. Symmes' horse, and not the Maryland Wildair, Sims' horse, son of Delancy's imp. Wildair. By Black and all Black, was probably meant Skipwith's horse, son of imp. Brunswick. As to Brimmer, my father bought Eclipse, about the close of the Revolution, of Col. Harris, and he stated that Eclipse was the sire of Col. Goode's Brimmer, confirmed by a circumstantial statement in one volume of the American Turf Register, though it is briefly stated, in another volume, that Brimmer was by Valiant. Having thus rectified and explained—I have learned from Dr. Robertson that his father, the old General, brought here the first thoroughbred—he thinks called Why-not—from Maryland; my note says—by Fearnought, dam by Othello, about 1788. He says his father and others, then and afterward, had many Spanish mares. Add to my preceding list, about 1815-16—Highlander imp., a finely formed white, small, but except a bad ear, well-finished; and Childers, a gray, imp.—neither much patronized—and Doublehead, b. by Diomed, his dam, Major Park said, was a Fearnought and Janns. Park bought the Bel Air mare, dam of Hayne's Maria, to breed to him, and I sold him the Wildair mare, dam of Orion by Stirling, for the same purpose. After all, I may have forgotten, or never known, some good stallions in middle Tennessee.

If your object be a general stud-book and sporting magazine, then permit me to say, that Jolly Roger—Roger of the Vale, in England, imp. to Virginia in 1748—according to the opinion of men conversant in such matters, was distinguished among the early importations; that Janus, ch. by Janus, Old

Fox, Bald Galloway, produced the fleetest, then and since known, as quarter-horses—quarter-mile racers. In my early boyhood, I saw, at Col. John Dawson's, Fabricius, a brown, by old Janus, dam by Partner, Jolly Roger, Mary Gray—very fine. A little later, I saw old Mark Antony in the stable of Peter Morgan, sheriff of Halifax County, N. C. He was very dark brown, almost a black, the bay color visible on the muzzle and flank. I do not know that I ever saw a horse in higher form, except, perhaps, Citizen. Mark greatly improved the stock. And old Fearnought and his sons, and Mark Antony, brought the turf horse to a high state of perfection. Brimmer and Collector, with as good training, were, perhaps, equal to the good ones of the present day. Shark and Medley then came along, both capital, and both produced game stock. About 1790 to 1794, I frequently saw Celer, by Janus, dam Mead's Aristotle mare. He was highly finished, and gave both speed and bottom. Bel Air and Gray Diomed, I saw early in the present century; both very fine, and left good stock. Then old ch. Diomed, who had no equal, nor any thing like a parallel, for the number and excellence of his sons, since Fearnought. Contemporary and Bedford got good stock at light weights, especially Gallatin, &c. And Spread Eagle, good, especially at high weights, got Maid of the Oaks, &c. Then Citizen, imported 1803, about 18 yrs. old—as elastic and lively as a colt, and approaching perfection nearer than any horse I ever saw—did good service, and his descendants, especially Pacolet and his stock, were, and yet are, held in high estimation for beauty, finish, and game. Sir Archy was foaled in 1805, and died, as I have understood, 27 yrs. old; some make him equal to his sire, and other sportsmen and breeders give him the preference. Of the modern importations, I will only say; Leviathan stands next to Sir Archy; that Glencoe gets some very superior racers, especially at long distances; and that Priam was a prince among the chiefest.

Of the trotters I say nothing. Of the rackers I say that Thomas E. Turner, of Warren, N. C., about 1790, imported from Narragansett Bay, a light ch. in color and form, called Free and Easy, and as was his name so was his pace. His like I have not since seen. His owner, in a ride from Halifax to

Warrenton, after the season, permitted him to go too freely, and he died in consequence. Afterward Ranger, dark ch., and of good substance, was brought from the same district of country, by Sam. Williams, I think, of Warren. Here I shall name only old Copper-bottom; he was a ch. ro., brought hither, old, from Kentucky, stood three seasons, and died about 1846. His sire or grand-sire is said to have been a Canadian, and his dam well-bred. They, his colts, commanded high prices for the saddle.

Pedigrees in the South, prior to the issuing of the Turf Register, depended on manuscripts or memory, and thence followed transpositions and sometimes errors. Timoleon, one of Sir Archy's best, was a horse of great size, correct proportions and finish, good even to the hoofs, without apparent adulteration—dam by Saltram, imp.; Wildair, Symmes'; Fellow, imp.; Driver; Vampire, imp. There are many Drivers, and we are not informed which; and as to Fellow, he has been said to have been a cart-horse, imported to South Carolina. According to Lawrence, no three parts bred, was ever known to go the distance; and, as I believe with him, that full-blood, at least, is necessary to enable a horse to go the distance in competition with those purely bred, therefore, I have supposed Fallow to be a misprint, for Fellow, by Cade, foaled in 1757, and said to have been imported; Vampire, foaled the same year. Of Stockholder's pedigree, we have had several versions; the last edition says—got by Sir Archy, dam by Citizen, imp.; Stirling, imp.; Mousetrap—said to be English Jack Rap, imp.; Eclipse; Fearnought, imp.; Apollo; Janus, imp.; Partner—Moore's—imp., Silver Eye, imp.; Jolly Roger, imp., out of Mary Gray, imp. It may be true to Fearnought, and it is probable that Partner, was not Moore's, but the son of Traveller out of Selima, or Janus, or Silver Eye, or possibly two of those may stand before Jolly Roger in the pedigree, and close with Mary Gray. She is said to have been foaled 1742-4 by Roundhead out of Ringbone, and to have brought several fillies to Jolly Roger. Moore's Partner was probably bred between 1774 and 1776. Grizewood's in 1731. As to Silver Eye, I can neither find him in Weatherby nor Pick. I think, in the American Turf Register, he is said to be by the Cullen Arabian.*

* See Note †† on page 148.

OBITUARIES.

			Yrs. old.
Ch. Janus, imp., died about	1780,	Va.,	33.
Fearnought, b., imp., died about	1776,	Va.,	26.
Eclipse, native, b., died about	1790,	Va.,	20.
Celer, native, ch. " "	1802,	N. C.,	28.
Mark Antony, br., " "	1793-4,	N. C.,	32-3.
Shark, imp., br., " "	1796,	Va.,	25.
Medley, gr., imp., " "	1799,	Va.,	23.
Spread Eagle, b., imp., " "	1805,	Ky.,	13.
Gray Diomed " "	1806,	N. C.,	20.
Messenger, gr., imp., died	1808,	N. Y.,	28.
Ch. Diomed, imp., died	1808,	Va.,	31.
Cœur-de-Lion, imp., died	1809,		20.
Dragon, ch., of a kick,	1812,	Tenn.,	25.
Wonder, ch., February, on the road, of colic,	1815,	Tenn.,	15.
Boaster, b., imp., autumn,	1819,	Tenn.,	24.
Pacolet, gr., October, of colic,	1823,	Tenn.,	17.
Oscar, br., November, of colic,	1826,	Tenn.,	11.
Eagle, b., imp.,	1827,	Ky.,	30.
Constitution, summer,	1827,	Tenn.,	22.
Bluster, imp., autumn,	1828,	Tenn.,	20.
Buzzard, ch., imp.,	1811,	Ky.,	24.
Sir Archy, about	1833,	N. C.,	32.

I have had the above on such authority as I credited at the time, and think them correct, or nearly so. Obituary lists are not only a matter of curiosity, but serve to detect forgeries in some cases.

Citizen, and Mark Antony, and Celer, and Bel Air, and Gray Diomed, and Pacolet, were, in point of fact, nearer the Arabian, and approximated nearer the *beau ideal*, than any of the importations at the close of the last or commencement of the present century. They are, to my taste, Turk. The Diomedes, the Archys, the Leviathans, were remarkable for size and stride; but if among them you found a beauty, you had to look to the dam, viz.; Wonder, dam by Tippoo Saib, son of Lindsay's Arabian; Second Diomed, gray, dam by Clockfast; Barksdale's Gray Diomed, who, through Brimmer and Polly Flaxen, united the Godolphin and Darley Arabians; John Dawson, a bay—a superb, large horse, got by Pacific—had by his dam a Gray Medley, a Pacolet, and two Tippoo Saib crosses. He was a good one on the turf under bad management, and

took a premium at an agricultural show; and had he been trained by Williams, and kept and sustained by Elliott, as a stallion, he would, in all probability, have distinguished himself in both capacities. I do not know what became of him; but I do know he might have stood by Eagle and Dragon, and not suffered by the comparison.

WILL. WILLIAMS.

EDITORIAL NOTES.

* (P. 131.) Sloven is said to have been imported about 1767 or '68, was by Cub, dam by the Bolton Starling—Sister to Amelia by Godolphin Arabian—Childers—Bonny Black, a daughter of Black Hearty. The pedigree cannot be traced in the English Stud-Book.

† (P. 131.) This pedigree, as given by Edgar, cannot be correct for the Large Hartley mare, a roan colt in 1736, which was known as Hartley's roan stallion by Hip.

‡ (P. 133.) One of the Selims was an Arabian, the other by Bajazet dam Miss Thigh.

§ (P. 133.) This is the horse Granby, called also Marquis of Granby.

|| (P. 133.) This is a spurious pedigree. Selim was foaled 1759 by imp. Othello, dam imp. Selima by the Godolphin Arabian.

¶ (P. 134.) Tasker's Selima, b. f., was foaled 1746 by the Godolphin Arabian, dam Large Hartley mare by his blind horse. Many of the very best horses in the country are descended from her. See Bruce Stud-Book, Vol. I., page 118; or English Stud-Book, Vol. I., page 87.

** (P. 137.) Castianira was imported in 1799. She could not have brought Sir Archy to America in her belly, as she produced one filly by imported Mufti before him. Sir Archy was foaled in 1805. Diomed was imported in 1799.

†† (P. 146.) Fallower was imported into South Carolina in 1766 by Blank, dam by Partner, 2d dam by Bloody Buttocks, 3d dam by Greyhound, &c., &c. Fellow, a ch. h., foaled 1757, was also imported into America. He was by Cade, dam by Duke of Bolton's Goliah, 2d dam by Partner, 3d dam by Turk, &c., &c.

HISTORY

OF THE BLOOD HORSE IN NEW YORK.

HENRY W. HERBERT, ESQ.

Dear Sir;—A short time since, I received a letter from a much esteemed friend—the Hon. John A. King—covering one from you to him, making inquiries in relation to blood-horses and course-racing, which he seemed to think I could answer better than himself. Although my pursuits may have caused me to examine more critically, and think more deeply on the subjects of inquiry, yet my ability to place on paper suitably facts and ideas is so immeasurably inferior to his, that though I may possibly communicate more information, it will probably be much less interesting than if furnished by his more ready and gifted pen. Be this, however, as it may be, I will endeavor to give such information as best I can; first premising that, although particularly interested in the blood-horse, and having witnessed most of the important races in this vicinity for more than half a century, I have few records, except those which are common to the whole country—the sporting periodicals of the last thirty years. Indeed, so indefatigable have been the editors of those journals, that I presume the name and character of every distinguished horse of the whole country may be found within these pages. From these and other sources, you will obtain information of many of which I know little, while I will endeavor to name those, which formerly gave character to the stock of the North.

It is well known that, at a very early day in our history, frequent importations of horses were made, but, it is believed, without any particular reference to blood. For some time, however, previous to the Revolution, a spirit of emulation existed in these colonies, and the thoroughbred horse became an object of interest. Among the earliest of our importations, which laid a foundation, broad and deep, of the racing stock of the North, were Wildair and the Cub mare, in 1763, by Mr. Delaney. Soon after came Sloven, in 1765; Figure, in 1766; Lath, in 1768, and Whirligig in 1773. All these contributed more or less to our racing-stock; but to Bashaw the produce of Wildair and the Cub mare, foaled shortly after their arrival in this country, and to Figure are we mainly indebted for placing us on an equality, at least, with earlier and much more extensive breeders at the South. In the latter part of the last century, and the very beginning of this, a number of superior stallions were imported, which, standing at moderate prices, greatly improved the general stock of the country. Among these may be mentioned, Slender, in 1785; Messenger, in 1786; Bajazet* and Highlander, in 1794; Light Infantry and Sourerout, about the same time; Baronet, in 1795; Alexander† in 1797; and Expedition, in 1802. All of these made a favorable change in the racing and road-stock of the North. But immeasurably superior to all others was Messenger, and take him all in all, unquestionably the best horse ever brought to America. He not only produced race-horses of the first order, both at long and short distances, but as roadsters his get was unequalled. Well do I remember him when standing at the stable of Townsend Coek, in this county. His large bony head, rather short straight neck, with windpipe and nostrils nearly twice as large as ordinary, with his low withers, and shoulders somewhat upright, but deep, close, and strong. But behind these lay the perfection and power of the machine. His barrel, loin, hips, and quarters were incomparably superior to all others. His hocks and knees were unusually large; below them his limbs were of medium size, but flat, strong and remarkably clean, and, either in standing or in action, their position was perfect.

Baronet, too, left his mark on our stock; of all the importations, none equalled him in elegance and finish. And at a later

* See Note * on page 155. † See Note † on page 155.

period, when his get and that of Messenger mingled, it was the abiding hope of the breeder to obtain the fine forehead, rich color, and perfect symmetry of a Baronet, with the speed, power, and will of a Messenger. Light Infantry and Expedition were horses of similar character, possessing great beauty of form and elegance of action. Both contributed essentially to the general improvement, and in several instances their get obtained distinction on the turf.

Of later importations—Phœnix, in 1803; Bussorah, in 1819; Roman, in 1823; Barefoot, in 1828; Hedgeford, in 1832; Autocrat, in 1831; Trustee, in 1835—several have produced at least one of great excellence—Trustee, the wonder, Fashion; Roman, a Treasurer; Barefoot, a Clara Howard; and Hedgeford, a Duane—but their many failures under favorable circumstances, at least suggest the inquiry, whether the dam has not quite as much, if not more to do in the production of these isolated cases of superior excellence, as the sire.

Of Bussorah and other Arabians which have been imported, although evidently great pains have been bestowed on their selection, it is admitted that none have added essentially to the value of our stock. Bussorah possessed great beauty, was of approved pedigree, and free from any particular defects of form, consequently great hopes were entertained of his usefulness; but, after experimenting for a great length of time with him and others, the conclusion has become irresistible that a horse, to insure superiority either in performance or production, must not only be perfect in pedigree, and passably good in his shapes, but possess that high and commanding form which gives exceeding power, while at the same time it insures ease of action.

With regard to the commencement of course-racing at the North, I am not particularly informed. But previous to the Revolution there existed, near the centre of the county, a public course, called Newmarket; and also one at Jamaica, called Beaver Pond; at both of which trials of speed frequently took place, but whether at regular intervals is not known. As early as 1800, courses existed at Albany, Poughkeepsie, and Harlem, in this State, on which purses, from one to four-mile heats, were contended for. It is believed, however, that until 1804, no regularly organized club existed here. In this year an associa-

tion, principally of Long Island agriculturists, was formed for five years; the old Newmarket Course was remodelled, and purses given, in May and October of each year, for four, three, and two-mile heats. At the expiration of the five years, finding it difficult to raise sufficient funds, or enforce regulations on an unenclosed course, the same gentlemen reorganized the society, and established an enclosed course, giving it the same name, about a mile north of the former. It is worthy of remark, that on these courses, at an early day, some of those horses, whose efforts and characters are still most distinguished in our State and country, made their first entry. On the former, Tippoo Sultan, Hambletonian, Bright Phœbus, Miller's Damsel, and Empress, obtained their first laurels, to be variously worn in this and another field of usefulness. Sultan, after a continued series of victories on the turf, went into the breeding-stud with his flag flying at the pinnacle, there to droop, and finally trail in the dust. Hambletonian, with varied success as a racer, as a stallion became distinguished for the elegance and finish, as well as speed and endurance of his get, for the saddle, harness, and trotting-course. Phœbus, though a good one, failed to repose on the elevated platform which his pedigree, fine appearance, and early performance induced his friends to erect. The wreath so deservedly bestowed on the two most magnificent fillies that ever graced the Northern turf, now faded and now bloomed, until the performances of Eclipse, the son of one, and of Ariel, the grand-daughter of the other, added roses whose enduring perfume, while it incites to future struggles for victory, will ever tend to temper the ardor of exultation or soothe the anguish of defeat.

As evidence that the renown obtained on this course was fairly won, it is only necessary to state that Messrs. Bond and Hughs, of Philadelphia—whose liberality, judgment, and skill in procuring, training, and managing their horses, was scarcely second to that of Colonel Johnson and Tayloe—regularly attended here, with their stable, at the head of which was First Consul, then confessedly among the very best of the South.

On the latter course, Cock of the Rock and Eclipse first gave evidence of those powers which conducted the one to

eminence ; the other, by an unbroken succession of victories, to his last glorious triumph.

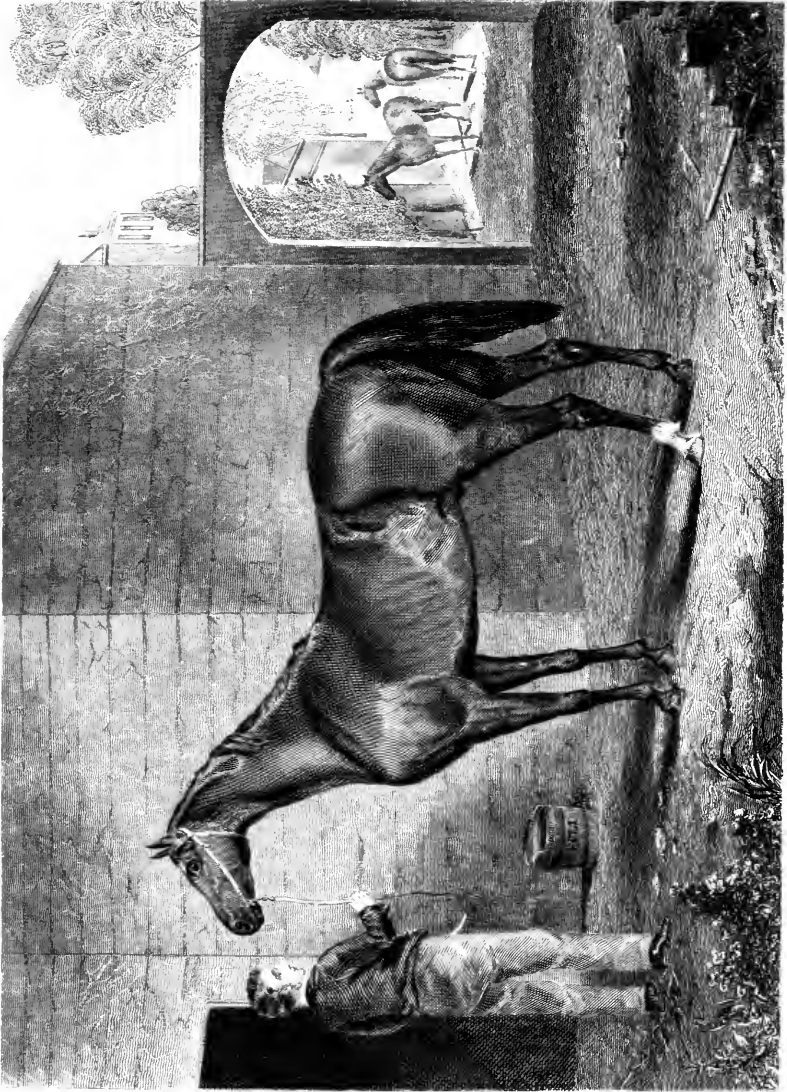
While racing continued with regularity at Newmarket, the course at Harlem was also kept up ; and for a short period, one was established at Powle's Hook, in New Jersey, opposite New York city. But not until 1819 did the citizens of New York manifest a just appreciation of the exciting and healthful amusement. In this year an association was formed, principally of citizens, and a course established at Bath, in the county of Kings, on Long Island, and races held there for two seasons. The location, however, not proving satisfactory, in 1821 the same association purchased a plot of ground in Queens County, eight miles from Brooklyn, enclosed it, and under the title of the "Union Course," largely increased the amount of purses, and placed racing on a more elevated and permanent footing than heretofore. In 1828, an association of gentlemen established a course in Dutchess County, near Poughkeepsie, gave liberal purses, and had well-conducted and good racing for several years. In 1838, individual enterprise established the Beacon Course at Hoboken, New Jersey, opposite New York city. Great expense was incurred in grading and making suitable erections. Large purses were given, and for a time its easy access from the city rendered it exceedingly popular.

The foregoing are believed to be all the courses, of any considerable note, that have existed in this State or adjacent ; and it is somewhat remarkable, that within the last ten or fifteen years, all have been abandoned except in Queens County, L. I., and here principally kept up by the trotting fraternity, with occasional exhibitions of the noblest amusement that ever stirred the blood or engaged the mind of man. Indeed the people seem to be instinctively drawn to a county which has ever been the focus of racing, as well as the field of successful breeding. Many of the very best racers, as well as trotters, have been reared within her limited borders, and scarcely a stallion of any eminent standing at the North, but has held his court within her precincts. Evincing, also, the spirit and liberality of her people, and not irrelevant to the subject of this discursive communication, is the fact that about the year 1798 or '99, a hunting-club was formed by gentlemen of the Island ; a pack of hounds

obtained, and located about four miles east of Jamaica, and as particularly indicative of the spirit and emulation which characterized its members, six of their number agreed to send to England and import each a horse expressly for the saddle. Among the most successful of these was Richard Smith, Esq., of Suffolk County, who in old "Royal George," obtained the very *beau ideal* of a hunter. Many amusing anecdotes were related by this liberal, high-toned, but facetious gentleman, of indulging his amateur friends from the city with a ride on his favorite, who was perfectly docile and quiet by the side of the cover; but the moment the game was roused and the pack gave tongue, no ordinary arm could restrain, nor fence nor furze apparently impede him, until he had arrived in their midst, where he was satisfied quietly to continue.

I am unwilling, my dear sir, to close this communication without the endeavor to place on record in juxtaposition, the names and characters of unquestionably the best three race-horses ever bred in this State. They were on the turf at different periods, but each in his day was as confessedly superior to all others at the North, as in intellectual endowments was Webster in Massachusetts, Clay in Kentucky, and Calhoun in Carolina. I allude to Mr. Van Ranst's Potomac, Tippoo Sultan, and American Eclipse. The first a son, the other two grandsons, of Messenger. Potomac foaled in 1796, Sultan in 1800, Eclipse in 1814. Each ran about an equal number of races, and neither was ever beaten. Of Potomac's races several were short, but never from choice; his friends being confident he was the fastest, but perfectly certain he was the gamest horse then on the turf, whenever an opponent offered, exerted themselves to extend the distance and increase the stake, but in every case closed with the best proposition they could obtain. The result invariably proved the correctness of their judgment.

Often have I listened to the discussions of Mr. Van Ranst and my late father, Major William Jones—of whom it may be said, that from early manhood up to more than fourscore years of age, he was never without a race-horse in his stable—relative to the respective merits of the two horses for whom they entertained so great a geographical as well as pecuniary interest. Neither could resist the conclusion that Eclipse was the supe



rior, but both agreed that Potomac had the most speed, and in the endeavor to fix the point in a four-mile heat, where Eclipse would pass him, they confessed themselves at fault, for in all his trials, and in all his races, he was never known to falter.

Sultan triumphed over all his rivals except Damsel; owing to various causes they never met. Had they done so, both in condition, the contest would have been severe and the result doubtful. But this could scarcely have happened, for Damsel was so constitutionally timid and excitable, that the moment she was brought near a public course or stable, she would refuse her feed, and consequently was rarely if ever in order.

All these three horses were of similar form and characteristics, and all of large size—Sultan highest on the leg, and of at least twelve inches more stride. Their great superiority arose from their exceeding power over the loin and in the hind quarters, combined with a deep and capacious chest, allowing free play to the lungs, and a windpipe and nostril which enabled them to inhale and consume with ease a much larger quantity of air than most others.

I have thus, my dear sir, answered your several inquiries to the best of my ability; and I sincerely regret that a lack of memoranda and record prevents my giving more detailed and specific information on a subject which will always possess for me the deepest interest. Please acknowledge the receipt of this at your convenience, addressing me at Cold Spring Harbor, L. I.

I remain, dear sir,

Yours with much respect,

DAVID W. JONES.

APRIL 3d, 1856.

EDITORIAL NOTES.

* (P. 150.) Bajazet was foaled 1754, and must have been imported before 1794.

† (P. 150.) Alexander's pedigree, as given by Edgar, is spurious.

PEDIGREES,
PERFORMANCES, AND ANECDOTES,
OF FAMOUS AMERICAN RACERS OF THE MODERN DAY.

THE letter, above given, of an eminent and distinguished turfman, whose title to that honorable appellation is hereditary, and known as widely in America as is the name of the American Turf, brings down, it will be seen, the history of that Turf to what may be called its palmiest days—the latter portion of the first, and commencement of the second quarter of the present century.

Previous to the Revolution, as we have seen, racing, as an established, organized institution, was nearly, if not absolutely, confined to the States of Maryland, Virginia, and South Carolina, which were then emphatically the Racehorse Region of the United States of America.

Up to this period, with but few exceptions, all the distinguished blood mares and stallions had been imported into those States, and in them, only, did a distinct and very noble strain of thorough blood exist, which, although, of course, tracing directly to English ancestry on both sides, may be, with some propriety, termed Virginian; since, as a general rule, whether accidentally or from choice, the pedigrees of nearly all the importations run back, through but three or four families, to the same noted progenitors; the most renowned of which, perhaps, are the Godolphin Arabian, the Byerly Turk, Spanker, Grey-

hound, the White Turk, Dodsworth, and Layton's Violet Barb mare.

It is undeniable that a vast number of the early Virginian pedigrees are not susceptible of proof, owing to reasons amply enumerated above; and there is as little doubt that very many have been fabricated, and are the merest of forgeries; still, it is clearly in evidence that many animals, and those the most fashionable and successful foal-getters in the Southern racing States, were of the unequalled stock above indicated.

Where, as compared with England, the number of families was few, the choice of stallions limited, and, more than all, the original number of imported thoroughbred mares, as progenitrixes, yet more limited, it is evident that the horses of this era must have been very much in-bred; and it is worthy of remark, that the old Virginia pedigrees, owing to the early infusion of Godolphin Arabian and Croft's Partner blood, run through fewer generations to Oriental parentage on both sides, than the generality of English horses of the same date. It is said, also, by those who remember the strain before it was intermixed with the more recent English blood, that the horses of ante-revolutionary, and early post-revolutionary fame, retained in a great degree the Arab and Barb or Turk characteristics in height, figure, and qualities; and possessed far more of what our ancestors intended to convey by the words a Racer in a high form, than of what we should esteem perfection in the modern fashionable race-horse.

It will be observed, in the communication to which I have referred, that it was not until the year 1819, that the citizens of New York began fully to appreciate the utility and practical excellence of horse-racing, or to give it such encouragement as it had always received in Virginia and Maryland; where the majority in numbers, and the whole, one might say, in wealth, enterprise and education, of the white population, were country gentlemen of athletic habits, out-of-door tastes, liberal hands and open hearts, which belong every where, and belong, it seems to me, alone, to rural aristocracies.

And, again, it was not until ten years later, in the autumn of 1829, that any regular publication was set on foot, for the avowed purpose of recovering as much as was possible of the

lost early pedigrees of the magnates of the American Turf, and for the preservation of authentic records for the time to come. This work, Skinner's American Turf Register and Sporting Magazine, continued for ten years to do good service for the cause of the Turf, and, with Edgar's stud-book, which unfortunately never was completed, constitutes the first and only authority, presented to the public, on which reliance can be placed as to the blood of animals asserted to be thoroughbred.

In the year 1839, the magazine passed into the hands of that most able editor and admirable turf-writer, Mr. William T. Porter, of New York, than whom the Turf of America has had no more consistent advocate, or more strenuous defender. In the close of 1844, the Magazine was, it is greatly to be regretted, discontinued, the encouragement not being found adequate to the support of both the monthly periodical and the weekly Spirit of the Times, both issued from the same office, and made up in some part of the same materials.

This cessation it is hardly possible too greatly to deplore; for, although Mr. Richards continues to prepare and publish a yearly Turf-Register, from the old office, containing a full and accurate record of races and racing events, and a register of the winning horses of the year, there is, of course, no space for such discussion of pedigrees, disputed or not fully established, or such debate on intricate questions of breeding, running, time, weights, riders and the like, in its pages, as were so valuable in those of the famous old magazine; inadequate as even *it* was to fill the place of that great desideratum of the American horse world, a complete and careful annual American stud-book.

These thoughts may seem in some sort superfluous; but, without having introduced them, I should find it somewhat difficult to explain what I mean to convey, when I state that I consider the commencement of authentic American horse-racing to be about coëval with the commencement of the second quarter of the present century, or, at the most, a few years earlier.

I, by no means, intend or desire by this expression to underestimate the genuineness of the blood, to deny the excellence, speed, stoutness, or authenticity of performance of the celebrated worthies of ante-revolutionary, or early post-revolution-

ary days, any more than I undervalue or doubt the pedigree or merits of the great forefathers of the English Turf, in the days of Queen Anne, and of the first monarchs of the House of Hanover.

Much, in fact, as I regard the fame of Buck-Hunter, Spanker, Childers, Cartouch, Bald Charlotte, Matchem, and a hundred others one might name, do I esteem that of the Fear-nought, Janus, Celer, Tryall, Yorick, Traveller, and the mares Selima, Kitty Fisher, Jenny Cameron, Jenny Dismal, and many others, of American immortality. The pedigrees of many of them run into the obscurity of time, and one must write down, at last, *unknown*, for either dam or sire, as is the case with more than one of the admitted great English progenitors.

For instance—the sire of Rockwood is unknown; the dams of Coneyskins, Clumsy, Gray Grantham, and Whynot—the grand-dams of Bay Bolton, Snake, Jigg, and a score of others, from whom it is held glory enough to be descended, are all *unknown*; but not, for that, are they to be held of impure or cold blood.*

In like sort, I hold it indisputable that the dams of many of the noblest and most perfect—and, to judge from all analogy, the most pure-blooded—of the progenitors and progenitrixes of the American Turf, are unknown. The dam of Tasker's Selima is, I hold it, unknown; for of three dams assigned to her, I cannot find that she has any claim to one.† Snap-dragon by Snap, out of whom she is said to have been got, was not foaled until her sire, Godolphin Arabian, was dead. The Large Hartley mare, to whom that capital turf-writer, Observer, assigns her, as sister to *Babraham*, had, according to the stud-book, no chestnut filly by Godolphin, and one that answers to the date of Selima. And the Fox mare, whose dam was by Childers, and who was herself dam to Weasel and Daphne by Godolphin, had no other foals to that horse, nor any foal earlier than 1750–51, in which year Selima is said to have been imported. This last is Skinner's pedigree of this famous mare. The dam of Jenny Cameron is not stated.‡ The dam of Kitty Fisher is said to have been out of Bald Charlotte, by the Cullen Arabian, but there is no show of proof that this thrice famous mare ever bore a filly to that Arab. And again, the dam of Jenny Dismal

* See Note * on p. 170. † See Note † on p. 170. ‡ See Note ‡ on p. 170.

is recorded to have been a Whitefoot mare, while of five Whitefoot mares in the stud-book not one appears to have borne a foal to Dismal, the son of Godolphin. These statements I do not make invidiously, or with the intent to disparage the purity of the blood of these animals—of which I have no doubt; but simply to show that the same want of absolute authenticity is apparent, when we go beyond a certain date in both England and America, that date being more recent in the latter country, owing to the later introduction of authentic registries.

Nor does this want of authenticity attach to pedigrees, only; or even in the greatest degree; for it is much more apparent in the traditional report of performances.

The absurd myth of Flying Childers having run a mile in a minute, still obtains—not among sportsmen, for of course there is not a man, who knows what a race-horse is, either in England or America, at this day, who does not scoff at the palpable impossibility of the thing—but generally among the vulgar; although it has been made sufficiently clear that, in the only recorded race of this horse, he did not exceed that of West Australian in England, or of Lexington or Lecompte in this country.

As progenitors, all these horses, in both countries, may be considered, then, in my view, as entities, or, if the reader prefer it, *facts*—as performers, in view of any thing which we know positively, or can ascertain, of their performances, I must hold them *myths*.

Thus, on the English Turf, while I do not dispute or doubt the excellence of Flying Childers, Regulus, Matchem, Marske, O'Kelly's Eclipse, and other such—for they must have been undeniably good horses to do that, which we know they *did do*—beat, namely, all the best horses of their respective times, at all weights and distances—I give no credence whatsoever concerning any particular or special performance of any one of them; and I distinctly assert my opinion, that there is nothing whatever, beyond the idlest and emptiest rumor, on which to found any comparison between them and the horses of to-day.

On the English Turf,* I esteem nothing positively authentic, in the shape of performances—apart, I mean, from pedigrees—previous to the institution of the St. Leger stakes, first won by

* See Note § on page 170.

Lord Rockingham's Sampson filly, in 1776; of the Oaks, first won by Lord Derby's Bridget, in 1779, and of the Derby, first won by Sir Charles Bunbury's Diomed—sire of our Sir Archy—in 1780.

So on the American Turf I hold nothing, as *on record*, prior to the races of American Eclipse and his competitors.*

To draw a parallel, as nearly as I can draw one, I regard the old Virginian Turf, prior to the fifteenth year, at least, of the nineteenth century, as neither more nor less authentic than that of England up to the time of English Eclipse; and I consider that the era of the importation and covering of Diomed and Messenger in the United States as parallel to that of O'Kelly's wonderful stallion in the old country.

From the day when the sons and daughters of these noble animals began to run upon the turfs of England and the tracks of America, all is plain and on record, so that who runs may read.

The first great excellence of what I consider the authentic recorded race-horse of America, I ascribe to what I call the first grand post-revolutionary cross of English with the old Virginian blood, produced by the importation of the two horses above named; of, almost simultaneously, Bedford, Medley, Gabriel; and of Shark, a few years earlier.

The get of these horses are collateral here, with the High-flyers, Florizels, King Ferguses, Whalebones, Waxys, PotSos and Beningbroughs across the water, and their posterity hold similar relations and relative positions.

The palmy time, then, of the Turf in America, I should state to have lain between the years 1815 and 1845, the former date being little earlier than its dawn, the latter a little later than the first symptoms of its decline.

For without asserting that the quality of the American thoroughbred horse has as yet begun to fall off, or its character to deteriorate, I do maintain that the racing spirit has received a severe check; one, which must ultimately, if it continue, seriously affect, if not destroy, in toto, the American Race-horse, in spite of all his glories, all his excellencies, and all the incomparable benefits he has conferred on the stock of the country at large—not least on what is now the rage of the North

* Races published in American Farmer from 1818 to '30 are just as reliable.—ED.

and West, the Trotting Horse, although it is now the game and cant of the day to deny the influence of blood in this class of animals.

The wholesome and amicable rivalry of the Northern and Southern stables, with their—in a greater or lesser degree—distinctive families, was an unquestionable stimulus to breeders, and told its tale in the high form of the racers which we used to see contending in the good days of the 30's—under the auspices of such men as Messrs. Johnson and Tayloe, Van Mater, Wade Hampton, Bingaman, Stevens, Livingston, Stockton, Tillotson, Jones, Gibbons, and many more, as good as they, from all sections of the country.

Of those palmy days it is with pleasure that I can say

—quæque ipse *celerrima* vidi
Et quorum pars *parva* fui.

The great race of races, it is true, was one of the things bygone when I first trod the soil of America; but the first American race-horse on whom I set eyes, in the first year of my novitiate, was the champion, Eclipse; and the next, his gallant competitor, Sir Henry. Ariel, the most successful and enduring, perhaps, of all the progeny of the great northern conqueror, was withdrawn from the scene of her glories, already; but it was my fortune to witness, as my entering to the turf of Long Island, the splendid twenty-mile mare-race, the prize of which was borne off by that magnificent and honest animal, Black Maria; who, singularly enough, combines all the imported blood which I have named, together with the old Virginian strains of Clockfast, Fearnought, Yorick, and the rest, having, through her sire, American Eclipse, Diomed, Messenger, Bedford and Medley crosses, and by her dam, Lady Lightfoot, Sir Archy and Shark crosses.

From that time forward, meeting after meeting, there was one constant and continued succession of good, nay! great horses on the turf, and meeting after meeting, year after year, spring and fall, from Long Island to New Orleans, there was one constant promise, and that promise made good, of fine sport for sportsmen. Those were the days of such mares as Trifle, Bonnets of Blue, Fashion, Peytona, Reel, and many more sec-

ond, if second, to none but the best of these ; and these, all except one or two, not long enough withdrawn to have transmitted their honors, likely to perpetuate them to the most remote posterity—of such horses as Medoc—by Eclipse ; his dam, Maid of the Oaks, by imp. Expedition ; g. dam, old Maid of the Oaks, by Spread Eagle ; g. g. dam—the dam of Nancy Air—by Shark, g. g. g. dam by Rockingham, g. g. g. dam by Galant, g. g. g. g. dam by True Whig, g. g. g. g. g. dam by imp. Regulus, g. g. g. g. g. g. dam by imp. Diamond—an animal of singular beauty, and one who was withdrawn from the turf in the prime of his performances, and cut off by an unfortunate accident, ere he had half fulfilled his promise as a stallion.

Mingo, by American Eclipse ; his dam, Bay Bett, by Thornton's Rattler—he by Sir Archy—g. dam, Cliffden mare, by impd. Cliffden, g. g. dam by Hall's Spot—he by Hall's imp. Eclipse out of imp. mare—g. g. g. dam by Hyder Aly, he by Lindsay's Arabian, dam by Othello, &c.,—to my own mind, for shape, figure, stride and action, the race-horse in the highest form, that I have ever seen, be the other who he may, since I have been in America. He was as big as he was beautiful, and as good as he was big. It always appeared to me that this magnificent animal never had half a fair chance, on our little one-mile-round courses ; which, it must be admitted, are as much against a long-striding, lengthy, raking galloper, as they are in favor of a short, active, quick-gathering, compact animal. He was a good winner and good performer, after all, though he was often most indifferently ridden. I once saw him come in a winner, in a four-mile heat, with his head pulled half round, the snaffle drawn wholly through his mouth to the left, and the rein acting as a bit.

Clarion, by Monmouth Eclipse, dam by Oscar, as beautiful and gallant a horse as a man need look upon.

Postboy—by Henry, his dam Garland by Old Duroc, g. d. Young Damsel by Hamiltonian, g. g. d. Miller's Damsel by Imported Messenger, g. g. g. d. by PotSos, g. g. g. g. d. by Gimcrack, &c.—a good horse, and supposed for a short time to be a wonder, but clearly overrated, and in the end admitted to be so. He was not, by a long shot, so good a horse as Mingo, of whom it is asserted that he was never beaten, when in con-

dition—an assertion, perhaps, in this case, true, but in all cases easy to make, and impossible to disprove—and was beaten by John Bascombe, who, though, also, for a time, esteemed prodigious, was only a good, and not an extra good, race-horse.

John Bascombe by Bertrand ; he by Sir Archy out of Eliza, by Bedford ; dam Gray Goose by Pacolet ; he by imp. Citizen g. dam Sally Sneed by imp. Buzzard, g. g. dam Jane Hunt by Gen. Hampton's Paragon, g. g. g. dam by imp. Figure, g. g. g. g. dam Miss Slamerkin by imp. Wildair, g. g. g. g. g. dam Delaney's imp. Cub mare.

This is as good an American pedigree as can easily be produced. He was a large, tall, rather leggy and decidedly light-bodied horse ; but had fine action and was an easy goer ; his points were for speed, not for staying the distance, or carrying weight. He beat the best horses of his year—Argyle and Postboy ; but the year was not a crack one, and like many other horses, who have been held cracks of the minute, he has settled down into his proper place. It has been calculated that Boston and Fashion, in their great race, would have beat Bascombe in his Postboy race by 240 yards.

Wagner and Gray Eagle, I shall not here refer to more at large, leaving their pedigrees and descriptions to be noted hereafter, as I have those of Eclipse and Henry, Ariel and Flirtilla, Black Maria, and the other animals whose performances and great races I have judged it desirable to record at length, from the accounts of the best and most brilliant contemporary authorities.

Peytona—by imp. Glencoe, dam Giantess by imp. Leviathan, g. dam by Sir Archy, g. g. dam Virginia by Dare Devil, g. g. g. dam Lady Bolingbroke by imp. Pantaloon, g. g. g. g. dam Cades by Wormley's King Herod, g. g. g. g. g. dam Primrose by Dove, g. g. g. g. g. g. dam Stella by Othello, g. g. g. g. g. g. g. dam Tasker's Selima by the Godolphin Arabian.

She was an enormous dark-red chestnut mare, standing full sixteen hands and three inches in height ; she was deep made in her heart-place, and had powerful, long-let-down hocks ; her barrel was so large that standing directly in front of her—Porter says—one could see her ribs on either side. Her stride was enormous, said to cover twenty-seven feet.

She certainly made good running on several occasions, and was a good winner; and a most successful animal to her owners, for whom she had won upward of \$42,000 before her match with Fashion, by which she netted them \$10,000 more.

She had previously beaten Blue Dick with some ease, who was any thing but a contemptible adversary; and she won, in her match with Fashion, laurels which, like those of Bascombe, whom I last considered, were for a moment thought to be perennial, though they were soon faded, and trailed comparatively in the dust. The two heats were done in 7.39 3-4, 7.45 1-4. "Her immense stride and strength," says Porter, in one of his telling descriptions of a race, which no man who wields a pen can describe as he can, when he is in the vein—"and her 'nice ideal of perpetual motion' did the business. It is a matter of doubt with some, whether Fashion ever saw the day when she could beat Peytona. Certainly Peytona not only outfooted her but outlasted her. In our opinion condition won the race. It is very remarkable that after so fast a first heat, there should have been so little falling off as five seconds in the second heat."

I saw this race myself, and I unquestionably was not one of those who doubted whether Fashion ever saw the day, &c.—so far from it that I stood my small stake, very confidently, on the return match at Camden a fortnight later, when on that far heavier and slower course Fashion—who had been kept constantly at hard work, never missing a gallop since the day of her defeat, while her conqueress, if one may coin a word for the occasion, had suffered so severely by victory that she had hardly been able to take one—fairly reversed the tables, and won, in two heats, without ever being put to her speed, in 7.48, 7.57. There is no doubt, Fashion's rider having, by order, pulled her up, and passed the winning-post at a hand gallop, that, if he had chosen, he could have distanced Peytona.

After this race she was withdrawn from the turf, a fine animal, and a good and honest mare, able to go the pace and stay the distance; but, it must out—"Impar congressus Achilli."

Blue Dick by imported Margrave, dam by Lance, &c., a blue roan horse, and a fair good one, though not what one could fairly call a successful horse or a good winner—for he was continually over-matched. With Register of his own years, it was a tough

match, though Dick was the better horse. With such an animal as Peytona, he was clearly and indisputably over-matched, and with Fashion, he had not a show for it. But racers such as Fashion and her immortal rival Boston, are not met with every day ; and it might even be said of those who ran against them,

Contendisse juvat,

or, in other words, as a distinguished Statesman is reported to have said, "it is honor enough to have run a bad second to Andrew Jackson!" And so it would have been, if one had ever run a bad *second*! One cannot, however, help thinking, in that contingency of Horace's "*Non Jovi quicquid simile aut secundum,*"—and so one may say, without much fear of contradiction, at the present day, even although their time has been beaten hollow, with infinitely reduced weights, and over an immeasurably faster track.

Could such a thing be possible as to recall the days that are fled, and to put Fashion, Boston, Lecomte, Lexington, and Pryor, if you please, all on the Union course together, in the heyday of their blood, and their most blooming condition, at any age from three years old to aged, with northern weight for age; I, for one, would be willing to risk my shot, in the first place, upon old Whitenose, and the Jersey mare; and, in the next place, against any such time, as that made over the New Orleans courses.

During this same period, there were other horses almost innumerable, worthy of mention, among whom it will not be invidious to name Duane, better perhaps than some, whom I have mentioned; Argyle, and the mares, Miss Foote, Trifle, Gipse, and the famous Reel, by imported Glencoe, her dam imported Gallopade by Catton, herself doubly famous as a distinguished winner in her own person, and as the dam of the cracks *par excellence* of the day.

During the period I have here specified, occurred all the great and time-honored races of America, with the exception of two or three recent events, which are to be ascribed to a different strain of blood, to a new school of breeding, whether for better or worse, in the long run, perhaps it yet remains to be seen, and of which I shall speak, in their place hereafter.

Those great races, which I esteem as worthy of immortality as ever was the match of Hambletonian and Diamond, or any other match race, if there ever were any other, of yet greater fame, are those of American Eclipse and Henry; of Ariel, daughter of Eclipse, and Flirtilla; of Black Maria, and the three mares, known as the twenty-mile race; of Wagner and Gray Eagle, at the Oakland course, Louisville; and of Boston and Fashion, on the Union course, Long Island.

Those, as the old Marshal Trivulciano said, who had fought in thirty-six pitched battles, yet had never seen a stricken field until he fought at Marignano, those were combats of giants, all the rest were child's play.

Of those, the great events, of the great turf campaigns of this country, I have been so fortunate as to procure accurate descriptions by the pens of eye-witnesses, who will, by all true turfmen be admitted, the most competent to form accurate opinions and draw sound conclusions on all matters concerning this nobler sport than the Olympic games of old, and whose pen paintings of such scenes have, long ago, been pronounced first and best by mouths of wisest censure.

The first of these, the great race of Eclipse and Henry, the time of which was so long *the best*, so long believed to be not only unapproached, but unapproachable—together with the memoirs, pedigrees, performances, and description of the rival racers, is from the pen of one, whom it is enough to name, "The Old Turfman," Cadwalader R. Colden, Esq., indisputably the best authority of his day, in this or, perhaps, in any other country, on all matters connected with the horse of pure blood.

From the same distinguished source is the memoir and pedigree of Ariel, the list of her performances, and her almost unequalled race with Flirtilla.

The twenty-mile race of Black Maria, with her memoir and performances, selected from the columns of the Spirit of the Times, is understood to be from the pen of the brother of her late distinguished owner—that celebrated breeder, promoter and benefactor of the agricultural interests of this continent, the late Mr. Charles Henry Hall, to whose family I take this opportunity of recording my manifold obligations, and of returning my most sincere thanks, for the facilities afforded to me of

books, MS. documents and pictures, without which this work would have fallen, indeed, far short of the present shortcomings of the author.

The races of Wagner and Gray Eagle, taken from the pages of the American Turf Register and Sporting Magazine, are by the pen—perhaps, are the *chef d'œuvre* of the pen—of my esteemed friend William T. Porter. I well remember, at the time, when this brilliant and graphic narrative and picture of events made its appearance, the general admiration with which it was hailed. By the editor of that well known and world-renowned journal, "Bell's Life in London," it was immediately pronounced the perfection of turf-writing, combining the absolute of strong horse-language and imagery, with the entire absence of slang. If, critically speaking, I possess any judgment in regard to style and the artificial in composition, I should pronounce the Wagner and Gray Eagle contest, to be the best description of a race ever penned in any country, or in any language. It seems to me to be *ne plus ultra*.

The Fashion and Boston match on the Union course, from the columns of the Spirit of the Times, is from the same hand also; and the same clear narrative, quick observation and accurate decision are discernible in every line.

This great event, and grand struggle—in which the Northern stables renewed the laurels, which they had won in the conquest of the Southern champion Henry by the Great Eclipse; and doubly renewed them, by outdoing that hitherto unequalled feat—brings me almost to the close of the period, which I have determined on as the palmy days of American racing; brings me completely to the decadence and downfall of the turf in the Northern States.

For what reasons it fell, it would not be easy to state. Perhaps, this would not be, for some reasons, the place in which to state it, if it were so.

It is sufficient that, at the same moment, or nearly so, all the most liberal and energetic patrons of the turf withdrew from it their support, closed their stables, disposed of their studs, and ceased, vastly to the loss of the agricultural community, and of the country at large, to breed, to keep, or to import blood stock.

At the same time an unthinking, senseless, declamatory spirit of fanaticism, denouncing the breeding of blood stock and

racing, as the worst, most dangerous, and most destructive sort of gambling, ran through the community, and took possession even of the legislatures.

Racing courses were put down and proscribed; while trotting courses, at which—on the most moderate computation—the opportunities for fraud are ten times greater, and fraud is fifty times more generally practised, than on any race-course, obtained a fixed position and a stand.

Gentlemen, and persons of means and education generally, have totally withdrawn, in the Northern States, from the habit of breeding, keeping, riding or driving fast horses, or patronizing races at all, except as a mere spectacle to be visited as a theatre, or a field day; and every thing connected with the Northern turf has fallen into the hands of professional persons, of greater or less respectability—some doubtless of the highest, some of the most questionable—who practise it, of course, professionally as a matter of emolument.

A fine new race-course has lately been established on Long Island, and a new jockey club has been set on foot, but it does not appear, hitherto, that the right persons have taken hold of it; although it is said that a reaction is even now in progress, and that there are hopes that we may once more see Northern stables in operation, strings of thoroughbreds in their cosy body clothes, with natty lads on their backs, and in a word, Long Island, itself again.

In the mean time, the South has not only been holding her own, but surpassing the North, and herself again, in the point of time, astonishing the world, and now challenging Mother England's Derby and Leger winners, on their own turf.

First we had Henry Perrit's—an undeniable runner at short distances—unequalled, mile heats. Next Lecomte beating Lexington many seconds under the time of Fashion's best race—then Lexington beating Lecomte's best time, by almost as many seconds more—and lastly beating Lecomte himself, in worse time than he had himself made before, because his adversary could not drive him to make better.

Then in conclusion, we have Br. Dick making the best time ever yet accomplished, at three-mile heats; and then we have the two, Lecomte and Pryor, with a semi-dark mare Prioress,

about whom little is certainly known beyond her own stables, going abroad—hopeless of finding matches at home—to take a rise out of the English cracks, calculating of course on the immense allowances, which will not fall short, under some contingencies, of 14 pounds advantage given to foreign bred and untried horses.

Many persons believe now, of these horses, as they did of Peytona, that nothing that ever was in the North ever saw the day when it could beat these horses ; and that nothing in England ever will see that day.

I am not one of those persons.

The end is not yet, and fast time or slow time, I do not believe altogether in light weights and fast courses ; but, I do believe, all things fully weighed and considered, with no prejudice or favor for Northern or Southern stables, that Boston is out and out the best race-horse of any age, sex or condition, that has yet run upon American plates, and that Fashion is the best mare.

That the American horses will win in England, at the extraordinary advantages, which they will receive, I think probable ; and not much to brag of, if they do. One may handicap Eclipse so that a jackass will beat him, and 28 lbs. is a *difference*, with a vengeance, on a horse's back.

The clever accounts subjoined of the most recent races, are from the New Orleans Picayune, but quoted from the Spirit of the Times.

EDITORIAL NOTES.

* (P. 159.) No English Stud-Book was published until at least half a century after these horses flourished. It does not follow because the dams of some of them are not given that they were not of pure blood.

† (P. 159.) The Large Hartley mare had a filly by the Godolphin Arabian, foaled in 1746, which corresponds to Selima. That filly does not appear afterwards in a English Stud-Book as the brood mare. Selima was, beyond doubt, the filly.

‡ (P. 159.) A certificate of Col. Tayloe, dated 1773, makes Jenny Cameron by Cuddy (son of Fox) out of Mr. Witty's famous mare Cabbagewise. In another place in the American Turf Register she is said to be by a son of Fox, out of Miss Belvoir by Grey Grantham ; neither can be substantiated in the English Stud-Book.

§ (P. 160.) The English Racing Calendar commenced in 1751, and has been continued to the present period. Matchem was foaled in 1748. Marske in 1756. Eclipse in 1764. The performances of these horses are all to be found in the Racing Calendar, and are just as reliable as any other period of the English turf.

MEMOIR
OF SIR ARCHY.

THIS justly celebrated horse, whose portrait, from a painting, which we have been assured is a striking likeness, ornaments the present memoir, was foaled in the spring of 1805, on James river, in Virginia, and was bred by Col. Archibald Randolph and Col. John Tayloe, as their joint property.

Sir Archy is of rich bay color, having no white about him except on his right hind foot. He is a horse of commanding size, fully sixteen hands high, with great power and substance. He is eminently superior in all those points indispensable to the turf horse and mainly contributory to strength and action. His shoulder, the most material part of the horse, is strikingly distinguished, being very deep, fairly mounting up to the top of the withers, and obliquely inclined to the hips. His girth is full and deep, back short and strong, thighs and arms long and muscular, his bone good. His front appearance is fine and commanding—his head and neck are well formed, the latter rising well out of his withers. Take Sir Archy upon the whole, and he has more size, power and substance than we often see combined in the full bred horse. As a racer he was considered very superior. He did not run many races, but beat all the best horses of his day; among them were Wrangler, Tom Tough, Palafox, Minerva, Ratray, Gallatin, and also Gen. Carney's celebrated racer Blank, by Citizen. When Sir Archy quitted the turf, he had no equal in this country, as will be seen in the following extract of a letter from Col. W. R. Johnson—
“I have only to say that, in my opinion, Sir Archy is the best

horse I ever saw, and I well know that I never had any thing to do with one that was at all his equal ; and this I will back ; for, if any horse in the world will run against him at any half-way ground, four-mile heats, according to the rules of racing, you may consider me \$5000 with you on him. He was in good condition this fall—1809—and has not run with any horse that could put him to half speed towards the end of the race.

“Yours, W. R. JOHNSON.”

Sir Archy was got by the imported horse Diomed, his dam the imported mare Castianira—she was got by Rockingham, out of Tabitha, by Trentham ; her dam—Tabitha’s—out of the dam of Pegasus. *Vide Genealogical Tables*, Nos. I. and II.

Rockingham, the best son of Highflyer, and he the best son of old King Herod. The dam of Rockingham, Purity, by Matchem, out of the famous old Squirt mare.

Trentham, a horse of great power and celebrity of his day, was by Sweepstakes, out of a South mare.

Diomed—the sire of Sir Archy—was got by Florizel, one of the best sons of old King Herod ; his dam—Diomed’s—by Spectator ; his grandam by Blank, Flying Childers, Miss Belvoir, by Gray Grantham, Paget Turk, Betty Percival, by Leeds Arabian.

Diomed was one of the best racers on the English turf ; and was unquestionably the finest formed horse ever imported into this country ; and as a foal getter, he has had no equal except in his son. Diomed had the rare faculty of getting colts of size and form from almost all the mares that he covered, and he *more generally* got racers than any other stallion that had preceded him ; and as to the celebrity of his colts, as first-rate racers, they have far eclipsed those of any other horse’s get, except those of Sir Archy. What stallion, then, so worthy to be the sire of Sir Archy as Diomed ? Yet a report has been in circulation a dozen years or more, calculated to rob Diomed of this honor, and to confer it on another stallion called Gabriel, sire of Postboy, Harlequin and Oscar.

This report first originated among grooms, who, of all others, are best calculated to give currency to reports without foundation. Col. Tayloe, who jointly with Col. Randolph, bred

Sir Archy, confidently avers the fact that Diomed was the sire of Sir Archy.*

In the spring of 1804, the season that Sir Archy was got, old Diomed stood at Col. Selden's below Richmond. Mr. Selden, his son, who is now living, saw Castianira—the dam of Archy—covered on the same day by Diomed, that he got Wrangler. This declaration of Mr. Selden puts the question beyond all doubt. But if we were to reason on other circumstances, I should reject Gabriel as the sire of Sir Archy. Gabriel's stock were not large, but only common size; hence the improbability of his being the sire of so large a horse as Sir Archy. Whereas, Diomed's stock were generally of good size, and Sir Archy bears a strong resemblance to the Rockingham and Herod stock; of which blood he possessed a large share, not only through Rockingham, but also through Florizel, the sire of Diomed.

Sir Archy may justly be allowed to be one of the best bred horses this country or England has ever produced. He was not only a distinguished racer, but, as a stallion, he stands upon higher ground than any other horse that has covered in America, and may rank with the best stallions in England.

He has done as much for the turf stock of this country as the Godolphin Arabian, King Herod, or Highflyer, for that of Great Britain. Most of the best stock at present in this country are either immediately from the loins of Sir Archy, or have been produced from his sons and daughters. Sir Archy covered at \$50 the season until within a few years, when his price was raised to \$75 the season, and \$100 insurance; at which price he now covers in North Carolina.

A list of his most distinguished get is here added, but it is far from being complete.

Timoleon,	Roanoke,	} Bred by the Hon. John Randolph.
Reality,	Janus,	
Vanity,	Mark Antony,	
Lawrence,	Rinaldo,	
Director,	Stockholder,	
Virginian,	Bertrand,	
Carolinian,	Pacific,	

* Vide his letter to J. S. Skinner, Esq., in *Am. Farmer*, vol. 9, p. 143.

Ratler,	Cherokee,	} Bred by Mr. Brodnax.
Childers,	Arab,	
Sunter,	Coquette,	
Flirtilla,	Jeannett,	
Sir Charles,	Tariff,	
Janette,	Gohanna,	
Napoleon,	Phillis,	
Full sister to Napoleon,	Creeping Kate,	
Reap Hook,	Robert Adair,	
Contention,	Lady Burton,	
Lady Lightfoot,	Fantail,	
Sir Henry	Giles Scroggins,	
Sir William,	Sir Arthur,	
Muckle John,	Pirate,	
Marion,	Lady La Grange,	
Tecumseh,	Rarity,	
Saxe Weimar,	Kosciusko,	
Kate Kearney,		

And many others not recollected.

Yours, &c.

MEMOIR

OF

DIOMED, SIRE OF SIR ARCHY AND DUROC—AND GRAY
DIOMED, SIRE OF DUROC'S DAM, AMANDA.

WASHINGTON, *October*, 1829.

As connected with the memoir of Duroc, a notice of Diomed, his sire, and of Gray Diomed, the sire of his dam, Amanda, may not be unacceptable.

Diomed, by Florizel; dam by Spectator—see General Stud Book, page 193—was a very distinguished racer in England, the first winner of the Derby; and as a stallion, although placed in competition with Highflyer, Sir Peter Teazel, Rockingham, Pegasus, &c., was no less celebrated. His progeny in England were,

Tortoise, foaled 1786	Gray Diomed, one of the most	
David, 1790	celebrated horses that ever	
Hermione, 1780	ran in England; afterwards	
Fanny, 1790	ran with such success in Rus-	
B. c. out of Carina, 1790	sia, that several of his stock	
Hackabout, 1791	were sent for from that em-	
F. out of Active, 1790	pire.	
Ch. c. out of Sir Peter's sister, 1794	Ch. f. sister to Gray Diomed,	} 1788
Whiskey, 1789	Ch. c. brother to Gray Dio-	
Little Pickle, 1790	med,	} 1789
Champion, } 1790	Robin Grey,	} 1790
Hero, } 1792	Cedar,	} 1793
Sister to Champion and Hero, } 1793	Greyhound,	} 1794
Michael, 1790	Poplar,	} 1795
C. out of Crane, 1793	B. c. out of Dax,	} 1791
B. f. out of Danae, 1788	Monkey,	
Ch. f. Desdemona (see General	Montezuma, foaled 1786	
Stud Book, page 274), 1788	Queflavaca, 1788	
Rosabella's dam, 1793	Guatimozin, } 1788	
Speculator, 1794	Ch. f. sister to do. } 1790	
Dam of Whiskey (See General	Ch. c. out of Grenadier's dam, 1791	
Stud Book, page 275), 1785	Ch. f. out of Isabel, 1793	

C. out of Fleacatcher, foaled	1790	Brother to Amazon, foaled	1789
Sister to do.	1787	Amazon,	1792
Sir Charles, brother to do.	1790	Sister to do.	1793
Wrangler, do.	1791	B. f. out of Cheesecake, . .	1791
Brother to Butterly, . . .	1794	Ch. f. out of Mrs. Siddons, . .	1792
Giantess,	1790	Brother to Venture,	1794
Young Giantess,	1790	Ch. f. out of Mopsqueeser, . .	1790
Pamela,	1791	Young Noisette,	1789
Tom,	1790	B. c. out of Rosaletta,	1790
Anthony,	1789	Aramanthe,	1788
Sister to do.	1790	Valiant,	1785
Glaucus,	1786	Victor,	1786
Lais,	1787	Brother to do.	1787
Brother to do.	1789	B. f. out of Temperance, . . .	1788
Foreigner,	1790	Laurentina,	1794
Sister to do. (Snug's dam)	1793	B. c. out of Tulip,	1794

At twenty-two years old, Diomed was imported into Virginia by the late Col. John Hoomes, of the Bowling Green. The most distinguished of his get in Virginia—I write from *memory*, and if wrong, ask for correction—were,

Sir Archy, dam by Rockingham, bred by Col. Tayloe, afterwards owned and run by W. R. Johnson, Esq.* foaled 1805

Florizel, dam by Shark—in 1805, beat Peace Maker, the celebrated match, four-mile heats—Major Ball, 1802

Potomac, ran and won at Petersburg, two miles in 3m. 43s. ; the quickest race to this day in America—Mr. Wilkes, 1801

Peace Maker, bred by Col. Hoomes, afterwards owned and run by Col. Tayloe, 1801

Top Gallant, dam by Shark—Mr. Clayton ; afterwards owned and run by Col. Tayloe, 1801

Hamlingtonian, dam by Shark—Mr. Hamlin ; afterwards owned and run by Col. Tayloe, 1801

Vingtun, dam by Clockfast—sold in 1803 for \$2750—Gen. Wade Hampton and Gov. Ed. Lloyd, 1801

Stump the Dealer, dam by Clockfast—W. R. Johnson and Ralph Wormeley, Esq., 1801

Duroc, dam by Gray Diomed—Wade Mosby, Esq.—W. M. and Mr. Badger, 1806

* It has been stated, but I believe on no good ground, that the imported Gabriel by Dormant—a very distinguished horse and sire of those excellent horses, Post Boy, Osear and Harlequin—was also sire of Sir Archy.

Hampton, dam by Gray Diomed—Gen. Hampton—	
Mr. J. V. Bond,	foaled 1806
Com. Truxton,—Gen. Andrew Jackson,	1806
The dam of Henry,	1806
And the dam of Eliza White,	1806

Gray Diomed, sire of Amanda, was by the imported Medley; his dam by Sloe; grandam by Vampire, &c.—was foaled, May, 1786. Of his races previous to 1793, when purchased of Mr. Richard Brooke by Col. Tayloe for \$800, I am not informed. In August, 1793, he won a match, 4 miles, beating Mr. Page's famous Isabella at the Bowling Green. In October, he won there a jockey club purse. In November he won a jockey club purse at Petersburg. In September, 1794, he won the jockey club purse, four-mile heats, at the Bowling Green. In October he won the jockey club purse, four-mile heats, at Chestertown, Md., beating Gen. Ridgely's famous Cincinnatus, then four years old. During the same month he won the jockey club purse at Annapolis, beating Cincinnatus, the equally famed Virginia Nell, Nantoaki, and others—on which occasion there were two striking evidences of bottom; through mistake, after winning the heat, another mile was run, terminating in a dead heat, between him and Cincinnatus. In the next heat, soon after starting, in endeavoring to pass on the inner side, he cut within the pole, had to return, and barely saved his distance; running the whole heat at his utmost speed; yet was winner of the race. In December, when winning at Alexandria, he fell over a dog, by which accident he lost the race. He started but once more, for a sweepstakes at Leeds, against Mr. Washington's horse, and Mr. Butler's mare, but being lame he lost, beating the latter. Sold by Col. Tayloe in 1798 to Mr. J. Blick for \$2200.—*American Turf Register*, vol. i., 1829.

MEMOIR
OF AMERICAN ECLIPSE.

THE portrait, accompanying this memoir, of the celebrated racer, "American Eclipse," was engraved by Messrs. Capewell and Kimmell, of this city, from the original painting, made by Mr. Fisher, of Boston, for the late Charles Henry Hall, Esq., of New York, and is acknowledged by all good judges to be an excellent likeness. This horse is now fifteen years old, chestnut, with a star, and the near hind foot white; is fifteen hands one inch high, and possesses a large share of bone and muscle. Eclipse was foaled at Dosoris, Queens county, Long Island, on the 25th May, 1814, and was reared by the late Gen. Nathaniel Coles, the breeder, in whose possession he remained till the 15th March, 1819, when he became the property of Mr. Van Ranst. His sire was Duroc; his dam, Miller's Damsel, by Messenger; his grandam the English PotSos mare, imported at three years old, in 1795, by William Constable, Esq., of New York. PotSos sired by the celebrated English Eclipse; his great grandam by Gimerack; Gimerack by Cripple; and Cripple by the Godolphin Arabian.

From a memorandum in the handwriting of Gen. Nathaniel Coles, the breeder, it appears that he was reared in the following manner. The colt was weaned on the 10th of November. At the commencement of winter, fed with four quarts of shorts, which was increased during the winter to eight quarts per day; hay, clover dampened.

Second year, in the spring, turned to grass with no grain. November 10th, put up—fed with eight quarts shorts per day; during winter, shorts increased to *ten* quarts—hay, the same as first winter.

Third year, turned to grass, with four quarts shorts per day. September 1st, commenced breaking—feed, eight quarts oats—

through the winter, hay as formerly—grain, ground corn and oats, equal to eleven quarts oats. March 1st, commenced and trained for nine weeks, then gave a trial of *two* miles, and found the colt very superior.

Fourth year, in summer turned to grass—fed with ground oats and corn, equal to nine quarts oats—in winter, hay as formerly, with nine quarts oats per day, till the first March, 1818, when commenced training; feed, oats and cracked corn, equal to twelve quarts oats.

Fifth year, late in May, 1818, ran the *three*-mile heats at Newmarket, on Long Island, and won the first day's purse with ease, beating Black-eyed Susan, and Sea Gull, then called the best three-mile horse of the day; turned to grass first June, with about six quarts of oats a day; in winter, fed with hay as before, with ground corn and oats. March 15th, 1819, sold Eclipse to Mr. Van Ranst.

At five months old, while a suckling, he gave his owner such a sample of stride, strength and speed, that he was at that time named "American Eclipse."

While a colt he was not confined, but during the winter season turned out every fair day. He was first shod in the spring, when three years old.

In June, 1819, he won the Jockey Club's purse of \$500, running the four-mile heats over the Bath course, beating Mr. Purdy's horse, Little John, by the Virginia Potomac; Mr. Bond's horse Eclipse, by First Consul; and Mr. Potter's horse, James Fitz James, by Sir Archy.

In October, 1819, he again ran the four-mile heats at Bath, winning the purse of \$500, beating Mr. Purdy's horse, Little John; Mr. Schenck's horse, Fearnought; and Mr. Bond's colt; the two latter being withdrawn the second heat. The Bath course measured fifteen links over a mile; the first heat of this race was run in eight minutes and thirteen seconds, and the second in eight minutes and eight seconds.

In the spring of 1820, Eclipse stood to mares on Long Island, at \$12 50 the season. In the spring of 1821, he again covered as a common stallion, at \$12 50 the season, and covered eighty-seven mares; nor was it contemplated to bring him again upon the turf; but the legislature of the State of New York having

new modelled the law respecting racing, and a society being re-organized specially for the improvement of our breed of horses, Mr. Van Ranst was induced again to put Eclipse in training for the four-mile heats to be run over the New Union course, eight-miles from Brooklyn, and near the Jamaica Turnpike, in October of that year.

From an opinion, long entertained by sportsmen, that covering renders a horse unfit for the race, the friends of Eclipse questioned the policy of again running him; but the event proved that, so far as he was concerned, the opinion was unfounded.

The races commenced the 15th of October, 1821, when four horses started for the purse of \$500, to run the four-mile heats; viz. American Eclipse; Mr. Sleeper's brown mare, Lady Lightfoot, by Sir Archy; Mr. Schenck's horse, Flag of Truce, by Sir Solomon; and Mr. Schomp's horse, Heart of Oak. The two last named horses were drawn after the first heat, and Lady Lightfoot was distanced in the second, being nine years old—she had run upwards of twenty races—some very severe ones; and was out of order.

The bets at starting were two to one on the mare. The mare led until the last quarter of the first heat, when Eclipse passed her, coming in two lengths ahead. In the second heat Eclipse passed her in running the third mile, and from that time left her alone. The time was, first heat, eight minutes and four seconds; the second heat, eight minutes and two seconds, and the course measured thirty feet over a mile.

In the following week, Eclipse was exhibited at the annual exhibition of the New York county Agricultural Society, and received the society's first premium, \$50, for the best stallion.

In May, 1822, Eclipse won the purse of \$700 for four-mile heats at the Union course, beating Mr. Badger's five-year-old horse, Sir Walter, by Hickory. A bet of considerable amount was made by the owners of the two horses on the first heat, which, with the second heat, was won by Eclipse. Time, first heat, seven minutes and fifty-four seconds; second heat, eight minutes.

In October, 1822, he again ran the four-mile heats at the Union course, for the \$1000 purse, which he won, beating a

second time, Mr. Badger's horse, Sir Walter; Mr. Sleeper's bay mare, Duchess of Marlborough, by Sir Archy; and Mr. Jackson's mare, Slow and Easy, by Duroc. The first heat was run in seven minutes and fifty-eight seconds, when the two mares were withdrawn, and Sir Walter stopping short in the second heat, Eclipse came in at his leisure. A day or two previous to this race, a challenge appeared in the New York papers by Mr. James J. Harrison, of Brunswick, Va., in which he offered to "run Sir Charles against the American Eclipse, over the Washington course, four-mile heats, agreeably to the rules of the course, for five or ten thousand dollars." This challenge was promptly accepted by Mr. Van Ranst, who, as two sums were named by Mr. Harrison, chose the greatest, that the object of the contest might correspond with the fame of the horses.

The forfeit money, \$5000 each, having been deposited, the time for running was fixed for the 20th of November. At the hour of starting, both horses were brought out and the riders mounted; but instead of running agreeably to the challenge, Mr. Harrison gave notice that as his horse had met with an accident, he would pay the forfeit. He at the same time proposed to run a single four-mile heat, for \$1500 each, which being instantly agreed to, the horses started, Eclipse taking the lead. On the last round, Sir Charles broke down. The two first rounds were run in one minute and fifty-five seconds each, and the heat in eight minutes and four seconds. In this race, Sir Charles carried 120 lbs., Eclipse 126 lbs.

In the evening of the same day, William R. Johnson, Esq., of Petersburg, Va., offered to produce a horse, on the last Tuesday in May, 1823, to run the four-mile heats against Eclipse, over the Union course on Long Island, agreeably to the rules of that course, for \$20,000 a side, \$3000 forfeit.

This challenge was immediately accepted by Mr. John C. Stephens; in consequence of which Col. Johnson, on the day mentioned, appeared on the race with a four-year-old chestnut colt, called Henry—John Richards, intended for the race, having been lamed—about fifteen hands one inch high, which had been bred by Mr. Lemuel Long, near Halifax, North Carolina. Henry was sired by Sir Archy; his dam by Diomed; her dam by Bell Air; hers by Pilgrim; hers by Janus; hers by Jolly

Roger; hers by Valiant—imported horses. About half-past 12 o'clock, both horses started. Eclipse was rode by Wm. Crafts; Henry by a young lad. Henry took the lead, and maintained it through the heat. They came in together, Henry beating Eclipse by half a length, but apparently "hard in hand."—Bets on the second heat, three to one on Henry.

During the second heat, Eclipse was rode by Mr. Purdy. Henry again took the lead, and kept it until the last quarter of the third mile, when Purdy made a push, and Eclipse passed his rival at the commencement of the fourth mile. An attempt was made by Henry's rider to recover his ground, but in vain. He was beat by about thirty feet. Henry reined in on passing the distance pole, the loss of the heat being evident.

When the horses were brought out for the third heat, the great trainer, Arthur Taylor, mounted Henry, instead of the boy who rode him the two first heats. On starting, Eclipse took the lead, which he kept to the end of the race, coming in about three lengths ahead of Henry, both at their utmost speed—Henry in this heat having been reserved for the last quarter.

The time of running the three heats, as given by the judges, Gen. Ridgely, of Baltimore; Captain Cox, of Washington; and John Allen, Esq., of Philadelphia, was as follows:

First heat, 7 min. $37\frac{1}{2}$ sec.—second heat, 7 min. 49 sec.—third heat, 8 min. 24 sec.

Twelve miles in 23 minutes and $50\frac{1}{2}$ seconds.

The weights carried were—Eclipse, 126 lbs.—Henry, 108. Weights, according to racing calculations, are so nicely regulated to correspond with age, that no advantage was given to Henry, as has been said; on the contrary, according to the long established usage of weights on the Southern courses, now introduced at New York, Eclipse had an advantage of 8 lbs.—more than a distance—7 lbs. = 240 yards.

On the day previous to the race, a number of gentlemen visited the course with a surveyor, and finding it thirty feet over a mile, reduced it as nearly to a mile as could conveniently be done, leaving it still eighteen inches over. It is said, however, from the difference in the nature of the ground, to be four or five seconds quicker than the Tree Hill course.

Immediately after the race, Col. W. R. Johnson challenged

J. C. Stevens, Esq., and the friends of Eclipse, to run Henry against Eclipse the ensuing fall, over the Washington course, for any sum from twenty to fifty thousand dollars—forfeit, ten thousand dollars. The challenge was declined, and the resolution then announced has been adhered to, “never, on any consideration, to risk the life and reputation of the noble animal, whose generous and almost incredible exertions, have gained for the *north* so signal a victory, and for himself, such well-earned and never-fading renown.”

Eclipse was accordingly withdrawn from the turf and put to covering. He stood one season, at Boydton, in Virginia, at \$75, and \$100 to insure—and one or two short seasons at Baltimore, at \$50—and since then, we believe, in New York, Kentucky, and elsewhere.*

THE GREAT MATCH RACE BETWEEN ECLIPSE AND HENRY.

DESCRIBED BY AN OLD TURFMAN, C. R. COLDEN, ESQ.

From the Am. Sporting Magazine, Vol. ii., No. 1, p. 3.

NEW YORK, July 3, 1830.

MR. EDITOR;

As I have never seen in print a full, correct, and impartial account of the following great race, and having, at the time, committed my observations to paper, I now transmit them. As many of your readers may not have witnessed this far-famed performance, to such this relation may be interesting; should you, therefore, deem it worth a place in your entertaining publication, you are at liberty to insert it.

Great Match Race between American Eclipse and Henry, over the Union Course, Long Island, May 27th, 1823. Heats four miles, for \$20,000. The Southern gentlemen to be allowed to name their horse at the starting post.

Doubts were entertained, by some of the New York sportsmen, to the last moment, whether this great match would be contested by the Virginia gentlemen. They, it was perfectly understood, had left Virginia, with five horses, selected from the best racers which North Carolina and Virginia could boast

* Eclipse died on the 11th day of July, 1847, on the farm of Jilson Yates, Esq., near Shelbyville, Ky., aged thirty-three years and forty-six days.—ED.

of, and proceeded to the estate of Mr. Bela Badger, adjacent to Bristol, in Pennsylvania, distant from the Union course, about ninety miles, where, having a fine course upon which to exercise and try their horses, they had made a halt.

The horses selected for this great occasion, as also to contend for the three purse races to be run for, on the three days subsequent to the match, heats of four, three, and two miles; were Betsey Richards, five years old; her full brother, John Richards, four years; Henry, four years; Flying Childers, five years; all by Sir Archy; and Washington, four years old, by Timoleon, a son of Sir Archy. With one of the three first named, it was the intention of Mr. William R. Johnson to run the match. Of these, at the time he left home, John Richards was his favorite; his next choice was Henry, and thirdly, the mare; although some of the Southern gentlemen—and amongst others General Wynn—gave their opinion in favor of running the mare, fearing lest Henry might get frightened by so large a crowd of people and swerve from the track.

Unfortunately for the Virginians, their favorite, John Richards, in a trial race, while at Mr. Badger's, met with an accident, by receiving a cut in the heel or frog of one of his fore feet, which rendered it necessary to throw him out of train; Washington also fell amiss, and he and Richards were left behind at Mr. Badger's. With the other three the Southern sportsmen proceeded to the Union course, where they arrived five or six days previous to that fixed upon for the match.

The ill-fortune which befell the Virginians, by laming their best horse in the onset, seemed to pursue them, for scarcely had they arrived at Long Island, and become fixed in their new quarters, when Mr. Johnson, the principal on their part, upon whose management and attention their success in a great measure depended, was seized with indisposition, so sudden and violent, as to confine him not only to his room, but to his bed, which he was unable to leave on the day of the race. Thus the Southrons, deprived of their leader, whose skill and judgment, whether in the way of stable preparation, or generalship in the field, could be supplied by none other, had to face their opponents under circumstances thus far disadvantageous and discouraging. Notwithstanding these unexpected and untoward

events, they met the coming contest manfully, having full and unimpaired confidence in their two remaining horses, Henry and Betsey Richards, and backed their opinion to the moment of starting.

At length the rising sun gave promise that the eventful day would prove fine and unclouded. I was in the field at the peep of dawn, and observed that the Southern horse and mare, led by Harry Curtis in their walk, were both plated, treated alike, and both in readiness for the approaching contest. It was yet unknown to the Northern sportsmen which was to be their competitor.

The road from New York to the course, a distance of eight miles, was covered by horsemen, and a triple line of carriages, in an unbroken chain, from the dawn of day until one o'clock, the appointed hour of starting. The stands on the ground, for the reception of spectators, were crowded to excess at an early hour, and the club house, and balcony extending along its whole front, was filled by ladies; the whole track, or nearly so, for a mile distance in circuit, was lined on the inside by carriages and horsemen, and the throng of pedestrians surpassed all belief—*not less than sixty thousand spectators were computed to be in the field.*

About half-past twelve o'clock Henry made his appearance on the course, as the champion of the South, and was soon confronted by his antagonist.

I shall now endeavor to give a brief description of these noted racers.

Henry is a dark sorrel, or chestnut color, with one hind foot white, and a small star in the forehead; his mane and tail about two shades lighter than that of his body; he has been represented as being fifteen hands and one inch high, but having taken his measure, his exact height is only fourteen hands three and a half inches. His form is compact, bordering upon what is termed pony-built, with a good shoulder, fine clean head, and all those points which constitute a fine forehead; his barrel is strong, and well ribbed up towards the hip; waist rather short; chine bone strong, rising or arched a little over the loin, indicative of ability to carry weight; sway short; the loin full and strong; hanches strong, and well let down; hind quarters somewhat high, and sloping off from the coupling to the

croup ; thighs full and muscular, without being fleshy ; hocks, or houghs, strong, wide, and pretty well let down ; legs remarkably fine, with a full proportion of bone ; back sinew, or Achilles tendon, large, and well detached from the canon bone ; stands firm, clear, and even, moves remarkably well, with his feet in line ; possesses great action and muscular power, and although rather under size, the exquisite symmetry of his form indicates uncommon strength and hardihood. He was bred by Mr. Lemuel Long, near Halifax, in the State of North Carolina, and foaled on the 17th day of June, 1819. He was got by Sir Archy, son of imported chestnut Diomed, his dam by Diomed, grandam by Bel-Air, g. g. dam by Pilgrim, g. g. g. dam by Janus, g. g. g. g. dam by Jolly Roger, g. g. g. g. g. dam by Valiant ; which four last named are imported horses, and are to be found in the English Stud-Book.

Eclipse is a dark* sorrel horse, with a star, the near hind foot white, said to be fifteen hands three inches in height, but in fact measures, by the standard, only fifteen hands and two inches. He possesses great power and substance, being well spread and full made throughout his whole frame, his general mould being much heavier than what is commonly met with in the thoroughbred blood-horse ; he is, however, right in the cardinal points, very deep in the girth, with a good length of waist ; loin wide and strong ; shoulder by no means fine, being somewhat thick and heavy, yet strong and deep ; breast wide, and apparently too full, and too much spread for a horse of great speed ; arms long, strong, and muscular ; head by no means fine ; neck somewhat defective, the junction with the head having an awkward appearance, and too fleshy, and bagging too much upon the underside near the throttle ; his fore legs, from the knee downwards, are short and strong, with a large share of bone and sinew ; upon the whole his forehand is too heavy. To counterbalance this, his hind quarters are as near perfection as it is possible to imagine. From the hooks, or hip bone, to the extremity of the hind quarter, including the whole sweep from the hip to the hough, he has not an equal ; with long and full muscular thighs, let down almost to the houghs, which are

* We should not call him a *dark* chestnut.

also particularly long, and well let down upon the cannon bone; legs short, with large bone and strong tendon, well detached, upon which he stands clear and even. Although his form throughout denotes uncommon strength, yet to the extraordinary fine construction of his hind quarters, I conceive him indebted for his great racing powers, continuance, and ability, equal to any weight. I have closely observed him in his gallops; if he have a fault, it is that of falling a little too heavy on his fore feet, and dwelling a little too long on the ground; but then the style and regularity with which he brings up his haunches, and throws his gaskins forward, overbalance other defects.

He was sired by Duroc, a Virginia horse, bred by Wade Moseby, Esq., and got by imported chestnut Diomed, out of Amanda, by Gray Diomed, a son of old Medley. His—Eclipse's—dam was the noted gray mare Miller's Damsel, got by imported Messenger. His grandam, an English mare, imported when three years old, in 1795, by William Constable, Esq., of New York, bred by Lord Grosvenor, and sired by PotSos, son of English Eclipse. His g. g. dam by Gimerack, Gimerack by Cripple, and Cripple by the Godolphin Arabian. He was bred by General Nathaniel Coles, of Queens County, Long Island, and foaled on the 25th of May, 1814.

All horses date their age from the 1st of January. Thus a horse foaled any time in the year 1819, would be considered four years old on the 1st day of January, 1823. Consequently, Henry, although not four years old complete until the 17th day of June, had, on the 27th of May, to carry the regulated weight—agreeably to the then rules of the course—for a four-year-old, viz. 108 lbs. Eclipse, being nine years old, carried weight for an aged horse, 126 lbs.

At length the appointed hour arrived, the word was given to saddle, and immediately afterward to mount. Eclipse was ridden by William Crafts, dressed in a crimson jacket and cap, and Henry by a Virginia boy, of the name of John Walden, dressed in a sky-blue jacket, with cap of same color. The custom on the Union Course is to run to the left about, or with the left hand next to the poles; Eclipse, by lot, had the left, or inside station at the start. Sir Henry took his ground about twenty-five feet wide of him, to the right, with the evident intention of making a run in a

straight line for the lead. The preconcerted signal was a single tap of the drum. All was now breathless anxiety ; the horses came up evenly ; the eventful signal was heard, they went off handsomely together ; Henry, apparently quickest, made play from the score, obtained the lead, and then took a hard pull. By the time they had gone the first quarter of a mile, which brought them round the first turn, to the commencement of what is termed the back side of the course, which is a straight run, comprising the second quarter of a mile, he was full three lengths ahead ; this distance he with little variation maintained, running steadily, with a hard pull, during the first, second, third, and for about three-fourths of the fourth round or mile ; the pace all this time a killing one. It may be proper to note, that the course is nearly an oval, of one mile, with this small variation, that the back and front are straight lines of about a quarter of a mile each, connected at each extremity by semicircles of also a quarter of a mile each. When the horses were going the last round, being myself well mounted, I took my station at the commencement of the stretch or last quarter, where I expected a violent exertion would be made at this last straight run in, when they left the straight part on the back of the course, and entered upon the last turn. Henry was, as heretofore, not less than three lengths in the clear ahead. They had not proceeded more than twenty rods upon the first part of the sweep, when Eclipse made play, and the spur and whip were both applied freely ; when they were at the extreme point or centre of the sweep, I observed the right hand of Crafts disengaged from his bridle, making free use of his whip ; when they had swept about three-fourths of the way round the turn, and had advanced within twenty-five rods of my station, I clearly saw that Crafts was making every exertion with both spur and whip to get Eclipse forward, and scored him sorely, both before and behind the girths ; at this moment Eclipse threw his tail into the air, and flirited it up and down, after the manner of a tired horse, or one in distress and great pain ; and John Buckley, the jockey—and present trainer—who I kept stationed by my side, observed, “Eclipse is done.” When they passed me about the commencement of the stretch, seventy to eighty rods from home, the space between them was about sixteen feet, or a full length

and a half in the clear. Here the rider of Henry turned his head round, and took a view for an instant of his adversary; Walden used neither whip nor spur; but maintained a hard and steady pull, under which his horse appeared accustomed to run. Crafts continued to make free use of the whip; his right hand in so doing was necessarily disengaged from the bridle, his arm often raised high in air, his body thrown abroad, and his seat loose and unsteady; not having strength to hold and gather his horse with one hand, and at the same time keep his proper position; in order to acquire a greater purchase, he had thrown his body quite back to the cantle of the saddle, stuck his feet forward by way of bracing himself with the aid of the stirrups, and in this style he was belaboring his horse going in the last quarter. Buckley exclaimed—and well he might—“Good G—d, look at Billy.” From this place to the winning post, Eclipse gained but a few feet, Henry coming in ahead about a length in the clear. The shortest time of this heat, as returned by the judges on the stand, was 7 min. 37½ sec. Many watches, and mine—which was held by a gentleman on the stand—among others, made it 7 min. 40 sec.; and this time the Southern gentlemen reported—see Mr. Johnson’s letter of the 28th of May, addressed to Mr. Crawford, editor of the Virginia Times.

I pushed immediately up to the winning post, in order to view the situation of the respective horses, after this very trying and severe heat; for it was in fact running the whole four miles. Henry was less distressed than I expected to find him, Eclipse also bore it well, but of the two, he appeared the most jaded; the injudicious manner in which he had been ridden, had certainly annoyed, and unnecessarily distressed him; the cause of his throwing out his tail, and flirting it up and down, as already observed, was now apparent; Crafts, in using his whip wildly, had struck him too far back, and had cut him not only upon his sheath, but had made a deep incision upon his testicles, and it was no doubt the violent pain occasioned thereby, that caused the noble animal to complain, and motion with his tail, indicative of the torture he suffered. The blood flowed profusely from one or both of these foul cuts, and trickling down the inside of his hind legs, appeared conspicuously

upon the white hind foot, and gave a more doleful appearance to the discouraging scene of a lost heat.

The incapacity of Crafts to manage Eclipse—who required much urging, and at the same time to be pulled hard—was apparent to all; he being a slender made lad, in body weight about 100 lbs. only. A person interested in the event, seeing Buckley, who had ridden the horse on a former occasion, with me, requested that I would keep him within call, and ready to ride in case of an emergency. It was, however, soon settled, and announced, that Mr. Purdy would ride him the second heat, upon which long faces grew shorter, and Northern hope revived.—Six to four was, nevertheless, offered on the Southern horse, but no takers.

SECOND HEAT.—The horses, after a lapse of 30 minutes, were called up for a second heat. I attentively viewed Eclipse while saddling, and was surprised to find that to appearance he had not only entirely recovered, but seemed full of mettle, lashing and reaching out with his hind feet, anxious and impatient to renew the contest. Mr. Purdy having mounted his favorite, was perfectly at home, and self-confident. The signal being again given, he went off rapidly from the start; Henry being now entitled to the inside, took the track, and kept the lead, followed closely by Eclipse, whom Mr. Purdy at once brought to his work, knowing that game and stoutness was his play, and his only chance of success, that of driving his speedy adversary, up to the top of his rate, without giving him the least respite. Henry went steadily on, nearly at the top of his speed, keeping a gap open between himself and Eclipse, of about twenty feet without much variation, for about two miles and seven eighths, or until towards the conclusion of the third mile they had arrived nearly opposite the four-mile distance post. Here Mr. Purdy made his run, and when they had advanced forty rods further, which brought them to the end of the third mile, was close up, say nose and tail. They now entered upon the fourth and last mile, which commences with a turn or sweep the moment you leave the starting post. Here the crowd was immense; I was at this moment on horseback, stationed down the stretch or straight run, a short distance below the winning post, in company with a friend, and Buck-

ley, the jockey, who kept close to me during the whole race. We pushed out into the centre, or open space of the ground, in order to obtain a more distinct view of the struggle, which we saw making, for the lead; every thing depended upon this effort of Purdy; well he knew it; his case was a desperate one, and required a desperate attempt; it was to risk all, for all; he did not hesitate. When the horses had got about one third of the way round the sweep, they had so far cleared the crowd as to afford us a distinct view of them a little before they reached the centre of the turn; Eclipse had lapped Henry about head and girth, and appeared evidently in the act of passing. Here Buckley vociferated, See Eclipse! look at Purdy! By heaven, on the inside! I was all attention. Purdy was on the left hand or inside of Henry; I felt alarmed for the consequence, satisfied that he had thus hazarded all; I feared that Walden would take advantage of his position, and by reining in, force him against or inside one of the poles. When they had proceeded a little more than half way round the sweep, the horses were a dead lap; when about three-fourths round, Eclipse's quarter covered Henry's head and neck; and just as they had finished the bend, and were entering upon the straight run, which extends along the back part of the course, Eclipse for the first time was fairly clear, and ahead. He now, with the help of the persuaders, which were freely bestowed, kept up his run, and continued gradually, though slowly, to gain during the remaining three quarters of a mile, and came in about two lengths ahead. As they passed up the stretch or last quarter of a mile, the shouting, clapping of hands, waving of handkerchiefs, long and loud applause sent forth by the Eclipse party, exceeded all description; it seemed to roll along the track as the horses advanced, resembling the loud and reiterated shout of contending armies.

I have been thus particular in stating that Mr. Purdy made his pass on the inside, understanding that many gentlemen, and particularly Mr. Stevens, the principal in the match on the part of Eclipse—and for aught I know Mr. Purdy himself—insist that the *go by* was given on the outside. After the heat was over, I found that my friend Mr. M. Buckley, and myself, were far from the only persons that had observed the mode in which

Mr. Purdy ran up and took the inside track from his adversary. The circumstance was in the mouths of hundreds. In corroboration of which, I will quote a passage from the New York Evening Post, of May 28th, 1823, giving a description of this second heat:—"Henry took the lead as in the first heat, until about two-thirds around on the third mile, when Purdy seized with a quickness and dexterity peculiar to himself, the favorable moment that presented, when appearing to aim at the outside, he might gain the inside, made a dash at him accordingly, and *passed him on the left.*"

Here, then, the observations of many, independent of my friend Mr. M. Buckley, or myself, added to the instantaneous and striking remark of B., which did not fail to rivet my peculiar attention, form a wonderful coincidence. Thus circumstanced, and long conversant with turf matters, rules, and practices, and familiar with sights of this kind, it was impossible I could be mistaken. I was not mistaken, the honest belief of some gentlemen to the contrary notwithstanding.

Time, this second heat, 7 minutes, 49 seconds.

THIRD HEAT.—It was now given out, that in place of the boy Walden, who had rode Henry the two preceding heats, that Arthur Taylor, a trainer of great experience, and long a rider, equalled by few, and surpassed by none, would ride him this last and decisive heat. At the expiration of thirty minutes the horses were once more summoned to the starting post, and Purdy and Taylor mounted; the word being given, they went off at a quick rate; Purdy now taking the lead, and pushing Eclipse from the score; and indeed, the whole four miles, applying the whip and spur incessantly; evidently resolved to give Henry no respite, but to cause him, if determined to trail, to employ all his speed and strength, without keeping any thing in reserve for the run in. Henry continued to trail, apparently under a pull, never attempting to come up, until they had both fairly entered the straight run towards the termination of the last mile, and had advanced within about sixty rods from home. Here Henry, being about five yards behind, made a dash, and ran up to Eclipse, so far as to cover his quarter or haunch with his head, and for a moment had the appearance of going past; he made a severe struggle for about

two hundred yards, when he again fell in the rear, and gave up the contest.

Thus terminated the most interesting race ever run in the United States. Besides the original stake of \$20,000 each, it was judged that upwards of \$200,000 changed hands.

In this last heat Henry carried 110 lbs., being two pounds over his proper weight; it not being possible to bring Arthur Taylor to ride less, and although a small horse, and wanting twenty days of being four years old, he made the greatest run ever witnessed in America.

Time, this heat, 8 minutes, 24 seconds.

Thus the three heats, or twelve miles, were run in 23 minutes, 50½ seconds, or an average of 7 minutes, 57 seconds each heat; or 1 minute, 59 seconds per mile.

Notwithstanding this defeat, the Southern sportsmen continued to be inspired with so much confidence in their horse, that they offered to renew the contest for a much larger amount, as appears by the following challenge and the answer thereto, which I give as connected with the event.

TO JOHN C. STEVENS, ESQ.

Long Island, May 28, 1823.

Sir—I will run the horse Henry against the horse Eclipse at Washington city, next fall, the day before the Jockey Club purse is run for, for any sum from twenty to fifty thousand dollars; forfeit ten thousand dollars. The forfeit and stake to be deposited in the Branch Bank of the United States at Washington, at any nameable time, to be appointed by you.

Although this is addressed to you individually, it is intended for all the betters on Eclipse, and if agreeable to you and them, you may have the liberty of substituting at the starting post, in the place of Eclipse, any horse, mare, or gelding, foaled and owned on the northern and eastern side of the North River, provided, I have the liberty of substituting in the place of Henry, at the starting post, any horse, mare, or gelding, foaled and owned on the south side of the Potomac. As we propose running at Washington city, the rules of that Jockey Club must govern of course.

I am respectfully, yours,

WILLIAM R. JOHNSON.

ANSWER.

Dear Sir—The bet just decided was made under circumstances of excitement, which might in some measure apologize for its rashness, but would scarcely justify it as an example; and I trust the part I took in it, will not be considered as a proof of my intention to become a patron of sporting on so extensive a scale. For myself, then, I must decline the offer. For the gentlemen who with me backed Eclipse, their confidence in his superiority, I may safely say, is not in the least impaired. But even they do not hesitate to believe, that old age and hard service may one day accomplish, what strength and fleetness, directed by consummate skill, has hitherto failed to accomplish.

For Mr. Van Ranst I answer, that he owes it to the association who have so confidently supported him, to the State at large, who have felt and expressed so much interest in his success, and to himself as a man, not totally divested of feeling, never, on any consideration, to risk the life or reputation of the noble animal, whose generous, and almost incredible exertions, have gained for the North so signal a victory, and for himself such well earned and never failing renown.

I remain, sir, your most obedient servant,

JOHN C. STEVENS.

WM. R. JOHNSON, Esq.

As Mr. Van Ranst, in a little work issued from the press, at his instance, entitled, "The History of American Eclipse," has touched upon the comparative powers of the English race-horses, of the past and present day, before I take leave of the subject, I propose, hereafter, to offer a few remarks in reply.

AN OLD TURFMAN.

PEDIGREE

AND PERFORMANCES OF ARIEL.

*Fifty-seven races—forty-two times a winner, and of seventeen four-mile heats—
having run 345 miles—travelled near 3,000—and won about \$25,000.*

OF all the descendants of American Eclipse, none have held, and held deservedly, a higher place than this noble mare. Her pedigree is undeniable; her performances, in regard to stoutness more particularly, almost miraculous.

I well remember, long before my arrival in this country, long, indeed, before I entertained any idea of making it my home, reading of her performances in the English newspapers, at a time when matters of local interest in America, seldom found a place in the European prints, and to be mentioned in them was, in itself, a proof of real celebrity.

She was a beautiful gray, about fifteen hands high, of good proportions, strong make, and, in action, said to have been strikingly handsome.

The following account is from the American Turf Register of Sept., 1834.

Ariel certainly ranks with the best race-horses of any age or clime. To adopt the language of a valued correspondent, “we doubt whether *any* horse of any ‘region’ ever did more good running, attended with such extensive and constant travel.” From reference to English works and to our own pages, we find no account of *any* horse that has either run or won as many races. In her last campaign in “the race-horse region,” she ran and won thirty-six miles in fifteen days: the first race, four-mile

heats at Norfolk, beating horses of high reputation, and winning the second heat in 7m. 43s.; the next a race of three-mile heats, at Broad Rock, where at four heats, the last in 5m. 47s., she beat the "crack nags" of Virginia; and the third, another race of four-mile heats, severely contested, again won in four heats, and in extraordinary time. On the eighth day thereafter she was beaten, the four-mile heats, by a very superior three-year-old; an excellent race; yet, in the two consecutive weeks, immediately succeeding, she won two more races.

The English "patriarchs" Childers, Eclipse, and Highflyer, probably had more speed; and our Timoleon,* Gallatin, Sally Walker, and Henry, have run one, two, three, and four miles, *something* quicker than Ariel, but neither of them exhibited the same degree of bottom and durability; few were put to the same test, nor do we believe as much money has been staked on either. Others, in England, equally or more distinguished in some respects, were not as much so in others.

If it were her fate sometimes to encounter a superior, she was never beaten by that one in a *second campaign*; when Monsieur Tonson and Sally Walker were her victors, during the short period of their glorious triumphs, she may not have been in equal condition. Recovering readily from the effects of a hard race, she started *every* season, at *every* meeting within her reach, wearing down *all* opponents; she was never known to be lame, even to the close of her *long* and brilliant career.

When beat by Flirtilla in their great match, so admirably described by "An Old Turfman," she yielded to a noble foe, who had borne off every laurel that season, and, the next, continued her triumphs, until she broke down with the wreath of victory† almost within her grasp. "It was considered marvelous, that a three-year-old should make such a contest with such an adversary;" especially as she must have been "hurried in her work," to have changed her condition in the brief interval from her other match.

* One, two, three and four miles have been run by them in 1m. 47s., 3m. 43s., 5m. 42s., and 7m. 37½s.

† Flirtilla, in the Jockey Club race, four-mile heats, at Newmarket, having won the first heat, severely contested by Shakspeare, broke down in the second; and the race was won by Gohanna, who had merely saved his distance the first heat.

In the *aggregate*, taking into view speed, bottom, and durability; amount of running, travel, and of sums "lost and won" on her, we think Ariel stands *unrivalled*. Her time, from one to four miles and more, is scarce second, at any distance, to any on authentic record. At three years old, she ran a mile on the Union Course, winning by several lengths, well in hand, in 1 m. 48s.; a few weeks after she won a three-mile heat, running the two last miles in 3m. 47s.; at eight years old, on the same course, she was beat about two lengths by Arietta, in two miles, run in 3m. 44s.; at five years old, she ran a second heat of three miles, beat about a length, by Sally Walker, in 5m. 42s.; and at six years old, won readily a second heat of four miles in 7m. 43s. Such stoutness was never exemplified, as in her sixteen-mile race at Newmarket; where, after winning the second heat of four miles, she *closely contested the third, run in 7m. 57s., and won the fourth four-mile heat in 8m. 4s.*!—the best third and fourth heats ever run. Of the *fifty-seven races she has run*, she has been *forty-two times a winner*, having actually won *seventeen Jockey Club purses, of four-mile heats, and run in public more than 345 miles*. For five years, from the spring she was three, to the autumn of eight years old, she was the ornament and dread of the turf, from New York to Georgia. She must have travelled *at least 3,000 miles*—perhaps more. In her matches, and Jockey Club purses, she has "lost and won" about \$50,000.

PEDIGREE.

Ariel's pedigree is worthy of her performances. Her own brothers—Lance, a year older than herself, a distinguished runner that beat the famous Trouble, a great match—O'Kelly, that beat Flying Dutchman, Mary Randolph, and others, with such eclat as to bring \$5,000—and St. Leger in the great sweepstake in Baltimore, where he was so unaccountably beaten, but has since beat Terror—her own sister Angeline, and half brother Splendid, by Duroc, that was beat at three years old, in a produce match, by Col. Johnson's Medley—are all well known to fame. Her grandam gray mare Empress, has also been regarded one of the most renowned race nags and brood mares of the North. October, 1804, at four years old, she very unexpectedly beat the

famous First Consul, for the Jockey Club purse, four-mile heats, at Harlem, N. Y. The first race he lost.

Besides combining the three valued crosses of Herod, Matchem, and Eclipse, it will be observed Ariel's pedigree is "richly imbued with the best English blood;" to which she traces almost directly from Childers, Partner, Crab, Snap, Cade, Spark, Othello, Gimcrack, Mambrino, Medley, PotSos, Messenger Baronet, Diomed, &c.; besides deriving her descent from the best early importations. No other stock probably partakes as much of the Messenger blood—no less than four crosses; with two, not very remote, from English Eclipse, two from Gimcrack, two from imported Paeolet, and three from imported Spark. Her color sustains her valuable origin—running so much into the Arabian blood.

To correct what may seem trifling errors in the pedigree of Ariel, before published, we now furnish it in full; as collated with all the information to be obtained, from the most authentic sources—especially "American Turf Register."

From the certificates published in the second volume of the American Turf Register, page 566, it appears Ariel was bred in 1822, by Mr. Gerrit Vanderveer, of Flatbush, on Long Island, Kings county, New York; and that she was got by American Eclipse; her dam by Financier; grandam Empress, by imported Baronet; great grandam, by imp. Messenger; her dam by Snap out of Jenny Duter, by True Briton; her dam Quaker Lass by imported Juniper, out of the imported Molly Paeolet, by Paeolet; Molly Paeolet's dam Whiteneck, by Crab; Godolphin Arabian—Conyer's Arabian—Curwen's bay Barb—Marshall's Spot—White-legged chestnut Lowther Barb—Vintner mare.

American Eclipse, bred by Gen. Coles of L. I., foaled 1814; was got by Duroc, his dam the famed race mare Miller's Damsel, by imported Messenger, out of the imported PotSos mare; her dam by Gimcrack. Duroc, bred by Wade Moseby, Esq., of Powhatan county, Virginia, foaled 1806: was got by imported Diomed, out of Mr. Moseby's "extraordinary race mare Amanda," by Col. Tayloe's famed Gray Diomed, son of imp. Medley. Thus far Eclipse's pedigree is unquestioned; for the balance, see American Turf Register, p. 50, vol. 4. Of Sir

Charles Bunbury's Diomed, imported into Virginia, 1799, having "filled the measure of his glory," nothing more need be said. Messenger, foaled 1780, imported about 1786 or '7 into New York, was also a race-horse of repute at Newmarket; he won some good races, and lost but few.* He was a gray, of great substance; was got by Mambrino, a very superior stallion, his dam by Turf, son of Matchem, Ancestor Starling—Oxford Turk—Merlin—Pert—Commoner—Coppin mare. See English Stud Book, and American Eclipse's pedigree in full, American Turf Register, p. 51, vol. 4.

Financier was got by Tippoo Saib; dam by imp. Messenger, grandam by Bashaw; great-grandam by Young Bulle Rock—the famed Selim—Hopper's imported Pacolet. Tippoo Saib, a capital racer by imported Messenger, his dam imported, by Northumberland—Snap—Gypsey by Bay-Bolton—Duke of Newcastle's Turk—Byerly Turk. Tippoo Saib was sire to the famous Tippoo Sultan, that beat First Consul, 1807, and challenged Miller's Damsel; and was out of Financier's grandam by Bashaw, own brother to the famous race mare Slammerkin; the ancestor to Ratler, Sumter, Childers, Flirtilla, Polly Hopkins, Lady Relief, Jackson, &c., the son of imported Wildair, by Cade, out of "the imported Cub mare." Young Bulle Rock, by Bulle Rock, son of imported Spark; dam by imp. Bulle Rock, imported 1780 into Virginia—imp. Dabster—imported mare, out of the famed Britannia, own sister to True Briton, by imp. Othello; her dam Gant's imported Milley. Imp. Bulle Rock, by the Darley Arabian dam—Byerly Turk—Lister Turk—Natural Arabian mare. Imported Dabster by Hobgoblin—Spanker—Hautboy. Selim, foaled in Maryland, 1759, was got by the famed imp. Othello, out Col. Tasker's famous brood mare, imported Selima, by the Godolphin Arabian—said to be sister to Babraham, out of the Large Hartley mare. Selim, the best race-horse of his day, was purchased of Col. Tasker, at one year old, for £1000, by Sam'l Galloway, Esq., who beat with him all competitors, in the best time, until after nine years old. See American Turf Register, vol. 1, pp. 17, 62, and 480.

* It has been erroneously stated that imported Messenger never was beat. He lost several races in 1785. See English Racing Calendar. [Messenger started 14 times, won 8, lost 6, received forfeit in 2, paid forfeit once.—ED.]

Financier, a famous racer, was owned and probably bred by Isaac Duckett, Esq., of Prince George's county, the land of his maternal ancestry.—J. V. Bond, of Pennsylvania, also ran with success, 1812–13, a chestnut horse called Financier.

Baronet, bay, sixteen hands high, foaled 1785, bred by Sir W. Vavasour, owned and run by the Prince of Wales—George IV.—was imported into New York. He was got by Vertumnus, out of Penultima, by Snap—Cade—Crab—Childers—Confederate filly by Gray Grantham—Duke of Rutland's Black Barb. Vertumnus by Eclipse, dam by Sweeper—son of Sloe—out of the Tartar mare, Mercury's dam. Baronet, a capital racer, won for the Prince of Wales—winner, on the occasion, of 17,000 guineas—the great Oatland stakes at Ascot, 1791–2, 100 subscribers, 100 guineas each, beating the best horses of England, a handicap, for all ages.

Snap—Gen. Heard's—was got by imp. Figure, out of "Heard's thoroughbred mare Nettle."* Hamilton's imp. Figure ran with great celebrity in Maryland, 1768; he beat the famous Selim, four-mile heats; was imp. in Maryland, 1765, he was got by Gray Figure—son of Standard—out of Young Mariamne, by Crab—by Croft's Partner—Bald Galloway. He ran with celebrity in Maryland.

True Briton by imported Othello, out of Gant's Milley. Othello—imported 1757, by Gov. Sharpe, of Maryland—by Crab, out of Miss Slammerkin, by Young True Blue. True Briton was a racer of celebrity; he ran a great match, distaneing Old England at Harlem, New York; and another near Philadelphia, in 1765–6, in great time, considering weight, but was beat by the famous Selim, for 500 pistoles.

Juniper, imported into Virginia, 1761, was got by Babraham, out of Aura, by Stamford Turk; grandam, by brother to Conqueror, by Fox; g. grandam, by Childers,—Basto—Curwen's Bay Barb—Curwen's Spot—Lowther Barb—Vintner mare. Juniper, a celebrated racer, won fourteen out of eighteen races, running second in the four he lost.

Hopper's imported Pacolet, was got by Spark,—afterward

* 1772 Delancy's Nettle, by imported Granby, probably the same as Heard's, beat Selim, thirteen years old, and other famed horses, the four-mile heats, at Annapolis, vol. 1, p. 97. See Note * on page 221.

imported, out of Queen Mab, also imported as above.† It would appear Molly Paolet was got by Paolet—son of Spark—out of his own sister by imp. Spark, son of Honeycomb Punch, out of Wilkes' Old Hautboy mare, "he was a present to Gov. Ogle, of Maryland, from Lord Baltimore,* to whom he had been presented by His Royal Highness, Frederic Prince of Wales"—father to George III.

Further detail is wholly unnecessary, in regard to the residue of Ariel's pedigree, which runs to the early horses of England—Arabians and Barbs.

PERFORMANCES.

Ariel having passed through many hands while on the turf; and, at a period, until her last year of racing, when there was no general "Register" to record her achievements; we have made this compilation from several creditable sources, for which we owe obligation; especially to "Numidian," for the account of her career in the South; and to Godolphin, for that of one of her splendid achievements at the North. The Old Turfman, to whom we must be satisfied now to refer, has already received our thanks, and those of a grateful community.

1. 1825, April. Ariel, three years old, won a race of one hundred rods, against an Eclipse filly—Flying Dutchman's dam—and a horse by Duroc.

2. A fortnight after, she again won a race of one hundred rods, beating Fox by Duroc, Flying Dutchman's dam, and a Duroc colt. Fox, a gelding *yet* on the turf, was for many years the crack mile horse of the North—almost invincible in a single mile—at which he beat the famous Kentucky mile horse Snow Ball, by half a length, at Lancaster, Pennsylvania, in 1m. 49s. for \$1000. Snow Ball, a few weeks before, had beaten the famed Arietta—a match one thousand yards, for \$1000.

3. Shortly after she won, mile heats, for a set of silver spoons, beating Fox, Mr. Van Ranst's Eclipse colt, Flying Dutchman's dam, and Agnes, by Sir Solomon. Fox being drawn, Ariel distanced the field the second heat.

* Lord Baltimore was about this period the leader of the Prince's—the opposition—party in Parliament.—See Walpole's letters. The present of a horse so famed as Spark, was to be regarded as a special favor. † See Note † on page 221.

4. Immediately after, she won a match against Mr. John Stevens' Flagellator, then considered the fastest mile horse at the North.

5. May. Ariel won with great ease, for H. Lynch, Esq., a match against a Bussorah colt—\$1000 each—two miles.

6. October. The ensuing autumn, at the same course, Mr. Lynch won, with her, a match, \$5000 a side, against Col. W. R. Johnson's Lafayette, also three-year-old, by Virginian—mile heats. A "Spectator" differs from the Old Turfman's account, —in American Turf Register, vol. 2. p. 555—and thinks Ariel won with ease, by four lengths, each heat. Time, 1m. 48s.—1m. 52s.

7. October. Three weeks thereafter, on the Union Course, backed by other Northern gentlemen, in union with Messrs. Lynch and Verplanck, she ran a match* for \$20,000 a side, three-mile heats, against Gen. Wynn's Flirtilla, then five years old, and deemed in the South to be superior to any nag in the country—also backed by Col. Johnson and other Virginia gentlemen. A severe contest—and won in three heats. Less than six inches decided the second heat, and the issue of as much as \$50,000. Time, 5m. 54s.—two last miles, 3m. 47s.—5m. 54s.—5m. 54s.

ARIEL AND FLIRTILLA RACE.

BY THE OLD TURFMAN—D. C. COLDEN, ESQ.

October 31st. Match for \$20,000,—each stake,—three-mile heats.

Gen. Wm. Wynn's b. m. Flirtilla, by Sir Archy; dam by Robin Redbreast; five years old; 113 lbs.

Mr. Henry Lynch's gr. f. Ariel, by Eclipse; dam by Financier, † three years old; 87 lbs.

This match grew out of a very extraordinary challenge,

* The match grew out of an extraordinary challenge to run Ariel four-mile heats, against any nag to be named, for \$1000 on each turn,—four to a mile,—and \$10,000, the main race. But for the mode of running the first heat, and accident in the second, the time would have been better.

† For the full pedigrees of Ariel, Financier, and dam of Tippoo Saib, see the preceding pages.

given by the owner of Ariel, at the dinner table in the club room, on the 4th inst., to run *Ariel four-mile heats, against any nag to be named, for \$1,000 on each turn or quarter pole, four turns to the mile, and \$10,000 on the main race.* This was not taken. On the day following, he gave a second challenge, to run Ariel four-mile heats, against any horse, mare or gelding *that might then be named*, that day six weeks, for \$20,000, which was accepted by Dr. Wyche, of North Carolina, who named Flirtilla, and offered to increase the bet to \$50,000, which was not acceded to. A gentleman present, confederate with the owner of Ariel, a few minutes afterward, made two other bets with Dr. Wyche, of \$5,000 each; thus the match, although nominally for \$20,000, was, in point of effect, for \$30,000. By a subsequent arrangement, the distance was altered from four to three-mile heats, and the 31st of that month—October—agreed upon as the day of trial. The gray filly, which had been trained for the race, between her and Lafayette, by Mr. Richard Jackson,—who, I must in justice say, brought her to the post in tip-top order,—was taken out of his hands, and her future management, or preparation, confided to Mr. Samuel Laird, a trainer of some experience, whose recent success had rendered him popular; and Flirtilla, who had heretofore been trained by Gen. Wynn's black servant Charles, under the General's superintendence, was now put under the direction of Mr. William R. Johnson. Ariel also changed her rider; and, in place of Black Harry, who had ridden her admirably against Lafayette, Mr. Laird's nephew, Madison Laird, was chosen as her jockey. Bob Wooden rode Flirtilla.

After the termination of the regular purse races, on the 6th inst., business called me to the North; I did not return until the 30th, consequently, had viewed neither of the horses during this latter part of their train. Some of my friends who had taken a pretty deep interest, were desirous that I would examine their condition and give my opinion. In pursuance of which, I repaired to the stables, on the afternoon immediately preceding the day of the race, and was politely permitted, by the owners of the respective horses, to take a view. I found Ariel by no means in the order to be desired; her coat was harsh, and her skin clapped down tight, exhibiting infallible signs of her having

been overmarked, or having had her pores collapsed; and I, without hesitation, told a friend who had backed her, that she was wrong; that whether she won or lost, she would not relieve herself by perspiring freely, either while running or after the heat; that nothing but an accident or a miracle could give her the race, and advised him to get his money off. On the other hand, the coat of Flirtilla had a satin like-gloss; the skin when taken hold of, showed nothing like adhesion to the body, and handled like a rich, pliable, yet elastic velvet. She was drawn completely into muscle, yet fresh upon her legs; while her animated countenance gave assurance that her spirits were unbroken.

Betting went on briskly—no odds asked or given.

At length the long and anxiously looked-for day arrived; and, with the exception of the great match between Eclipse and Henry, the course was never more thronged. Numbers arrived from the South, and the Northern sportsmen were on the ground to a man.

Betting went on merrily, and some individuals had from \$7,000 to \$15,000 at stake.

The hour of 1 was now at hand, and the bugle sounded the call; the summons was obeyed. Next were heard the orders, "saddle," "mount," "come up." The signal tap next sounded, and off they flew. Each presently took a hard pull, with intent to wait upon his adversary; but the light weight was unable to restrain the impetuosity of the gray filly, and necessity compelled him to lead. The bay mare now trailed close in her rear, and thus they proceeded, at a moderate rate, to the end of the first round or mile; run in slow time, 2m. 12s. Here stood Mr. Johnson, upon whom the lively Bob Wooden, as he advanced, fixed an eye, which quickly caught the signal to *make play*. He dashed forward, and as by a single bound, was three lengths ahead, before young Laird, taken by surprise, could call out the filly. Away they went, at a killing pace; and, as they passed round to the termination of the second mile, the bay mare still leading, the cry was, "Hold her steady, and let her go." The stride was excessive, the gather quick, the stroke regular; no floundering, no laboring, no dwelling, no clambering, nothing abroad; the

rate was tremendous; thus they went along, until they arrived at the middle of the back part of the course, in the third or last round; the gray filly trailing full twenty yards. Here she let out, and, as if with magic speed, came up, challenged, and took the lead; all in a run of forty rods, and before she arrived at the half-mile pole of this last round. Flirtilla, however, followed in a determined and spirited manner; but Ariel kept up her rate, and although she dropped a little, coming up the stretch, came in from three to four lengths ahead.

Time of running the 1st mile in this heat,	- -	2m. 12s.
Time of running the two last miles,	- - -	3m. 47s.

Time of running the heat,	- - - - -	5m. 59s.
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I took a view of the horses, as soon as they were stripped and led off to their rubbing places. Ariel appeared a little swollen about the loins, what is termed filleted; did not perspire freely, or relieve herself as she ought. Flirtilla showed also some symptoms of distress; but nothing which indicated being overmarked. The race I now considered—barring accidents—insured to Flirtilla.

SECOND HEAT.—Flirtilla went to work in earnest; she challenged at the start, passed ahead, and kept up a telling pace; Ariel following with all her power, but each round dropping farther and farther behind. In the second mile it was evident that her chance was out. Toward the termination of the last mile, when Flirtilla entered upon the quarter stretch, she had beaten the gray filly full 100 yards, and thus far in advance was she when she passed the four-mile distance, 40 rods from home; but as she neared the crowd, and had arrived within 20 or 25 rods of the winning post, became sulky or restive, refused to run, actually braced herself, and it was with the greatest difficulty that her rider prevented her from coming to a full stop. Young Laird, having given up all idea of winning the heat, and intending barely to drop within the distance post, seeing that something was the matter, clapped whip and spur to the filly, and brought her up at a rattling pace; but it was too late, the distance, yet to be measured, too short; one more stride would

have given him the heat. It was a hair-breadth business;—adjudged to Flirtilla by only six inches.

Time, 5m. 54½s.

Two to one on Flirtilla.

THIRD HEAT.—It was now evident that Flirtilla had the field at command, and that nothing, save her restiveness, left any chance to Ariel. At the summons they both took their stations, and the signal being given, went off at a rattling pace; Flirtilla taking the lead, and keeping on at a life or death-like pace, apparently determined neither to give nor receive quarter. Bob Wooden had orders to keep her steadily on, and he did so; gradually dropping the filly, who in the second round, was dead beat. She, however, kept up a hopeless struggle to the last, falling in the rear full 100 yards.

Thus terminated a match, twice lost to the Northern sportsmen, which proper preparation, or good management, would have given them. So much for changing a successful trainer and rider. The epitaph, “I was well and wished to be better—took physic, and here I am,” was never more fully verified than in this case.

AN OLD TURFMAN.

MR. EDITOR;

“An Old Turfman” is mistaken in supposing that Ariel beat Flirtilla the first heat, in their match, more than a neck. Both of them came in under whip and spur. The crowd prevented my seeing, when Ariel obtained the lead in the last round, but I did not see her more than half a length ahead. Between the distance and the winning stand Flirtilla gained from the girth to the shoulders.* Ariel was on the outside on coming in—a strong proof that she had not cleared Flirtilla, on getting the lead.

Had Flirtilla run from the start, or made her run a little sooner, she would have taken the heat; and it is believed would have won the match that day, even though the race had been two-mile heats instead of three. Ariel on no occasion showed

* Com. Ridgely was in the winning stand at the race, and will no doubt confirm my recollections.

more speed, if she was in other respects amiss. Had "An Old Turfman" examined the condition of Vanity in her match with Count Piper, he would have discovered she was in worse order, and that was not ascribable to her trainer.

It is to be hoped this correction may not be unacceptable to "An Old Turfman," but that he will continue his valuable communications. Should there be mistakes, the correction may be made. Good racing deserves good descriptions, such as his.

ONE OF THE JUDGES.

She was now purchased by gentlemen of the South, and placed in Gen. Wynn's stable.

8. 1826. April. At Belfield, Virginia, she was beaten by Col. Johnson's Shakspeare, four years old, by Virginian, for the Jockey Club purse, \$400, three-mile heats. Was probably too high.

9. May. At Newmarket, she won the post stake \$400, three-mile heats, beating Mr. Field's Mark Time, four years old, by Gallatin—a very superior three-mile horse—in fine style and time; but we are unable to furnish particulars. Next week Mark Time won the three-mile heat in the best time known at Tree Hill.

10. At Tree Hill, the next week, she won with ease the Jockey Club purse, \$1000, beating Mr. Field's Gohanna—the first race he lost—Col. Johnson's Betsey Richards, and Mr. Harrison's Frantic. Time, 8m. 7s.—8m. 2s. The preceding week at Newmarket, Gohanna and Betsey Richards had been winners, both running severe races, of twelve miles, beating Flirtilla, Shakspeare, Janet, and others.

11. At Nottoway, the following week, she won the Jockey Club purse, \$400, four-mile heats, beating Gohanna again, with others.

12. September. At Nottoway, she won with ease, in one heat, the Jockey Club purse, \$400, four-mile heats, beating Col. Johnson's Shakspeare.

13. At Broad Rock, she won with great ease, the Jockey Club purse, \$500, three-mile heats.

14. October. At Newmarket, the next week, she won cleverly the Jockey Club purse, \$600, four-mile heats, beating Mr.

Botts's Phillis—own sister to Gohanna—and Col. Johnson's Betsey Archer.

15. At Tree Hill, the week following, she ran second to the famous Monsieur Tonson, four years old, by Pacolet, for the Jockey Club purse, won cleverly in two heats. Mr. Botts's Gohanna distanced. Monsieur Tonson trailed Ariel, the first heat, until the last quarter, when in passing, the saddle of Ariel having slipped, she had to give up the contest; the second heat was run in the same way, and Monsieur Tonson, to general astonishment, won by more than a clear length. Time, 8m. 4s.—7m. 57s.—the best time at Tree Hill, excepting the second heat, won the preceding year, by Phillis, in 7m. 56s., closely contested by Betsey Robinson, winner of the race, and the second heat, also in 7m. 56s., won by Virginia Lafayette beating Flirtilla and Marion.

16. At Belfield, the succeeding fortnight, she was again beaten by Monsieur Tonson, in a Jockey Club race, three-mile heats, an extremely interesting race of three heats—Sally Walker won the first heat—Lafayette also in the race—said to have been well-contested and run in fine time; but *we regret* being unable to give *further particulars*.

17. November. At Halifax, N. C., the next week, she was beaten by Monsieur Tonson, for the Jockey Club purse, \$400, three-mile heats. Two weeks after at Boydton, was run the memorable race between Monsieur Tonson and Sally Walker, "the best four-mile race," all things considered, ever run in America—won cleverly by the former—his last race but one—in 7m. 55s. and 7m. 54s.

18. 1827. January. Ariel was next travelled to Augusta, Georgia, where she won easily the Jockey Club purse, \$500, four-mile heats.

19. February. She travelled thence to Charleston, S. C., where she received the amount of the Jockey Club purse, \$600, being withdrawn in favor of Red Gauntlet, the ostensible winner.

20. Next day she won the \$400 purse, three-mile heats.

21. Two days after, the handicap purse, \$400, three-mile heats.

Thus running as a four-year old, fifteen races—two in one

week--of which she won eleven and lost but four--three to the famous Monsieur Tonson, and one to Shakspeare, whom she afterward beat.

22. May. At Newmarket, Ariel, now five years old, won the Jockey Club purse, \$600, four-mile heats, beating with ease, Maid of Lodi, Atalanta and Phillis. Time, 7m. 58s.—8m. 8s.

After this race, \$2000 was given by Mr. Wyche for six weeks' use of Ariel.

23. At Tree Hill, the next week, she won the Jockey Club purse, \$1000, with a post stake \$500, each four subscribers, making the sum of \$3000, four-mile heats, beating with ease Mr. Botts's Gohanna, the famed Sally McGee, and Maid of Lodi.—Monsieur Tonson, calculated upon in the race, had broken down, and Sally Walker had gone to the Union Course, where, in three four-mile heats, she beat Lance--own brother to Ariel--and Janet, own sister to Sir Charles. Track excessively heavy--at places near knee-deep with mud and water.

24. At Broad Rock, the week following, she won the Jockey Club purse, \$500, beating Lafayette and others.

25. At Norfolk, the next week, she won the Jockey Club purse, \$500, four-mile heats, beating Gohanna and the celebrated Sally Hope, four years old, by Sir Archy--track also very deep. The defeat of the latter has been ascribed to the state of the course. See her memoir, *American Turf Register*.

26. June. At Nottoway, shortly thereafter, she won the Jockey Club purse, \$400, three-mile heats, beating Gohanna, Sally McGee, Red Gauntlet and others. A capital race. Gohanna ran in reserve the first heat, won in 5m. 50s., and closely contested the next, an uncommonly severe heat, won in 5m. 46s.

Thus Ariel, in one campaign, won all her five Jockey Club races, three of them four-mile heats; beating most of the best horses--without taking into consideration the three races, won a few months before in Georgia and South Carolina. Having previously passed through several hands, the veteran Wynn being dead, Ariel was now bought for \$1600, by his nephew, Col. Wm. Wynn.

27. September. At Broad Rock, for the Jockey Club purse, \$500, three-mile heats, Ariel was beaten, in a severely contested race, by Sally Walker, five years old, by Timoleon; but

beat, in both heats, Lafayette and another. Sally Walker was comparatively fresh, having run but one race in the spring, which she won with ease—though in three heats—and was then declared to be the best nag from the South, that had ever been introduced on the Union Course. Ariel was not in condition—too high; nor did she get exactly “in fix” during the campaign. The time of this race is the best on our records, 5m. 44s.—5m. 42s.

28. At Newmarket, the next week, she was beaten easily, by Sally Walker, for the Jockey Club purse, \$600, four-mile heats.

29. October. At Tree Hill, the following week, she won the post stakes, \$450, a single four miles, beating Col. Johnson’s famed Trumpator, four years old, by Sir Solomon, and others.

30. At Nottoway, the next week, she won with ease the Jockey Club purse, \$400, three-mile heats, beating Col. Johnson’s famed Medley, three years old, by Sir Hal, in one heat.

31. At Belfield, the week following, she was beaten by Sally Walker, for the Jockey Club purse, \$400, three-mile heats. An uncommonly severe race—scarce a shade of difference between them. Time, 5m. 46s.—5m. 48s.

32. November. At Halifax, N. C., she was again beaten, the succeeding week, by Sally Walker, for the Jockey Club purse, \$400, four-mile heats.

33. At Scotland Neck, a few weeks after, she won the Jockey Club purse.

34. 1828. January. She was then travelled to Augusta, Georgia, where she won the Jockey Club purse, \$500, four-mile heats, beating Col. Myers’ Lady Deerpond and others.

35. February. Thence to Charleston, S. C., where she was beaten for the Jockey Club purse, \$600,—and a bet of \$1000,—four-mile heats, by Mr. Singleton’s Crusader, four years old, by Sir Archy. A good race—lost the second heat by scarce two feet. Time not known.

36. A few days thereafter, she won the handicap purse, \$400, beating Crusader, who broke down in the first heat, and another.

Thus, as a five-year-old, Ariel ran again fifteen races in one year, of which she lost only five.

37. April. At Belfield, she won the Proprietor's purse, \$200, two-mile heats, beating Peggy Madee, by Sir Hal, a famed two-mile nag. See American Turf Register, pp. 98, 204, 252, 514, and 560, vol. 2.—Ariel, now appearing amiss, Col. Wynn was induced to sell her for \$2,000, giving a certificate that, while owned by him, "under a continuation of one training, she ran the astonishing distance of ninety-nine miles, mostly under whip and spur—having been vanquished, in several contests, perhaps from want of condition rather than talents." See American Turf Register, vol. 4, p. 495.

38. May. At Newmarket, she was beaten, for the Proprietor's purse, \$300, three-mile heats—well contested—by Col. Johnson's Medley, four years old. Each heat ran in 5m. 49s.

39. At Tree Hill, the next week, she won the Jockey Club purse, \$1000, four-mile heats, beating Red Murdoch—who had beat Medley, the three-year-old sweepstakes at Newmarket—and Sally McGee. Medley, expected to have run in this race, had fallen lame and never ran again.

40. At Broad Rock, the following week, she won with ease the Jockey Club purse, \$500, three mile heats.

41. At Norfolk, the next week, she won the Jockey Club purse, \$600, four mile heats.

42. Same meeting, she won a handicap race, for \$300, "best three out of five"—mile heats—"won in three or four heats, particulars not recollected."

43. June. At Boydton, the fortnight after, she won the Proprietor's purse, \$200, two-mile heats.

44. September. At Norfolk, she won the Jockey Club purse, \$500, four-mile heats—a good race, beating cleverly Col. Johnson's Trumpator, and another.—8m. 2s.—7m. 43s.—the second heat.

45. At Broad Rock, the next week, she won in four heats, the Jockey Club purse, \$500, three-mile heats; beating Trumpator, Lafayette and others—a good race and in good time—the *fourth* heat in 5m. 47s.!

46. October. At Newmarket, the week succeeding, she

won the Jockey Club purse, \$600, four-mile heats, beating in four heats Trumpator, Red Murdoch and Hypona. Time, 8m. 22s.—8m. 13s.—7m. 57s.—8m. 4s.

“Red Murdoch won the first heat, in 8m. 22s.; Ariel and Trumpator both in reserve. Ariel took the second heat, with great ease, in 8m. 13s. Intense interest was excited at the prospect of a severe struggle for the third heat—that to an observant eye seemed inevitable. Trumpator, who in many a well disputed field had earned distinguished honor, and more than once excited the apprehensions of his formidable adversary, had yet made no effort in the race; and was in the hands of a most skilful, deliberate, and experienced turfite. It was obvious he alone attracted the notice of his fair adversary, and that the tug of war could no longer be postponed. Never were anticipations more fully realized; never was reputation more nobly sustained. From the onset both pressed forward, with a desperate rush, and maintained a severe and ceaseless press throughout the entire heat. For the four miles, the whip nor spur were idle; for three and a half it was impossible to conjecture the result—when Trumpator gained a slight, but precarious ascendancy, which, with great difficulty, he maintained to the close, coming in a few feet ahead—winning *one of the best heats* ever done at Newmarket, and perhaps *the very best third heat* ever run in this hemisphere, or any where else. Time, 7m. 57s.

“The readiness with which both recovered and ‘cooled off,’ surprised those most familiar with the turf. In a short while both were prepared for the decisive engagement. At the sound of the trumpet the ardent competitors appeared, for the fourth time, at the goal—eager for the conflict. At the word they pressed forward with desperate efforts—both conscious that the slightest advantage must prove decisive, in a contest of such equal powers. For a mile and a half their prospects were alike; Ariel now gained some advantage—Trumpator strained every nerve—they are again locked, and all as doubtful as ever. On they fly—urged by every persuasive—ever and anon fiercely called upon, and at every call found worthy of almost boundless confidence. In the third round, victory inclined to Trumpator—he gradually cleared his opponent—light appeared be-

tween them. But the spirit of Ariel was unsubdued, and her efforts unabated. She firmly maintained the arduous struggle—half a mile more, they were again ‘side by side’—not content, she still pressed forward and regained her lost place. On closing the mile she had gained the track and swept around the turn ‘nose and tail.’ Up the back stretch continued a tremendous struggle—Ariel still maintaining the lead—but, in making the sweep of *the last turn*, the prospects of Trumpator seemed to brighten—he closed in and entered the quarter stretch ‘nose and nose.’ Intense interest was at its height—when the fortunes of Ariel decided the conflict—having the track and the firmest ground, Ariel beat him down the stretch, at her utmost speed, by only a few feet—closing the race, and bearing off her well earned laurels, in 8m. 4s.—after one of the most arduous contests ever known,—amid the acclamations of the multitude.—‘I saw Henry * do the first heat, with Betsey Richards on his haunches, in 7m. 54s., and repeated it in 7m. 58s.—the best four-mile heats ever run at Newmarket.’

We regret our limits have compelled us to abridge the account furnished by our valued correspondent “NUMIDIAN.”

Numidian might also have said, that the last heat was the best *fourth* heat “ever run,” in any quarter of the world—8m. 4s.!—20s. better than Eclipse’s *third* heat with Henry, when both were at their utmost speed; but *the rate of their first and second heat* “told.”

47. At Tree Hill, the next week, for the Jockey Club purse, \$1,000, four-mile heats, all her older competitors being beaten off or broke down, Kate Kearney and Star, two extraordinary three-years-old, only entered the lists with her—it was “gold to copper” on Ariel, notwithstanding her severe race of sixteen miles the preceding week. She led off, in good style, trailed by the others. Star, during the first three miles, made unavailing efforts for the lead, and then fell back far in the rear—Kate Kearney still trailing—until, on entering the quarter stretch, with an unexpected burst, she went ahead and won the heat in 7m. 59s. Notwithstanding the loss of a heat,

* This performance being compared with Henry’s on the same course, when run at his best speed, in the very zenith of his fame, leaves scarce a doubt that Ariel was fully equal to him or Eclipse, in their best days.

Ariel was still the favorite; and led gallantly in the second heat, as before—but near its close was passed by both her competitors, Kate Kearney again winning in fine style; the others near at hand. A capital race. The second heat—only two seconds more than the first—8m. 1s.—the two heats two seconds quicker than Monsieur Tonson's fine race at Tree Hill—and excellent time, for the course.

Kate Kearney—since so celebrated—the preceding week, at Newmarket, had won a great sweepstakes, in good time, beating Slender and another; and two days before her race with Ariel, had won another, two-mile heats, in the best time at Tree Hill, 3m. 57s. and 3m. 50s.—the second heat—beating Slender, Waxy and another. Slender, the next day after her sweepstakes, won the Proprietor's purse, two-mile heats, beating Lafayette, Caswell, Susan Robinson, Sally Drake and another, in 3m. 56s., and 3m. 52s. Star, a few weeks before, at Norfolk, had run a severe second heat of two miles, with Polly Hopkins, in 3m. 42s.—the best time over that course, twenty-nine yards short of a mile.

48. At Belfield, the week after her Tree Hill race, Ariel won the Proprietor's purse, \$200, two-mile heats; Polly Hopkins, three years old, won the Jockey Club purse, \$400, three-mile heats, the preceding day, and the next week at New Hope, the Proprietor's purse, \$250.

49. November. At New Hope, Halifax county, N. C., Ariel closed her career in the "race-horse region," by winning the Jockey Club purse, \$400, three-mile heats.

March, 1829, she was purchased of David Branch, Esq., and passed into the hands of Hamilton Wilkes, Esq., who travelled her the entire distance to New York by land, about 400 miles, and renewed her exploits in the land of her birth—leaving the late scenes of her glory to her successors in fame—Kate Kearney, Polly Hopkins, Slender and Star. Of the twelve races she ran as a six-year-old, Ariel won ten; and was obviously out of condition in the two she lost, won by Medley and Kate Kearney.

50. May 12. At the Union Course, Long Island, N. Y., the first spring meeting, Ariel, now seven years old, was beat by the famed gr. m. Betsey Ransom, five years old, by Vir-

ginian, in a well contested race, for the Jockey Club purse, four-mile heats. Time, 7m. 57s.—8m. 7s.

51. May 26. At the same place, at the second meeting, a fortnight after, she was in like manner again beaten by Betsey Ransom, for the Jockey Club purse, four-mile heats. Time, 7m. 52s.—8m. 1s.

52. June. At Poughkeepsie, N. Y., the next week, Ariel beat Betsey Ransom, for the Jockey Club purse, \$500, four-mile heats, in 7m. 52s.—8m. 1s.—but of the third heat, the time is wanting. We are happy to annex the following animated account of this interesting race, from the pen of a valued correspondent, who both writes and runs his horses, “*con amore.*”

“Since the contest between Eclipse and Henry, in 1823, no race—at the North—has excited so intense an interest in the spectators, as the one run by Ariel and Betsey Ransom, on the Dutchess Course, on Tuesday last. In two prior trials at Long Island, on the 12th and 26th of May, Betsey Ransom—contrary to the expectations of many—had proved victorious. The friends of Ariel, though somewhat consoled by her gallant performance on the 26th, had been again disappointed.—Men. Saw her entered for this last encounter, with reluctance, from feeling how little chance there was of regaining her lost laurels. The earnest solicitation of a friend, joined to an anxious wish to gratify the inhabitants of his own country, decided her owner to start her, on this occasion.

“When they were led upon the ground, the appearance of the two differed as widely as their prospects—the firm, elastic reaching step, the fiery eye and lofty bearing of Betsey, gave assurance of condition, and showed her conscious of her powers and confident of victory—while the short and stiffened gait, the quiet and determined countenance of Ariel—reversing the quondam appearance, together with the fate of herself and Flirtilla—seemed plainly to say, ‘I have lost my station as first among the fleet ones of my race, but I will regain it or die.’ They started—Betsey Ransom went off on the lead, at a moderate pace, appearing resolved to do no more than was necessary—when, at the end of the two miles she broke away, as from mere whim, at such a gait and at such a stride, as would have

rendered useless to Ariel the wings of her gallant namesake. Her ultimate exertions could only bring her within three or four lengths of this kill-devil, at the winning post. The heat was run in 7m. 52s., the last two miles in 3m. 52s.

“The loss of the heat rendered the prospects of Ariel still more gloomy, and the chance of winning so desperate, that it was determined to withdraw her—this was on the point of being announced, when, as the groom was leading up Betsey to receive the award of victory, the experienced eye of Ariel’s trainer, detected in Betsey Ransom some indication of sorrow—there were three or four minutes to spare—he hastily threw on his saddle, and started her. Betsey again took the lead, at a pace so rapid, that it gave her long and silvery tail the appearance of a meteor streaming in the wind; for three miles she kept frolicking on—sometimes breaking away and making a gap, that seemed to say, ‘I will punish you, dainty spirit of the air, for your presumption, by leaving you without the distance’—and again waiting for her, as if repenting so harsh a purpose. In the mean time, Ariel went steadily on, at a gait that did not vary, except once in the second mile—when in changing her feet she threw her rider forward and lost eight or ten yards, by the falter; at the end of three miles and a quarter, Betsey found Ariel within a yard of her—in another instant alongside—now came a struggle for the track, desperate and determined. It created an interest so deep, and a silence so profound, that one might almost hear the hearts of the multitude beat—it could not last long—at the end of a straight quarter, Ariel has the track. ‘Ariel is ahead,’ was thundered out with a shout that would have waked the soundest sleeper of the seven. There was a half a mile yet to go. Ariel keeps the track—no time to lose—one short half mile, one short minute more, Ariel may pluck a laurel from her wreath, that she must regain, or unbind her brows. They turned down the straight side of the last quarter, Ariel half her length ahead—neither rider had a whip, from an idea of its uselessness—they are at the distance post, side by side—what would not have been given for a whip—a whip—a whip—the result upon a whip—a single stroke might decide upon it. Betsey’s

rider uses his hand, but it will not do—Ariel wins the heat by half a neck, in 8m. 1s., amidst the cheers of thousands.

“In half an hour they again started to determine the third and last heat. Betsey had lost her taste for frolicking, and went steadily but rapidly on, with Ariel only a length behind, for three miles and a quarter; here Ariel made a run and passed her—taking and keeping the lead by two or three lengths, to the winning post—thus regaining her lost laurels, and proving herself to this ‘out and outer,’ what the best judge in the Union pronounced her—‘a truly formidable race-horse.’*
 GODOLPHIN.”

Gray filly Betsey Ransom, by Virginian, October, 1827, on the Union Course, at three years old, won the Jockey Club purse, four-mile heats, distancing Sir Lovell, Count Piper, Lady Flirt,† and Valentine—Stevens’ Janet drawn after the first heat—in a most extraordinary manner, the second heat. Next week she won the four-mile heats purse, near Baltimore, with great ease; and the week succeeding the same at Norfolk, at three heats, contending for each, that were won in 7m. 50s.—7m. 45s. and 7m. 50s.—25s. better than the Eclipse match, but with a difference of the course—twenty-nine yards short of a mile. She gathered laurels in Virginia, the Carolinas, Georgia, Maryland and New York—but never won a race after her defeat by Ariel—she ran but once more, the succeeding spring, in the sweepstakes won by Col. Johnson’s Slender, four miles, beating also Black Maria—\$1,000 each.

The next day Ariel’s half brother, gray horse Splendid, won with ease the three-mile heats, beating Lady Hunter and another in 5m. 58s. and 6m. 2s. At three years old, Splendid had been beat in a match by Col. Johnson’s Medley.

It is somewhat surprising that at this era so many of the first-rate horses should have been gray, and that they should have so frequently contended exclusively with each other, as Ariel, Betsey Ransom, Medley, Splendid, Mark Time, Peggy Madee, and others—also in the south and west.

* The time, in three contests with Betsey Ransom, on courses better adapted to speed than those at the South, shows that Ariel was “below her mark”—probably considerably “off her foot.”

† Lady Flirt won the first heat, contested by Janet and Count Piper.

53. October. At Poughkeepsie, Ariel won with ease the Jockey Club purse, \$500, four-mile heats, beating Light Infantry.

54. At the Union Course, the next week, she won the Jockey Club purse, \$500, four-mile heats, beating her only competitor Lady Flirt, with such ease the first heat, that she was drawn. Lady Flirt had won the three-mile heats, with eclat, at Poughkeepsie, where she subsequently beat Black Maria and others, three-mile heats.

55. 1830. May 8. Ariel, now eight years old, had been matched by the gentlemen of the North, to run on the Union Course, against Col. Johnson's Arietta, four years old, by Virginian, backed by him and others of the South—Ariel to carry 100 lbs. against 87 lbs. two miles, for \$5000 aside—and was beat by Arietta, rather more than a length—a good race—sixty yards more would probably have given it to Ariel. The first mile was run in 1m. 47s.—the two in 3m. 44s. See "Old Turf-man," p. 45, vol. 3, American Turf Register.

56. May 12. Ariel was beat the three-mile heats, by Sir Lovel, six years old, by Duroe, a good race, in which she was second—beating Bachelor and Yankee Maid. Time, 5m. 47s.—5m. 53s.

57. May 18. In less than a week, Ariel again entered the lists with Sir Lovel, at Poughkeepsie, destined to replace the laurels she loses on the Union Course. This was in other respects a second edition of her race with Betsey Ransom on the same course. Sir Lovell the favorite, at one hundred to thirty, led off in gallant style, and took the first heat in 7m. 54s. There was now scarce a doubt as to the result. In the second heat, he took the lead as before—Ariel pressing him more closely on every mile, the first run in 1m. 57s.—the second in 1m. 59s.—the third in 1m. 54s.—the three miles in 5m. 50s.—in a half mile more, Ariel is ahead as in the former race—but Sir Lovell gives up, and Ariel wins it, at her ease, in 8m. Sir Lovell being then drawn, Ariel again took the purse.

This was Ariel's last race, and with the fame that Sir Lovell subsequently acquired, was of itself sufficient to establish her fame. Two days thereafter, he won the two-mile heats, beating Maryland Eclipse and Lady Hunter, in 3m. 50s. and

3m. 46s.—a severely contested race. The next week, on the Union Course, he beat Arietta, a match, \$5,000 a side, two-mile heats, in 3m. 45s. and 3m. 48s.

In the autumn Ariel was in training, and brought to the Poughkeepsie Course; but it does not appear why she did not run—probably she was in the stable with Black Maria, Celeste and others—the former now running her brilliant career, won the four-mile heats at this meeting, in 7m. 56s.—7m. 53s.

“The veteran Ariel was led on the course for the last time, on her withdrawal from the turf.” “She appeared the picture, the beau ideal of a race-horse, and hundreds of amateurs thronged around her to take a parting look at an old and deserved favorite. When stripped and saddled by her trainer, she exhibited all the fire of youth, with the vigor of maturity, manifesting the most animated impatience, till a lad mounted and galloped her around the course, for the gratification of the admiring crowd. She brushed up the last quarter with that inevitable fairy stride, which we have so often viewed with delight—then taking leave of the arena of her triumphs, she went leisurely into a retirement, from which no friend could wish to recall her, covered with imperishable laurels—the prize of many a hard-fought field.”

Thus it appears Ariel has run more than 345 miles in 57 races, of which she has won 42,* 17 of them four-mile heats. She has run every distance, in nearly the best time of the present century, and we believe the very best third and fourth heat that has ever been run. She has vanquished almost every horse of fame from New York to Georgia, during the † five years she was on the turf, never laying by nor lame; and when beat, always making good races, conquered only by the best horses and at their respective distances; all of whom she beat on a second trial, excepting only Monsieur Tonson, Sally Walker, Flirtilla, Kate Kearney, and Arietta—the three last she ran with but once—and whenever beaten, it may be questionable whether she was run in proper condition. Excepting her match

* “Imported Citizen won 19 races in England—14 of them four-mile heats—6 of them at three heats.”

† See Turf Reg. vol. 1, pp. 159, 219, 283, 485, 486, 489, 491, 518, 519, 520, 530 to 536, 566, 588. Vol. 2, pp. 555-6. Vol. 3, pp. 42, 45, 335-6, 378.

at three years old, of three-mile heats, with the very best race-horse then known on the turf, she has never lost a race in which she won a heat. She has won in matches and Jockey Club purses, exclusive of bets, \$25,000 for her several owners; who, with scarce an exception, if any, have all derived profit from her generous exertions.

Her winnings—in number of races and *distances*—greatly surpass any of which we have any account, either in England or America. Rockingham, who heads the list of English winners—*Am. Turf Reg.* vol. 3, p. 390—was winner 33 times; her ancestor Pot8os, 31 times; another ancestor Gimcrack—the severest runner ever known in England—28 times *out of 37 races*; Woodpecker 28, and imported Buzzard 28; Eleanor *—grandam of Luzborough—winner of the Derby and Oaks—consecutive days—a feat performed by no other—comes nearer to Ariel in her performances than any besides, having won 28 out of 48 races; Peggy, the mare of most fame ever imported into America—and g. g. grandam of Tychicus, and of the famed Vespa, winner last year of the Oaks, and *this* of King's plates, and other distinguished races *in England*.—See *New Sporting Magazine*, for May and June, 1834—won 22 out of 35 races—see *American Turf Register*, vol. 4, p. 557—imported Shark 19; Sir Peter Teazle 17; Florizel 16; Highflyer 14; Orville—one of the severest and best runners of modern days—won about 14 races, but lost as many; Dick Andrews—also grandsire to Luzborough—won 20 out of 27; Diomed 12; Eclipse 11; Matchem 10; Herod 10; Trumpator 10; Childers 6 or 8; &c., &c. Of our horses of most celebrity few of them have won many races; Sir Charles won 20—sometimes shamefully beaten—distanced both by Sir William and Eclipse—Timoleon won 6; Virginian 10; Am. Eclipse, so famed at the North, ran only eight races, from four to nine years old, inclusive, and made but one very good race—having beaten second-rate competitors, or those that had been worn or broken down, until he encountered Henry; whose defeat may be ascribable to mismanagement—and other distinguished horses, Virago,

* Imported Luzborough won 24 out of 32 races, but never ran four miles. He was five years on the turf.

Gallatin, Sir Archy, Florizel, Paolet, Bertrand, Monsieur Tonsen, Sally Walker, Mercurey, &c., &c., have run about the same number. We have no recollection of any other—besides the famed gelding Leviathan, Black Maria, winner at twenty miles, and whose achievements have subsequently been so splendid—yet on the turf—her dam Lady Lightfoot—*perhaps* her grandam Black Maria, by Shark—Polly Hopkins, Sally Hope, and Collier—that in the *excellence* and extent of their running, can bear any comparison to Ariel—certainly their superior in the latter respect. Of Lady Lightfoot the memoir is incomplete—she won three races in one week at Charleston, S. C.—beat the best horses in excellent time—was on the turf from three to eleven years old; but a great portion of the time running with second-rate or broken-down horses—she may have won thirty races; Polly Hopkins, from three to six years old, won 23 out of 30 races; winning all her seven races the fall she was three years old, and beating the best horses, in the best time; Sally Hope, from three to seven, won 22 out of 27 races; 18 or 19 of them in succession, to the close of her career, beating the best horses, also in the best time. See Am. Turf Reg. vol. 3, p. 452.

In taking leave of the famed Ariel, with this exposition, we conceive ourselves justified in admitting her claims to an illustrious lineage, and to our admiration, for performances that we think *unparalleled* on the pages of racing annals.—*American Turf Register*, vol. vi., No. 1.

EDITORIAL NOTES.

* (P. 200.) We doubt the correctness of the pedigree of Figure on the dam's side. There is no Mariamne by Partner, but in vol. 1, page 427, of English Stud-Book, Mariamne foaled in 1748, by Lord Portmore's Victorious. We think the following his correct pedigree: Mariamne, by Lord Portmore's Victorious—Partner—Richardson's Merlin (son of Old Merlin) Makeless—Burford Bull—Devonshire Arabian.

† (P. 201.) Imp. Paolet's pedigree, as given in the American Turf Register, cannot be traced in the English Stud-Book. No such mare as Queen Mab, by Musgrove's Gray Arabian, can be found. Molly Paolet, by Paolet—son of Spark—was not out of his own sister Queen Mab, but was out of Whiteneck, by Crab, as given on page 198.

PEDIGREE,

CHARACTERISTICS AND PERFORMANCES OF BLACK MARIA.

THE distinguished subject of this memoir was bred by Charles Henry Hall, Esq., of Harlem, N. Y., and was foaled on the 15th of June, 1826. At the age of seventeen months she was purchased by John C. Stevens, Esq., of this city, for \$1,000, and remained in his hands during the whole of her long and brilliant racing career. She was got by American Eclipse, out of Lady Lightfoot, by Sir Archy—grand dam Black Maria by Imp. Shark—g. g. dam—the dam of Vingt'un—a celebrated race mare by Imp. Clockfast, a half-brother to Medley, by Gimcrack—g. g. g. dam Burwell's Maria by Regulus, etc.

Did our limits allow, we would gladly devote a few columns to the history of the illustrious ancestry of the subject of this memoir, but with the intention of making it the theme of another article at no distant day, we proceed to the discussion of the matter before us. We will remark, however, *en passant*, that Lady Lightfoot, the dam of Black Maria, was the most distinguished racer of her day, having won between twenty and thirty races, the majority at four-mile heats, and never having been beaten but once, except in her old age—her *eleventh year*—and then by Eclipse, on the Union Course. She was bred by the late Colonel John Tayloe, of Va., and was foaled at Mr. Ogle's seat, Bel-Air, Pr. George's county, Md., in June, 1812. She was purchased by Mr. Hall in 1824, of Major Wm. Jones, of Oyster Bay, Long Island, and the late Dr. Alexander Hosack, of this city, for \$1,500, with a bay filly at her foot. This filly, called Camilla, died January 5, 1825. Lady Lightfoot subsequently produced,

- 1825—Bl. c. Eclipse Lightfoot, by Am. Eclipse; sold at 4 yrs. old for \$1,500, to a Co. in N. J.
- 1826—Bl. f. Black Maria, by Eclipse, the subject of this memoir; sold at 12 yrs. old for \$4,000.
- 1827—Missed to Eclipse.
- 1828—Ch. f. Screamer, by Henry; sold at 17 months old to W. Livingston, Esq., for \$500.
- 1829—Br. c. Terror, by Eclipse; sold at 7 months old to the same gentleman for \$1,000.
- 1830—Bl. c. Shark, by Eclipse; sold while on the turf to J. C. Craig, Esq., for \$17,500.
- 1831—B. f. Bay Maria, by Eclipse; sold at 4 yrs. old to Colonel W. Hampton, of S. C., for \$5,000.
- 1832—Missed to Imp. Serab.
- 1833—Bl. f. Harlem Lass, by Shark, her brother, } Still owned by Mr. Hall;
- 1834—B. f. Young Lady Lightfoot, by Eclipse, } the first has never been trained.

Lady Lightfoot died from the effects of a violent cold, two days after the last named filly was foaled. Of the sire of Black Maria—Eclipse—or of the sire of her dam—Sir Archy—nothing need be said, the latter standing unrivalled, as he does, as the sire of a host of winners, while Eclipse is equally unrivalled as a winner himself.

The grand dam of black Maria, another prodigy, was, if possible, still more remarkable; she united not only a great turn of speed to unflinching game, but she ran to her *fourteenth year*. She was herself out of a celebrated race mare by Imported Shark, one of the best racers and stallions England ever produced. She was first known as "Selden's Maria," and in her 3 yr. old form was sold to Mr. Alexander, for \$2,000, an immense price in those days. In the same year, 1799, she was purchased jointly by the late Col. John Tayloe, of Virginia, and the late Gen. Wade Hampton, of South Carolina, to match Shark, and went into the stable of the latter, under the name of "Black Maria." Gen. H. soon after purchased Col. T.'s interest in her, and not only won his match, but carried off every purse for which he entered her. Subsequently she passed into the hands of Col. W. Alston, of S. C., who after running her a few seasons, sold her back again to Col. Tayloe, at 14 years of age, for \$2,500, then the highest price ever paid for a brood mare.

The produce of no mare in America has ever realized for their owners, probably, so large an amount as Lady Lightfoot. Though the subject of this memoir was, beyond question, the

best of her produce, the performances of either Shark or Bay Maria would alone entitle her to high consideration. Eclipse Lightfoot had a remarkable turn of speed, but being taken with the distemper, was thrown out of training, and soon afterwards sold to be put into the stud. Screamer, Terror, and Young Lady Lightfoot never particularly distinguished themselves, and the two last for very manifest reasons; the first fell when 3 yrs. old, and received an injury in his thigh, of which he never entirely recovered, and the last from running with shoes on for two years, had her feet ruined; we saw her not a week since, at her breeder's stable, and on examining them, found them not only small and mis-shapen, but the frog on both fore feet was entirely gone! Harlem Lass was specially bred for a brood mare, and never trained.*

Our portrait of Black Maria is pronounced on all hands to be a most striking and remarkable likeness. It was painted in 1834, near the close of her racing career, and at the termination of a severe campaign, when she was very low in flesh. Troye was unusually successful with his picture, and our clever engravers have been equally felicitous, as we are assured by Mr. Stevens, Mr. Hall, and several other gentlemen who were familiar with the subject of it. As "the old Black Mare" entertained some "vulgar prejudice" against "*sitting* for her portrait," Troye directed Bill Patrick, her faithful groom, to ride her out into a paddock in front of his window; this proceeding might be all very well for the painter and for the mare, Bill thought, but as for him, he was inclined to "sulk," after two hours' promenading; so whipping off his saddle, he incontinently determined to hitch the mare and "bolt," for which disregard of orders and his lukewarmness in facilitating the progress of the Fine Arts, Troye clapped him into his picture in the very act of committing so grave an offence in the eye of a turfman or an artist, as hitching a race-horse to a tree! Of course he will now go down through all time as *the* boy who was guilty of so unpardonable a sin, but for fear his punishment would be greater than he could bear, Troye, through urgent in-

* Harlem Lass, afterwards called Young Lady Lightfoot, produced Miss Lightfoot by imp. Trustee, late owned by Dr. L. A. Sayre, of New York.—ED.

tercession, was finally induced to remit a portion of the punishment he had intended, by concealing his face.

Black Maria's name indicates her color; her coat is a glossy jet, without a white mark, and her measurement, under the standard, is fifteen hands three inches. She "favors" Lady Lightfoot in the shape of her head, which is lighter than most of the get of Eclipse, tapering considerably towards the mouth; she has very fine expressive eyes, and her ears are remarkably pretty; her neck is delicate, well-shaped, and rather long, but not out of proportion to the length of her head, which is very well set on; her neck comes out exceedingly well from her shoulders, which are broad and beautifully clean, though not quite oblique enough to our taste; on this point, however, "doctors differ." She rises very high in her withers; her arms are long, and immensely powerful, with short and very flat cannon bones; she has good knees, neat pasterns, and perfectly shaped feet; the great depth of her chest allows free respiration, her brisket falling down much in the style of old Eclipse; taken altogether, forehanded, she is almost faultless, combining the best points of both her dam and sire. When we saw her last—now a year since—she was greatly filled out, with well rounded fore and back ribs, and a better proportioned barrel than she generally exhibited in training; she was wont to be rather light, and considerably tucked up in the flank, though now and then she was in this respect a perfect model; the principal objection to her was ever her great length of carcass. Her coupling does not indicate that ability to take up her weight and go a distance, which her performances have so signally demonstrated—another proof that horses run in all forms. She has arched loins, with good but rather drooping quarters—very muscular thighs, and gaskins of prodigious strength, and clean hocks, coming well down to the ground. The only two points about her that might justly be found fault with, consist of the unsightly "Bedford hump" between her hips, and her barrel, which is too long and too light. It has been urged that the peculiar conformation of most of the Eclipse and Lady Lightfoot stock induces curbs; however it may have been with the others, the two Marias exhibit as beautifully formed limbs as ever supported a high-mettled racer. Black

Maria's style of going was remarkably strong and steady, and her stride was tremendous; in brushing, she covered twenty-four feet at a stroke. That she united unflinching game, and a remarkable turn of speed, to that particularly fine idea of "perpetual motion" which characterized her illustrious ancestry, the subjoined record of her performances will abundantly demonstrate. Baxter, who brought Dosoris and Fordham to the post for their maiden races in such superb condition, was her first trainer, and Alfred Conover, the present capital trainer of Mr. Robert L. Stevens, had the honor of first throwing his leg over her back. She won her first four-mile race in the hands of Frederick, "the yellow man," and subsequently was trained by John Buckley, David Palmer, and Flintoff, though Buckley trained her for most of her great races.

1829. Union Course, Long Island, Saturday, Oct. 3—Produce Match, \$5,000 each, h. ft., Two-mile heats.

John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot by Sir Archy, 3 yrs.	
87 lbs.	1 1
Col. Wm. R. Johnson's br. c. Brilliant, by Sir Archy, out of Bet Bounce—Arab's dam—by	
imp. Sir Harry, 3 yrs. 90 lbs.	2 2
Time, 4.01—3.58. Track heavy.	

This match was made on blood, before either animal was foaled, and naturally excited a good deal of interest. It was North *versus* South again. It being the first appearance of both performers, little or nothing was known, even by "men of business," of the speed or endurance of either. Maria *looked* like "a good 'un," but then Brilliant was brought to the post by that first-rate judge and crack trainer, Col. Johnson, who showed he knew a "hawk from a handsaw," by offering to pay \$1750 to be off; but this was "no go"—t'other party "know'd sum'nt" too, and wouldn't bite. The Colonel knew the black lady to be well-born and well-bred; but thinking she might turn out, as many others with the same advantages have done, no better than she should be, he determined, rather than pay the \$2,500, to start Brilliant, and so "threw the helve after the hatchet." The pace for the first mile was "as slow as foot could fall," and for three-quarters of the second it was any thing but a racing one. At the quarter stake Brilliant let loose, and gained two or three lengths by the rush. This awoke the boy

upon Maria, and he waked up the filly with six or eight such first-rate "eye openers," as brought her, at a slapping pace, three or four lengths ahead, at the ending post. Time, 4.01. The filly's taking the string to win the heat in such bad time, led the backers of Brilliant to believe that his "good fix" would tell in the next heat, and so they were "all alive and kicking." In going off the second heat, the "persuaders" were applied to Brilliant from the score, and continued "ever and anon." The pace for the first mile was respectable; but it was evident the mare was going too much at her ease to bode any good to the horse. She was kept well together, and ready at any moment for a rally. The boy on Brilliant tried what cutting would do, but it was of no service. This diamond, though of the Virginia water, shone none the brighter for it. In the last half mile, the horse knocked up, from being overworked in the first, and the "Coal Black Rose" won without a struggle in 3.58. After the race, Col. Johnson was persuaded, by a gentleman from Quebec, to throw this pearl away for a thousand dollars; he has since been a winner in Canada. Within a few months he has been purchased by James M. Beall, Esq., of Russellville, Ky., for \$2,000, and will stand at that place next season. The betting, when the horses were stripped, was generally about equal, the Southern horse being rather the favorite with a limited party. The track was very heavy.

1829. Same course, Oct. 8—Jockey Club Purse, \$400, free for all ages, 3 yr. olds carrying 90 lbs.—4, 104—5, 114—6, 121—7 and upwards, 126 lbs.; mares, fillies and geldings allowed 3 lbs. Three-mile heats.

John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot, 3 yrs.	1	1
Maj. Wm. R. Johnson's ch. m. Lady Flirt, by Hickory, dam by Duroc, 6 yrs.	2	2
Smith Freeman's ch. h. Sir Charles, by Duroc, out of Maria Slamerkin, by Bond's First Consul, 5 yrs.	3	dist.
Time, 5.59—6.12.		

Black Maria took the lead from the start, was never headed, and won in a canter. Lady Flirt is still in Major Jones's breeding stud on Long Island, and is the dam of his Andrew filly Fidget, and some other young things.

1830. Same course, Monday, May 10—Sweepstakes for all ages, weights as before. Three subscribers at one thousand dollars each, P. P. Four miles.

Col. Wm. R. Johnson's b. m. Slender, by Sir Charles, out of Reality, by Sir Archy, 5 yrs.	1
John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot, 4 yrs.	3
Walter Livingston's gr. m. Betsey Ransom, by Virginian, out of Favorite, by Bel-Air, 6 yrs.	•
Time, 7.58. * Broke down.	

Slender was the favorite at odds against the field. During the training of Betsey Ransom, the fall previous, she had let down in the back sinew of one fore leg, and was then purchased, by Mr. Livingston, as unsound. By the aid of blisters, and that grand specific of nature, *rest*, she had, to appearance, so far surmounted this accident as to induce Mr. Livingston, prior to the 1st of January, 1830, to nominate her for this stake; but unfortunately, her leg could not stand the exercise required to get four mile length into her. She complained much—her work was of necessity curtailed, and her gallops, at times, discontinued. She came to the post by much too high in flesh, and her leg much swollen—it was madness to start her. Black Maria fell far short of tip-top order, while Slender was all and all the thing. The race is thus described.

“They got off well together, Maria taking the lead, followed closely by Betsey Ransom—Slender trailing a little. In this way they went along at a clever rate, *all in hand*, for the first mile and a quarter, each waiting for the other to make play. In going down the back stretch in the second mile, Slender let out a little, lapped Betsey, and ran up to Maria, whose rider set her upon her legs, and all three *went the pace*, until they arrived at the rise of the ground, at the termination of the straight run, on the back side. Here Billy Clark took the bay mare firmly in hand, while Maria led round the north turn, with Betsey close up. When they entered upon the quarter stretch, toward the termination of the second round, Slender again let out, and all came up the straight run at a rattling rate, the black mare still leading the gray in her former position, and the bay still waiting upon them. Thus they entered upon the third mile, and passed round the south turn. When they arrived at the commencement of the straight run, on the back part, it was evident that Betsey faltered—her fine regular stride was gone—she clambered, and was all abroad. Slender passed in her steady stroke. Betsey continued to drop rapidly, and, being completely let down, was stopped, near the termination of the third mile. Maria and Slender were now going the last mile, and had advanced full half way round the first turn; the latter collected and in hand, ready for a dash. As soon as they commenced the stretch, on the back side, she made play, ran up and

challenged, and a sharp rally ensued for about sixty rods. But the set-to commenced too early; the distance home too long for Maria to live through; the length began to tell, and although the boy got well at her, it would not do. Slender came in front at the end of the straight side, and swept boldly round the last turn. The black mare's chance was now out, while the bay entered upon the last quarter stretch in good style, winning in a canter.—Time, 7.58."

Slender, the beautiful winner of this race, was killed the May following, by an accident received in a race with Collier and Eliza Reilly, at Norfolk, Va. It occurred on the 25th May, in running four-mile heats. The three entries were locked in the second mile, Slender having the inside track; when all three were making play for the lead, Slender struck one of her feet against the railing, and fell. The shock was so great as to deprive her of all motion, and she lay apparently lifeless on the track, whence she was immediately removed, and every effort made to revive her; but it appeared, upon examination, that the spine was broken, and that she had received some internal hurts, which rendered recovery impossible; she died at 10 o'clock the same night. Her fate excited general sympathy, and a deep-felt regret in the gallant turfman to whom this fine animal belonged. To him her nominal value was of little consequence, but she was a favorite. Her rider escaped unhurt.

Betsey Ransom, now owned by Robert L. Stevens, Esq., of this city, he sent out to England, in company with his celebrated mare Polly Hopkins, in October, 1834. They went out in foal to Eclipse; Polly Hopkins dropped a colt, and Betsey Ransom a filly foal, which were imported in their yearling form. The filly, called Jessica, Mr. Stevens sold last season, and she is now owned in Missouri; Mr. P. C. Bush ran her with credit at the fall meeting of the St. Louis Jockey Club, over the Sulphur Springs Course. In England the two mares were bred to the most fashionable stallions of the day; in 1837 a yearling filly by Priam—since imported—and another by Emilius came over, and shortly afterwards Betsey Ransom herself; she was bred last year to Mr. John C. Stevens' Dosoris, while Polly Hopkins was stinted to Plenipo, and still remains abroad.

1830 Dutchess County Course, Poughkeepsie, N. Y., Wednesday, May 19—Jockey Club Purse, \$300, free for all ages; weights as on the Union Course. Three-mile heats.

Maj. Wm. Jones's ch. m. Lady Flirt, by Hickory, dam by Duroc, aged	1	1
John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot, 4 yrs.	2	2
Gen. Bedell's b. f. Jeannett, by Eclipse, dam by ———, 4 yrs.	*	*
Wm. H. Minge's b. c. Mayday, by Sir Archy, dam by Hornet, 4 yrs.	*	*

Time, 6.00 each heat.

No particulars of this race have come to our knowledge, otherwise than that it was said to have been "won handily." The Jeannett, run by Gen. Bedell, must not be confounded with Mr. Stevens' Janette, own sister to Sir Charles. Mayday was standing at Buckingham Court House, Va., in 1837, since which we have lost sight of him.

1830. Same course, Thursday, Oct. 7—Jockey Club Purse, \$500, free for all ages, weights as before. Four-mile heats.

John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot, 4 yrs.	1	1
Jos. H. Van Mater's ch. c. Leopold, by Oscar, out of Katydid, 4 yrs.	3	2
John Buckley's ch. m. Lady Hunter, by Duroc, out of Lady Richmond, by Eagle, 6 yrs.	2	3
Maj. Wm. Jones's ch. m. Lady Flirt, by Hickory, dam by Duroc, aged,	dist.	

Time, 7.53—8.05.

A very fine race between Leopold and Lady Hunter, neither being able to put up the winner, who won cleverly at her ease. Leopold is now standing in Illinois, and promises to distinguish himself. Lady Hunter is beneath the turf. It will be seen that Lady Flirt, who beat Black Maria in her previous race, was distanced by her in this with ease.

1830. Same course, Wednesday, Oct. 27—Jockey Club Purse, \$500, conditions as before. Four-mile heats.

John C. Stevens' bl. f. Black Maria, by Eclipse, out of Lady Lightfoot, 4 yrs.	1	1
Jos. H. Van Mater's ch. c. Leopold, by Oscar, out of Katydid, 4 yrs.	2	2
Mr. Parker's gr. m. Peggy Madee, by Sir Hal, dam by Sir Archy, aged	5	3
Thos. Pearsall's ch. m. Medora, by Rattler, out of Sport's-mistress by Hickory, 4 yrs.	3	4
J. Buckley's ch. m. Lady Hunter, by Duroc, out of Lady Richmond, 6 yrs.	4	5

Time, 7.56—7.53.

A capital race, all out and doing their best from end to end, save the winner, who cut out the work with a long rating stroke, and never was headed in either heat. Peggy Madee, when we last heard of her, was in the breeding stud of Henry Maclin, Esq., of Virginia.

1831. Union Course, L. I., Thursday, May 12—Jockey Club Purse, \$600, conditions as before. Four-mile heats.

Col. Wm. R. Johnson's gr. f. Bonnets o' Blue, by Sir Charles, out of Reality, by Sir Archy, 4 yrs.	1	1
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot 5 yrs.	2	2
Dr. Alex. Hosack's ch. h. St. George, by Eclipse, 5 yrs.	dist.	

Time, 7.57—8.22.

Bonnets o' Blue, a very superior race mare, promises to become equally celebrated in the breeding stud. She is now the property of William Gibbons, Esq., of Madison, N. J., who has colts from her by Shark and imp. Trustee; the former at a year old was very bloodlike, and as promising a yearling as we ever saw; he makes his debut in the spring, and though a little under-sized, promises to confer credit upon his illustrious ancestry. If our memory serves us, Mr. Gibbons paid Col. Johnson \$2,500 for Bonnets o' Blue, after she was withdrawn from the turf. No particulars of this race are furnished by the Turf Register or journals of the day. Dr. Hosack's St. George was of no account.

1831. Dutchess County Course, Poughkeepsie, N. Y., Thursday, May 26—Jockey Club Purse, \$500, free for all ages, weights as before. Four-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 5 yrs.	1	1
Jos H. Van Mater's ch. c. Mark Richards, by John Richards, dam by Revenge, 4 yrs.	2	2
J. S. Snedeker's gr. h. Splendid, by Duroc, out of Empress, aged	3	*
Time, 8.17—8.30. * Broke down.		

The track was very heavy, and neither of the other entries were able to push the winner, who led from end to end. Mark Richards has since stood for mares, and if we mistake not, Splendid is yet a stallion at the South-west. Some of the former's stock we have seen, but cannot say much for them.

1831. Same course, Thursday, Oct. 6—Jockey Club Purse, \$500, conditions as before. Four-mile heats.

Col. Wm. Wynn's b. c. James Cropper, by Sir Charles, dam by Whip, 4 yrs.	1	2	1
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 5 yrs.	2	1	2
Time, 8.01—8.04—8.07. Track heavy.			

Cropper was the favorite at long odds, the mare being amiss. Each heat was desperately contested, Cropper winning the first heat by a neck only, after being spurred all the way up the straight side. Betting now ten to one on him. Black Maria won the second heat by two lengths, having a different jockey on her back; the one who rode her the first was obliged to carry a heavy *bag of sand* to make up his weight. The issue of the third heat was put upon a brush by Maria, and she lost it by a throatlatch merely; two more strokes would have "done the trick." James Cropper, at our last accounts of him, was standing in Nottoway county, Va.

1821. Central Course, Baltimore, Md., Wednesday, Oct. 26—Post Stake for all ages, 3 yr. olds to carry 86 lbs.—4, 100—5, 110—6, 118—7 and upwards, 124 lbs. allowing 3 lbs. to mares and geldings. Six subscribers at \$500 each, to which the proprietor added \$1,000. Four-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 5 yrs.	5	1	1
Col. John P. White's ch. h. Collier, by Sir Charles, dam by Whip, 5 yrs.	3	2	2
Col. W. R. Johnson's b. m. Virginia Taylor, by Sir Archy, out of Coquette, 5 yrs.	1	3	3
Col. Wm. Wynn's b. c. James Cropper, by Sir Charles, dam by Whip, 4 yrs.	4	4	*
Gen. C. Irvine's ch. c. Busiris, by Eclipse, out of Grand Duchess, 4 yrs.	6		dist.
Dr. Wm. H. Minge's b. f. Eliza Reilly, by Sir Archy, out of Bet Bounce, 4 yrs.	2		dr.
Time, 8.03—8.10—8.03. * Broke down.			

“Godolphin,” a favorite correspondent of the “Turf Register” at the time, gives us the annexed report of this fine race:—

“The amount of the purse, the reputation of the horses, together with the concourse assembled to witness it, gave to this race an interest scarcely inferior to that excited by the contest between Henry and Eclipse. The course, from the surrounding hills, had the appearance of a vast amphitheatre. Its whole area seemed covered with equipages—some of them very splendid—mingled with troops of well-dressed men, on foot and on horseback. The sun shone with more than his usual splendor—there was not a cloud to be seen—Heaven and the ladies smiled upon the first efforts of the Maryland Jockey Club. How, then, could they fail? Their immense pavilions were crowded with spectators, collected from every State in the Union. The one appropriated to the ladies was occupied by hundreds of the gay and beautiful of that sex, without whose smiles, the flowers of the brightest wreaths ever wove for victory would fade and be valueless. Their presence was felt as a security for the observance of those rules, the slightest violation of which would have been deemed a disgrace too deep for a gentleman, and too dangerous for a ruffian to encounter.

“The horses were mounted, and got off well together at a few minutes after one o'clock. Eliza Reilly came out of the crowd and took the lead down the back stretch, followed at different distances by the others. In the last mile she was tackled by Virginia Taylor, who beat her the heat by a length in 8.03. What Collier and Cropper did, or meant to do, nobody could guess, as they appeared to change their minds some half dozen of times, running at one moment, and pulling at another. Busiris dropt just within his distance. The boy on Black Maria was ordered to do the same; but, maugre his utmost exertions,

and his running rein, she came within a *mile* distance of the winning horse. Had she broke away with him in the last half mile—which I expected every minute to see—she would have won the heat in spite of his teeth. The heat varied the betting but little. It was still, as at the commencement, Collier against Cropper—Collier against the field—Cropper against the black mare—the field against either, &c., &c.

“For the second heat five started, Eliza Reilly being drawn. The first three miles of this heat was done in a gallop, neither seeming anxious to make play. At the end of the third mile Maria took the track, and kept it at a killing pace, winning easily in 8.10. Collier second, and Busiris distanced. This bout changed the complexion of things. It was now Maria against the field, and no takers.

“Four stripped for the third heat; but the way in which the black mare cooled out, showed to those who knew a hawk from a handsaw, that the jig was up, barring accident. It was a side of bacon to a sour apple—no bad thing, as the stable boys, as well as myself, can vouch. That, together with the corn bread, stuck so close to the ribs of Gil and Ralph, that four ounces of salts had no effect on either, except to harden the corn bread and the bacon, and render them four ounces heavier, instead of four pounds—the difference between Northern and Southern weights—lighter. Maria took the lead and kept it, winning easily in 8.03—as hard as Ralph could pull her. Cropper broke down in the third mile.”

Collier stood at the Madison Course, Ky., last season. Busiris, for several seasons, has been covering in Pennsylvania, quite “out of the world,” as regards thoroughbred mares, though a very capital horse; he ought to be sent to a “race-horse region.” At the sale of Mr. Minge’s stock last October, Eliza Reilly was sold to J. H. Williamson, Esq., of Virginia. Virginia Taylor, who soon after this race passed into the hands of the late Mr. Craig, of Philadelphia, is now the property of Dr. George McClellan, of that city.

1831. Same course, Saturday, Oct. 29—Jockey Club Purse, \$700, free for all ages, weights as before. Four-mile heats.

Col. Wm. R. Johnson’s ch. f. Trifle, by Sir Charles, dam by Cicero, 3 yrs.	1	1
John C. Stevens’ bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 5 yrs.	2	2
Col. J. P. White’s ch. h. Collier, by Sir Charles, dam by Whip, 5 yrs.	3	3
Dr. John Minge’s b. h. Mayday, by Sir Archy, dam by Hornet, 5 yrs.	4	4

Time, 8.00—7.55. Track heavy.

The following spirited account of this race is from the same correspondent.

“Two to one on Maria against the field and few takers. She was known to have fed but little, and to be somewhat stiff and sore from her race of Wednesday, still it was thought there was enough left in her to beat Collier, Mayday, and an untried 3-year-old of 14 hands high. The start was a good one. Collier and Mayday had the track for the first two miles and a half, closely followed by Maria and Trifle; Maria then came in front and kept the lead to the turn in the last half mile, when, to the astonishment of every body, Trifle made a brush and went by her two or three lengths. Ralph was all abroad, and did not know whether he was on his head or his heels. Whalebone and catgut could only bring the mare to a lap at the ending post. Trifle won the heat in 8.00. Collier and Mayday laid up. This heat, though it varied the betting on the black mare, did not discourage the friends of Collier, who backed him to win against either the mare or Trifle. Maria came to the post for the second heat perfectly cooled out, and looking still like a winner; but she was observed to be a little lame, and to feel in her feet the effects of her former race. Collier and Mayday were but little distressed, and Trifle came from the hands of Col. Selden’s trainer in perfect condition. The four stripped again at the usual interval—which at the South is forty-five minutes. Collier and Mayday made the running for the first two miles, when Maria’s steady stride brought her alongside, and in the next half mile ahead of both. The black mare kept the track, dropping Collier and Mayday fast, and followed at a short distance by Trifle, who had also headed the other two. In rounding the turn in the last half mile, Trifle again challenged, and again went by the mare, in the same place and in the same style as in the former heat, evincing no signs of tire, and winning by a length in 7.55. She kept up her stride, and showed an endurance that astonished those who witnessed this extraordinary performance. In this heat Black Maria ran her twentieth mile of that week in 1.53.”

Trifle came out in the spring of this year, and ran on to the end of the campaign of 1834, during which she started twenty-four times and won eighteen races—sixteen of them purses, at

three and four-mile heats—netting for her owner \$14,380. She has never been put in condition since first withdrawn from the turf, though “taken up” to train several times. She dropped a very fine br. filly foal by Star in 1837, and is now stunted to imp. Priam; she still remains the property of Col. Johnson of Virginia, and Capt. David H. Branch, of the Union Course, L. I. Charlotte Russe, an own sister of hers, coming five years, the property of Col. Wade Hampton of South Carolina, promises to add another chaplet to the brow of Sir Charles, by her brilliant performances; after winning at the South in the winter of 1837, she was placed in the stable of the “Napoleon,” who brought her to the North with Boston, and she finished the campaign by winning a four-mile purse on the Beacon Course. The same chivalrous gentleman is also the owner of Bay Maria, an own sister of the subject of this memoir, and a distinguished winner at four-mile heats. To the great regret of her Northern friends, Col. Hampton withdrew her from the turf at the close of her five-year-old year, after she had won three Jockey Club Purses in South Carolina at four-mile heats, within about as many weeks. She was without a blemish when put into the stud, and is the most beautiful brood mare we ever saw; a filly she dropped last season to imp. Rowton is considered a nonpareil.

1832. Dutchess County Course, Poughkeepsie, N. Y., Thursday, May 17—Jockey Club Purse, \$500, free for all ages, 3 yr. olds 90 lbs.—1, 104—5, 114—6, 121—7 and upwards, 126 lbs., mares and geldings being allowed 3 lbs. Four-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 6 yrs.	1	1
J. H. Forman's b. c. Uncle Sam, by John Richards, dam by Oscar, 4 yrs.	4	2
Thos. Pearsall's ch. m. Medora, by Rattler, out of Sport's-mistress, 6 yrs.	5	3
Mr. Abbott's bl. h. Rising Sun, by Eclipse, dam by Plato, 5 yrs.	3	4
Jos. H. Van Mater's gr. f. Jane Grey, by Orphan Boy, out of Rosalind, by Oscar, 4 yrs.	2	dr.

Time, 8.03—8.16.

The track was very heavy from rain, having been ploughed the fall previous. Maria won without a struggle, Uncle Sam having bolted in the last mile of the second heat, notwithstanding which he came in second. We recollect seeing him advertised to stand for mares in a Maryland paper a year or two since. Medora, a very fine brood mare, is now the property of Walter Livingston, Esq., of this city, and is the dam of his colt Nassau; he was nominated with Job in the great \$44,000 stake run over the Union Course last spring, for which he was a fa-

vorite, but broke out with the distemper a few days before the race, and was not started during the season.

1832. Union Course, L. I., Wednesday, May 23—Jockey Club Purse, \$500, conditions as at Poughkeepsie. Four-mile heats.

Bela Badger's b. h. Flying Dutchman, by John Richards, dam by Eclipse, 5 yrs.	1	1
Jos. H. Van Mater's gr. f. Jane Grey, by Orphan Boy, out of Rosalind, 4 yrs.	3	2
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 6 yrs.	2	3

Time, 8.65—8.08. Track very heavy from rain.

The betting was general at 100 to 25 on Black Maria, amorous notions in whose head interfered with the swiftness of her heels; she was so desperately enamored with the Dutchman, that she could not be induced to pass him. Long odds were offered on her for the race, even after the first heat. After Mr. Badger's death—some three years since—Flying Dutchman was sold to go West, with Priam—by John Richards—and another stallion.

1832. Dutchess County Course, Poughkeepsie, N. Y., Thursday, Oct. 4—Jockey Club Purse, \$300, conditions as before. Three mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 6 yrs.	2	1	1
Dr. E. A. Darcy's ch. m. Lady Relief, by Eclipse, out of Maria Slamerkin, 5 yrs.	1	2	3
A. Sherman's ch. h. De Witt Clinton, by Rattler, out of Matilda, 4 yrs.	3	3	2

Time, 6.02—5.55—5.55.

Black Maria not being quite up to the mark, Mr. Stevens entered her for the three-mile, and O'Kelly, instead, for the four-mile purse, and thereby won both cleverly. O'Kelly, then five years old, beat Jane Grey and De Witt Clinton, and soon afterwards passed into the hands of Col. Johnson, of Virginia, for \$5,500. Col. Johnson disposed of him soon after at a handsome advance, to a Tennessee turfman. Mr. A. T. Nolan advertised him to stand at Franklin, Tenn., in 1836; his new owners brought him on the turf again last season, in his *eleventh* year, and considering "the hardships he had passed," his performance was highly respectable. De Witt Clinton is still the property of Mr. Brooks, of Ovid, Seneca county, N. Y., who purchased him of Mr. Sherman, and he is now standing at Columbus, Ohio.

1832. Union Course, L. I., Saturday, Oct. 13—Jockey Club Purse, \$600, conditions as before. Four mile heats.

John C. Stevens' bl. Black Maria, by Eclipse, out of Lady Lightfoot, 6 yrs.	1	0	2	2	1
Dr. E. A. Darcy's ch. m. Lady Relief, by Eclipse, out of Maria Slamerkin, 5 yrs.	3	3	3	1	2
John C. Craig's ch. f. Trifle, by Sir Charles, dam by Cicero, 4 yrs.	2	0	1	3	dist.
Bela Badger's—John C. Tillotson's—b. f. Slim, by Flying Childers, out of Molly Longlegs, by Harwood, 4 yrs.	4	dist.			

Time, 8.06—7.55—8.13—8.39—8.47.

Several interesting reports of this remarkable race have been published, but the most accurate and graphic one that has met our eye was penned by a distinguished member of the New York bar—a gentleman whose taste and judgment in every thing pertaining to horse-flesh, is only equalled by the extent and variety of his legal acquirements. It appeared as a communication in the “Turf Register,” in the number for December, 1832, and was to the following effect ;—

“After the horses were brought upon the ground, much anxiety was exhibited as to the event of the coming contest ; and the interesting little Trifle appeared to be the favorite among the betters, as well as the spectators.—‘Five to four, Trifle against the field,’ was current betting ; and ‘five to three, Trifle against Black Maria,’ were repeatedly offered and refused. Indeed, this offspring of the far-famed Lady Lightfoot seemed to have but few friends or well-wishers, comparatively speaking ; and bets were repeatedly offered that she would not take *a heat*. Prepossessions, in favor of the Southern mare, appeared to exist among a decided majority of the spectators ; and, as she was foaled ‘south of Mason and Dixon’s line,’ it seemed a matter of course that she was to win. Indeed, if unfailing spirits, beauty of form, and a peculiar quietness of manner, could supply the defect of size, Trifle would not be considered as *such* in any thing but *name*. She is *race-horse* in every just sense of the word, but a race-horse of the smallest pattern—not over fourteen hands and a half high—of just proportions, undoubted bottom, and considerable power. Her color a bright chestnut, with a blaze, indicating spirit and blood.

“Black Maria, in size and general appearance, is in all respects unlike her rival, as is well known to Southern, as well as Northern sportsmen. Her color is indicated by her name ; and her great size, strength and stride, show her a worthy daughter of a noble sire. Indeed, in her the blood of Eclipse and Lady Lightfoot are in no way disgraced, as this race will most fully prove.

“Lady Relief and Slim were almost unknown to fame ; but certain individuals present were aware that the former had, upon a previous occasion, won the last half of sixteen miles ; and *they* looked for sport, unexpected by others, if it should

happen that the two first heats were not taken either by Trifle or Maria. The latter, it was known, had the *foot* of Relief; as they met on the first of the month at Poughkeepsie, and contended together for the three-mile purse, which was taken by Maria with great ease. As the trumpet sounded for the horses to come up to the starting-post, they severally appeared, exhibiting their various tempers by their individual behavior. Black Maria—who had the inside track—showed neither alarm nor anxiety. She was as calm and unimpassioned as if she had been a mere spectator; and this coldness of demeanor won no ‘golden opinions’ among the lookers-on. Trifle exhibited high spirits, brought down to their proper level by judicious breaking and training. A slight tremor ran through her frame; and an impatient lifting of the fore foot, now and then, showed that she was alive to the coming struggle.

“Lady Relief, on the contrary, was all fire and animation—ready to break away from her groom, and dash through all obstacles for the sake of victory.

“Slim exhibited an impatient spirit, and seemed, by her anxiety, to show herself a descendant from that Childers who always ran—at least on our course—without ‘whip or spur.’

“At the tap of the drum the four went off well together, Relief taking the lead within the first quarter, closely followed by Slim, then by Trifle, and last, but not *least*, by Black Maria. The first mile indicated a *waiting race*, as all the riders had their horses under the hardest pull; each seeming desirous that his antagonists should take the lead. Trifle, impatient at such *trifling*, began to make play, and this aroused Black Maria, who was trailing along quietly, behind the whole. With a few huge strides, she brought herself up to the front, passed the whole before she came to the judges’ stand, followed closely by the gallant little Trifle, who ‘stuck to’ her like an accompanying phantom. At the beginning of the third mile the leading nags made play, and during the whole of it Maria held the lead, followed closely by Trifle; while Relief and Slim were—and, as we believe, *not* willingly—at a most respectable distance in the rear.

“After passing the judges’ stand and entering upon the fourth mile, and after compassing the turn, upon the southerly

side of the course, Trifle 'made a dash' at Maria, and ran her so hard down the descending ground upon the straight side, that her sable antagonist—perhaps not unwillingly—gave up the track, which was taken by the Southern lady, and kept, with apparent ease, round the turn, until you come to that part of the course which looks up towards the judges' stand. Here, at a moment when all opinions had given Trifle the heat, as a 'safe thing that could not be missed,' Maria 'went at her,' and, before you could count one, she shot by Trifle like an arrow, and won the heat with ease; there being a considerable gap between herself and Trifle, and a much greater one between the latter and the hindmost horses.

"Here then was disappointment on all sides. Black Maria, that was not 'to take a heat,' or who, at all events, had not *foot* enough to brush with the speedy little Trifle, had beat the field, in the last quarter, in what she was not supposed to possess; namely, *speed*. Indeed, we think that the rider of Trifle committed a mistake in making his dash at Maria at the beginning of the fourth mile. As he had commenced a trailing race, his obvious policy was to wait until he came to the last turn; then run up to his antagonist upon ground where he had a decided advantage, from the size and form of his horse, and finally make 'his run' upon the straight side, coming in. Had he followed this course in the first heat—as he did in the second—we might possibly have had a different tale to tell; for his little nag obeys the spur well, and is a hard one to beat upon a brush. But, by running *at* Maria on the northerly side of the course, he distressed his mare, enabled his antagonist to come round the turn under a strong pull, and make a run at him at the very moment when he was least prepared for it. The result has already been shown. Time, first heat, 8.06.

"It may be here remarked, that in consequence of the rains, which had prevailed for several days previous to the race, the course, although good, was unusually heavy; so much so, as to make a difference of several seconds, probably, in the *time* of a four-mile heat. The top of the ground was not perfectly firm, and, consequently, the foothold of the horses was yielding and insecure. On a hard track, the time of each heat would have been considerably reduced.

“Notwithstanding the unexpected success of Maria, she seemed still to have but few *real* admirers; although her owner and his friends stood manfully by her, and kept their spirits up to the betting point. Trifle was still the favorite, and it was a settled thing, ‘at all events,’ that Maria was not to ‘win the money.’ Lady Relief, at this moment, had not attracted much attention, except from one circumstance. Her saddle—which was a very small one—slipped from under her rider, who, nevertheless—as his girths had not parted—stoutly kept his seat upon her *bare back*—his feet in the stirrups, with the saddle before him! It was observed, however, that she ran with great spirit; and what she *might do*, the wise ones could not tell.

“At the start for the second heat Black Maria appeared calm—as is usual with her—while Trifle and Lady Relief were all animation. They went off as if this heat was to be won by *running*, instead of waiting, as in the first heat; Relief taking the lead, followed by Slim, then by Trifle, while Black Maria brought up the rear. Ere they had accomplished one mile, however, Trifle had passed Relief and Slim, while Black Maria, taking advantage of the rising ground, as you come up to the judges’ stand, thundered by them all, with her long strides, and took up her station in front, closely followed by Trifle, whilst the others again dropped behind. Indeed, the pace at which they were running seemed so unreasonable to Miss Slim, that she concluded that she would not keep such company any longer; and, as she could not run away from them by pursuing her course upon the track, she very wisely abandoned it altogether, at the end of the third—seventh—mile, and quietly walked off the course. Maria, in the mean time, led Trifle, with apparent ease, round the second, third, and fourth miles, until you come to the ‘run in.’ And here her rider, instead of giving her the ‘persuaders,’ to make ‘assurance doubly sure,’ turned his head round to look for his antagonist; and he was not long in finding her; for Trifle, close at his heels, went at him up the straight side, whip and spur, gradually gaining at every step. Maria’s rider begins to ‘look wild.’ She is at her throat-latch, and the judges’ stand not six feet off. She makes a desperate effort, and head and head they pass the stand—a *dead heat!* Time, 7.55.

“Here, again, all were at fault. One party were crying out to the rider of Maria, ‘Why did you not stir yourself! One blow of the whip, before you came to the distance post, would have won the race.’ ‘I had no whip, sir; Maria won’t bear it. It *discourages* her. She must run under a pull, with the spur as an admonisher.’ Again a thousand rumors were afloat. Trifle was as gay as a bird—in no way distressed. She had *posed* the ‘big ’un,’ who looked, as imagination said, ‘both sick and sorry.’ It was a ‘safe thing,’ and ‘Black Maria can’t win—she’s done up’—went round like wild fire, from mouth to mouth.

“In the mean time, Lady Relief was little thought of; but a Jerseyman was heard to say, ‘We’ll show ’em some of the Eclipse *pluck* yet, before we’ve done.’ At the sounding of the trumpet for the third heat, Trifle and Relief came up in great spirits, while Black Maria seemed in no way ambitious of another trial. But she’s always cool; and, as her mode of starting is reluctant and slow, nothing can be safely argued from her spirits.

“At the tap of the drum, Trifle and Relief went off from the score, leaving Maria some distance behind. In the course of the first mile, however, she lessened the gap between herself and the leading horses, and got well up to them. But it would not do; she could not pass.—‘What horse is that leading there? Surely it can’t be Lady Relief! It is, upon my soul! The Jersey mare’s ahead!’ And, sure enough, so she was. The nag that had attracted so little notice, as neither to be heard nor eared for, had taken the lead upon the fourth mile; and away she ran, keeping the track in spite of them all, until you come within the distance pole, on the last quarter’s stretch. And while she was leading, well ahead, from some unaccountable circumstance the boy pulled her up at once, and Trifle shot by and won the heat. Time, 8.13.

“Black Maria was ‘well up’ during the whole race, but she now fell into complete disfavor; and ‘she’s done up’—‘an even bet she don’t come again’—went round the field with great confidence. It is the writer’s opinion, that Relief could have taken the heat if she had been urged up to the judges’ stand, and that she *ought* to have won it. As it was, Trifle, who well deserved

her honors and the admiration of her friends, had been victorious. She had run twelve miles, winning the twelfth; and the little game creature appeared as fresh as ever. It was *now* settled that she was to win the money; although it might be that Relief, who was fast rising in favor, might make her 'run for it.' Indeed, the latter did not seem in full vigor until she had run two heats; and now her nostrils opened, and she pawed the ground, as if just brought upon the course.

"They are saddled for the fourth heat; and here is to be a struggle until sixteen miles from the beginning are accomplished. Black Maria is in no way distressed, Relief full of spirit, but 'Trifle's to win the money.' Off they go; Relief takes the lead, followed by Trifle, and then the black. Miles are passed over, and yet Relief is ahead.—'How is this? can't Trifle pass? Is the Jersey mare ahead?'—She is, indeed; and ahead like to be. A better, truer, tougher, and more spirited piece of stuff never came from the loins of old Eclipse. She takes the track from the score. Trifle goes at her, but 'can't do it.'—Three miles and a half are accomplished, and Black Maria has passed Trifle, and is close at the heels of Jersey. Now they come up the straight side. The black is at her, and Relief takes the whip like a glutton. Maria comes up and laps her—she's at her shoulder; but they pass the stand, and Relief takes the heat by a neck. Time, 8.39.

"'Huzza for *Jersey!*' rings over the course; and a look of pity is cast upon the gallant little Trifle, who had done her utmost—'Black Maria won't come again,' says a wise one, with a knowing look. 'I don't know that,' says a Yorker. 'If she had run twenty straight yards *farther*, she would have taken the heat.' 'She is distressed,' is the reply. 'Distressed! *may be she is*. I saw her lay her ears back, and lash out with her hind feet, after the boy dismounted from the sixteen miles, as if her sinews were of whipcord.'

"Here was an interesting point, *five* heats, in all, were to be run, and twenty miles to be passed over. 'The like was never seen on this course before,' says a Long Islander. 'Bottom's the word—how go the bets?' 'At a stand still. Trifle's distressed; but Lady Relief has more life in her than any thing that ever ran sixteen miles before.'



“Up they come for a fifth heat; Relief all fire, Trifle *very* sorry, and Black Maria now begins to *paw the ground!* This she had not done before. Off they go; Relief ahead, Trifle after her, and Black Maria allowing no gap. She sticks to them like a spirit; and in the nineteenth mile the gallant little Trifle is reluctantly compelled to give it up. The Eclipse mares are obstinately determined to ‘play out the play,’ and the little chestnut is taken off the track, completely ‘done up.’ Now comes a struggle, for the honors of a *twentieth* mile, between two half sisters—whalebone both—and ‘never give it up’ ’s the word. Black Maria pushes up the straight side, as you enter upon the fourth—twentieth—mile, with a stride that counts terribly upon the steps of the Lady, who has *relief* now in nothing but name. The black is so close upon her, that she almost touches her heels. She pushes round the turn, and goes at her on the straight side, like a quarter horse. They brush down the straight side with invincible courage; but that long untiring stride is too much for Relief. Maria gives her the go by, takes the track—keeps it in spite of all exertions—leads round the turn, and thunders up toward the judges’ stand, hard in hand, untouched by whip or spur—passes the goal for the *twentieth* time, and wins the race. Time, 8.47.

“Neither of the Eclipse mares appeared much distressed, and they ran the last mile with the greatest spirit and stoutness. Relief is a nag of the most extraordinary bottom. She seems to become fresher after twelve miles, and then runs off as gay as a lark. As for Black Maria, she is literally ‘too fast for the speedy, and too strong for the stout.’ She ran the twentieth mile with a freshness and vigor that surprised every body, and the spectators at last *actually conceded* that she is ‘game!’ That she can conquer either Relief or Trifle, at two heats, in a *match*, there can be no manner of doubt; and that she is a ‘hard one to beat’ in *any* race, even by a *field*, all sportsmen must now believe. She ran at her antagonists *every heat*, and at last let them know what it was to run for the honors of a twentieth mile!”

Of the three placed first in this memorable race, Black Maria was the first to recover, though for months she was but the shadow of herself. She came out in the following May

against a strong field, and won, while Trifle was crippled and laid up until the September season of the ensuing year. Lady Relief, as game a filly as ever started, and true as steel to the last, died within a few weeks, from the effects of a cold and exhaustion. Who that was present that day, and marked the meek expressive glance cast up towards the judges by one of these doomed ones—Black Maria—when brought up to struggle through a fifth heat, will ever forget it?

1833. Same Course, Tuesday, May 23—Jockey Club Purse, \$400, conditions as before. Three mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 7 yrs.	1	5	1
John M. Botts' b. c. Rolla, by Gohanna, out of Dairy Maid, 4 yrs.	4	1	4
John C. Craig's b. m. Virginia Taylor, by Sir Archy, out of Coquette, 6 yrs.	5	4	2
Jos. H. Van Mater's b. h. Jackson, by John Richards, out of Honesty, 6 yrs.	2	2	3
Thos. Pearsall's gr. f. Alice Gray, by Henry, out of Sport's-mistress, 4 yrs.	3	3	dist.

Time, 6.02—6.07—5.48.

A tip-top race, every inch being well contested; Black Maria's 5.48 in a third heat of three miles has not been equalled before or since, to our knowledge; her time is the more remarkable, when the fact is considered that it was the old mare's first appearance after her race of twenty miles the previous October. Alice Gray, a filly of very fine speed, though unfortunate in this race, subsequently placed herself near the head of the Northern Turf. She is now a magnificent brood mare, in the possession of Walter Livingston, Esq., who has bred several very blood-like looking colts from her that promise to "follow in the footsteps" of their dam, when brought to the post. Rolla has since been sold by Mr. Botts, if we mistake not, and has been standing in Virginia for two or three years.

1833. Dutchess County Course, Poughkeepsie, N. Y., Friday, June 7—Jockey Club Purse, \$300, conditions as before. Three-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 7 yrs.	1	1
Alfred Sherman's ch. h. De Witt Clinton, by Rattler, out of Matilda, 5 yrs.	2	2
R. Jackson's b. h. Henry Archy, by Henry, dam by Eclipse, 5 yrs.	3	dr

Time, 5.42—6.04.

The time of the first heat of this race would probably have been several seconds less, had the field been able to drive Maria; as it stands, it is one of the very best in the annals of the American Turf. After her race in May on the Island, Maria was ordered by Mr. Stevens to be thrown out of training, but Bill Patrick had her out after dark or before daylight, every time opportunity afforded without danger of detection, and

galloped her on the sandy road leading across the mouth of Spring Creek, never venturing to bring her out on the private training track. During one of these nocturnal gallopings, some wag in the secret, frightened Bill half to death, one evening, with the information that *Mr. Stevens was coming down the road*, so what does he do but whip down to the mill, and getting a grist, actually carried it home on the mare's back! This occurred within less than a fortnight of the day of her race. To prevent a walk-over at Poughkeepsie, Mr. Stevens finally allowed his trainer to put her in condition; she had only a week's galloping exercise, however, and was then brought to the post, without having had any quick or long work, much less a trial. She ran under so strong a pull throughout the heat, that those who saw the race, including her owner and trainer, are firmly of the opinion that on that day she could have made a better race at four-mile heats, than she has ever done before or since. The time of the third mile in the second heat was 1.50. Three miles at that rate would have surpassed any performance we know of; and we can scarce doubt from this and various other proofs of Black Maria's powers of endurance, that she might, on this occasion, have kept up the rate of her first heat—1.54—one other mile, making the four in 7.36.

Henry Archy, her competitor in this race, has been "making himself generally useful" for the last few years, in Illinois, standing for mares in the spring, and running in the fall; he never had a great turn of speed, or he would have been distinguished, for a horse of more undoubted stamina and thorough game was never brought to the post.

1833. Union Course, L. L., Friday, Oct. 5—Jockey Club Purse, \$500, conditions as before. Four-mile heats.

Thos. Pearsall's gr. f. Alice Gray, by Henry, out of Sport's-mistress, 4 yrs.	1 1
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 7 yrs.	2 2
Jos. H. Van Mater's b. h. Jackson, by John Richards, out of Honesty, 6 yrs.	dist.

Time, 7.56—7.50.

In this fine race the "gray mare proved herself the better horse," though Black Maria beat her before, and twice afterwards. It was "turn about and turn about" with the two, for in four races they were quits, each having twice proved the winner. Mr. Van Mater, some time after this race, sold Jack-

son—who was amiss on this occasion—to go South, and farther, of him, deponent saith not.

1833. Same course, Friday, Oct. 31—Jockey Club Purse, \$300, conditions as before. Four-mile heats.
 Col. Wm. R. Johnson's ch. m. Trifle, by Sir Charles, dam by Cicero, 5 yrs. 1 1
 Walter Livingston's gr. f. Alice Gray, by Henry, out of Sport's-mistress, 4 yrs. 2 2
 John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 7 yrs. dist.
 Bela Badger's b. c. Priam, by John Richards, 4 yrs. dist.
 Time, 7.49—7.56.

The reputation of the three mares entered in this race, excited a great sensation in sporting circles, and immense sums were laid out about them. Relying upon the tried game of Black Maria, Mr. Stevens ordered Gil. Crane, his jockey, not to make a stroke for the first heat, but to drop just within the distance. Trifle and Alice made play from the score, and maintained it to the end; in coming up the straight side home on the last quarter, Crane carelessly pulled Maria back so far, that she was shut out by the distance flag eighteen inches. He was taken off the mare, and discharged on the spot. In the great Twenty-Mile race, the dead heat made by Trifle was thought to be entirely owing to his heedlessness.

1834. Same course, Friday, May 9—Jockey Club Purse, \$1000, conditions as before. Four-mile heats.
 Capt. R. F. Stockton's bl. c. Shark, own brother to Black Maria, 4 yrs. 6 1 1
 John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 8 yrs. 3 2 2
 Maj. James M. Selden's b. c. Charles Kemble, by Sir Archy, dam by Gallatin, 4 yrs. 1 4 4
 Walter Livingston's gr. m. Alice Gray, by Henry, out of Sport's-mistress, 5 yrs. 2 3 3
 Samuel Laird's b. h. Henry Archy, by Henry, dam by Eclipse, 6 yrs. 4 5 5
 John M. Botts' b. h. Rolla, by Gohanna, out of Dairymaid, 5 yrs. 5 *
 Time, 7.54—7.57—8.03. * Broke down.

A stoutly contested and spirited race. The winner was sold soon after, for the largest sum ever then paid in this country for a race-horse, being \$17,500. Some odd dozen of the celebrated "Bingham" wine was also talked of, but Mr. Craig would not sell. Failing to get hold of a few dozen in this way, Capt. Stockton, at the Club Dinner, shortly after, offered to run his colt Monmouth against Mr. Craig's Fanny Cline, a match of two miles, laying \$1,200 vs. 12 dozen of the Bingham. This, too, was a failure, and in a double sense, for though Fanny won the match and the \$1,200, Mr. Craig, upon examination, found that his vault had been entered, and that a great part of his stock of favorite wine was missing! Shark was withdrawn from the turf after the Fall season of 1835, and made his first

two seasons as a stallion at Taylor's Ferry, Va., at \$75; in 1838 he stood at Charlotte Court House, in the same State, but is now located on Long Island, in view of the scene of the never-fading victories won by himself and the glorious race from which he sprung. He is still the property of the heirs of the late lamented John C. Craig, Esq., of Philadelphia.

Charles Kemble, the winner of the first heat in this race, after running at all distances, and beating some of the best horses of his day, is now enjoying his *otium cum dignitate*; he stands the present season at Chester-town, Md.

1834. Same course, Thursday, June 5—Jockey Club Purse, \$400, conditions as before. Three-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 8 yrs.	1	1
Samuel Laird's b. h. Henry Archy, by Henry, dam by Eclipse, 5 yrs.	3	2
Col. Wm. R. Johnson's b. f. Fanny Cline, by Sir Archy, dam by Gallatin, 4 yrs.	2	3
Time, 6.03—6.11.		

Owing to previous wet weather the track was very heavy. Black Maria was the favorite at odds, and won handily.

1834. Same course, Wednesday, Oct. 8—Jockey Club Purse, \$1000, conditions as before. Four-mile heats.

John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 8 yrs.	2	1	1
Walter Livingston's gr. m. Alice Gray, by Henry, out of Sport's-mistress, 5 yrs.	1	2	2
Capt. R. F. Stockton's b. c. Monmouth, by John Richards, out of Nettletop, 4 yrs.	3	dist.	
Time, 7.52—7.55—8.03.			

Alice was the favorite, and at very long odds, after the first heat, Black Maria running unkindly; she let out a kink, however, in the second and third, and won both cleverly. Monmouth, the following season, won two races at three-mile heats; in 1836, with 121 lbs. on his back, he won a race at two-mile heats in 3.45—3.49, and another in 3.56—3.48. He soon after passed into the hands of Capt. Y. N. Oliver, of the Eclipse Course, New Orleans, and was so knocked up by his long journey South, as never to have shown to advantage, though a horse of very fine speed. He is now standing at Basin Spring, Breckinridge County, Va.

1834. Same course, Friday, Oct. 31—Jockey Club Purse, \$1000, conditions as before. Four-mile heats.

Walter Livingston's gr. m. Alice Gray, by Henry, out of Sport's-mistress, 5 yrs.	1	1
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 8 yrs.	2	2
Time, 7.59—8.12.		

It was the gray mare's "turn" to win this time, which she

did with ease ; three weeks before Maria beat her as handily in much better time.

1834. Eagle Course, Trenton, N. J., Thursday, Nov. 13—Purse, \$300, free for all ages ; weights the same as on the Union Course. Three-mile heats.

Maj. Jas. M. Selden's b. c. Charles Kemble, by Sir Archy, out of Pilot's dam by Gallatin,			
4 yrs.	1	1	
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 8 yrs.	2	2	
Time, 5.50 $\frac{1}{4}$ —5.51 $\frac{1}{2}$.			

Kemble won handily ; he was considered the best *three-mile* horse in Virginia of his day. It should be remembered that Black Maria beat him a long way off, running *four-mile* heats in the spring of this year.

1835. Union Course, L. I., Friday, May 8—Jockey Club Purse, \$1000, conditions as before. Four-mile heats.

Samuel Laird's b. h. Henry Archy, by Henry, dam by Eclipse, 6 yrs.	3	1	1
John C. Stevens' bl. m. Black Maria, by Eclipse, out of Lady Lightfoot, 9 yrs.	2	3	2
Capt. R. F. Stockton's b. h. Monmouth, by John Richards, out of Nettletop, 5 yrs.	1	2	3
Joseph Alston's b. h. Daniel O'Connell, by John Richards, dam by Eclipse, 5 yrs.	4	dist.	
Wm. Gibbon's b. h. Milo, by Mons. Tonson, out of Meg Dods, 5 yrs.	dist.		
Time, 7.55—8.00—8.15.			

After distancing Monmouth and beating Henry Archy three times in their prime, they took advantage of her want of condition, and paid off a portion of their old scores. O'Connell soon after passed into the hands of Mr. P. C. Bush of St. Louis, Mo., who ran him successfully in the West at all distances. Milo, who was a much better horse than his performance on this occasion "made him out," suddenly died in the fall of 1837, on his way to the Long Island races.

This was the last performance in public of Black Maria, who was now withdrawn from the turf and sent to Gohanna then standing on Long Island.

RECAPITULATION.

1. 1829. Oct. 3—Union Course, L. I.	Match.	2 mile heats.	won.	\$5000
2. —. Oct. 8—Union Course, L. I.	Purse.	3 mile heats.	won.	400
3. 1830. May 10—Union Course, L. I.	Sweepstakes	4 mile heats.	lost.	
4. —. May 19—Dutchess County Course, N.Y.	Purse.	3 mile heats.	lost.	
5. —. Oct. 7—Dutchess County Course, N.Y.	Purse.	4 mile heats.	won.	500
6. —. Oct. 27—Dutchess County Course, N.Y.	Purse.	4 mile heats.	won.	500
7. 1831. May 12—Union Course, L. I.	Purse.	4 mile heats.	lost.	
8. —. May 26—Dutchess County Course, N.Y.	Purse.	4 mile heats.	won.	500
9. —. Oct. 6—Dutchess County Course, N.Y.	Purse.	4 mile heats.	lost.	
10. —. Oct. 26—Central Course, Md.	Poststake.	4 mile heats.	won.	4500
11. —. Oct. 29—Central Course, Md.	Purse.	4 mile heats.	lost.	
12. 1832. May 17—Dutchess County Course, N.Y.	Purse.	4 mile heats.	won.	500
13. —. May 23—Union Course, L. I.	Purse.	4 mile heats.	lost.	
14. —. Oct. 4—Dutchess County Course, N.Y.	Purse.	3 mile heats.	won.	300

15. —. Oct. 13—Union Course, L. I.....	Purse.....	4 mile heats....	won....	\$600
16. 1833. May 23—Union Course, L. I.....	Purse.....	3 mile heats....	won....	400
17. —. June 7—Dutchess County Course, N. Y.	Purse.....	3 mile heats....	won....	300
18. —. Oct. 5—Union Course, L. I.....	Purse.....	4 mile heats....	lost....	
19. —. Oct. 31—Union Course, L. I.....	Purse.....	4 mile heats....	lost....	
20. 1834. May 9—Union Course, L. I.....	Purse.....	4 mile heats....	lost....	
21. —. June 5—Union Course, L. I.....	Purse.....	3 mile heats....	won....	400
22. —. Oct. 5—Union Course, L. I.....	Purse.....	4 mile heats....	won....	1000
23. —. Oct. 31—Union Course, L. I.....	Purse.....	4 mile heats....	lost....	
24. —. Nov. 13—Eagle Course, N. J.....	Purse.....	3 mile heats....	lost....	
25. 1835. May 8—Union Course, L. I....	Purse.....	4 mile heats....	lost....	

Starting twenty-five times, and winning in thirteen races,—eleven of them Jockey Club

Races, at three and four-mile heats,—the handsome sum of..... \$14,900

Seventeen four-mile races, and forty-two heats of four miles—making 168 miles.

The above recapitulation of her performances fully justifies, we think, the high opinion we have expressed in the course of our article, of Black Maria's surpassing speed, and wonderful powers of endurance. In summing up the large amount she won, and comparing it with the winnings of first-raters of a more recent date, it should be recollected, that while she was on the Turf, the Club Purses were but of about half the value of those given at the present day. Trifle, a nonpareil, and the most successful racer of her day, won but \$14,380; Post Boy, a "crack" of later date, for a time at the head of the Northern Turf, and a very capital performer, won only \$12,700, while Mingo, the phenomenon, who ran well at all distances, and won for himself the proud title of the "Champion of the North," won but \$15,250; Mingo's winnings, however, were mostly in purses. By setting down the purses won by Black Maria at the respective sums now offered for three and four-mile heats, she would have left the Turf a winner of *Eighteen Thousand Five Hundred Dollars!*

Black Maria, like Post Boy, was "hammered to death" in training, and came to the post quite as often amiss as in condition. When "fit," she was too fleet for the fast, and too stout for the strong; another reason for her frequent defeats, was owing to the management of her high-spirited owner, of whom it is notorious that he never pays forfeit—never allows a walk over, if a horse in his stable can stand on three legs, and is *the* man always called upon to make up a field or a stake, and always certain to do it without consulting his interest or his trainer. In the hands of a gentleman less regardless of the gratification of the public, and more alive to his own interests,

it is very doubtful whether Black Maria would not have run on to the age of her grand-dam, and with equal credit.

In 1836 she produced a bay colt by Gohanna, which Mr. Stevens appropriately named Terrific, from its immense size. It is a colt of great promise, combining the best racing points of both sire and dam—at six weeks old Mr. Stevens refused \$1,500 for it. It makes one of the “string” Mr. Stevens sent to New Orleans last January, in Van Leer’s charge.

On the 6th of March last, Mr. Stevens shipped Black Maria to New Orleans, per the “Nashville,” in company with Cora, Clara Howard, African, Bonny Black, and Ethiopia. The lot arrived there on the 29th of that month, and when landed on the levee, the fine old mare excited great admiration by her blood-like appearance. None were sold here but Black Maria; the three last named were subsequently taken to St. Louis, Mo., where Van Leer sold them for \$5,000, to Messrs. Shacklett, Sloan & Overton; they came out at the Fall Meetings at St. Louis, and were all winners, carrying off the purses for three and four-mile heats. Cora and Clara Howard were sent to Alabama, the first to be stunted to imp. Glencoe, and the last to imp. Leviathan, where they remain, still owned by Mr. Stevens.

Black Maria, while at New Orleans, was purchased by the Hon. Balie Peyton, in company with his friends, Dr. J. G. Chalmers, of that city, and J. S. Yeager, Esq., of Vicksburg, Miss., for \$4,000, a sum much below her value; not above a year previous, an offer of \$5,500, made for her, through us, was refused. Mr. Peyton sent her at once to imp. Luzborough, and at the same time proposed a Produce Stake for colts and fillies dropped Spring of 1839, to come off over the Nashville—Tenn.—Course, during the Fall Meeting of the Jockey Club in 1843, with a subscription of \$5,000 each, \$1,000 forfeit, four-mile heats. Black Maria’s produce headed the list of nominations, and when the stake closed in January last, there were twenty-nine subscribers, making the stake amount to the enormous sum of ONE HUNDRED AND FORTY-FIVE THOUSAND DOLLARS! No stake at all comparable with this, has ever been made up in this country or Europe, so far as the amount of money is concerned, and twenty-nine better mares cannot be selected, in England or America.

THE PEDIGREES,
PERFORMANCES, AND CHARACTERISTICS
OF
WAGNER AND GREY EAGLE.

At no time, probably, since the commencement of horse-racing in America, has the Turf stood higher, or been more ably represented, than in the year 1839.

In that year Boston, probably the best race-horse that ever ran on an American track, was in his prime, and almost, one might say, unbeaten; for having started twenty-five times, and received forfeit twice, he had suffered but two defeats, one, in his very first race, having bolted while running on the lead and looking like a winner; the other, in a race of two-mile heats at Petersburg, Virginia, in which he was outfooted by Portsmouth.

In that year ran Wagner, Gano, Treasurer, Clarion, Balie Peyton, Portsmouth, Decatur, and Grey Eagle; and the mares Omega, Andrewetta, Sarah Bladen, and others scarcely inferior in renown.

The crack mare Fashion, in her two-year-old form, had not come upon the scene of her triumphs, and the day when the matchless Boston should find his match was not yet, even in anticipation.

Not one of the animals named above, but was a real race-horse, a good one and no mistake, though differing in excellence the one from the other.

All had their sanguine friends and backers, and more than one was believed by his own especial partisans to be invincible.

Of none is this more true than of the two gallant animals, whose names are prefixed, and whose grandest exploit I am about to borrow from the Turf Register of 1840, for which it was incomparably reported by my friend Wm. T. Porter.

Wagner in his five-year-old form, was already a tried horse, of proved speed, courage, and bottom, a distinguished winner, and even, in the high-flown aspirations of his owner, capable to compete with Boston. He was, at least the equal of any other horse in America of his day; and not long afterward, a distinguished writer was found in the columns of the Spirit of the Times to maintain that, up to this period, the great son of Timoleon had displayed no manifest superiority over him.

He had been in training continually since his third year; in 1838, he had won three races of four-mile heats, and two of two-mile heats, beating Extio at New Orleans in 7.44-7.57—considered in those days all but the very best time.

He was a beautiful chestnut horse of fifteen and a half hands, with a white blaze on his face, and two white hind feet. He was got by Sir Charles—he by Sir Archy, dam by imp. Citizen, gd. by Commutation, g. gd. by imp. Daredevil, g. g. gd. by imp. Shark, g. g. g. gd. by imp. Fearnought—out of Maria West by Marion, her dam Ella Crump, by imp. Citizen, gd. by Huntsman, g. gd. by Wildair, g. g. gd. by Fearnought, g. g. g. gd. by Janus, &c.

Marion was by Sir Archy, dam by Citizen, gd. by Alderman, g. gd. by Roebuck out of a Herod mare.

Grey Eagle was in his fourth year, a magnificent horse nearly sixteen hands in height, said to be of almost perfect symmetry, although scarcely equal in his quarters to his forehead, which is described as sumptuous. His color, as his name indicates, was a fine silvery gray.

In his three-year-old form he had won two races of two-mile heats, in 3.41-3.43-3.48—and 3.44 respectively, and was honestly believed by his owner, and by Kentuckian sportsmen in general, to be equal to any thing in America, both for speed and bottom; although, in truth, this opinion must be regarded rather as surmise than as judgment, since his powers had not yet been sufficiently tested to justify such boundless confidence.

It is but fair to add, that his running, in the wonderful races which are to be described, was such as to prove that this confidence was not misplaced—was such, indeed, as to render it probable that, had he been ridden by a jockey competent to make the most of his powers, he might have been the winner in the first match—in which case he probably would not have been lost to the turf, by the rash, and, as I must consider it, cruel trial, of running a second four-mile race of scarcely paralleled severity, within five days.

Grey Eagle was got by Woodpecker—by Bertrand, dam by imp. Buzzard; 2d dam, the Fawn, by Craig's Alfred; 3d dam, Shepherdess, by Wormsley's King Herod; 4th dam, by Moreton's imp. Traveller; 5th dam, by imp. Whittington—out of Ophelia by Wild Medley, dam by Sir Archy; 2d dam, Lady Chesterfield, by imp. Diomed; 3d dam, Lady Bolingbrooke, by imp. Pantaloon; 4th dam, Cades, by Wormsley's King Herod; 5th dam, Primrose, by imp. Dove; 6th dam, Stella, by Othello; 7th dam, imp. mare, Selima.

Wild Medley, by Mendosa (called "Bruiser"); dam by imp. Pensacola, &c., &c.

The description which here ensues has been considered, by competent judges, to be the finest specimen of turf-writing in the English language, and if the *laudari a laudato* be fame in literary matters, we know no one who has derived more from a single essay than the writer of the narrative annexed.

WAGNER AND GREY EAGLE'S RACES.

THE editor of this magazine had the pleasure of attending the last meeting of the Louisville Jockey Club, and witnessing the two splendid races between Wagner and Grey Eagle. Those who have noticed the spirit with which every thing connected with breeding and racing is carried on at present, in Kentucky, will hardly be surprised to hear that the late meeting has never been equalled in the excellence of the sport, or in the number and character of the visitors. Turfmen and other distinguished strangers from the neighboring States mustered in great force;

while the Kentuckians themselves turned out in such numbers, that the hotels and lodging houses literally overflowed. A week of more delightful weather we have rarely known. The fields were large every day; the horses ran well; "all the world and his wife" were on the course; the pressure was forgotten, and all appeared to enjoy themselves without stint or measure.

In addition to the brilliant report of "N. of Arkansas" in the *Spirit of the Times*, the editor, since his return, has given his impressions of the meeting, in the columns of that paper. Many readers of this magazine have expressed a desire that we should also give them a report of the two great races.

In compliance with the general desire of these, we proceed to give our own impressions of the two races, which have contributed in an eminent degree to give Wagner and Grey Eagle the high and enduring reputation they now enjoy. The races during the week were characterized by good fields, strong running, fine weather, and an attendance unparalleled in numbers and respectability. The Oakland Course was in the finest possible order, the stewards were in uniform and well mounted, and the arrangements of the proprietor, Col. Oliver, and of the club, for the gratification and convenience of their guests, were not only in good taste, but complete in all respects.

We have not room to speak in this place of a variety of interesting circumstances connected with the meeting, but shall be pardoned for alluding to the unusual number of distinguished individuals present, and the blaze of beauty reflected from the Ladies' Pavilion, on the occasion of the first race between the champions of Louisiana and Kentucky. The number of ladies in attendance was estimated at eight hundred, while nearly two thousand horsemen were assembled on the field. The stands, the fences, the trees, the tops of carriages, and every eminence overlooking the course, were crowded; probably not less than ten thousand persons composed the assemblage, comprising not only several distinguished Senators, and nearly the entire Kentucky delegation in Congress, with their families, but all the élite of the beauty and fashion of the State.

Among the earliest on the ground were the Hon. Judge Porter, of Louisiana, the distinguished ex-Senator, and Mr. Clay. His colleague in the Senate, Mr. Crittenden, soon followed, with

Gen. Atkinson, Major Stewart, and Capt. Alexander, of the army, Judge Woolley, Gov. Poindexter, Judge Rowan, the Hon. Messrs. Meniffee, Allan, Letcher, Hardin, Graves, Hawes, etc. Among the guests of the Club, well known to the sporting world, we noticed J. S. Skinner, Esq., of Baltimore, W. M. Anderson, Esq., of Ohio, Col. C. F. M. Noland, of Arkansas, the Messrs. Kenner, Mr. Slidell, Mr. Parker, and Mr. Beasley, of Louisiana, Mr. McCargo, Mr. Beasley, and Capt. Bacon of Virginia, Mr. Geo. Cheatham, of Tenn., Maj. Fleming, of Alabama, and a great number more whose names have escaped us.

Good breeding forbids an enumeration of the distinguished throng of belles. The young miss just from the trammels of school, flush with joy and fears, the budding, blooming girl of sweet sixteen, the more stately and elegant full-blown woman, the dark-eyed Southerner, with her brown complexion and matchless form, the blue-eyed Northerner with her dimpled cheek and fair and spotless beauty, were gathered here in one lustrous galaxy. The gentlemen were unmatched for variety; the Bar, the Bench, the Senate, and the Press, the Army and the Navy, and all the *et ceteras* that pleasure or curiosity attracted, were here represented.

We are very much tempted to essay to describe a few of these radiant belles—had kind Heaven made us a poet, like Prentice, we would immortalize them; as we are only a prosier, we can merely detail them. If any demand by what right we allude so pointedly to them, surely we may ask what right they have to be so beautiful? There was one with a form of perfect symmetry, and a countenance not only beautiful, but entirely intellectual; like Halleek's Fanny, she may have been "younger once than she is now," but she is, and will ever be, "a thing to bless—all full of life and loveliness." With a purely Grecian bust and classic head, and with an eye as dark as the absence of all light, beaming with a lustre that eclipses all, her figure varied itself into every grace that can belong either to rest or motion. And there was a reigning belle, in the spring-time of her youth and beauty, with a face beaming with perfect happiness; it was like a "star-lit lake curling its lips into ripples in some stream of delight, as the west-wind salutes them with its balmy breath, and disturbs their placid slumber." It was the

realization of Byron's idea of "music breathing o'er the face." There comes a bride—and from the East, too. A peep at her face, almost hid by clustering braids of raven hair, displays a belle of an Atlantic city, and ere we have time to ask her name, a lovely blonde sweeps by in a gay mantilla, changeable as the hues of evening, with a hat whiter than the wing of a dove, and a face faultless as Neera. It would puzzle a Sphinx to divine the cause of her radiant smile. Walks she fancy free? Has Cupid's bolt passed her innocuous? In the centre of the Pavilion stand two rival belles, of a style of beauty so varied as to attract marked attention. The face and figure of one is rounded to the complete fulness of the mould for a Juno; while the other, with the form of a sylph, and the eyes of an angel, is the impersonation of delicacy and loveliness. And there is a lady from the northernmost extremity of the Republic, nearly allied to the Patrick Henry of the Southwest, with eyes of the sweetest and most tranquil blue "that ever reflected the serene heaven of a happy hearth—eyes to love, not wonder at—to adore and rely upon, not admire and tremble for." And then there was that beautiful belle from Scott County, and that brilliant wit from Lexington; here, the pearl wreath strove to rival the fairer brow—the ruby, a rubier lip—the diamond, a brighter eye; there, the cornelian borrowed from the damask cheek a deeper hue; the gossamer floated round a lighter form—the light plume nodded over a lighter heart.

But what grace can flowers or sweeping plumes confer when the rich smile of beauty is parting her vermilion lips, and the breath of the morning, added to the excitement of the occasion, have given a ripeness to her cheeks, and a fire to her eye, which, to our bachelor taste, would be worth a pilgrimage to Mecca to enjoy, as we did at that moment. Who can fail to detect the graceful being on our left, in a Parisian hat, lined with violets, whose soft liquid eye, and raven braids render her the fairest gem in the brilliant cluster of Western beauties? The flashing eyes of a dark-browed matron from Missouri are roving restlessly over the nodding sea of heads beneath; and the pensive smile of a fair lily, just home from school, has become absolutely radiant as she shakes back, from her open brow, a flood of glistening ringlets, and gazes down upon the multitude with the

innocent gaze of a young-eyed seraph. But how shall our pen do homage to the daughters of Old Kentuck, whose striking Di Vernon beauty, with their dark lustrous eyes and sable tresses, is only rivalled by the high culture bestowed upon their minds, and the attraction of those feminine accomplishments which "gild refined gold," and render them among the loveliest and most fascinating women within the circuit of the sun? The waters of Lethe must flow deep over our souls, to banish the memory of the bouquets and gloves we lost and won upon that day! The evening festivities that followed—the brilliant dance, the plaintive song that "lapt us in Elysium,"—and she, too, the fairy masquerader, in the Suliote cap and bodice, lives she not last, as well as first, in our remembrance?

But our pages forbid a longer retrospection. The hospitalities and courtesies of the West, joined to the smile of her beauteous women, are indelibly impressed upon our hearts, and shall be freshly remembered when we pledge our warmest friends in the generous wine-cup.

The occasion of this brilliant assembly was the stake for all ages, four-mile heats, which closed on the 1st of January, 1839, with ten subscribers at \$2,000 each, half forfeit, as follows;—

- 1—Y. N. Oliver & Miles W. Dickey, of Kentucky, named gr. c. *Grey Eagle*, by Woodpecker, out of Ophelia, by Wild Medley, 4 yrs.—Dress, Red, Blue, and Orange.
- 2—Wm. T. Ward, of Kentucky, named b. m. *Mary Vaughan*, by Waxy, out of Betty Bluster, by imp. Bluster, 5 yrs.—Dress, Blue and White.
- 3—Willa Viley, of Kentucky, named ch. f. *Queen Mary*, by Bertrand, dam by Brimmer, 4 yrs.—Dress, White and Green.
- 4—Geo. N. Sanders & Lewis Sanders, Jr., of Kentucky, named b. c. *Occident*, by Bertrand, out of Diamond, by Turpin's Florizel, 4 yrs.—Dress, White.
- 5—Sidney Burbridge, of Kentucky, named b. c. *Tarlton*, by Woodpecker, dam by Robin Gray, 5 yrs.—Dress, not declared.
- 6—Jas. L. Bradley & H. B. Steel, of Kentucky, named ch. c. *Hawk-Eye*, by Sir Lovell, out of Pressure's dam, by Jenkins' Sir William, 4 yrs.—Dress, Orange and Black.
- 7—Archie Cheatham, of Virginia, named b. h. *Billy Townes*, by Imp. Fyld, dam by Virginian, 5 yrs.—Dress, Purple and Red.
- 8—Jas. S. Garrison, of Louisiana, named ch. h. *Wagner*, by Sir Charles, out of Maria West, by Marion, 5 yrs.—Dress, Red and Red.
- 9—Wm. Wynn, of Virginia, named b. c. *Picton*, by Imp. Luzborough, out of Isabella, by Sir Archy, 5 yrs.—Dress, not declared.
- 10—Wm. Buford, Jr., of Kentucky, named ch. f. *Musidora*, by Medoc, dam by Kosciusko, 4 yrs.—Dress, not declared.

The race came off on Monday, the 30th of September. Of the ten nominations, four only came to the post—Wagner, Grey Eagle, Queen Mary, and Hawk-Eye. Of the other six, Tarlton

and Musidora had given way in training; Picton was in Tennessee, and complaining; Occident's trials would not justify his starting; Billy Townes and Mary Vaughan were on the ground, but not up to the mark in condition. From the day the stake closed, the betting had been going on with spirit in different sections of the country, increasing daily in amount as the race drew nigh. From the first Wagner was decidedly the favorite; and when it became reduced almost to a certainty that not above six would start, the betting was about 50 to 75 on him *vs.* the field. For many months previous to the race, and before it was known how many would start, odds were offered, from New York to New Orleans, on Wagner and Billy Townes against the field. Immense sums were laid out at odds, in Kentucky, on Grey Eagle's winning the first heat, and in many instances he was backed against Wagner for the race. In consequence of the unlimited confidence felt by the Kentuckians in the "foot" of Grey Eagle, it was resolved by the Wagner party not to run for the first heat, unless circumstances should occur which might render it an easy thing for their horse. But the day before the race, a commission from New Orleans was received, offering a large sum on Wagner's beating the gray the first heat, which induced them to change this determination; indeed, the inducement to run for it was a pretty substantial one, for they could lose nothing, and might win several thousands—we do not feel at liberty to say how many, or who were the parties; it is enough that they were keen, and also successful. Two days before the race, Mr. McCargo gave Billy Townes a trial with Missouri and Texana, and though the result was entirely satisfactory, so far as his action was concerned, he soon after cramped to such a degree that it was at once declared that he would not be started. Mary Vaughan, we believe, was plated for the race, but not being quite up to the mark, she also paid forfeit. On the morning of the race, it being understood pretty thoroughly that Wagner, Grey Eagle, Queen Mary, and Hawk-Eye only would start, out of the ten nominations, "business" commenced in earnest, Wagner being freely offered against the field, and as freely taken, while Grey Eagle was backed at small odds for the first heat.

The "call" for the horses was sounded at a quarter to one

o'clock, and soon after all eyes were directed toward a motley group approaching from Mr. Garrison's stable: "with stately step and slow," the proud champion of Louisiana made his appearance. He was directly stripped, and a finer exhibition of the perfection to which the trainer's art can be carried, we have rarely seen. His coat and eye were alike brilliant.

Wagner is a light gold chestnut, with a roan stripe on the right side of his face, and white hind feet—about fifteen hands and a half high. His head is singularly small, clean, and bony, set on a light but rather long neck; forehanded, he resembles the pictures of his sire, and in his carriage is said to resemble him. His shoulder is immensely strong, running very well back into a good middle piece, which is well ribbed home. One of the finest points about him is his great depth of chest; few horses can measure with him from the point of the shoulder to the brisket. His arms are heavily muscled like *Mingo's*, with the tendons standing out in bold relief. He has uncommonly strong and wide hips, a good loin, remarkably fine stifles and thighs, with as fine hocks and legs as ever stood under a horse. *Wagner* has been in training ever since his 3 yr. old, and has travelled over three thousand miles, without three weeks' rest this season! Mr. Garrison commencing galloping him just four weeks previous to this race; he had not even been turned loose in a paddock.

A murmur, which was soon lost in a suppressed cheer at the head of the quarter stretch, announced to the multitude about the stand the approach of *Grey Eagle*; as he came up in front of the stand, his lofty carriage and flashing eye elicited a burst of applause, which told better than words can express the intense and ardent aspirations felt in his success, by every son and daughter of Kentucky. *Clinton*, his trainer, immediately stripped off his sheet and hood, and a finer specimen of the high-mettled racer was never exhibited. He was in condition to run for a man's life—a magnificent gray, nearly sixteen hands high, with the step of a gazelle and the strength of a *Bucephalus*. Mr. *Burbridge* had told us that of one thing he was confident—his horse might want foot, but of his game he was certain; the correctness of his judgment the sequel will show. In the hands of *Clinton*, who, by-the-by, is a Kentuckian, not above seven and twenty years of age, *Grey Eagle* had never lost a heat; the

previous October, he won a two-mile Sweepstakes, over this course, in 3.41—3.43 $\frac{3}{4}$; and a week afterwards repeated the race in 3.48—3.44. His form indicates more power of endurance than any horse we ever saw in Kentucky; from the girth forward his shape and make could hardly be improved, if he merely had the delicate, finely-tapered ears of a Sir Charles, or a Wild Bill. Standing behind him, his quarters display a fine development of muscle, but many would call them light in proportion to his size and forehead; in this respect he closely resembles Priam. His coupling, thigh, and stifle, are unexceptionably good, and his hocks come well down to the ground, giving him great length from their point to that of the whirlbone. His legs are clean, broad, and flat, with the hamstrings and leaders beautifully developed—no son of Whip ever had a finer set of limbs under him.

Two chestnuts next challenged the public's attention; the first was Queen Mary, a very blood-like looking filly, with white hind feet, that a single glance would have shown to be a daughter of Bertrand. She measures about 15 $\frac{1}{2}$ hands, is well put up, and when running in good form, must be a dangerous lady to trifle with. Hawk-Eye, as we remember him, is a heavy moulded colt, of nearly 15 $\frac{1}{2}$ hands, with a star and white fore feet; without the foot or the endurance of his half brother, Pressure, he presents to the eye no such game appearance. We trust he was not himself on this occasion, or we should wish "ne'er to look upon his like again," for he cut a very sorry figure in this party. Both himself and the Bertrand filly have been winners, and the latter has ever been looked upon as a performer of great promise.

At half-past one o'clock, the jockeys having received their orders from the judges, the order was given to "clear the course." Cato, called Kate, in a richly-embroidered scarlet dress, was put upon Wagner; he is a capital jockey, and rode nearly up to his weight, 110 pounds. The rider engaged for Grey Eagle, lost the confidence of his owners just before the race, and at the eleventh hour they were obliged to hunt up another. Stephen Welch, a three-year-old rider, was selected, though obliged to carry thirteen pounds dead weight in shot-pouches on his saddle! The friends of Grey Eagle, however, had entire confidence

in his honesty; and it is clear that he did his best, though, weighing as he did but eighty-two pounds, he had neither the strength nor stamina to hold and control a powerful, fiery horse like Grey Eagle. He rode superbly for a lad of his years, while Cato's exhibition of skill and judgment would have done credit to Gil. Patrick. The horses took their places in accordance with the precedence of their nomination for the stake, Grey Eagle having the inside track, Queen Mary second, Hawk-Eye third, and Wagner the outside. Just at this moment Mr. Ward, the President of the Club, dislodged the band from their seats over the judges' stand, and Mr. Clay, Judge Porter, Judge Rowan, our friend Col. Whetstone, of the Devil's Fork of the Little Red, and the writer of this article, with two or three other gentlemen, were invited to occupy them, by which we all obtained a fine view, not only of the race, but—of the ladies in the stands opposite.

THE RACE.

All being in motion and nearly in line, the President gave the word "*Go!*" and tapped the drum. Grey Eagle was the last off, while Wagner went away like a quarter-horse, with Queen Mary well up second; they were taken in hand at once, which allowed Hawk-Eye to take the place of the Queen on the back stretch, and at the three-quarter-mile post, Wagner allowed him to take the track. Hawk-Eye led home to the stand at a moderate pace, Wagner second, and Queen Mary third; both of them were pulling to Grey Eagle, at whose head Stephen was tugging with might and main. Hawk-Eye carried on the running for about half a mile further, until Gooding bid Cato "go along." The pace mended at once; Wagner went up to Hawk-Eye, and might have cut him down in half a dozen strides, but the Queen was still laying back, and Grey Eagle had not yet made a stroke. Wagner came first to the stand, and at the turn Cato having held up his whip as a signal to a crowd of rubbers and boys on Garrison's stable, that "the old Sorrel Stud" was going just right, they gave him a slight cheer, at which Wagner broke loose, and made a spread eagle of the field in "no time." The other jocks were not a little startled at this demonstration of Wagner's speed, and each called upon his nag,

so that opposite the Oakland House, near the three-quarter mile post, the field closed. Stephen here let out the phenomenon he so gracefully bestrode, and like twin bullets the gallant gray and Wagner came out of the *melée*. At the head of the quarter stretch, Stephen was told to "pull him steady," so that before Wagner reached the stand, Queen Mary had changed places with Grey Eagle, notwithstanding her saddle had slipped on her withers. Hawk-Eye was already in difficulty, and for him the pace was getting "no better very fast." Grey Eagle set to work in earnest on entering the back stretch, first outfooting the Queen and then challenging Wagner. From the Oakland House to the head of the quarter-stretch, the ground is descending, and from thence up the straight run to the stand, a distance of perhaps six hundred yards, it is ascending. At the half-mile post, Cato called upon Wagner, and the critical moment having arrived, Stephen collared him with the gray, on the outside. For three hundred yards the pace was tremendous; Grey Eagle once got his head and neck in front, and a tremendous shout was sent up; but Wagner threw him off so far in going round the last turn, that, half way up the stretch, Mr. Burbridge ordered him to be pulled up, and Wagner won cleverly, Queen Mary dropping just within her distance, 150 yards. Hawk-Eye was nowhere. Time 7.48.

The disappointment and mortification was so great, that for the first twenty minutes after the heat, Queen Mary was freely backed against Grey Eagle, while so far as Wagner was concerned, it was considered "a dead open and shut." Before the forty-five minutes had elapsed, however, a re-action took place in favor of Grey Eagle. *Not a Kentuckian on the ground laid out a dollar on Wagner!* From the first, the very few individuals who were disposed to back him on account of his blood, his form, his performances and his condition, had not staked a dollar; their judgment prompted them to back the Southern champion, but they *would not* bet against *Kentucky!* Talk of State pride in South Carolina! Why, the Kentuckians have more of it than the citizens of all the States in the Confederacy added together. They not only believe Kentucky to be the Eden of the world, and the garden of the Union, but their own favorite county to be the asparagus-bed of the State! And they

have good reason; Kentucky *is* a glorious State. The talent and chivalry of her sons are in keeping with the intelligence and peerless beauty of her daughters, and well may they be proud of her and of each other. But to the horses.

All cooled off well, but more especially Grey Eagle, who appeared not to mind the run a jot. They got, as Clinton remarked, "a capital scrape out of him," and he was "as fine as silk,"—in good order for a bruising heat. He extended himself with a degree of ease in the second heat, and changed his action in a manner that convinced us that the sweat had relieved him. Wagner, who resembles Boston in many other respects, showed all that placidity and calmness of look and motion which characterizes "the old White-nose." Great odds were offered on him for the race, but small amounts only were staked. Grey Eagle's noble bearing and game-cock look, as he came up to contest in a second heat for the meed of honor and applause, was the theme of universal admiration; so much so, indeed, that a cargo of laces, gloves, bijouterie, etc., must have been required to pay the wagers made in the Ladies' Pavilion.

SECOND HEAT.—The tap of the drum sent them away with a beautiful start, Wagner leading off with a steady, business-like stride, while Grey Eagle, as full of game as of beauty, waited upon him close up. It was instantly evident that Mr. Burbridge had changed his tactics; the moment Stephen got Grey Eagle into straight work on the back side, he made play for the track, and after a terrific burst of speed for one hundred and fifty yards, he came in front; keeping up his stroke, he soon after made a gap of four lengths, and though Wagner drew upon him a little in coming up the rising ground towards the stand, yet he passed it far enough in advance to warrant the warm and hearty plaudits of his friends. As if inspirited by the cheers of the crowd, and the tokens of unalloyed gratification exhibited by the galaxy of radiant beauty in the stands, Grey Eagle kept up his murderous rate throughout the entire second mile; Wagner lay up close, and there was no faltering, no finching, no giving back, on the part of either. The stride was over twenty-two feet, perfectly steady, strong, and regular, with no dwelling, no floundering, no laboring. Grey Eagle made the running to beyond the half-mile post on the third mile, and the

pace seemed too good to last, but there were "links" yet to be "let out." From this point the two cracks made a match of it, in which Queen Mary had as little apparent concern as if out of the race. Near the Oakland House, Wagner set to work to do or die. "*Rowl him up!*" shouted his owner to Cato; while Garrison, at the head of the quarter stretch, was waving his hat to him to come on! The rally that ensued down the descent to the turn, was desperate, but Wagner could not gain an inch; as they swung round into the quarter stretch they were lapped; "spur your proud coursers hard and ride in blood!" were the orders on this, as they are described to have been on Bosworth "field." Both horses got a taste of steel and catgut as they came up the ascent, and on casting our eye along the cord extending across the course from the judges' to the club stands, Grey Eagle was the first under it by a head and shoulders; at the turn Stephen manœuvred so as to press Wagner on the outside, and soon after drew out clear in front, looking so much like a winner that the crowd, unable to repress an irresistible impulse, sent up a cheer that made the welkin ring for miles around. The group on Wagner's stable again bid him "*go on!*" but Cato, "calm as a summer's morning," was quietly biding his time; he seemed to feel that Patience has won more dollars than Haste has coppers, and that there was but a solitary chance of winning the race out of the fire. Fully aware of the indomitable game of the nonpareil under him, he thought if he could bottle him up for a few hundred yards there was still another run to be got out of him. He accordingly took a bracing pull on his horse, and though it was "go along" every inch, Wagner recovered his wind so as to come again at the head of the quarter stretch. Stephen, long ere this, had become so exhausted as to be unable to give Grey Eagle the support he required; he rode wide, swerving considerably from a straight line, and was frequently all abroad in his seat. From the Oakland House home, it was a terrible race! By the most extraordinary exertions Wagner got up neck and neck with "the gallant gray," as they swung round the turn into the quarter stretch. The feelings of the assembled thousands were wrought up to a pitch absolutely painful—silence the most profound reigned over that vast assembly, as these

noble animals sped on as if life and death called forth their utmost energies. Both jockeys had their whip-hands at work, and at every stroke, each spur, with a desperate stab, was buried to the rowel head. Grey Eagle, for the first hundred yards, was clearly gaining; but in another instant Wagner was even with him. Both were out and doing their best. It was any body's race yet! Now Wagner—now Grey Eagle has the advantage. It will be a dead heat! "See! Grey Eagle's got him!"—"No—Wagner's ahead!" A moment ensues—the people shout—hearts throb—ladies faint—a thrill of emotion, and the race is over! Wagner wins by a neck, in 7.44, the best race ever run south of the Potomac; while Kentucky's gallant champion demonstrates his claim to that proud title, by a performance which throws into the shade the most brilliant ever made in his native State. Summary;—

MONDAY, Sept. 30, 1839.—Sweepstakes for all ages, 3 yr. olds carrying 86 lbs.—4, 100—5, 110—6, 118—7 and upwards, 124 lbs.; mares and geldings allowed 3 lbs. Ten subscribers at \$2,000 each, h. ft., to which the Proprietor added the receipts of the Stands. Four-mile heats.

Jas. S. Garrison's—John Campbell's—ch. h. <i>Wagner</i> , by Sir Charles, out of Maria West, by Marion, 5 yrs.	<i>Cato</i> .	1	1
Oliver & Diekey's—A. L. Shotwell's—gr. c. <i>Grey Eagle</i> , by Woolpecker, out of Ophelia, by Wild Medley, 4 yrs.	<i>Stephen Welch</i> .	2	2
Capt. Willa Viley's ch. f. <i>Queen Mary</i> , by Bertrand, dam by Brimmer, 4 yrs.		3	3
Bradley & Steel's ch. c. <i>Hawk-Eye</i> , by Sir Lovell, out of Pressure's dam, by Jenkins' Sir William, 4 yrs.			dist.
Time, 7.48—7.44.			

To say that Wagner was better managed and better jockeyed in this race than Grey Eagle, is to express the opinion of every unprejudiced individual who had the pleasure of witnessing it. What might have been the result of *the race*, we cannot pretend to say, but we assert with perfect confidence our belief, that with Gil. Patrick on his back, Grey Eagle would have won the *second* heat. People differ in opinion, luckily, and were it not so we should be in a mass. Had the managers of Grey Eagle been content to bide their time, another tale might have been told. "Wait and win" carries off more purses than "Take the track and keep it." Grey Eagle could outfoot Wagner in a brush of one hundred and fifty yards—he clearly demonstrated that fact half a dozen times in the course of the week; but in a run of five or six hundred yards, Wagner could beat him about the same distance. The two horses were so nearly matched that good generalship and good riding did the

business. Instead of allowing him to go forward and cut out the work, Grey Eagle should have been laid quietly behind, with a steady, bracing pull, until within the distance stand, and then pulled out, and made to win if he could. That was his only chance; tiring down Wagner is like tiring down a locomotive.

We must here break off, but not without remarking that after being weighed, Cato was put up again on Wagner, and with the stakes in his hand—\$14,000!—he promenaded in front of the stand, preceded by a band of music, playing “*Old Virginy never tire.*” In bringing our report of this memorable race to a conclusion, we must not neglect to record the gratifying fact, that notwithstanding the immense throng of spectators on the ground, and the peculiar excitement of the occasion, not a solitary circumstance occurred calculated for a moment to interrupt the harmony and general good feeling which prevailed on all hands.

We have not room to give the details of the running on the intermediate days of the meeting. Suffice to say that the fine Medoc filly Cub, won the Post stake for 3 yrs. olds, in 3.45½—3.44;—that the Woodpecker colt Ralph won the three-mile purse cleverly, in 5.50 each heat;—that the Eclipse mare Missouri won the Oakland Plate, two-mile heats, in 3.50—3.44—3.50;—and that several other exhibitions of beauty, game, and speed, were given during the week. The first race between Wagner and Grey Eagle came off on Monday; on Saturday they again came out for the Jockey Club purse of \$1,500, four-mile heats. Throughout the week the weather had been delightful, and the attendance good enough to realize \$15,000 to the spirited proprietor; but on this day there was an immense gathering from far and near, and the sun never shone out on a more lovely morning. The attraction, it must be confessed, could not have been surpassed—*Wagner and Grey Eagle were again to come together!* After their race on Monday, both parties immediately interested were willing to draw off their forces and enjoy an honorable armistice until next spring; but the interference and misrepresentation of sanguine friends ultimately broke off the truce existing between them, and the high contracting parties set about prosecuting the war with greater zeal

and energy than ever. Some one wrote from Louisville, directly after the race, to the effect that Wagner had declined to meet Grey Eagle in a match for \$10,000, four-mile heats; which letter made its appearance in the column of a Lexington journal. This statement the friends of Grey Eagle did not deny, though it was made without their authority; and in consequence Wagner was forced to notice it. In an article "by authority," from the pen of a distinguished correspondent of the "Spirit of the Times," published in the Louisville "Journal" on the 5th October, the writer remarked to the following effect;—

"*Wagner and Grey Eagle.*—The *reputation* of his horse is dear to a turfman, and it is his duty to shield and defend it as he would his own honor. The contest between Wagner and Grey Eagle will long be remembered by those who witnessed it. Wagner's honors were nobly won; he earned them in a field where every inch of ground was closely contested; and any one who would attempt to pluck a laurel from his brow, by falsehood or misrepresentation, deserves the scorn of every honorable man.

"The writer of this has been induced to make these remarks, from the fact that a letter has been published in a Lexington paper, written from Louisville, containing a statement that Grey Eagle had challenged Wagner for \$10,000, and the latter had declined the contest. This statement is positively *false*, and the owners of Grey Eagle will cheerfully bear testimony to the truth of the assertion. The facts of the case are these; Wagner had gained a victory over Grey Eagle—a victory in which even the defeated party gained the brightest laurels, and won for himself imperishable fame. Hence Wagner's friends prized his victory the more highly; and, with that courtesy towards the friends of Grey Eagle which is ever due from the victor to the vanquished, they would have been willing to leave Kentucky, perfectly satisfied with his performance. But the communication, above referred to, leaves but one course to the owner of Wagner. He is willing to run him against Grey Eagle, or any other horse in the United States, four-mile heats, for \$10,000, or any amount above that sum. This offer is made with no disposition to detract from the reputation of the game and gallant Grey Eagle, but solely on account of justice to Wagner, who

has been placed in a situation by *some of the friends* of Grey Eagle that leaves no alternative."

The article just quoted made its appearance in the "Journal" on the morning of the second race, which we are about to describe; but the friends of Grey Eagle were prepared to see it. If we are not very much mistaken, it was read to its owner, as it was to several of his friends, two days before its publication, but was delayed in the hope that Grey Eagle's friends would contradict the statement alluded to. In the mean time both horses were got in order to make another race. We saw both immediately after their first race, and on the following morning; both recovered well, and Grey Eagle especially so, exhibiting very little stiffness or soreness. They improved from that time up to Saturday morning, and we never saw two high-mettled racers in finer condition than they were when stripped to run their second race.

In anticipation of a race, which, for severity and interest, would throw their first in the shade, both parties were wide awake to secure every honorable advantage within their reach. Wagner's rider, Cato, had become free about the time of the first race; if he rode the second as well as he did the first, many were the odd twenties and fifties he was promised. Stephen Welch, Grey Eagle's jockey in his first race, weighing but 82 lbs., the managers of the horse endeavored to find a rider nearer up to his proper weight, 100 lbs. The only one on the ground preferable to their own, was Mr. McCargo's Archer, a very capital rider, with a good seat, a steady hand, and a cool head. Mr. McCargo having no interest whatever in the race, at once placed Archer's services at the disposal of Grey Eagle's friends; but as his doing so might possibly place him in a position of great delicacy and embarrassment, at his own request they relieved him from it, and concluded to put up Stephen Welch again, whose only fault was that there was not enough of him!

After the race on Monday, the topic of conversation in every circle was the prospect of a second one between the rival champions. The Wagner party were not anxious for a race, but they would not avoid one; their horse had not only realized their expectations, but had exceeded their most san-

guine hopes, and they were prepared to back him to "the size of their pile." And well did that noble son of a worthy sire justify the high opinion of his friends—a small circle, it is true, but they were staunch and true; and when it came to "putting up the mopusses," there were enough of them to "suit customers" and no mistake! The friends of Grey Eagle had every reason to be proud of the first performance of their horse, and they were so. He was the first discoverer of "the Forties" in a four-mile race, ever bred in Kentucky, and he had explored the degrees of pace to the latitude of 44, below the Equator! All this he had done as an untried four-year-old, and if his friends backed him with less confidence now, it was on account of the severe race he had made five days previous. He was in fine health, and his look and action indicated all the spirit and courage of a game-cock, but it was thought physically impossible for him to make such another race as his first in the same week. The betting consequently settled down at two and three to one on Wagner.

It will naturally be supposed that the rumor of a *second* four-mile race between these two cracks, attracted an immense crowd of spectators. Many persons came down from Cincinnati, while the citizens of Lexington, Frankfort, Georgetown, and the circle of towns for fifty miles about Louisville, turned out in great numbers. Again the city was crowded, and on the morning of the race every carriage and horse in town was in requisition. Many were glad to get out to the course and call it "riding," when jolting along in a bone-setter, compared with which riding on a white-oak rail would be fun! Again the ladies turned out *en masse*, to grace the scene with their radiant beauty, and "lend enchantment to the view" of the race—and themselves.

The jockeys having received their instructions from the judges, "mounted in hot haste," Cato on Wagner, and Stephen Welch on Grey Eagle. The third entry was Messrs. Viley & Ward's Emily Johnson—own sister to Singleton, and half sister to Mistletoe—a four-year-old bay filly by Bertrand, out of Black-eyed Susan. She was not in prime fit, and could not, therefore, live in such a crowd.

THE RACE.

At the word "Go," Wagner went off with the lead at about three parts speed, Emily laying second, and all three under a strong pull. Grey Eagle's long, steady stride, after getting into straight work going down the back stretch, soon brought him up with the field, and opposite the Oakland House—about 300 yards beyond the half-mile post—the three were lapped. The pace now improved; Grey Eagle drew out at the last turn, but Wagner having the inside, and beginning to get warm, made sharp running up the stretch to the stand, and on the next turn came out clear in front. Down the back stretch they each kept up a good racing stroke, but at the Oakland House Grey Eagle increased his stride and locked Wagner; as neither was yet called upon, a very fair view was had of their relative rate of going; Grey Eagle led down to the head of the stretch and up to the stand by half a length, and immediately after came in front. He carried on the running two lengths in advance to near the termination of the mile, when Wagner got a hint to extend himself; without lapping him, Wagner waited upon him close up, and opposite the Oakland House made his run; the rally that ensued was a very brilliant affair, but Grey Eagle outfooted him in one hundred yards, and drew out clear amidst tremendous cheers from all parts of the course. The instant Wagner declined, Emily took his place, lapping the gray as they swung round the turn. But Wagner had yet another run left, and they had no sooner got into the quarter-stretch than Cato set to work with him. Grey Eagle had been able to pull to Emily, and accordingly when Wagner, by an extraordinary effort, reached him, half way up the stretch, he was able to outfoot him a second time, and came away home a gallant winner by nearly a length, Emily having the second place, amidst the waving of hats and handkerchiefs, and tumultuous cheers, that would well nigh have drowned the roar of Niagara! The first mile was run in 2.05—the second in 1.55—the third in 1:56—the fourth in 1.55; making the time of the heat 7.51.

The heartfelt gratification and rapture exhibited at the close of the heat by the assembled thousands, knew no bounds. Kentucky's most distinguished sons, and her loveliest daughters,

felt alike interested, and Grey Eagle's success was enjoyed as if each was personally concerned. The odds, from being two and three to one in favor of Wagner, now changed, and Grey Eagle had the call at four to three. Considerable sums were staked, as Garrison declared "the old sorrel stud" had sulked, but would show his hand the next heat. The fact was, Grey Eagle for the first time had been properly managed; instead of running the whole last half mile, he had taken advantage of the ground, and made his first run down the descent from the Oakland House to the head of the stretch, and then being braced up for three hundred yards, which allowed him time to recover his wind, he was able to come again and make a second rally, as brilliant as the first. As we before remarked, we think Wagner could beat Grey Eagle by a desperate rush for six hundred yards at the heel of a very fast heat, but not over a head and shoulders at that; while Grey Eagle had so much more speed, that in a brush of one hundred and fifty yards he could let in the daylight between them. With so light and feeble a rider as Stephen on his back, it was impossible to place Grey Eagle exactly as his managers would have liked, though he is a fine-tempered horse, and runs kindly; the result of the race, we trust, will be a caution to them hereafter, how they venture in a race of so much importance without providing that most indispensable of requisites to success—a suitable jockey.

Both horses perspired freely, and in much less time than could have been expected they cooled out finely; neither hung out a signal of distress, but came up for the second heat with distended nostrils and eyes of fire, betokening the most unflinching courage.

At the tap of the drum the horses were hardly in motion, and Cato drew his whip on Wagner the very first jump. The pace was little better than a hand gallop for the first half mile, but as Wagner led past the entrance gate, Gooding bid him "go along," and he increased his rate. Stephen seeing this, let the gray out a link, and in going down the descending ground below the Oakland House, went up on the inside so suddenly, that he had locked Wagner before Cato was aware of his close proximity. The run up the quarter stretch was a pretty fast thing, though neither was doing his best; the time of the

mile was 2.08. The crowd cheered them as they ran lapped past the stand, at which Grey Eagle pricked up his ears and set to work in earnest, shaking off Wagner at the next turn. The race had now commenced; Stephen braced his horse as well as he was able, and kept him up to his rate down the entire length of the back stretch. At the Oakland House Cato again called on Wagner, and steel and catgut came into play. The gallant gray led clear to the turn, and half way up the stretch, Stephen beginning to use his whip-hand, and to give the nonpareil under him an occasional eye-opener with the spur. This mile was run in 1.52. They passed the stand neck and neck, Emily being already nearly out of her distance. From the stand to the first turn the ground is descending, and here almost invariably Grey Eagle gained upon Wagner, who kept up one steady stride from end to end, without flinching or faltering, and able always to do *a little more* when persuaded by the cold steel with which Cato plied him ever and anon throughout the heat. We said they passed the stand on the second mile neck and neck; when they reached the turn Grey Eagle had got in front, but no sooner had they come into straight work on the back side, than Wagner made a most determined challenge and locked him; the contest was splendid, and was maintained with unflinching game and spirit; at the end of 700 yards, however, Grey Eagle had the best of it, for in spite of Cato's most desperate efforts Wagner could only reach Stephen's knee; Grey Eagle seemed able, after a brush of one hundred yards, to come again with renewed vigor, if well braced, for a dozen strides. Down the descent on the last half mile Grey Eagle maintained his advantage, but on ascending towards the stand Wagner's strength told, and they came through under whip and spur, Wagner having his head and neck in front, running this mile in 1.55. Stephen was here instructed to take a strong pull on his horse, and to "*keep him moving,*" while "*ram the spurs into him,*" were the orders to Cato. The result was, that Wagner came in front, and the pace down the entire back stretch was tremendous, both being kept up to their rate by the most terrible punishment. Unfortunately, Stephen was directed to "*take the track*" about opposite the Oakland House, instead of putting the issue on a brush up the last 200 yards of the heat.

Too soon the gallant Grey was called upon, but true as steel the noble animal responded to it. With the most dauntless courage he made his run down the descending ground, and though Wagner, like the bravest of the brave, as he is, made the most desperate efforts, Grey Eagle came round the last turn on the outside, with his head and shoulders in front, at a flight of speed we never saw equalled. Both jockeys were nearly faint with their exertions, and Stephen, poor fellow, lost his presence of mind. Up to the distance stand it was impossible to say which was ahead; whips and spurs had been in constant requisition the entire mile, but at this moment Stephen gave up his pull, and unconsciously yawed his horse across the track, which broke him off his stride, while Cato, holding Wagner well together, and mercilessly dashing in his spurs, at length brought him through a gallant winner by a neck, having run the last mile in 1.48, and the heat in 7.43!

This was without exception the most game and spirited race we ever witnessed. The heat was Wagner's, and while we accord to him all the reputation so brilliantly won after a bloody struggle of near three miles, we feel bound to express the belief, that for an untried four-year-old, Grey Eagle's performance is without a parallel in the annals of the American Turf! The last three miles of a second heat, in a second four-mile race the same week, were run in 5.35, and the eighth mile in 1.48!

The enthusiasm of the spectators was now excited to the highest pitch. There was not on the ground, probably, an individual who would not have been pleased to see the horses withdrawn, and the purse divided between them, rather than farther task the indomitable game and courage of these noble animals; but no such proposition was made, and after the usual respite they were brought to the post a third time, and it would have been difficult to decide which had recovered best. So much feeling was manifested in reference to the horses, that the baser impulses to bet on the result of the concluding heat were almost entirely disregarded; odds, however, were in a few instances offered on Wagner.

In detailing the contest for the third heat, we are compelled to record

"A few of the unpleasantest words
That e'er man writ on paper!"

At the word "Go," they broke off with a racing stride, Wagner taking the lead by about two lengths; the pace was moderate, for Stephen on Grey Eagle was expressly charged to pull him steady, and wait for orders. Wagner accordingly led with an easy stroke through the first mile, and being cheered as he passed the stand, he widened the gap soon after to four or five lengths. At the half-mile post Grey Eagle made play, and had nearly closed the gap as they came opposite the Oakland House, when he suddenly faltered as if shot, and after limping a step or two, abruptly stopped! "*Grey Eagle has let down!*" was the cry on all hands, and when the spectators became aware of the truth of the painful announcement, the tearful eyes of a radiant host of Kentucky's daughters, and the heartfelt sorrow depicted in the countenance of her sons, indicated the sincerity of the sympathy with which they regarded the untimely accident to their game and gallant champion? It was supposed, on a hasty examination, that Grey Eagle had given way in the back sinews of his left fore leg, but it has since been ascertained that the injury was in the coffin joint. Mr. Burbridge on the instant tightly bandaged the leg with a stout strip of dry canvas, which being kept wet, would have prevented the horse from coming down on his pastern joints even had his leaders given way. A fortnight after the race the horse promised to recover perfectly; Mr. Shotwell informed us that the ankle and joint were a little swollen, but that neither the horse's pastern nor cannon bones were affected, and his leaders were as sound as ever. We doubt, however, whether he will ever stand another training; a slight wrench would render him as lame as ever. We need not add, that, while his owners and managers have the cordial sympathy of their friends, and the Sporting World generally, there is no one "with soul so dead" as to withhold the expression of their admiration of the gallant gray, and their heartiest wishes for his speedy recovery.

Soon after Grey Eagle was stopped, Cato pulled Wagner out of his stride, and galloped him slowly round. The intelligence of the High Mettled Racer was clearly indicated by Wagner's subsequent action; from the head of the stretch home he invariably went at a racing pace, and appeared as if he did not

know what was required of him, frequently bursting off in spite of his rider. On the fourth mile, as he passed his own stable, the rubbers and riders standing on its roof gave him a hearty cheer, and the gallant horse broke off, and in spite of Cato's utmost exertions, ran at the very top of his speed for nearly 500 yards, as if plied with steel and whalebone the whole way! We never saw a more magnificent exhibition of unflinching game; even the friends of Grey Eagle forgot their distress for a moment, in doing justice by a cheer to the gallant and victorious champion of Louisiana! Recapitulation;—

Saturday, Oct. 5.—Jockey Club purse, \$1,500, conditions as before, four-mile heats.
 Jas. S. Garrison's, John Campbell's, ch. h. Wagner, by Sir Charles, out of Maria West, by Marion, 5 years, Cato. 3 1 1
 A. L. Shotwell's gr. c. Grey Eagle, by Woodpecker, out of Ophelia, by Wild Medley, 4 years, Stephen Welch. 1 2 *
 Willa Viley's b. f. Emily Johnson, own sister to Singleton, by Bertrand, out of Black-Eyed Susan, by Tiger, 4 years, 2 dist
 Time, 7.51—7.43—third heat, no time kept. * Grey Eagle gave way in second mile.

For more convenient reference, we repeat the time of each mile in tabular form;—

FIRST HEAT.		SECOND HEAT.		THIRD HEAT.
1st mile	2.05	1st mile	2.08	No time kept, as Grey Eagle gave way in running the second mile.
2d mile	1.55	2d mile	1.52	
3d mile	1.56	3d mile	1.55	
4th mile	1.55	4th mile	1.48	
	7.51		7.43	

American Turf Register, vol. II., p. 119.

The event of this race is one of the things which lead me to deprecate the extremity to which four-mile heat racing is carried in America.

That such races test to the utmost the pluck, the endurance, and the powers of the blood-horse, is granted. That they must kill, at last, is certain.

The question is this; Cannot a horse's game, his endurance, and his speed be tested, short of destroying his physical ability ever to prove them more?

There must be a limit even to the wear of a machine. I do think that such exhibitions as the twenty-mile race, from the effects of which one mare died, and, probably, not one fully recovered—as Wagner's and Grey Eagle's two four-mile races within five days, and other similar performances—are to be honored in the avoidance, not the imitation.—H. W. H.

PEDIGREE,

CHARACTERISTICS, AND PERFORMANCES OF BOSTON.

BOSTON was bred by the late John Wickham, Esq., of Richmond, Va., the eminent juriconsult, and was foaled in Henrico County, in 1833. He was got by the celebrated Timoleon, out of Robin Brown's dam—an own sister to Tuckahoe, also bred by Mr. W.—by Ball's Florizel, her dam by Imp. Alderman, out of a mare by Imp. Clockfast—her grandam by Symmes' Wild-air. Young Kitty Fisher, by imp. Fearnought; Carter Broxton's imp. Kitty Fisher, by Cade, by Cullin's Arabian; Bald Charlotte, by Old Royal, by Bethel's Castaway, by Brimmer. For a detailed memoir and a portrait of Boston, see the old "Spirit of the Times," of March 7th, 1840. Boston was sold by Mr. Wickham, in his 2 yr. old form to Mr. Nathaniel Rives, of Richmond, Va., for \$800, and was trained in 1836-7, by Capt. John Beleher, who had charge of one "cavalry corps" from Col. Johnson's stable, while Arthur Taylor had another. Cornelius, a colored lad, was Boston's jockey up to 27th April, 1839. Ever since the Spring campaign of 1838, Boston has been trained by Arthur Taylor and ridden by Gil. Patrick, until this Spring, when Craig took Gil's place, the latter having gone to Kentucky to ride several important races, all of which he won. In May, 1839, after the 1st heat of his race against Decatur and Vashti, Boston was sold to Mr. James Long, of Washington City, for \$12,000 and half of the purse, and he is still owned by Mr. L. and Col. Wm. R. Johnson, of Petersburg, Va.

Boston is a chestnut, with white stockings on both hind feet, and a white stripe down the face. In other respects than color and marks, Boston closely resembles the British phenomenon,

Harkaway. They have alike prodigious depth of chest, and immensely powerful loins, thighs, and hocks. Boston is a trifle only above 15½ hands high, under the standard, but to the eye seems taller, owing to his immense substance; he is a short-limbed horse, with a barrel rather flat, or “slab-sided” than round, and well-ribbed home, while his back is a prodigy of strength; ten pounds extra weight would hardly “set him back any.” Though he has occasionally sulked, Boston runs on his courage, and is never ridden with spurs. He is no beauty, his neck and head being unsightly, while his hips are ragged, rendering him “a rum ’un to look at;” that he is “a good ’un to go,” however, we imagine will be *generally* conceded after reading the annexed recapitulation of

HIS PERFORMANCES.

1836.

April 20. Broad Rock, Va.....Sweepstakes..Mile heats.....lost	\$
Boston, 3 yrs. old, bolted in the first heat, when running ahead.	
Oct. 12. Petersburg, Va.....Purse.....Two-mile heats.....won	300
Beating N. Biddle, Mary Archie, Juliana, John Floyd, and ch. f. by Henry.	
Nov. 3. Hanover, C. H., Va.....Purse.....Three-mile heats.....won	400
Beating Betsey Minge, Upton Heath, Nick Biddle, Alp, Bayard, and a Gohanna filly.	

1837.

May 4. Washington City.....Purse.....Three-mile heats.....won	500
Beating Norwood, Mary Selden, Meteor, Lydia, bro. to Virginia Graves.	
Oct. 5. Washington City.....Purse.....Three-mile heats.....won	500
Beating Prince George, Stockton, Mary Selden, Virginia Graves, Caroline Snowden, and Leesburg, in 5.50—5.52.	
Oct. 19. Baltimore, Md.....Purse.....Three-mile heats.....wou	500
Beating Camsidel, Cippus, and Red Rat, in 5.51—6.08.	
Oct. 26. Camden, N. J.....Purse.....Three-mile heats.....won	500
Beating Betsey, Andrew and Tipton, in 5.51—6.02.	

1838.

May 3. Union Course, L. I.....Purse.....Three-mile heats.....won	500
Boston, now 5 yrs. old, walked over.	
May 18. Beacon Course, N. J...Purse.....Four-mile heats.....won	1,000
Beating Dosoris, without extending himself.	
May 25. Camden, N. J.....Purse.....Four-mile heats.....won	1,000
Beating Decatur, who had just distanced Fanny Wyatt, in a match for \$10,000, in 7.45, at Washington.	
June 1. Union Course, L. I.....Purse.....Four-mile heats.....won	1,000
Beating Charles Carter, who broke down, in 7.40—the first three miles run in 5.36¼!!!	
June 8. Beacon Course, N. J....Purse.....Four-mile heats.....won	1,000
Beating Duano, who won the first heat, in 7.52—7.54—8.30. B. sulked.	

Oct. 4. Petersburg, Va.....Purse.....Four-mile heats.....won	\$700
Beating Polly Green in a canter.	
Oct. 13. Baltimore, Md.....Purse.....Four-mile heats.....won	700
Beating Balie Peyton, who had won a heat from Duane in 7.42.	
Oct. 19. Baltimore, Md.....Purse.....Four-mile heats.....rec.	500
Boston was paid \$500 out of the purse not to start.	
Oct. 27. Camden, N. J.....Purse.....Four-mile heats.....rec.	500
Boston was paid \$500 out of the purse not to start.	
Nov. 2. Union Course, L. I.....Purse.....Four-mile heats.....won	1,000
Beating Decatur with ease in 8.00—7.57½.	
Nov. 9. Beacon Course, N. J.....Purse.....Four-mile heats.....won	1,000
Beating Decatur. This year B. won nine Jockey Club Purse, and received \$1,000 more for not starting.	

1839.

April 16. Petersburg, Va.....Match.....Two-mile heats.....lost.	
Beaten by Portsmouth, in 3.50—3.43. B. being off his foot.	
April 27. Broad Rock, Va.....Purse.....Three-mile heats.....won	500
Beating Lady Clifden and Brocklesby in 5.46 with ease—the best time ever made on this course.	
May 9. Washington City.....Purse.....Four-mile heats.....won	800
Beating Tom Walker, Black Knight, Reliance, and Sam Brown, in 7.53—8.06.	
May 24. Camden, N. J.....Purse.....Four-mile heats.....won	1,000
Boston, now 6 yrs., walked over, though several “cracks” were on the ground.	
May 31. Trenton, N. J.....Purse.....Four-mile heats.....won	1,000
Beating Decatur and Vashti with ease. V. had just won a 2d heat in 7.46.	
June 7. Union Course, L. I.....Purse.....Four-mile heats.....won	1,000
Beating Decatur and Balie Peyton cleverly in 7.47—8.02.	
Sept. 26. Petersburg, Va.....P. and Stake....Four-mile heats.....won	7,000
Beating The Queen and Omega in 8.02—7.52—best time made on the course to this date.	
Oct. 17. Camden, N. J.....P. and Stake....Four-mile heats.....won	7,000
Beating Omega in 7.49. O. had won a heat at Washington in 7.40 1	
Oct. 23. Trenton, N. J.....Purse.....Four-mile heats.....won	1,000
Beating Decatur and Master Henry in 7.57—7.56.	

1840.

May 1. Petersburg, Va.....Purse.....Four-mile heats.....won	700
Beating Andrewetta, who won the 1st heat, in 7.50—8.04—the best time ever made on the course.	
May 8. Washington City.....Purse.....Four-mile heats.....won	1,000
Beating Reliance and Cippus without a struggle.	
May 22. Camden, N. J. Jockey Club Purse..Four-mile heats.....won	1,000
Boston walked over. Bandit was entered, but withdrawn.	
Oct. 2. Petersburg, Va.....Purse.....Four-mile heats.....won	700
Beating Bandit, who was drawn after 1st heat, in 7.57.	
Oct. 8. Broad Rock, Va.....Purse.....Three-mile heats.....won	500
Beating Texas, Balie Peyton, and Laneville, in 5.56—5.49.	
Dec. 7. Augusta, Ga.....Match.....Four-mile heats.....won	10,000
Beating Gano in a gallop in 7.57, after which G. was drawn.	
Dec. 17. Augusta, Ga.....Purse.....Four-mile heats.....won	800
Beating Santa Anna and Omega in 7.59—7.49.	

1841.

In the Spring Boston stood at Chesterfield, Va., and covered 42 mares at \$100 each.

Sept. 30. Petersburg, Va.....	Purse.....	Four-mile heats.....	won	700
Beating Texas without an effort.				
Oct. 8. Alexandria, D. C.....	Purse.....	Four-mile heats.....	won	800
Boston walked over though several cracks were present.				
Oct. 15. Washington City.....	Purse.....	Four-mile heats.....	won	800
Beating Accident, Ned Hazard, and Greenhill with ease.				
Oct. 21. Baltimore, Md.....	Purse.....	Four-mile heats.....	won	600
Beating Mariner, who won 1st heat in 8.00½—8.05—8.10—course very heavy.				
Oct. 28. Camden, N. J.....	Purse.....	Four-mile heats.....	lost	
Distanced by John Blount and Fashion in 7.42—Blount broke down in 2d heat, which was won by Fashion in 7.38. Boston dead amiss, unable to run a mile under 2.10.				
In 1842, started five times; won three; lost two.				
May 13, Union Course, L. I.,	purse, four mile heats.....			1,000
May 26, Camden, N. J.,	purse, four-mile heats.....			800
Oct. 21, Baltimore, Md.,	purse, four-mile heats.....			600
In 1843, started once, and won.				
Sept. 28, Petersburg, Va.,	purse, three-mile heats.....			300
Started 45 times, won 40, lost 5; total winnings.....				\$51,200

Thirty of these races at four-mile heats, five he walked for; nine three-mile heats, walked for one; and one at two-mile heats.

It is due to Boston to state, that in his four-year-old form he was prevented from starting for the large purses offered for four-mile heats, by being in the same stable with Atalanta, Lady Clifden, Argyle and Mary Blunt. And it is no less due to him than to his liberal and high-spirited owners to add, that from a regard to the best interests of the Turf, they have frequently allowed him to remain in his stable, when by starting him they could have taken the purses without an effort. Boston, after his match with Gano, at Augusta, could have won a Jockey Club purse there, and at Savannah and Charleston. In the Spring of 1840, he started but twice, though he could have easily won every four-mile purse given between Petersburg and Long Island. His owners, in the latter instance, were personally appealed to, and consented to send him home from Washington, while one of the Northern proprietors proposed to exclude him from running. Several other occasions might be named on which Boston has been withdrawn from the contest, at the request of the proprietors of courses, upon a representation that his entrance would destroy the sport and disappoint the public.

Boston now at the advanced age of *eight years*, after a racing career of unparalleled severity is still as sound as a dollar, with legs as free from blemish as a 3 yr. old. The field of his brilliant, never-fading victories extends from New York to Georgia, and he has not only beaten, one after another, every horse within

his reach, but he has challenged all others, offering to meet them on their own ground. Napoleon found a Waterloo and so has Boston, but the latter is beaten, not defeated; like the former, it will be found that "he is never more to be feared than in his reverses." When dead amiss he was beaten, it is true; the race was a splendid one—one of the best ever run in America—but Boston had no part in it; he could not have beaten a cocktail on that occasion, and instead of being backed as usual at "1,000 to 300, nineteen times over," his owners did not lay out a dollar on him! Since he was taken up this Fall his owners determined to give him a trial, to see whether his speed or game had been affected by his services in the breeding stud. An eye-witness of this trial, who went over two hundred miles to see it, has assured us that it was not only the best trial Boston ever made, but it was the best trial ever made over a course which has been trained on for half a century! Since that event, Boston has offered to run four-mile heats "*against any two horses in the world*," for \$45,000, which was not accepted, and since his defeat at Camden, by Fashion, he has challenged her to run him next Spring for \$20,000. The winner of this match will richly merit and most assuredly receive the proud title of CHAMPION of THE AMERICAN TURF; let us hope, therefore, that each will come to the post in tip-top condition, and we may confidently anticipate witnessing the best race without exception ever run in America.*

Boston's pedigree *in extenso*, as given in the 13th volume of the "American Turf Register;"—

1833. BOSTON, ch., h., by Timoleon, out of Robin Brown's dam, own sister to Tuckahoe and Revenge, by Florizel; her dam—the grandam, too, of Luda,—by English Alderman; great grandam by English Clockfast, and her dam by Symme's Wildair. Gr. grandam Young Kitty Fisher, by imp. Fearnought, her dam imp. Kitty Fisher, by Cade—by Cullen's Arabian, Bald Charlotte, by Old Royal—by Bethell's Castaway, by Brimmer.

1813. Timoleon, by Sir Archy, dam by English Saltram, grandam by Wildair, &c.—See Genealogy, 2.

1805. Sir Archy, by English Diomed, dam by English Rockingham, grandam Tabitha, own sister to Miss Kingsland—out of Pegasus's dam—by Trentham.—See Genealogy, 3.

* See Note * on page 233.

1781. Rockingham, as a race-horse, the best son of Highflyer—Herod's best son—out of Purity, by Matchem, &c.

1780. Saltram, by Eclipse, out of Virago by Snap—Regulus, &c.

1801. Florizel, by English Diomed, dam by English Shark, grandam by Harris's Eclipse—son of English Fearnought, out of English Stella, by Shakspeare—Cassandra, &c. ;—Fearnought—Jolly Roger, &c. Like English Eclipse, Florizel, in his brilliant career, was neither touched by whip nor spur, no competitor being able to come near him ; yet Sir Archy is regarded as the best son of Diomed.

1777. Diomed, ch., by Florizel—son of Herod—dam by Spectator—Blank—Childers—Miss Belvoir, &c.

1787. Alderman, by PotSos, out of Lady Bolingbroke, by Squirrel, out of Herod's dam, Cypron, by Blaze.

1774. Clockfast, by Gimcrack, out of Miss Ingram, by Regulus.

1777. Wildair, Symme's, by English Fearnought, dam, by English Jolly Roger, out of English Kitty Fisher, by Cade.

1755. Fearnought, by Regulus—son of the Godolphin Arabian—dam by Whitenose, by Rattle—Darley Arabian—Bay Arabian—Helmsley Turk, &c.

1741. Jolly Roger, by Roundhead—son of Childers,—dam by Partner, &c.

Those conversant with English pedigrees, will at once see how largely Boston's blood partakes of that of the Darley and Godolphin Arabian, and of the Byerly Turk, through their most renowned descendants, Flying Childers, Eclipse, Snap, Herod, Highflyer, &c. We will here take a review of some of these patriarchs of the Turf connected with Boston's pedigree, and of some others as found in Fashion's pedigree.

It is deemed unnecessary more than to mention Childers, Eclipse, and Highflyer—the *nonpareils* of their respective eras.

1718. Partner, by Jig—son of the Byerly Turk,—dam by the Curwen Bay Barb, &c., succeeded Flying Childers as the best race-horse at Newmarket.

1734. Cade, by the Godolphin Arabian, out of the famed

plate mare Roxana, by the Bald Galloway, gained especial celebrity as the sire to Matchem.

1739. Regulus, by the Godolphin Arabian, out of the famous Gray Robinson, by the Bald Galloway, was the best race-horse of his day—the sire of Fearnought, of Eclipse's dam, and others of note.

1748. Matchem, the best horse of his era, was got by Cade, dam by Partner, &c.

1749. Spectator, by Crab, dam by Partner; he was the only horse, except Mirza, that beat Matchem.

1750. Snap, by Snip—son of Childers—dam by Fox, &c., was the best race-horse at Newmarket succeeding those above named. He twice beat Marske, of the same year, the sire to Eclipse; was distinguished, too, for beauty and symmetry, and as a stallion of the first celebrity—sire of twenty-one noted brood mares, including the dams of Sir Peter, Medley, Saltram, Shark, &c.

1758. Herod, by Tartar, dam by Blaze, &c. Because of Herod's renown on the Turf and in the stud, no comment is required.

1760. Gimcrack, by Cripple, out of Miss Elliott, by Partner, &c. Of 37 races he won 28—matches and plates to an immense amount.

1771. Shark, by Marske, sire to Eclipse, dam by Snap—Marlborough—son of the Godolphin Arabian—Natural Barb mare. This extraordinary horse won upwards of 20,000 guineas in stakes, &c., beating the best horses, Dorimant, &c.; “equally good for speed and stoutness, beating the best of his contemporaries at their own play.” He was sire to the dams of Am. Florizel, of Am. Maid of the Oaks, Lady Lightfoot, &c.

1773. PotSos, ch., by Eclipse, Sport's-mistress, &c. He was the rival to Dungannon, as the best race-horse of Eclipse's get, and to King Fergus as the best stallion. Lineally, Waxy, Whalebone, Camel, Touchstone, &c., are descended from PotSos.

1776. Medley, gr. by Gimcrack, out of sister to Sir Peter's dam by Snap. He was an excellent and stout runner, frequently beating the celebrities of his day. But he was most renowned in the stud of Virginia.

1777. Diomed, pedigree given above, being so distinguished on both sides of the Atlantic, little more need be said of him. He won the Derby, the Claret, the Fortescue Stakes, &c. In England his blood has been widely diffused through Young Giantess, &c. As sire to Sir Archy, Florizel, Potomac, Duroc, &c., Diomed has been a Turf patriarch in America for more than half a century. Very few race-horses are now on our Turf that have not some of Diomed's blood.—See Genealogy, 2.

1780. Saltram, a favorite race-horse of the Prince of Wales, since George IV., won the Derby, beating in his career all competitors, Dungannon, Phenomenon, &c., and was beat but once, when Dungannon won.

1781. This year produced Rockingham and Miss Kingsland—see Sir Archy's pedigree above—the best race-horses of their year. Rockingham won thirty-two prizes.

1784. Citizen, by Pacolet, out of Princess, by Turk. Citizen was a good and stout runner.

EDITORIAL NOTE.

* (P. 280.) As stated elsewhere, Boston made the season of 1841 and covered 42 mares, at \$100 each. After his big match with Fashion, he covered Andrewetta and Ironette, and made a fall campaign. In 1843 he made a regular season at Spring Grove, Hanover Co., Va., at \$70 each. In 1844, stood at Washington City, at \$60 per season. After the seasons of 1845 and '46, he came out to Kentucky either in the winter or early in the spring of 1847, and made the seasons of 1847, '48, and '49, at E. H. Blackburn's, near Spring Station, Woodford Co., Ky. Mr. Blackburn, in a letter to us, states that he was a very sure foal getter, and that he covered at \$50 per season, and went to about sixty-five mares each year. He died the fall of 1849, in his seventeenth year, the greatest loss to breeders since the days of Sir Archy and Diomed. He came to Kentucky in very bad weather, was much exposed in his trip out, and, upon his arrival at Mr. Blackburn's, was suffering from a very severe cold, from the effects of which Mr. B. states he never entirely recovered.

BOSTON'S GET.

Arrow, Attila, Billy Boston, Big Boston, Boston, Jr., Bay Boston, Bob Johnson, Big Indian, Bostona, Beau Mele, Catchem, Clara, Clara Minter, Commodore, Cracker, Columbia, Die Clapper-ton, Dick Doty, Dick Earnest, Financier, Goldpin, Jack King, Joe Laws, John Hopkins, Inspector, Isabella, Jenny Lind, Major Jones, Madeline, Madame Bruce, Medway, Lecomte, Lexington, Lucy Bryant, Little Rose, Nat Blick, Nelly Hardin, Notar Price, Orator, Nina (the dam of Planet), Red Eye, Ringgold, Rosalie, Tally-ho, Thirteen of Trumps, Tom Walker, Uncle Ned, Vol-tigeur, Wade Hampton, White Eye, Wild Bill, Young Boston, Hawkins, Boston, and Betty King.

Look here, what an array of notables? They made a new era in racing. Time seemed as nothing, they did all and more than was required of them. Lecomte carried four miles in the twenties, and Lexington into the teens, and if Boston had done nothing else in the stud, Lecomte and Lexington would and have given him imperishable fame.

PEDIGREE,

CHARACTERISTICS, AND PERFORMANCES OF FASHION.

FASHION was bred by William Gibbons, Esq., of Madison, Morris County, N. J., where she was foaled on the 26th April, 1837. It would be difficult to sit down over the Stud Book and compile a richer pedigree than hers, and the same remark will apply to Boston. Each is descended from the most eminently distinguished racing families on the side o' both sire and dam, that have figured on the Turf for a hundred years. Fashion was got by Mr. Livingston's Imp. Trustee, out of the celebrated Bonnets o' Blue by Sir Charles, and she out of Reality—"the very best race-horse," says Col. Johnson, "I ever saw." Reality was got by Sir Archy, and her pedigree extends back through the imported horses Medley, Centinel, Janus, Monkey, Silver-Eye and Spanker, to an imported Spanish mare. Trustee, the sire of Fashion, was a distinguished race-horse in England, and sold at 3 yrs. old for 2,000 guineas, to the Duke of Cleveland, after running 3d in the race for the Derby of 101 subscribers. He was subsequently imported by Messrs. Ogden, Corbin and Stockton. Trustee was foaled in 1829, and was got by Catton out of Emma, by Whisker, and combines the blood of Hermes, Pipator, and Sir Peter, on his dam's side, with that of Penelope, by Trumpator, and Prunella, by Highflyer, on the side of his sire. Trustee is not a chance horse; in addition to other winners of his family, in 1835, his own brother, Mundig, won the Derby of 128 subscribers.—See Genealogy, 7.

Fashion is a rich satin-coated chestnut, with a star, and a

ring of white above the coronet of her left hind foot; on her right quarter she is marked with three dark spots, like Plenipo, and other "terribly high-bred cattle." She is about $15\frac{1}{2}$ hands high under the standard, rising high on the withers, with a light head and neck, faultless legs, an oblique, well-shaped shoulder, and a roomy, deep, and capacious chest. She has good length of barrel, which is well ribbed out, and her loins are well arched and supported by strong fillets. Though finely put up forehanded, her great excellence consists in the muscular developments of her quarters, thighs, and gaskins. As in the greyhound and the hare, the seat of the propelling power in the horse, which enables him to move with a great degree of velocity, is centred in his hind quarters; necessarily in proportion to their strength there, will be the impulse which impels the whole mass forward.

Fashion has been trained for all her engagements by Mr. Samuel Laird, of Colt's Neck, N. J., and ridden by his son Joseph, the best jockey at the North. Mr. Gibbons, her owner, having been unfortunate with his former trainer—who nearly ruined Mariner in breaking him—and who is opposed to the general plan of training colts at 2 yrs. old, resolved that Fashion should not be taken up until her form had attained a greater degree of maturity; consequently she was not brought out until the Fall of her 3 yr. old year. Fashion goes with a long rating stroke, gathers well, and moves with the utmost ease to herself; what is rather singular, she runs with a loose rein; she is true as steel, has a remarkable turn of speed, can be placed any where, and nothing can be finer than her disposition; a more bloodlike, honest mare, was never brought to the post. Being in a public training stable, with Clarion and Mariner, her half-brother, both of them winners at three and four-mile heats, Fashion has been compelled to "take her turn" in running for "the big things," else the amount of her winnings might have been increased as well as the number of

HER PERFORMANCES.

1840.

Oct. 21. Camden, N. J.....Sweepstake.....Two-mile heats.....won	\$800
Beating Amelia Priestman in the mud; two paid forfeit.	
Oct. 27. Trenton, N. J.....Sweepstake.....Two-mile heats.....won	1,100
Beating Fleetfoot and Nannie; two paid forfeit.	

1841.

May 5. Union Course, L. I.....	Purse.....	Three-mile heats.....	won	500
Beating Sylphide, Prospect, Fleetfoot, and Meridian.				
May 19. Camden, N. J.....	Purse.....	Two-mile heats.....	lost	
Beaten by Tyler, after winning 2d heat. Trenton won the 1st, and Tyler the 3d and 4th. Fashion 2d in 4th heat, Telemachus being ruled out—time, 4.06—3.52—3.51½—35.6.				
Oct. 7. Union Course, L. I.....	Purse.....	Two-mile heats.....	won	200
Beating Trenton in 3.51—3.46½, on a heavy course.				
Oct. 20. Baltimore, Md.....	Purse.....	Three-mile heats.....	won	400
Beating John Blount, Lady Canton, and Stockton; course slippery.				
Oct. 28. Camden, N. J.....	Purse.....	Four-mile heats.....	won	800
Beating John Blount, who broke down in 2d heat, after winning the 1st, and distancing Boston in 1st heat; time, 7.42—7.43.				
Starting in three trainings, seven times, and winning six races, one at four, and two at three-mile heats, winning.....				\$3,500

We have noticed the fact of her not having been trained in the Spring of her 3 yr. old year; last Spring, too, unfortunately, after her race at Camden, she went amiss, and was prudently turned out until the Fall, when she came out again, and won not only at two and at three-mile heats, but at four. Her last race is one of the best, at four-mile heats, ever run in the United States. In the only race she ever lost—it will be seen that she was beaten by Tyler after winning the 2d heat; Tyler won the 3d and 4th heats, in the last of which she was 2d, having beaten Trenton—who won the 1st heat—and Telemachus. From the fact of being turned out after this race, and of her having since twice beaten John Blount, who easily defeated Tyler in a match for \$5,000, it is fair to conclude that on the occasion alluded to she was out of condition. The brilliant reputation she acquired by her last great performance, added to the confident impression every where entertained of her surpassing speed and extraordinary powers of endurance, are such, however, as to render quite gratuitous any explanation as to the cause of her having once been defeated.

As Fashion's friends have accepted the match offered by Boston, it is to be hoped that each will come to the post in condition to run for a man's life. Fashion will be trained as usual by Mr. Laird, and Boston by Arthur Taylor; Joe, no doubt, will throw his leg across the pig skin on the mare, while Gil. Patrick, who has more strength, though not more science or coolness than Craig, will probably be put up again on Boston.

The latter being an aged horse—9 yrs. old—will have to carry 126 lbs., while the mare's appropriate weight, being then 5 yrs. old, will be 111 lbs. No match, the South against the North, has been made up at all comparable to this in interest, since that between Eclipse and Henry, which came off over the Union course on the 27th of May, 1828. Each champion has, and is worthy of, troops of confident friends, and each is in good hands. Let them come together in good condition—give them a fair field and no favor, and—who can name the winner?

Fashion's pedigree *in extenso* is as follows;—

1837. FASHION, ch. m., by English Trustee, out of Mariner's dam, Bonnets o' Blue—own sister to Slender—by Sir Charles, grandam Reality—own sister to Vanity and dam to Medley—by Sir Archy, great grandam by English Medley, her dam by English Centinel—Mark Anthony—English Janus—English Silver-eye, &c.

1829. Trustee, ch., a celebrated race-horse of Lord Darlington's—since Duke of Cleveland—was got by Catton out of Emma, by Whisker, &c., a famous pedigree, own brother to Mundig, a Derby winner, and out of the dam—Emma dam of Cotherstone, the winner of the Derby, who ought also to have won the St. Leger. There is nothing superior to the pedigree of Trustee's maternal ancestry in the English Stud Book. Catton, the sire of this brace of distinguished brothers, was a capital performer at all distances, winner of twenty-one races at Newmarket, Doncaster, and York. Honest Trustee, as he was termed, beat Margrave, the St. Leger winner, in the Derby race, and again as a four-year-old, though beat by him for the St. Leger. He had mostly *la place d'honneur* at Epsom, York, Doncaster, and Newmarket. Trustee was sire to Revenue, Reube, the trotter Trustee, besides Fashion, and others of distinction.

Bonnets o' Blue and Slender were first-rate at all distances, and their half-brother Medley, by Sir Hal, ran with distinction.

1816. Sir Charles, ch., the best race-horse of his year, was got by Sir Archy, dam by English Citizen, grandam by Commutation, son of Wildair, &c. Sir Charles's most distinguished get were Wagner, Andrew, and Trifle.

1776. Medley, gr., by Gimcrack, out of own sister to the renowned Sir Peter's dam, by Snap—Regulus, &c.

1758. Centinel, by Blank—son of the Godolphin Arabian, out of a Bartlett's Childers mare,—dam by Cade—Partner, &c.

Janus, son of the Godolphin Arabian's son, Janus, dam by Fox—Bald Galloway, &c. Imported into Virginia 1752.

1725. Monkey, imported 1747, by the Lonsdale Bay Arabian—Curwen's Bay Barb—Byerly Turk, &c.

Silver-Eye, by the Cullen Arabian—Curwen's Bay Barb, &c., to old Vintner mare.

The pedigrees of Boston and Fashion will serve as examples of the best modern blood in "the States." Boston and Fashion's dams were bred in Virginia, when decidedly our "race-horse region." Their ancestors, Timoleon and Reality, nobly contended against each other as the best two of their year, and among the best, as well as the earliest, of Sir Archy's distinguished get. For many years we have rarely had a first-rate race-horse that was not descended from Sir Archy.

RACE

OF BOSTON AND FASHION, MAY 10, 1842.

THE BEST RACE THEN RUN IN AMERICA.

THE great sectional match for \$20,000 a side, four-mile heats, between the North and the South, came off on Tuesday last, the 10th instant. Since the memorable contest between Eclipse and Henry, on the 27th of May 1823, no race has excited so much interest and enthusiasm. It attracted hundreds of individuals from the remotest sections of the Union, and for months has been the theme of remark and speculation, not only in the sporting circles of this country, but in England, where the success of the Northern Champion was predicted. It was a most thrilling and exciting race—one which throws in the shade the most celebrated of those wonderful achievements which have conferred so much distinction upon the high-mettled racers of America!

At an early hour on Tuesday morning our streets were filled with carriages of all descriptions, wending their way to the ferries, while thousands upon thousands crossed over to the cars of the Long Island Railroad Company. But after eleven o'clock the Company found it impossible to convey to the course the immense crowd which filled and surrounded the cars, though they continued to sell tickets after they were fully sensible of the fact. Indeed from the first the arrangements of the Company were an imposition. They charged the most extravagant price for the transportation of passengers, and their prepara-

tions were in no way equal to the occasion ; above all, they continued to sell tickets after *they knew* that several thousand more persons had purchased them than they could transport. A train, bearing over two thousand passengers, did not reach the course until after the first heat, and hundreds who had purchased tickets, despairing of reaching the course in the cars, started on foot, and reached it before them. At half-past eleven o'clock there were not less than five thousand persons waiting a conveyance by the cars at the Brooklyn terminus, all of whom had purchased tickets. Under these circumstances, it will not be very surprising to any one to hear that upon the return of the cars after the race, the indignant passengers rolled several of them off the track over the hill, and smashed others, while "a perfect mash" was made of the ticket office. The race was a golden harvest to the hack, cab, and omnibus proprietors. The anxiety to reach the course was so great that ten dollars were offered for a standing-up place in a charecoal cart ! Our contemporary of the "Courier and Enquirer" thus pleasantly describes his own "peculiar position ;"—

"Finding that our *ticket* was valueless, we engaged a *deck* passage on an *omnibus* ; and never have we witnessed so curious an exhibition as the road to the course presented. We have neither space nor time to describe it ; but the reader may form some idea of the anxiety to get ahead, when we state that beside the *thousands* that were *footing* it with railroad *tickets* in their pockets, and the immense number in all sorts of vehicles, we overtook a charecoal cart, from which the cry of *ch-a-r-co-al* was heard to proceed in full chorus ; and on getting alongside some twenty heads were obtruded, presenting *faces* which we readily imagined had once been *white*, but which were now of the most perfectly sable hue. They were a set of very clever fellows, who deemed themselves fortunate to have procured even this mode of conveyance to the race-course."

Having engaged a carriage the day previous, we were enabled to reach the course at an early hour. The roads from town were thronged almost the entire distance with a procession of carriages and frequently with several abreast, all crammed. It would require the pen of the "Troubadour of the Corporation Dirt Carts" to give a description of them. Flatbush wagons

and sixpenny bone-setters were jammed in between four-in-hand landaus, fast crabs in match carts, elegant stanhopes, and the superb turn-outs of our wealthy cits. The Communipaw clam-boxes, stylish cabs, and every variety of barouche were inextricably mixed up and jostled by great lumbering omnibuses and thousands of fancy go-carts, wagons, and hackney coaches.

Upon reaching the course such a tableau was presented as we never saw before. The field inside of the course was thronged with carriages and equestrians, while the fences, booths, and trees, were densely covered, so much so that several accidents occurred from their breaking down. It is stated that there were no less than eight thousand persons in the stands, and yet there were nearly as many more who could obtain but a partial view of the race, while many could not see it at all. The number of spectators in attendance is variously estimated at from fifty to seventy thousand. Among them the U. States Senate and House of Representatives, the British Army and Navy, as well as our own, the Bench and the Bar, and the Beauty and Fashion of New York were all represented. The Ladies' stand was appropriately graced by the presence of a large number of the most brilliant of our city belles, who, with hardly an exception, gave the suffrage of "their most sweet voices" to the beautiful daughter of Bonnets o' Blue. The enclosed "privileged space" in front of the stands, reserved for the members of the Jockey Club, and strangers—who were charged \$10 for admission, without distinction—was thronged with turfmen, breeders, and amateurs. At one o'clock, however, owing to the want of an efficient police, and their inability to see the race, more than a thousand persons climbed over the pickets, from the field, into the enclosed space, while a mob on the outside tore down a length of fence, and stove through a door in the stand, and swarmed into the cleared space. For a time it seemed impossible for the match to take place at all. A crowd of loafers made a rush up the stairs leading to the Club stand, but they were summarily ejected. At length Yankee Sullivan, Jeroloman, Rynas, and several other distinguished members of the fancy, undertook to clear the course, which they did in an incredibly short time, by organizing a party of their friends, who formed in line, with clasped hands,

quite across the space, and marched from one end to the other, thereby driving outside of the gate every person without a badge. Of course there were among this mob several ugly customers, but Yankee Sullivan had only to "let fly with his right," or Jeroloman give any one of them "a teaser on his smeller," to fix his business! On the whole, the mob conducted themselves very well under the circumstances; the great majority were in perfectly good humor, and had the proprietors taken the precaution to *paint* the tops of the pickets with a thick coat of *tar*, and engage a strong body of police, no such disgraceful scene would have occurred.

The race commenced about 2 o'clock. For more than a quarter of a mile in front of the stands, the spectators ranged on the side of the course and of the field presented one dense mass of thousands, through which the horses ran the gauntlet. The course itself, owing to the rain of Sunday night, was not deemed quite so well adapted for speed as upon some other occasions; still it was in fine order. The prospect of the weather, in the morning, was unfavorable, but though at 10 o'clock there was a slight sprinkling of rain, it soon cleared off. The day was warm and pleasant, but with scarce a glimpse of the sun.

The betting was a shade in Boston's favor. Before the race came off, however, his friends were obliged, in order to get on their money, to lay 100 to 60, and in some cases 2 to 1. We never saw so little money bet on a race here of any importance; of *heavy* betting we did not hear of a solitary transaction, though the backers of each were sanguine.

Having previously given in the preceding pages complete memoirs of the rival champions, with their pedigrees, characteristics, and performances, in detail, we have only to speak of their fine condition. Both stripped well. Boston was drawn unusually to our eye, but his coat looked and felt like satin. Fashion's curb, though quite prominent, did not seem to affect her a jot; otherwise she was in condition to run for a man's life. We need hardly say that she was admirably trained by Mr. Laird, nor that she was splendidly jockeyed by his son *Joseph*—a chip of the old block—Mr. Laird having formerly been a conspicuous jockey. Boston of course was managed by Col. Johnson, and ridden by Gil. Patrick in his usual superb style; Arthur

Taylor brought him to the post in unusually fine order. Gil Patrick rode the first heat without a spur. The jockeys having received their orders, mounted, and had their girths taken up another hole, brought their horses up in fine style without any assistance whatever from their trainers, and were off with a running start for the race.

FIRST HEAT.—Boston on the inside went away with the lead at a rattling pace, the mare laying up within two lengths of him down the straight run on the back stretch; the half mile was run in 55 seconds. The same position was maintained to the end of the mile—run in 1m. 53s.—but soon after Fashion made play and the pace improved. Both made strong running down the back stretch, over the hill—opposite the half-mile post—and down the slight descent which succeeds, and though this seemed favorable ground for Boston, the mare gained on him, at this place, in this mile, and placed herself well up. Boston threw her off on the turn, and led through clear, running this mile in 1m. 50 s. The pace seemed too good to last, and Boston's friends as he led cleverly down the back stretch, were "snatching and eager" to take any thing offered. Again, Boston led through this mile—the third—being run in 1m. 54s., Fashion keeping him up to the top of his rate. The contest was beautiful and exciting beyond description; there was no clambering, no faltering, no dwelling on the part of either; each ran with a long rating stroke, and at a pace that kills. Soon after commencing the fourth mile, Joe Laird shook his whip over her head, and gave Fashion an eye opener or two with the spur, and not 100 yards from the ground where Boston took the track from Charles Carter, *she collared and passed him in half a dozen strokes*, at a flight of speed we never saw equalled, except in the desperate brush at the stand between Grey Medoc and Altorf, in their dead heat. When Fashion responded to the call upon her and took the track in such splendid style, the cheers sent up from the rude "throats" of thousands might have been heard for miles. Fashion made her challenge after getting through the drawgate, and took the lead opposite the quarter-mile post. Boston, however, like a trump, as he is, did not give back an inch, and though it was manifest the Northern Phenomenon had the foot of him, he gave her no re-

spite. He lapped her down the back stretch for 300 yards, when Gil. Patrick very sensibly took a strong bracing pull on him and bottled him up for a desperate brush up the hill, where Eclipse passed Henry. Here Gil. again let him out, but unfortunately he pulled him inside so near the fence that Boston struck his hip against a post, and hitting a sharp knot or a nail, cut through the skin on his quarter for seven or eight inches. He struck hard enough to jar himself very much, and we observed him to falter; but he soon recovered, and though at this moment Fashion led him nearly three lengths, he gradually closed the gap round the turn to within a few feet. At this moment the excited multitude broke through all restraint in their anxiety to witness the termination of the heat, and the course was nearly blocked up. On coming out through a narrow gauntlet of thousands of spectators excited to the highest pitch, both horses very naturally faltered at the tremendous shouts which made the welkin ring. Up the quarter stretch Gil. made another desperate effort to win the race out of the fire. He applied his thong freely, while Joe Laird drew his whip on the mare more than once, and tapped her claret at the same time. Inside of the gate it was a "hollow thing," though Boston nearly closed the gap at the distance stand. Gil. fairly caught Joe by surprise, but the latter, shaking his whip over her head, gave Fashion the spur, and she instantly recovered her stride, coming through about a length ahead, with apparently something in hand to spare, closing the heat in 7m. 32½s.—the fastest by all odds ever run in America.

The time was kept on the Jockey Club stand by Messrs. Robert L. and James Stevens, and in the Judges' stand by Senator Barrow, of Louisiana, Hon. Mr. Botts, of Virginia, J. Hamilton Wilkes, Esq., and the official timers. We took the time of each mile from the Messrs. S., between whom we stood. Mr. Neill, Major Ringgold, and other gentlemen of acknowledged accuracy as timers stood in the same circle, and there was but a fraction of difference in the time each declared "by watches too, not made in Kentucky." Messrs. Stevens made the time 7m. 33s., but as they kept the time of the half, and in some cases, of the quarter, miles, their difference of but half a second

from the timers in the Judges' stand, demonstrates the remarkable accuracy of the parties.

The result of the heat was the more astonishing to a few of Boston's friends, as no one ever supposed Fashion could make *this* time, though she might *beat* him. We were prepared to expect the best time on record, not only from the fact that we had been informed of the result of Fashion's *private trial* on the 25th ult., but from a circumstance which we shall be excused, we trust, for alluding to here. After retiring to our room at the Astor House on Monday night, at a late hour, we had the pleasure of a "domiciliary visit" from Mr. Long, the owner of Boston, and several mutual friends. The "party" were attired in costumes that would be esteemed somewhat unique out of the circle of the Marquis of Waterford's friends, who ride steeple chases in their shirts and drawers. Nevertheless there was no lack of fun nor spirit; in the course of an interesting "horse talk," Mr. Long gave us several "items," one of which was that Boston would run the first heat, "sure," in 7m. 34s. Said Mr. Long, "he will run the first mile in about 1m. 53s., the second in 1m. 52s., the third in 1m. 54s., and the fourth in 1m. 55s." After he retired we made a memorandum of the time, as a curiosity after the race. And we refer to it now, to show that, though beaten by the Northern Phenomenon, the gallant Boston amply sustained all the expectations formed of him from his trials and previous performances. He not only made vastly better time than *he* ever did before, but better time than ever *had* been made—time that quite eclipses the most wonderful achievements on the American Turf. The vaunted performances of the Southern "cracks" at New Orleans, are almost thrown in the shade, wonderful as they are. Had any one offered to beat the time of Eclipse and Henry on the Union course, 3 to 1 would have been laid against it; or had the friends of Boston been assured that he could run, as Mr. Long told us he could, in 7m. 34s., his friends would have staked a million of dollars upon his winning the match. For the first two miles Boston in the opinion of many shrewd judges had the foot of the mare, and it is thought that had he trailed her as he did Charles Carter, the result of the first heat might have been different. But what shall be said of the incomparable

daughter of Trustee and Bonnets o' Blue. Too much *cannot* be said of her, or of her jockey. She ran as true as steel, as game and honest a race as was ever recorded of a high-mettled racer.

Both horses cooled out well. Boston always blows tremendously, even after a gallop, but he seemed little distressed. Neither was Fashion; her action is superb, and as she came through on the fourth mile, it was remarked that she was playing her ears as if taking her exercise. She recovered sooner than Boston, and though her friends now offered large odds on her, Boston's were no less confident; the seventh mile they thought would "fetch her." We should not have been surprised to have seen both swell over the loins, nor to have found them greatly distressed. We examined them carefully after the heat, and state with great pleasure, that though they "blowed strong," they recovered in a few minutes, and came to the post again comparatively fresh. After the heat was over, the crowd rushed into the enclosed space *en masse*; an endeavor was made to clear a portion of the track of the multitude who had now taken possession of it, and after great exertions, a lane was formed, through which the horses came up for the

SECOND HEAT.—Fashion led off with a moderate stroke, and carried on the running down the back stretch with a lead of about three lengths. After making the ascent of the hill Boston challenged, closed the gap, and lapped her. A tremendous shout arose on all hands at this rally, but as it subsided on the part of Boston's friends, it was again more tumultuously caught up by the friends of the mare, as she outfooted him before reaching the head of the quarter stretch. She came through—in 1m. 59s.—three or four lengths ahead, and kept up her rate down the entire straight stretch on the rear of the course. After getting over the hill, Boston, as before, made a rush, and succeeded in collaring the mare, while she, as before, again threw him off, and led through by two or three lengths in 1m. 57s. Gil. relieved his horse for the next 600 yards, but instead of waiting for Fashion to ascend the hill, at the half mile post, alone, he called on Boston just before reaching it, and the two went over it nearly together; no sooner had they commenced

the descending ground, than gathering all his energies for a final and desperate effort, Boston made a dash, and this time he succeeded in taking the track. The scene which ensued we have no words to describe. Such cheering, such betting, and so many long faces, was never seen nor heard before. After being compelled to give up the track, Joe Laird, with the utmost prudence and good sense, took his mare in hand, and gave her time to recover her wind. This run *took the shine out of* Boston! Instead of pulling him steadily, and refreshing him with a slight respite, Gil. Patriek kept him at his work after he took the track, and ran this mile—the third—in 1m. 51½s. The pace was tremendous. Nothing short of limbs of steel and sinews of catgut could stand up under such a press. On the first turn after passing the stand, Fashion, now fresh again, made a dash, and as Boston had not another run left in him, she cut him down in her stride, opposite the quarter mile post, and *the thing was out*. The race, so far as Boston was concerned, was past praying for! If any thing can parallel Fashion's turn of speed it is her invincible game. She now gradually dropped him, and without another effort on his part to retrieve the fortunes of the day, she came home a gallant and easy winner in 7m. 45s. Boston pulled up inside of the distance stand, and walked over the score! As she came under the Judges' cord extended across the course, Boston was exactly sixty yards behind, though he could have placed himself in a better position had Gil. called upon him. As Joe Laird rode Fashion back to the stand, the shouts were so deafening, that had not the President of the Club and another gentleman held on to her bridle, she would have not only "enlarged the circle of her acquaintance" very speedily, but "made a mash" of some dozen of "the rank and file" then and there assembled. She looked as if another heat would not "set her back any."

And thus did the North settle its account with the South, for the victory achieved by Bascombe over Post Boy. It was a magnificent race—one which will be remembered by every one who witnessed it "while memory holds her seat." Though beaten, it is conceded on all hands that Boston has acquired a more "vast renown" by this wonderful race than by his thirty-five previous victories combined. He is worth more since, than

he was before the match. "All that can be said is, that Boston has beaten himself, and Fashion has beaten Boston!" The spirit of his owners on this as upon a like memorable occasion in May, 1823, is worthy of them and of the Old Dominion. Of one of them it has been well said, that, "like another Napoleon, he is never more to be feared than in his reverses!"

In congratulating each other upon the brilliant triumph achieved by the Northern Champion—now *the* Champion of the American Turf—let no one forget to do honor to those to whose admirable skill and judgment the North is mainly indebted for its victory. To Mr. Samuel Laird, the trainer and manager of Fashion, and to his fine spirited son, who jockeyed her in a style that would have conferred credit upon Jem Robinson, too much credit cannot be given. Nor let us forget that to the gallant Boston we are indebted for ascertaining the indomitable game and surpassing speed of our Champion. What *else* could have displayed it in such bold and beautiful relief? Arthur Taylor brought him to the post in the very finest possible condition, and Gil. Patrick, his jockey, rarely distinguished himself more than upon this occasion. Most of our contemporaries state that he rode with spurs. He wore one only, and that only in the second heat.

It is peculiarly gratifying to ourselves, though we have the pleasure of numbering all the parties among our personal friends, that Mr. Gibbons, the owner of Fashion, is among the oldest, most stanch, and most generous of the number. Unfortunately he was prevented from witnessing the race, in consequence of an accident which for some time has confined him at home. In his absence, another tried friend, Walter Livingston, Esq., the owner of Trustee—the sire of Fashion—was congratulated on all hands; he has never doubted Fashion's success from the first. Col. W. Larkin White, of Virginia, who was also in attendance, came in for a liberal portion of the good feeling displayed. Nor should it go unrecorded that Col. Johnson was by no means forgotten in the general outburst of congratulation. He "sold the stick which broke his own head," and no mistake, for after breeding Bonnets o' Blue from his own Sir Charles, and running her with great success, he parted with her to Mr. Gibbons, who bred from her a filly, which has beaten

the best horse Col. Johnson has ever had in his stable, since the days of his favorite Reality, the renowned grand-dam of Fashion herself.

RECAPITULATION.

TUESDAY, May 10, 1842.—Match, the North *vs.* the South, \$20,000 a side, \$5,000 ft., four-mile heats.

Henry H. Toler's—William Gibbons,—ch. m. <i>Fashion</i> , by Imp. Trustee, out of Bonnets o' Blue—Mariner's Dam—by Sir Charles, 5 years, 111 lbs.....	<i>Joseph Laird.</i>	1	1
Col. Wm. R. Johnson's and James Long's ch. h. <i>Boston</i> , by Timoleon, out of Robin Brown's dam by Ball's Florizel, 9 yrs., 126 lbs.....	<i>Gil. Patrick.</i>	2	2

FIRST HEAT.				SECOND HEAT.			
		M.	S.			M.	S.
Time of First mile,	. . .	1	53	Time of First mile,	. . .	1	59
“ “ Second mile,	. . .	1	50½	“ “ Second mile,	. . .	1	57
“ “ Third mile,	. . .	1	54	“ “ Third mile,	. . .	1	51½
“ “ Fourth mile,	. . .	1	55	“ “ Fourth mile,	. . .	1	57½
<hr/>				<hr/>			
Time of First Heat,	. . .	7	32½	Time of Second Heat,	. . .	7	45

At the Jockey Club Dinner, after the match, Mr. Long offered to run Boston *against* Fashion, for \$20,000, \$5,000 forfeit, four-mile heats, at any time to be agreed upon by the parties between the 25th of September and the 25th of October, next.

He also authorized us to state in our *Extra*, that he would bet \$1,000 he wins with Boston the regular Jockey Club purse, four-mile heats, on Friday, on the Union Course,—\$1,000 that Boston wins the Jockey Club purse at Trenton, and \$1,000 that Boston wins the Jockey Club purse at Camden, the week following.

LAST DAY.—The attraction of three races, in one of which Boston was to contend with a son of Bonnets o' Blue, drew a large assemblage to the course, and they were amply entertained by a race—if not so brilliant as that of Fashion on Tuesday—at least as critical and apparently more doubtful.

The sport commenced with a trial of speed at mile heats between Tempest and Prima Donna, the colt winning in two heats, the latter of which was particularly interesting. Time, 1.55—1.55. Joe Laird jockeyed the winner, who, we regret to say, was sold at auction after the race, and was knocked down for the paltry sum of \$180, to Capt. Shirley, of the 7th Hussars, B. A., who has been in attendance upon our races. Other stock was offered, but we learn was bid in.

Now came off the great race of the day—the struggle between Boston and Mariner. The former was backed in the morning at 100 to 30, and before the start at 100 to 20, which were not taken with alacrity. Boston had the pole, but retained it for a few yards only, Mariner going to the front, on the first turn, and leading by several lengths. The pace for the first mile was so slow as 2.13, Mariner cutting out the work; he increased his rate in the second mile, which was run in about 2.05, opening the gap on the backside between Boston and himself, while Boston lessened it a little in the straight, running in front. In the third mile, the pace was still further improved, both horses tasting the persuaders freely; the fourth mile was yet more desperately contested, though without much change in the position of the horses. Boston, who was ridden by Gil. without spurs, was most severely scored in coming home; but as it was all in vain, he pulled up inside the distance stand. Mariner came in amidst the most tremendous shouts in 8.13.

The friends of *Old Whitenose* were undismayed by the loss of the heat, and he still retained the call in the betting at about 100 to 80. As in the former heat Joe Laird went away with the lead, and driving his horse at a much better pace than before. At the south turn, in the commencement of the second mile, the old horse showed a taste of his old style of going, challenged for the lead and gained it in a twinkling. No respite however was given by Joe to Mariner, who ran well up throughout that and the following mile, though the running was strongly forced by Gil. Patrick. In the first quarter of the fourth mile, in very nearly the place where Fashion made her run, Joe went up with a rush, took the track with apparent ease, continued to urge his horse with whip and spur, and widening the gap with every stride. Before they came into straight running home, he was leading by six or eight lengths, and the race was apparently safe. But here Gil. Patrick brought up his nag in a style quite incomparable; such a rush we do not remember ever to have seen made; the old horse appeared to sympathize with his eager rider, and showed all of that speed which has won for him his great renown. Joe did not appear to be aware of his close proximity till he came within the gates, when he too found his whip and plied it lustily. The thing was out, how-

ever, for nothing but a locomotive could have held its way with Boston, who in his turn came home, amid the enthusiastic cries of the populace, in 7.46. Many watches made the time a half second quicker; the heat, which was won by a length, was the most interesting we recollect ever to have seen. We have heard the riding of Joe in the last mile criticised; it is said he took too much out of his horse after he had passed Boston, by forcing the running as he did. Our impression is that he pursued the safer course, and that he lost the heat, only, in consequence of the tremendous speed which his antagonist exhibited in the quarter stretch. There is no difference of opinion as to the masterly style in which Gil. took the heat; it would compare favorably with any performance of Chifney or Robinson.

The third heat was scarcely less interesting than the previous one. Boston took up the running early, but was followed by Mariner at the best pace steel and catgut could get out of him. This severe chase continued throughout three miles and a half, when Mariner closed up a little. In coming into the quarter stretch home, Gil. gave the pole a wide birth, and Joe immediately took advantage of it, and made a rush to take the lead *on the inside*. The struggle was now most exciting, as Mariner was evidently drawing rapidly upon his antagonist. At about the distance stand he lapped on to him, when Gil appeared to pull his horse toward the pole again, and thus crossed the path of Mariner, and interrupted his stride. The pace was terrific, however, till the finish, Boston taking the heat, with his tail flirting directly in the face of his competitor, time 7.58½. A complaint was then made of foul riding against the winner, but it was not deemed by the judges to be substantiated, and the race and purse were accordingly awarded to Boston. All know how critical and hazardous is the attempt to pass a leading horse on the inside. Many believe that Joe Laird was authorized by the position of Boston to make the effort he did, and that but for being crossed and crowded he would have won the race by it. The rightful authorities decided otherwise, however, and we acquiesce in their decision without hesitation.

The race will be long remembered as one of the most interesting that ever came off on Long Island; the performance of Mariner surprised all his friends by the unwonted *speed* which

he displayed, while he ran as *game* a race as any horse that ever made a track. After the wonderful performance of Boston on Tuesday last, his race of yesterday will, we have no doubt, be esteemed one of the most remarkable in the annals of the Turf. —*Spirit of the Times*, vol. xii., 124.

Those superb animals, Boston and Fashion, never met again, though both fully maintained their distinction.

Fashion's races with Peytona have been elsewhere described. In the end, she was trashed off her feet, and beat by Passenger, when she was not in a condition to start against a cocktail.

Boston, as a stallion, has done as nobly for the country in the stud as he did on the track, as a racer.

Fashion is, as yet, untried, but I am happy to announce on the authority of her owner, Mr. Reber, of Lancaster, Ohio, that she was never better, and, is this fall, as fine as a four-year-old.

H. W. H.



PEDIGREE,

CHARACTERISTICS, AND PERFORMANCES OF LEXINGTON.

LEXINGTON was got in 1849, foaled in 1850, by Boston, dam Alice Carneal by Sarpedon, gd. Rowena by Sumpter, g. gd. Lady Gray by Robin Gray, g. g. gd. Maria by Melzar, g. g. gd. by imp. Highflyer, g. g. g. g. gd. by imp. Fearnought, g. g. g. g. gd. by Ariel, g. g. g. g. g. g. gd. by imp. Jack of Diamonds out of the imp. mare Diamond (called Dutchess), by the Cullen Arabian, both imported by General Alexander Spottswood, of Virginia.

BOSTON.—See his pedigree *in extenso* at p. 280.

SARPEDON was by Emilius, dam Icaria by the Flyer, gd. Parma by Dick Andrews, g. gd. May by Benningborough, g. g. gd. Primrose by Mambrino, g. g. g. gd. Cricket by Herod, g. g. g. g. gd. Sophia by Blank, g. g. g. g. g. gd. Diana by Second, g. g. g. g. g. g. gd. Hanger's Br. mare by Stanyan's Arab, g. g. g. g. g. g. gd. Gipsy by No-tongued Barb, Makeless, Royal mare.

Emilius was by Orville out of Emily.—See Genealogy 5, of Priam.

Dick Andrews was by Joe Andrews, dam by Highflyer, Cardinal Puff, Tatler, Snip, Godolphin A., Frampton's White-neck, Pelham Barb mare.

Joe Andrews was by Eclipse, dam Amaranda by Omnium, Cloudy by Blank, Crab, Widdrington mare by Partner.

Beninborough.—His pedigree entire in Priam's genealogy, 5.

Mambrino was got by Engineer, dam by Cade, Bolton Lit-

tle-John, Favorite by a son of the Bald Galloway, dam of Daffodill by Sir T. Gascoigne's foreign horse.

SUMPTER was by Sir Archy, dam by Robin Redbreast, own sister to the dam of Rattler, Childers and Flirtilla, g. d. by imp. Obscurity, g. g. d. Slamerkin, by imp. Wildair, g. g. g. d. Delancy's Cub mare.

Robin Redbreast, imp., was by Sir Peter Teazle, dam Wren, by Woodpecker, grand dam Sir Peter's dam.

There are seven Rattlers in Mason, one in Edgar.

ROBIN GRAY was by imported Royalist, dam by Grey Diomed, grand dam by imp. St. George, g. g. d. by Cashier or Cassius.

Royalist was by Saltram, dam a Herod mare, Carina, by Marske, Blank, Dizzy by Driver, Smiling Tom, Miss Hip by Oysterfoot, Merlin, Commoner, Coppin mare.

Saltram was by Eclipse, dam Virago by Snap, Regulus, sister to Black and All Black.

Grey Diomed was by Medley, Sloe. Valiant, imp. mare Calista. She is not in the Stud-Book. Calista can be found in Bruce Stud-Book, page 70.

St. George was by Highflyer, dam sister to Soldier by Eclipse, Miss Spindleshanks by Omar, Starling, Godolphin Arabian.

Cassius by Black and All Black, dam by Yorick; 2d dam by imp. Tryall.

MELZAR was by imp. Medley, dam by Symme's Wildair, gd. by imp. Vampire, dam imp. Kitty Fisher.

Medley was by Gimcrack, Arminda by Snap, Miss Cleveland by Regulus, Midge by a son of Bay Bolton; Bartlett's Childers, Honeywood's Arabian, dam of the two True Blues.

Vampire* was by Regulus out of Wildair's dam.

Kitty Fisher was by Cade, her dam by the Godolphin Arabian, and said to be out of Bald Charlotte; but the last point cannot be established. Not improbable.

Imp. HIGHFLYER was by Highflyer, out of Angelica by Snap, Regulus, Bartlett's Childers, Honeywood's Arabian, dam of the two True Blues.

* Vampire, Edgar states, was by Wilson's Arabian, but the English Stud-Book states he was by Regulus. See English Stud-Book, vol. 1, page 203; or, Bruce Stud-Book, vol. 1, page 58.—Ed.

FEARNOUGHT was by Regulus, Silvertail by Whitenose, Rattle Darley Arabian, Old Child mare by Gresley's Arabian, Vixen by Helmsley Turk, Dodworth's dam.

ARIEL was by Moreton's Traveller, out of Tasker's imported mare Selima.

Imp. Traveller was by Croft's Partner, Bloody Buttocks, Greyhound, Makeless, Brimmer, &c.

Tasker's Selima was by the Godolphin Arabian, her dam the Large Hartley mare.

Selin.—There are six Selims in Edgar besides the English Horse by Black and All Black, also Othello, out of Selima, which is, I presume, the horse intended.

JACK OF DIAMONDS, said to be by the Cullen Arabian, Darley Arabian, Byerly Turk, Taffolet Barb, White Turk, Natural Barb mare; said also to have been imported by Col. Spottswood, of Virginia. But there is no evidence whatever that there ever was any such horse, by the English books.

The same may be said of the imported mare Diamond.

There is no such mare in any English record, nor any certainty that she ever existed. Diamond has always been a horse's name. She is said to have been got by Hautboy out of a Royal mare.

As to Jack of Diamonds and the mare Old Diamond (called Dutchess), we have the statement of Gen. Spottswood as to their pedigrees, and it comes as well authenticated as any of our earlier pedigrees. Both, he states, were by the Cullen Arabian, and were imported before the revolutionary war, for Jack of Diamonds stood at Solomon Dun's in Virginia, 1763. It is singular that Mr. Herbert should have been led into error about the pedigree of Lexington, when he had access to all the books of the day, and in hardly a volume from the commencement of the American Turf Register, in 1830, to its close in 1845, but what the pedigree of Lexington could be found as here set forth:

Lexington was foaled in 1850; Alice Carneal in 1836; Rowena in 1826; Lady Grey in 1817; Maria in 1802; Highflyer mare in 1792; the Fearnought mare in 1769. Now each of these mares, from Maria in 1805, her first appearance upon the turf, to 1843, the close of Alice Carneal's career, have a record upon the turf. Herbert also states that Alice Carneal seems never to

have won a race, but ran second in the first heat of a four-mile race to Miss Foote in 7.42, the best time ever made in Kentucky, though she was distanced in the second heat. She was distanced, but the second heat was run in 7.40, and she did most of the running for three miles. Alice Carneal never ran in public until she was five years old, and continued to run for three years. She was of a particular high, nervous temperament, to such a degree that she would get out of condition between her stable and the race-course. Dr. E. Warfield, who bred her and her distinguished son Lexington, stated that at home she was superior to any horse he had ever bred. During her turf career she started in eight races and won two, one a race of four heats of two miles. Besides Lexington, Alice Carneal produced Miss Trustee, by imp. Trustee; Fance and Grey Alice by Chorister; Didie, afterwards called Maid of Orleans, who won some thirty out of forty races; Release, Resene, and Chronometer, all by Berthune; Resene is the dam of Abdel Kader; Waxy, by Buford, a splendid race-horse, who had the best two-mile race on record for some years; Lavender, by Wagner, a good race-mare, who has since produced Helmbold by imp. Australian, Umpire by Lecomte, Annette by imp. Scythian; the two latter were taken to England.

This noble racer is well described, as follows:—

CHARACTERISTICS OF LEXINGTON.

Lexington is a blood bay, about fifteen hands three inches high, with fore and hind feet and pasterns and a small portion of his hind legs above pasterns white. His bones are not particularly large, except the back bone, which is unusually so. His muscle is abundant, dry and sinewy, without any cumbrous flesh; his ears, which are handsome and wide apart, are beautifully placed; his head, though not small, is bony, clean, and handsome. His nostrils being large, the jawbone is uncommonly wide, and the jaws wide apart, affording abundant room for a clear and well detached throttle. His left eye full and mild, though animated; his right eye has lost its convexity from disease; * he has a noble countenance, indicating good temper and disposition, for which he is remarkable. His neck rises well from his shoulders, and joins his head admirably. His shoulder

* He has, since this was written, I regret to say, gone blind.—H. W. H.

has a very wide bone, very strong, well displayed, particularly oblique, and rises sufficiently high at the withers, without any of that superfluous neck so frequently seen to surmount the shoulders two or three inches, which cannot add to power or easy motion. His arms come out well from the body, are sufficiently wide apart for a good chest, and are long, muscular, and strong. His back of medium length, coupling pretty well back, a loin wide, slightly arched and very powerful. His body will bear the most rigid scrutiny—it looks perfection, being ribbed in the best possible manner, and very deep throughout, which makes his legs appear short, while at the same time he has a great reach. His hips are not remarkably wide, though strong, and in the sweep down to and embracing the hock, he has rarely an equal. His feet though mostly white, are excellent, as are his legs, with good bone, clear, strong tendons, and good proportions, uniting in their motion great ease and correctness. His action cannot be surpassed; bold, free, elastic, and full of power; and with his elegance of action, and a remarkable racing-like form throughout, he unites great beauty and grandeur.

The above description, taken from the New Orleans Daily Picayune, is said to be strikingly correct; while the portrait accompanying these pages, engraved on steel by Mr. Duthie, from an original lithograph published by Mr. Carrier of this city, with the authority and approbation of his owner, Mr. Tenbroeck, is admitted to be a very lifelike representation of this truly high-finished racer, when in training to run.

I have recently seen another likeness by Mr. Troye, which depicts him as a stouter, heavier-bodied, and shorter-legged animal than our picture, but I understand that it was taken when he was fat and out at grass, which every horseman knows has a tendency to let down the belly and make the frame grosser and more fleshy. The points, however, in both, so closely agree, that the one portrait confirms and authenticates the other.

Up to the date of the remarkable contests of which a description immediately ensues, Lexington's performances were as follows.

PERFORMANCES OF LEXINGTON.

His first appearance was at Lexington, Ky., May 23d, 1853. Association stake for 3 yr. olds, 20 subscribers, at \$100 each, \$50 forfeit; the Association to give to the winner silver plate of the value of \$100. Mile heats:—

E. Warfield's b. c. <i>Darley (Lexington)</i> , by Boston, dam Alice Carneal, by imp. Sarpedon, 3 years old,	1	1
John Harper's br. c. <i>Wild Irishman</i> , by imp. Glencoe, dam Mary Morris,	2	2
John Campbell's ch. f. <i>Funny Fern</i> , by imp. Glencoe, dam Cub, by Medoc,	4	3
J. M. Clay's b. f. <i>Madonna</i> , by imp. Yorkshire, dam Magnolia, by Glencoe,	3	dist.
H. W. Farris' ch. g. <i>Castro</i> , by imp. Glencoe, dam by Wagner,	dist.	
D. McIntire's ch. f. ———, by imp. Glencoe, dam Yario, by Sumpter,	dist.	
James K. Duke's ch. f. <i>Blonde</i> , by imp. Glencoe, dam sister to Tangent, by Wagner,	dist.	
R. P. Field's b. c. <i>Jim Barton</i> , by Grey Eagle, dam Ann Innis, by Eclipse,	dist.	
Adams & Ford's ch. c. <i>McGrath</i> , by imp. Glencoe, dam by John Richards,	dist.	
James L. Bradley's b. c. <i>Vandal</i> , by imp. Glencoe, dam Alarie's dam, by imp. Tranby,	dist.	
F. G. Murphy & Co.'s b. c. <i>Big Boston</i> , by Boston, dam Tranbyana, by imp. Tranby,	dist.	
Taylor & Eales ch. c. <i>Garret Davis</i> , by imp. Glencoe, dam Buford's dam, by Sir Leslie,	dr.	

Time 1.55½—1.57. Track very heavy, and raining.

A false start was made prior to the first heat, Madonna, Garret Davis, and Darley (Lexington), ran two miles and three-quarters before they could be taken up. Darley leading. With consent of the judges, Garret Davis was withdrawn.

Lexington, Ky., May 27th, 1853. Citizen's stake for 3 year olds, seventeen subscribers, at \$100 each, \$50 forfeit; the citizens of Lexington giving the winner silver plate of the value of \$100. Two-mile heats.—

E. Warfield's b. c. <i>Darley (Lexington)</i> , by Boston, dam Alice Carneal, by Sarpedon,	2	1	1
John Harper's ch. f. <i>Melway</i> , by Boston, dam by Mingo,	1	2	2
Taylor & Eales ch. c. <i>Garret Davis</i> , by imp. Glencoe, dam Too Soon, by Sir Leslie,	4	3	3
J. M. Clay's ch. f. <i>Margaret West</i> , by imp. Yorkshire, dam Heraldry, by Herald,	3	dist.	
R. P. Field's b. c. <i>Jim Barton</i> , by Grey Eagle, dam Ann Innis, by Eclipse,	5	dist.	
J. K. Duke's ch. f. <i>Blonde</i> , by imp. Glencoe, dam sister to Tangent, by Wagner,	dist.		
John Campbell's ch. f. ———, by Boston, dam Fanny Ellsler,	dist.		

Time, 3.42½—3.41½—3.49.

His first appearance, under his present name, was on the Metairie Course, New Orleans, Dec. 2d, 1853, in a match-race, on the following terms:—

Match for \$8,500—\$5,000 on Sally Waters against \$3,500 on Lexington. Three-mile heats, h. s.		
R. Ten Broeck's b. c. <i>Lexington</i> , by Boston, out of Alice Carneal, by Sarpedon, 3 years.	1	1
L. Smith's b. f. <i>Sally Waters</i> , by Imp. Glencoe, out of Maria Black, 4 years	2	dist.

Time, 6m. 23½s.—6m. 24½s. Track heavy.

Such was the promising commencement of an extraordinary career, which, for its short duration, has been unequalled in the history of the American Turf.

His second appearance was in three-year-old stakes on the Metairie Course, at New Orleans, January 7, 1854, two mile

heats, four subscribers, when he paid forfeit to Conrad the Corsair, Argent, and Hornpipe.

On the 1st of April of the same year, and on the same course, he started for the great State Post Stakes for all ages—3 yr. olds, 86 pounds; 4 yr. olds, 100 pounds; 5 yr. olds, 110 pounds; 6 yr. olds, 118 pounds; 7 yrs. old, and upwards, 124 pounds; allowing three pounds to mares and geldings. Four-mile heats.

ENTRIES STARTED FOR THE SWEEPSTAKES.

For Kentucky, b. c. <i>Lexington</i> , by Boston, out of Alice Carneal, by Imp. Sarpedon, 3 years old	1	1
For Mississippi, ch. c. <i>Lecomte</i> , by Boston, out of Reel, by Imp. Glencoe, 3 yrs.	2	2
For Alabama, ch. c. <i>Highlander</i> , by Imp. Glencoe, out of Castanet, by Imp. Monarch, 4 years old	3	dist
For Louisiana, ch. g. <i>Arrow</i> , by Boston, out of Jeanneton, by Imp. Leviathan	dist.	

This was the first taste of the quality of the noble rivals. The course is stated to have been very heavy, and the time made justifies the statement, as it gives no token for their subsequent mighty achievements.

FIRST HEAT.		SECOND HEAT.	
Time of 1st mile,	2.01	Time of 1st mile,	2.02
“ 2d “	2.02	“ 2d “	2.03½
“ 3d “	2.01½	“ 3d “	1.53½
“ 4th “	2.04½	“ 4th “	1.59
Time of first heat,	8.05½	Time of second heat,	8.04

The next appearance of the two rivals was on the 8th day of the same month, when they again came together, on the same course, for the Jockey Club Purse, with a very different rate of going, and a different result.

Jockey Club Purse \$2,000, all ages; weight as above.

ENTRIES STARTED FOR THE PURSE.

T. J. Wells' ch. c. <i>Lecomte</i> , by Boston, out of Reel, by Imp. Glencoe, 3 years, carried 3 pounds overweight,	1	1
A. L. Bingaman's b. c. <i>Lexington</i> , by Boston, out of Alice Carneal, by Imp. Sarpedon, 3 years,	2	2
Judge Hunter's ch. g. <i>Reube</i> , by Imp. Trustee, out of Minstrel, by Medoc, aged,	3	dist.

This race was the fastest that at that time had ever been run, and gave occasion to the long and eventful struggle which followed, as will be seen by the following record.

FIRST HEAT.		SECOND HEAT.	
Time of 1st mile,	1.53	Time of 1st mile,	2.02
" 2d "	1.54	" 2d "	1.53
" 3d "	1.49½	" 3d "	1.46
" 4th "	1.49½	" 4th "	1.52½
Time of first heat,	7.26	Time of second heat,	7.33½

In the autumn of the same year, he paid forfeit at the National Course, Long Island, not being at the North at the time; but it was understood that Mr. Ten Broeck was still so confident of his horse's qualities, that he was prepared to run him again either against Lecomte, or against Lecomte's time, if his owner should decline the contest; and so great was the confidence of the sporting world in that gentleman's excellent judgment, that, in spite of the apparently desperate chance of beating such time as 7m. 26s., many were found to back his opinion; and in the end found their advantage in the steadfastness of their faith.

SUMMARY OF LEXINGTON'S PERFORMANCES.

In 1853, started three times; won three.	
Lexington, Ky., Association Stake, mile heats	\$1,700
Lexington, Ky., Citizens' Stake, two-mile heats	1,300
New Orleans, a match, Sallie Waters, three-mile heats	8,500
In 1854, started twice; won once.	
New Orleans, La., State Post Stake, four-mile heats	19,000
In 1855, started twice; won twice.	
New Orleans, La., Time Match, four miles	20,000
New Orleans, La., Jockey Club Purse and Inside Stake, four-mile heats	6,000
Started 7 times, won 6. Total winnings	<u>\$56,600</u>

After Lexington's last race with Lecomte, Mr. Ten Broeck withdrew him from the turf, and he made his first season of 1855 at W. F. Harper's, Woodford Co., Ky., limited to 30 mares, at \$100 each, payable before the mare was served. He made the season of 1856 at the same place, and upon the same terms. During the month of June, 1856, the late R. A. Alexander went to England to import a stallion, accompanied by Mr. Nelson Dudley, of Fayette County, Ky. They purchased Scythian, and then bought Lexington at \$15,000 of Mr. Ten Broeck, who was then in England—\$7,500 cash, and the balance if Lexington was living upon Mr. Alexander's arrival in America. He has stood at Woodburn Stud Farm, Spring Station, Woodford County, Ky., ever since.

We give some of the more noted of his get:—

Ansel, Arcoia, Asteroid, Bayflower, Bayonet, Bertie Ward, Daniel Boone, Donerail, Fanny Cheatham, Goodwood, Harry of the West, Idlewild, Jack Malone, Kentucky, Lancaster, Loadstone, Lightning, Norfolk, Judge Curtis, Kingfisher, and Thunder.

By looking over the time of fast races given in another part of this work, it will be seen that his sons and daughters have the fastest time upon record. Judge Curtis, the best mile, $1.43\frac{1}{4}$; Lancaster, the best two-mile race, $3.35\frac{1}{4}$ — $3.38\frac{1}{4}$; Norfolk, the best three-mile race, $5.27\frac{1}{2}$ — $5.29\frac{1}{2}$; and Idlewild, the best heat at four miles, weight for age, $7.26\frac{1}{4}$.

Lexington stands pre-eminently the best race-horse, as he does the greatest sire, that this country has ever produced. Twenty years old this past spring, he looks fresh and vigorous, and seems good for some years to come, and we hope he may be long spared to perpetuate his kind, and enrich the stock of the country.

PEDIGREE,

CHARACTERISTICS, AND PERFORMANCES OF LECOMTE.

LECOMTE is by Boston out of Reel, by Glencoe, g. dam Gallopade by Catton, g. gr. dam Camillina by Camillus, g. g. gr. dam by Smolensko, g. g. g. gr. dam Miss Cannon by Orville, g. g. g. g. gr. dam Weathercock mare, g. g. g. g. gr. dam Cora by Matchem, Turk, Cub, Allworthy, Starling, Bloody Buttocks, Greyhound, Brocklesby Betty by Curwen Bay Barb, Hobby Mare by Lister Turk.

BOSTON.—His pedigree *in extenso* is above, on page 276.

GLENCOE.—His pedigree, Genealogy No. VI.

CATTON was by Golumpus, dam Lucy Gray, by Timothy, gr. dam Lucy by Florizel, g. gr. dam Frenzy by Eclipse, g. g. gr. dam by Engineer, g. g. g. gr. dam by Blank, g. g. g. gr. dam Lass of the Mill by Traveller, Miss Makeless, &c.

Golumpus was by Gohanna, dam Catharine by Woodpecker, Camilla by Trentham, &c.

Engineer was by Sampson, Y. Greyhound, Curwen's Bay Barb.

Traveller was by Partner, Almanzor, Grey Hautboy, Makeless, Brimmer.

Miss Makeless was by a son of Greyhound (out of Farewell), her dam by Partner—Woodcock—Croft's Bay Barb—Makeless.

For Timothy, Florizel, Eclipse, Blank, Gohanna, &c., &c., see Genealogies from No. I. to VII.

CAMILLUS was by Hambletonian, dam Faith by Pacolet, gr. dam Atalanta by Matchem, g. gr. dam Lass of the Mill by

Oroonoko, g. g. gr. dam sister to Clark's Lass of the Mill, by Traveller, out of Miss Makeless.

Pacolet was by Blank, dam Whiteneck by old Crab—Godolphin Arabian—Conyer's Arab—Curwen's Bay Barb—Marshall's Spot—Lowther ch. Barb—Old Vintner mare.

Hambletonian was by King Fergus—Highflyer—Monimia, by Matchem—Alcides—Crab—Snap's dam.

Oroonoko was by Crab—Miss Slamerkin by Young True Blue—Oxford Dun Arabian—Darey Royal mare.

SMOLENSKO was by Sorcerer, dam Wowski by Mentor, gr. dam Waxy's dam by Herod, g. gr. dam Lisette by Snap, g. g. gr. dam, Miss Windsor by the Godolphin Arabian, g. g. g. gr. dam sister to Volunteer by Young Belgrade—Bartlett's Childers.

Sorcerer was by Trumpator, dam Young Giantess by Diomed—Giantess by Matchem—Babraham—Cole's Foxhunter—Partner.

Mentor was by Justice, dam by Shakspeare—Miss Meredith—Little Hartley mare.

Volunteer was by Young Belgrade—Bartlett's Childers—Devonshire Arab—Curwen Bay Barb—Old Spot—Woodcock.

Young Belgrade was by the Belgrade Turk—Bay Bolton—Scarborough mare.

Old Spot was by the Selaby Turk.

Woodcock, brother to Castaway, was by Merlin—son of Brimmer.

ORVILLE was by Beningborough, dam Evelina by Highflyer, gr. dam Termagant by Tantrum, g. gr. dam by Sampson, g. g. gr. dam by Regulus, g. g. g. gr. dam Marske's dam.

WEATHERCOCK was by Highflyer, dam Trinket by Matchem, gr. dam Miss Elliot—Gimerack's dam by Grisewood's Partner—g. g. gr. dam Celia by Partner—Bloody Buttocks—Greyhound—Brocklesby Betty.

Grisewood's Partner was by Partner, dam by Hutton's gray Barb—Whynot—Wilkinson Turk—Woodcock.

For all stallions not followed out to the end, see the Genealogical Tables, as above, from I. to VII.

It is to be observed here that the above, substituting English Sovereign for Boston, is the pedigree of Prioress, who is half-sister of Lecomte.

Lecomte is a rich chestnut, with white on one hind leg, which reaches a little above the pastern joint. He stands fifteen hands three inches in height. Is in a fine racing form, and well spread throughout his frame, with such an abundance of bone, tendon and muscle, that he would be a useful horse for any purpose. His temper is excellent; he is easily placed in a race, and yet responds promptly to the extent of his ability. He never tears himself and his jockey to pieces by attempting to run away. His action is low, smooth, and easy. His stride is about twenty-three feet, and he gets away from the score like a quarter-horse. He has a constitution of iron, the appetite of a lion, would eat sixteen quarts of feed if it was given to him, and can stand as much work as a team of mules. In a word, he has all the good points and qualities of both sire and dam, without their defects; consequently he is about as fine a specimen of a thoroughbred as can be found in this or any other country.—*Spirit of the Times*, Nov. 9, 1856.

PERFORMANCES OF LECOMTE.

This noble horse commenced his career one year earlier, according to Southern dates, although in reality only one month intervened between their starting.

Lecomte running in April as a two-year-old, previous to the first of May, while in the May of the same year, 1853, Lexington ran as a three-year-old.

Lecomte's first *debut* on the turf was for

The Sweepstakes, two-year-olds, colts 70 lbs., fillies 67 lbs., nine Subscribers, \$500, \$200 ft. Mile heats.

T. J. Wells' ch. c. Lecomte, by Boston out of Reel,	1	1
W. J. Minor's ch. c. by Vouber out of Lady Jane,	3	2
I. A. Grinstead's ch. c. Argent, by Glencoe out of Picayune,	5	3
J. G. Boswell's ch. g. by Boston out of Minerva Anderson—carried 9 lbs. overweight,	2	4
J. M. Clay's Zero, by Boston out of Zenobia,	4	dst

The others paid forfeit—Zero's rider fell.

Time, 1. 48½.—1. 45½.

Subsequently on Nov. 25th, of the same year, at the Pharsalia Course, Natchez, Mississippi, he won the three-year-old Sweepstakes, as below.

Sweepstakes for three-year-olds, colts 86 lbs., fillies 83 lbs., six subscribers at \$400 each, \$100 forfeit.
Two-mile heats.

T. J. Wells' ch. c. Lecomte, by Boston out of Reel,	1	1
A. L. Bingaman's br. f. Atala, by Ruffin, out of Arraline by W. Leviathan,	2	2
W. J. Minor's ch. g. Conrad the Corsair, by Voucher out of Lady Jane by Leviathan,	3	dst.
Time, 3.45½.—3.46½.		

These two victories summed his performances for his first year, and he stood as yet unbeaten.

In the following spring, he opened his campaign on the Metairie Course, New Orleans, in the year 1854.

January 6th.—Sweepstakes for three-year-olds, colts 86 lbs. fillies 83 lbs., three subscribers, at \$300 each, \$100 ft. Mile heats.

T. J. Wells' ch. c. Lecomte, by Boston out of Reel,	1	1
D. F. Kenner's gr. f. by Imp. Glencoe out of Sally Ward,	2	2
W. J. Minor's ch. g. by Voucher out of Lady Jane, paid forfeit.		
Time, 1.47—1.47.		

Again on January 12th he started for

The Jockey Club Purse, \$400, for all ages, 3 year-olds, 86 lbs., 4—100 lbs., 5—110 lbs., 6—118 lbs., 7 and upwards 124 lbs., allowing mares and geldings 8 lbs.

T. J. Wells' ch. c. Lecomte, by Boston out of Reel, 3 years,	1	1
W. J. Minor's d. g. Mary Taylor, by Imp. Sovereign out of Clara Howard, 4 years,	3	2
A. L. Bingaman's ch. g. Joe Blackburn, by Imp. Glencoe, dam by Frank, 3 years,	4	3
D. F. Kenner's b. f. Medina, by Imp. Sovereign out of Flight, 4 years,	2	dst.
Time, 3. 54½.—3 52½.		

At the same meeting, on Wednesday 19th, he again ran for the purse \$300, for all ages, weight as above, two-mile heats.

T. J. Wells' Lecomte, by Boston out of Reel, 3 years,	1	1
T. C. Waple's ch. c. by Gallatin out of Imp. Cora, 3 years,	2	2
Time, 3.44½.—3.56.		

On the first of April following, he was beaten in the Great Stake, Post Stake for all ages, four-mile heats, by Lexington, as has been related above at p. 307, in 8.08¾.—8.04. Arrow and Highlander being distanced—the former in the first, the latter in the second heat.

Nothing daunted, however, by this, his first reverse, he, on the seventh day following—see page 308—turned the tables on his conqueror, opening the eyes of the world by the unequalled time for two four-mile heats of 7.26—7.38¾.

He thus beat Fashion's time, hitherto the fastest on record, in the first heat by 6½., in the second heat by 6¼ seconds, and doing what had certainly never been accomplished before, within the annals of "recorded time."

Lexington did not start again during this year, but, in the autumn, Lecomte ran on the Pharsalia Course at Natchez, Mississippi.

Wednesday, Nov. 15th, Association purse, \$400, ent. 10 per cent. added, for all ages—3 year olds 86 lbs.—4, 100 lbs.—5, 110 lbs.—6, 118 lbs.—7 and upwards, 124 lbs.—3 lbs. allowed to mares and geldings. Two-mile heats.

T. J. Wells' ch. c. Lecomte by Boston out of Reel,	1	1
A. L. Bingaman's ch. c. Joe Blackburn by Glencoe, dam by Frank,	2	2
Time 3:47½—3:40¾.		

Three days after this he walked over the course for the Association of four-mile heats, and on the 5th of December following wound up his glorious campaign, by carrying off the Jockey Club purse on the Metairie Course, for all ages.

Tuesday, Dec. 5th. Jockey Club purse, \$400, ent. 10 per cent. added, for all ages—3 years old, 86 lbs.—4, 100 lbs.—5, 110 lbs.—6, 118 lbs.—7 and upwards, 124 lbs.—allowing 3 lbs. to mares and geldings. Two-mile heats.

T. J. Wells' ch. c. Lecomte by Boston out of Reel, 4 years,	1	1
A. G. Lecomte's ch. g. Gallatina by Gallatin out of Eliza Mills, 3 years,	2	2
A. L. Bingaman's ch. g. Joe Blackburn by Glencoe, dam by Frank,	2	3

FIRST HEAT.		SECOND HEAT.	
	M. S.		M. S.
Time of First mile,	1 53	Time of First mile,	1 55
" " Second mile,	1 53	" " Second mile,	1 57½
Time of First Heat,	3 56	Time of Second Heat,	3 52½

No more extraordinary campaign, in point of time, had ever been made in the United States, if elsewhere, and at its termination Lecomte had a right to repose on his laurels, with the renown which his friends challenged for him, as of right, of being the fastest four-miler in the world.

Still the friends of Lexington, and he lacked not a host of them, were in no sort dismayed, but asserted that he could do better than he had done, yea! better than Lecomte himself, and held themselves in readiness in the coming year, 1855, to "put it to the touch, to win or lose it all."

THE GREAT CONTEST
OF
LECOMTE AND LEXINGTON.

THE FIRST EVENT.

THE FASTEST TIME ON RECORD! FOUR-MILE HEATS IN 7.26—7.38 3-4.

“The *fashion* of this world passeth away,” saith the good book; and we have a new illustration of it furnished us by the events of yesterday’s race on the Metairie Course, Fashion’s 7.32½ and 7.45, on Long Island, in 1842, and George Martin’s 7.33 and 7.43, here, in 1843, the two best races that have ever been run, having been signally beaten by the winner of the day. Where is Eclipse now? exclaimed Young America, when Fashion beat Boston, in five seconds less time than was made by the conqueror of Henry. Where is Fashion now? we, in our turn, demand, as we see her beaten, in six seconds and a half less time than her own.

Truly, we live in a progressive age, and what we are coming to, who can tell?

During the week past, the question had been repeatedly asked, if any of the contestants in the late State Stake-race would run again during the present season. A feverish excitement pervaded the community in view of such a possible event, and the conviction was freely expressed that if it were to come off, Lexington would be likely to have his well-won laurels cropped, if not to lose them entirely. A contest between Lexington and Lecomte was freely talked of as a thing that must be;

and when, on Friday evening, it was announced on the course that an arrangement to that effect had been made, and that the next day would see its consummation, the news spread electrically, and we found ourselves again in the midst of an excitement, of course.

Every thing was in favor of the prospect for sport. The track was in tip-top order, confessedly. The day rose fair, and continued so. The ride to the course was delightful. Every thing seemed to favor the occasion. From an early hour to a late one, all the roads were filled by travellers, availing themselves of every kind and description of locomotion. Every thing, from a dray to a four-in-hand, was in requisition, and they who were "too late for the wagon," walked. Fully ten thousand people must have been present on the stands and in the field. The sight was truly animating. The ladies, as upon the former great occasion, made a goodly show on the stands appropriated to them by the gallantry of the Club, and added no little to the pleasure of the day. Betting, which was by no means slow in any part of the course, ran amusingly high in this department of it, and we saw many anti-Lecomte bets most cheerfully and smilingly paid by laughing losers, while many musical reminders that Lexington had lost, suggested to as many overtaken gentlemen that "*place aux dames*" should be their motto in settling their books. We grieve to say that Lexington, by the by, proved to be the favorite to a great extent among the ladies, who, we will do them the credit to say, paid up with most commendable promptness; so far as they could do so on the field. Of the gloves, and handkerchiefs, and other pretty trifles, which they wagered, we, of course, can not speak with equal confidence.

The race, of which we give below a detailed account, was indeed an exciting one. Since the races we have alluded to as hitherto among the greatest that have been run, there has been nothing like it; and in all its incidents, from the start to the victory, it will always be remembered as pre-eminently the greatest four-mile race on record.

The betting was extremely heavy; still it was less than on the last week's race, as there were not so many strangers in town, and money had not been sent here from abroad to be invested

on the side of any favorite. Before leaving the city, Lexington was the favorite, at even money, against the field; but a few minutes before the race, we witnessed some transactions in which Lexington was backed at 100 to 80 against the field, or 100 to 60 against Lecomte. Much money was risked on time, but the lowest time that we could hear of being marked was 7:32.

So far as we could judge, the horses all appeared to be in excellent condition, and "eager for the fray," as they moved to and fro before the stands, to the admiration of the anxious thousands.

The drum taps; and horses dash off with a rush for the first heat, and on passing the first turn, Lecomte led, Lexington being second, and Reube trailing behind, but at as fast a gait and as bold a stride as he could well accomplish. Their position did not vary for nearly three miles, although the pace increased; the space between the horses at times increasing and diminishing, Lexington several times making a brush to take the lead, but Lecomte increasing his speed to prevent it. On entering the fourth mile, and on the back stretch of it, Lexington partially closed the gap that Lecomte had opened on him, and attempted to outfoot him. The attempt was immense, and elicited the loudest encomiums of Lexington's friends and backers; but it was ineffectual. The spur was freely used to induce him to do what his friends claimed for him, that he was the fastest horse in the world at a brush; but Lecomte baffled all his efforts, kept the lead and won the heat, amid deafening shouts, by six lengths, in much the quickest time ever made in the world—7:26!

If the result of the heat induced great shouting, the announcement of the time produced still more clamorous demonstrations of delight. All knew that the heat was very fast, but each one of the hundred persons who held watches could scarcely believe their own time, until the judges announced it officially.

During the great excitement which was concentrated on the two contending horses, Reube had almost been lost sight of, but he came home at a high rate of speed, making the best heat by far that he ever made in his life; although, as the red flag descended, he barely escaped being caught behind it.

Lexington soon after the heat appeared much distressed, as he had evidently been hard driven nearly the whole distance ; but he recovered well during the recess. Reube also, to appearance, after the heat, showed evident symptoms that he had been running a harder race than he liked. Lecomte, who to all appearance had run much more at his ease, and with less effort than his competitors, not having been spurred during the heat, was but little distressed, considering the great time and the heat of the day.

The betting was changed about immediately, not less from the result of the previous heat, than from the great apparent exertion that Lexington had made while running, and the aspect and condition of the horses after the heat. Reube's chance was considered hopeless, with two such competitors against him. Most of the bets now made were for the purpose of hedging, and Lecomte was the favorite at 100 to 40 against the field.

Each horse came up for the second heat with crest erect, and with a defiant demeanor cast proud glances from fierce eyes, determined apparently to win or die. Lexington, this time, led the way from the score, for nearly two miles, by about two lengths ; when on coming down the stretch and passing the stands to enter on the third mile, Lecomte, who had been bottled up, commenced his great brush, overhauled Lexington, and passed him. Both now did their best, and the third mile was a constant strife throughout, for the lead, and the quickest in the race, being run in 1 : 46 ; but Lecomte, although so hard pushed, never wavered, but ran evenly and steadily along about two lengths ahead. On the first turn of the fourth mile, Lexington, who at that point was nearly up to his rival, for a moment gave back and lost his stride, but he at once recovered it, and pushed on with vigor, but with evidently great effort. All was of no use, for Lecomte came home a winner by four lengths, in the astonishing time of 7 : 38 $\frac{3}{4}$, distancing Reube.

The long pent-up feelings of the nearly frenzied thousands, who for some time had been almost breathless, now found vent, and all, losers as well as winners, ladies as well as gentlemen, shouted and applauded the magnificent contest, the glorious result, and the gallant winner. We yesterday wrote and pub-

lished concerning this race, "We look to-day for a race, which for time and a close contest, can be matched against any ever run." That prediction has been more than fulfilled, the race not only matching, but far exceeding any of the fleetest of them in regard to time.

For more than twenty years, the race of Eclipse and Henry, over the Union Course, Long Island, on the 27th of May, 1823, was the quickest on record. The shortest heat in that race was 7 : 37½. In Fashion's race with Boston, over the Union Course, Long Island, May 10, 1842, the time was 7 : 32½—7 : 45. George Martin's fast race was run in this city, on the 29th of March, 1843, and the time was 7 : 33—7 : 43. It is a remarkable fact, as Lecomte is by Boston out of Reel, that his sire should have run in the quickest race of Fashion, and his dam Reel should, on December 11, 1841, have won a race in this city, the time of which was 7 : 40—7 : 43.

The subject is so fruitful of speculations in regard to time and blood, that we must rein in our pen to suit our space, well satisfied that we have witnessed the best race, in all respects, that was ever run, and that Lecomte stands proudly before the world, as the best race-horse ever produced on the Turf.

SUMMARY.

Saturday, April 8—Jockey Club Purse, \$2,000, for all ages, weights as above. Four-milo heats.
 T. J. Wells' ch. c. *Lecomte*, by Boston, out of Reel by Imp. Glencoe, 3 yrs.—carried 31 pounds overweight—Abe. 1 1
 A. L. Bingaman's b. c. *Lexington*, by Boston, out of Alice Carneal by Imp. Sarpedon, 4 yrs.—Henry Meichon. 2 2
 Judge Hunter's ch. g. *Reube*, by Imp. Trustee out of Minstrel by Medoc, aged.—John Ford. 3 dist.

FIRST HEAT.		SECOND HEAT.	
Time of 1st mile,	1.53	Time of 1st mile,	2.02
Time of 2d mile,	1.54	Time of 2d mile,	1.58
Time of 3d mile,	1.49½	Time of 3d mile,	1.46
Time of 4th mile,	1.49½	Time of 4th mile,	1.52½
Time of 1st heat,	7.26	Time of 2d heat,	7.38½

New Orleans Picayune.

After Lecomte was beaten by Lexington in 7.23¾, he ran the following races ;—

Natchez, Miss., Pharsalia Course, Saturday, November 17, 1855—Association Purse, \$800, and 10 per cent. added, for all ages. Four-mile heats.

W. J. Merior's (T. J. Wells) ch. h. <i>Lecomte</i> , 5 yrs., by Boston, out of Reel, by imp. Glencoe, 110 pounds,	1	1
A. L. Benjamin's ch. g. <i>Arrow</i> , 6 yrs., by Boston, out of Jeannetteau, by imp. Leviathan, 118 pounds,	2	2
Time, 7.55½—7.56½.		
New Orleans, La., Metairie Course, Wednesday, December 5, 1855—Jockey Club Purse, \$500, for all ages. Three-mile heats.		
A. L. Benjamin's (R. Ten Broeck's) ch. g. <i>Arrow</i> , 6 yrs. old, by Boston, out of Jeannetteau, by imp. Leviathan,	2	1 1
W. J. Minor (Thomas J. Wells) ch. h. <i>Lecomte</i> , 5 yrs. old, by Boston, out of Reel, by imp. Glencoe,	1	2 2
Time, 6.00—5.59—6.03.		
Same meeting, Saturday, December 8—Jockey Club Purse, \$700, for all ages. Four-mile heats		
W. J. Minor (Thomas J. Wells) ch. h. <i>Lecomte</i> , by Boston, dam Reel, 5 yrs. old. Walked over.		
Natchez, Miss., Pharsalia Course, Saturday, March 15, 1856—Association Purse, \$500, for all ages, Club weights. Four-mile heats.		
A. L. Benjamin's (R. Ten Broeck) ch. c. <i>Pryor</i> , 3 yrs. old, by imp. Glencoe, out of Gipsy, by Eclipse,	1	1
Thomas J. Wells ch. h. <i>Lecomte</i> , 5 yrs. old, by Boston, out of Reel, by imp. Glencoe,	2	2
Time, 7.47—7.44½.		
New Orleans, La., Metairie Course, Friday, April 18, 1856—Purse \$500, for all ages, Club weights. Three-mile heats.		
A. L. Benjamin's (R. Ten Broeck) ch. c. <i>Pryor</i> , 3 yrs. old. Pedigree above,	3	1 1
Thomas J. Wells ch. h. <i>Lecomte</i> , 5 yrs. old. Pedigree above,	1	2 3
D. F. Kennor's c. f. <i>Menmou</i> , 3 yrs. old, by Voucher, out of Dolphin, by imp. Leviathan,	2	3 2
Time, 5.58¼—5.59¼—6.12.		

After this race, *Lecomte* was purchased by Richard Ten Broeck, Esq., for \$10,000, and was sent to Kentucky, where he covered a few mares; *Umpire*, out of *Alice Carneal*, and *Sherrod*, out of *Picayune*, the most distinguished of his get. *Lecomte*, *Pryor*, and *Priores*, a half-sister to *Lecomte*, were brought to New York with a view of taking them to England, for which they embarked on the 12th of July, 1856. *Lecomte* only started once in England, and that was for the Warwick Cup, 1857, won by *Fisherman*, *Oakball* second, *Lecomte* third. Three started. *Lecomte* died of colic, on the 7th of October, 1857.

THE GREAT MATCH vs. TIME.

THE SECOND EVENT.

THE Match against Time, which came off over the Metairie Course, New Orleans, is of such an extraordinary character, and so astounding in its result, that we devote to it all the space at our command. That all may be fully "posted up," we give the original challenge from the owner of Lexington, and place on record the whole facts relating to the match

CHALLENGE FROM LEXINGTON.

We have great pleasure in giving to the sporting world the subjoined note from the owner of Lexington.

TO THE EDITOR OF THE "SPIRIT OF THE TIMES."—Although the mistake made by the rider of Lexington, in pulling up at the end of three miles, in the recent fast four-mile race at New Orleans, was witnessed by thousands of persons, I believe it has not been referred to in print, except in the last number of *your* paper. As Lexington will probably follow the fashion in making a foreign tour, I propose the following as his valedictory. I will run him a single four miles over the Metairie Course, at New Orleans, under the rules of the Club, against the fastest time at four miles that has been run in America, for the sum of ten thousand dollars—one fourth forfeit. Two trials to be allowed,

and the race to be run between the 1st and 15th of April next. Arrow to be substituted if Lexington is amiss.

Or, I will run Lexington over the same course, four-mile heats, on the Thursday previous to the next Metairie April meeting, against any named horse, at the rate expressed in the proposition subjoined.

Or, I will run him over the Union Course, at New York, the same distance, on the third Tuesday in October. The party accepting the last race to receive twenty-five thousand dollars to twenty thousand dollars, or to bet the same odds if Lexington travels to run at New Orleans. The forfeit to be five thousand dollars, and to be deposited with Messrs. Coleman & Stetson, of the Astor House, when either race is accepted. If the amounts of the last propositions are too large, they may be reduced one-half, with forfeit in the same proportion. The first acceptance coming to hand will be valid—subsequent ones declined; and none received after the commencement of the races at the National Course, New York, the 26th of next month.

R. TEN BROECK.

New York, May 30, 1854.

The match *vs.* time, offered above, was accepted, and notification made in the "Spirit of the Times," of the 17th June, as annexed.

LEXINGTON'S CHALLENGE AGAINST TIME ACCEPTED.

We had the pleasure to publish exclusively, in this journal of the 3d of June, one of the most extraordinary and interesting challenges—or, rather, series of challenges—ever made in the United States, one of which has been accepted. The challenge referred to was as above.

The forfeit has been deposited with our friends Messrs. Coleman & Stetson, of the Astor House, in this city. The gentlemen acceptors of the challenge are Col. Calvin Green and Capt. John Belcher, of Virginia, two gentlemen well known in sporting circles. No match against time, of such interest, has ever occurred in this country. Time is "a mighty good horse" to bet on, but we "have our doubts!"

It will be seen by the challenge from the owner of Lexing-

ton, quoted above, that this journal was the *first* to allude to the fact that Lexington was pulled up at the finish of his third mile in the second heat of his second race with Lecomte. Whether Lexington could have beaten Lecomte in *that* race is another matter. "Doctors differ!" It was our expressed opinion that if Lexington had been ridden in the second heat by the jockey engaged for him, the result might possibly have been different. For the expression of this opinion, we have been most grossly abused by three correspondents of the New Orleans press ever since. Much good may it do them. We "let them up light." Lecomte, a son of Boston and Reel, could naturally be "nothing but a good 'un." We never had a doubt of his immense turn of speed, or of his thorough game. His sire was the best race-horse, barring an infirmity of temper, and his dam second to none, save Fashion, that ever gloriously illustrated the fact that "BLOOD WILL TELL!" Their performances and triumphs will live in the annals of the turf, as of those "high-mettled racers," Flying Childers and English Eelipse, to which, in our humble judgment, they were not inferior.

Before entering into the reports and details of the match, we have thought it would not be uninteresting to our readers to have the speculations of two New Orleans daily papers—supposed to be well advised—on the morning before the race.

We quote from the "Picayune," of the 1st instant.

The most remarkable racing event of modern times, and indeed of all time, will come off to-morrow over the Metairie Course, should the weather prove favorable up to the time of starting, which is announced for half past three o'clock, P. M.

Lexington, a son of the world-renowned Boston, is matched to perform a feat which he has never yet performed, which Lecomte accomplished under perhaps the most favorable circumstances of good order of the course, fine weather, balmy atmosphere, and his excellent condition.

We learn that a gentleman representing the Virginia party arrived in this city a few days ago, invested with plenary powers. The judges and timers have been appointed, and a better selection could not have been made than in his Excellency Gov. P. O. Hebert, Gen. S. W. Westmore, and John G. Cocks, Esq., the President of the Club, as judges, and Hon. D. F.

Kenner, Capt. W. J. Minor, and Stephen D. Elliott, as timers.

It is agreed between the parties, that Lexington may be accompanied in his trial by a horse or horses, and that any changes of horses may be made that circumstances render necessary. This will, of course, increase the interest of the scene, and give it the appearance of a regular contest.

Although the time, at four miles, made by Lecomte in his contest with Lexington, is the point which the latter has to reach upon the present occasion—namely, 7:26—it may not be out of place to note the best time made by other horses of renown in the day of their supremacy upon the turf. Of these may be named Henry, 7:37½; Grey Medoc and Altorf, dead heat, 7:35; Boston, the fastest heat he ever ran and won, 7:40; Fashion, 7:32½; Miss Foot, second heat, 7:35; George Martin, with Reel, the dam of Lecomte, in which heat she broke down, 7:33; Free Trade, 7:33. Reube, the winner of many races, and an aged horse, did that which has not yet been surpassed; he ran and won a heat, with all his proper weight, at his ease, in 7:40! We could name many others in this connection, but these will suffice. We incline to the opinion that time alone is but at best a fallacious test of the superiority of a race-horse, unless, as in this instance, it beats the best ever made.

It would have been no easy matter, during the lifetime of Col. Wm. R. Johnson, the well-named “Napoleon of the Turf,” to convince him that his favorite mare, Reality, the grandam of the renowned Fashion, could not have beaten all the horses that appeared upon the American Turf in his day; and yet in her palmy days no remarkable time was recorded. Her only record is superiority over those of her day.

There are so many contingent circumstances, which may be connected with the success of this unexampled exploit, any one of which might turn to tide against the horse, that it will require more than an ordinary degree of judgment, and we might almost say foresight, to take advantage of them at the moment. “Time waits for no man,” nor horse. The all-important aid of brilliant sky, balmy southern breeze, elastic, smooth course, and the unexceptionable condition of the horse, must all be brought to

bear in his behalf, to insure success. That all these attributes may operate favorably, is our fervent wish.

The temerity of Lexington's owner in sending this challenge to the world, in the face of a recent defeat, when the unparalleled time of 7:26 was made, forms an event in the annals of the American Turf, which time cannot obliterate.

Should success attend the effort, he will have the proud satisfaction of possessing the champion of America.

The annexed paragraphs are from the "Daily Crescent," of the same morning.

THE GREAT MATCH AGAINST TIME.

The day has at last arrived, and also the horse, when a wager not equalled in audacity, and an effort never before attempted, in this country or any other, will come off. Lexington, the renowned hero of the Great Post Stake Race, is to try and surpass the unequalled time made by Lecomte a few days after—to mark, on the racing calendar, figures below 7:26. The confidence of Mr. Ten Broeck in his horse must certainly be very considerable, to induce him to put up \$10,000 on accomplishing what no other horse has ever accomplished, and surpassing the best time the turf has ever known. He is experienced, however, as a turfman, and as apt as any other to form a correct judgment. Many of the most knowing turfmen have come round to his opinion and endorsed his expectations. "A Young Turfman"—well known in the columns of the "Spirit of the Times," and in the racing fraternity of this city—says in the last number of the "Spirit," that "to enable Lexington to win, there must be a number of concurring favorable circumstances; his condition must be perfect, he must be ridden with the greatest skill, track and day must be most favorable." We believe Lexington will win his match against time, and still we don't think he will beat Lecomte.

Notwithstanding the high authorities in favor of the horse's winning—to which may be added the able writer on racing matters in the "Picayune"—we differ from them all, and hold it improbable that the best time ever made is to be beaten,

except under very extraordinary circumstances. That which has been done may be done again, but it is not equally clear that the best that has ever been done may be excelled. It will take an extraordinary animal to come up to 7 : 26, and a little more extraordinary one to cut under it. The day has, however, arrived, and all doubts of opinion will be settled ere sunset. We assuredly hope that Lexington will be successful, and earn new honors for Boston and Metairie. Hegira's 3 : 34 $\frac{1}{4}$, Berry's 3 : 36 $\frac{1}{2}$, Little Flea's 5 : 33 $\frac{1}{4}$, and Lecomte's 7 : 26, all done in New Orleans, beat the world. We can only run against our own time now.

We understand that the track is in excellent order and the horse in fine condition. The day promises to be propitious, and the attendance is sure to be large. The champion will have a fresh nag started out on each mile to keep up his ambition, which will increase the interest of the sport. We will record the result to-morrow morning.

THE RACE ITSELF.

From the New Orleans "Picayune," of April 3.

The most brilliant event in the sporting annals of the American Turf, giving, as it has, the palm to the renowned Lexington, came off yesterday over the Metairie Course, and its result greatly surpassed the most ardent hopes and enthusiastic expectations of the friends of the winner, and the lovers of the turf sports.

The day was the loveliest of the whole season. As the hour appointed for the great contest approached, the town was all astir with the excitement incident to the occasion. Vehicles of all sorts were in requisition, and our beautiful level Shell Roads were filled with them from the last paving-stone to the gates of the course. The displays in equitation during that busy part of the day, which may be defined as "going to the races," were almost as amusing and exciting as the greater event, for witnessing which so many thousands were intent.

The judges selected for the occasion were Gen. Stephen M. Westmore, upon the part of the Virginia gentlemen ; Arnold

Harris, Esq., for Mr. Ten Broeck, and John G. Cocks, Esq., the President of the Metairie Jockey Club, as umpire.

The timers were the Hon. Duncan F. Kenner, Capt. Wm. J. Minor, and Stephen D. Elliott, Esq.

It being the first event of the season, there was the usual bustle at the gates, the distribution of the members' badges and the strangers' badges, the admissions to the different stands, and, from the character of the event, an unusual rush of carriages, cabs, buggies, wagons, saddle-horses, and foot-passengers; and by three o'clock the course presented a most brilliant appearance. There were representatives of every section of the country, and almost every State in the Union, and among them we were happy to see a goodly show of the fairer portion of creation.

The field inside the course presented a most animated appearance, and the feeling in favor of the gallant Lexington was general and decided; and, as the predestined hero of the day appeared upon the course—in company with his stable companions, who were to be partners for a time in his toils, his feelings, and his fame—his bold, reaching, and elastic step, his unequalled condition, and his fearless, defiant look—conscious of superiority and of victory—gave strength to his backers that all was as it should be.

Of the temerity of his backer and owner, Mr. Richard Ten Broeck, in standing before the world bidding defiance to all the previous performances ever marked by horse, we have before spoken as our feelings dictated, and his extraordinary self-reliance, based upon well-directed judgment and sound sense, cannot fail to place him in the estimation of true sportsmen as the leader of the host. He knew he had an animal of unflinching game, coupled with lightning speed, and bravely did his gallant ally respond to his call.

The betting was large. Lexington's appearance made him a favorite, and before starting it was firm at 100 to 75 against Time, and but few takers. The greater portion of the betting had been done in town, and there were but few left who dared to brave the lion in his lair.

The conflicting opinions which had been generally expressed in regard to the terms of the match, and of its mode of perform-

ance, caused a very general excitement, each party in turn expressing his views as to the right of the points discussed; namely, that of allowing horses to start with Lexington, to urge him to an increased speed, and the propriety of giving the horse a running start.

The judges, however, ended the matter by deciding that he could do both.

The decision gave very general satisfaction.

Gil Patrick, upon Lexington, now prepared for action, and as he started up the stretch upon his proud courser, to do that which no other horse had ever attempted, the man and horse formed a beautiful and perfect picture. He turned him around just below the drawgates, and as he reached the judges' stand, when the drum tapped, he was at the pace which it was intended he should run. To our mind, he was run too fast the first mile, which he accomplished in $1:47\frac{1}{4}$ —the first half mile in fifty-three seconds. Upon reaching the stand, it was intimated to him to go slower, which he did.

Joe Blackburn was started behind him at the beginning of the first mile, but the respectful distance he kept in his rear must certainly have done him an injury rather than a benefit, for at no time was he near enough for Lexington to hear the sound of his hoofs.

The pace in the second mile visibly decreased; Arrow, who was started before its commencement, waiting about thirty yards behind Lexington. In the third mile Arrow closed the gap, and Lexington, hearing him, was a little more anxious, and slightly increased his pace. Upon entering the fourth mile, Arrow was stopped, and Joe Blackburn went at him again, but, as in the first instance, he was "like chips in porridge," of no benefit. Lexington darted off in earnest, running the last mile in $1:48\frac{3}{4}$. He reached the head of the front stretch in $6:55$, running its entire length in $24\frac{3}{4}$ seconds. The whole time of the four miles in $7:19\frac{3}{4}$, carrying 103 pounds—Gil Patrick being three pounds overweight.

That the course was in admirable condition, we need not assert, but that we have seen it in better order for safety and for time, we think we may assert. The writer of this was not present when Lexington and Lecomte met last spring, and can



therefore make no comparison, but agrees with "A Young Turfman," that the extreme hardness of the track might prevent a horse from fully extending himself; which must have been the case with Lexington yesterday. He lost his left fore plate, and half the right one; and Gil Patrick, at the drawgates, the last mile, had no little difficulty in keeping him on his course, Lexington making violent efforts to swerve to the right where it was soft and heavy.

With regard to the time, not a doubt can be entertained, the official being slower than any other.

Outside, by many experienced timers, it was made in 7.19 $\frac{1}{4}$.

The excitement attending the progress of this remarkable race cannot be described. It was intense throughout; and to those who had no opportunity of taking note of time, Lexington's deceptive, fox-like gait could not have given them hopes of success. The joyousness and hilarity every where visible, which followed the announcement that Lexington was the victor, showed the feeling of the majority of the vast assemblage.

It must be a source of the highest gratification to the rider of Lexington, that he guided him through his perilous journey successfully, despite the prophecies and hopes of defeat that attended him. In this connection we may fearlessly assert, that through a long career of usefulness and success of more than twenty years upon the turf, the name of Gilbert Watson, better known as Gil Patrick, the rider, has never been tainted with even the breath of suspicion, and that the bright escutcheon of his name remains untarnished; and as this is perhaps his last appearance in public, it is the writer's hearty wish that he may live to enjoy an uninterrupted flow of worldly comfort, and that when death calls him to answer that to which all living must respond, he may be full of years and honor. The names of Gil Patrick and Lexington are inseparably connected with the greatest achievement upon the American Turf.

That this great race will go down to generations yet unborn, as the fastest ever made, is the honest conviction of the writer. The following is the record.

Monday, April 2, 1855—Match for \$20,000, Lexington to beat the fastest time at four miles, being 7m. 26s.

R. Ten Broeck's b. c. *Lexington*, by Boston out of Alice Carneal, by imported Sarpedon, 4 years, 108 pounds—3 pounds extra. *Gil Patrick*. Won.

T I M E .	
Time of 1st mile,	1.47½
Time of 2d mile,	1.52½
Time of 3d mile,	1.51½
Time of 4th mile,	1.49½
Total time	7.19½

Thus ended the second act of this remarkable drama ; but the play itself was not so to end ; for the gallant champion whose time had been so defiantly challenged, and so bravely beaten, came up once more in his proper person, to try the fortunes of the field.

THE GREAT RACE AT NEW ORLEANS.

THE FASTEST TIME ON RECORD!

LEXINGTON VICTORIOUS IN ONE HEAT—TIME, 7.23 $\frac{3}{4}$!

THE THIRD EVENT.

It was not strange that this match should command more attention than an ordinary race. The antecedents of both animals were brilliant beyond comparison, and the improvement which each had shown at every successive trial, led to an almost wild belief that some new miracle of time would be performed in the impending meeting. There was much, too, in the annals of the Turf connecting itself with the present position of these horses, that was calculated to add immensely to the interest.

It will be recollected that Time, which should always be progressive, stood still for twenty years on the heels of the renowned Eclipse, who ascended into glory—over Henry—on the Long Island track, in a four-mile heat, in 7.37 $\frac{1}{2}$. At length the brilliant mare Fashion sprang up, and exceeded it, on the same course, by five seconds, gaining a double victory, by beating the till then unconquerable Boston in a four-mile heat of 7:32 $\frac{1}{2}$. The world was astonished, and so miraculous was this considered, that a report was current that the judges were almost afraid to proclaim it; indeed, that the true speed was 7:31 $\frac{1}{2}$, and that two of the judges who had so taken it, yielded to the third, who was the second slower, for fear the public would be dissatisfied with their decision. This time of Fashion held the field for about nine years, and the lovers of the Turf, as they dolefully

contemplated her decline, feared they would never look upon her like again. But there is a term for all worldly glory, and it was destined that last Spring the wondrous Lexington and the phenomenon Lecomte should both shoot forth together to outdazzle all previous lustre, and to turn the possibility of racing speed into a bewildering maze of doubt. These rivals, not knowing each other, and themselves unknown, first came together on the Metairie Course, New Orleans, for the State Post-Stake of the last Spring meeting, and there, as all the world already knows, Lexington was the winner, although not, as yet, inside of Fashion's time. In the following week, however, the ambitious rivals met again; and it was on that occasion the superb Lecomte reversed his late defeat, and at one astounding stroke reduced Fashion's time to 7.26! Six seconds and a half of glory at a single bound!

It might have been supposed that a defeat like this would have quite satisfied the owner of Lexington that he had contended against impossibility, or lightning; but what was the surprise of the whole racing world to hear, in the midst of the roar of this exploit, Mr. Ten Broeck offer to wager \$10,000 that his horse Lexington, which had just been beaten, could beat Lecomte's late time; and \$2,500 more that he could afterwards beat Lecomte himself. Both offers were, of course, accepted, and the 2d of April was selected for the first trial, and the 14th of the same month for the other. Your readers know already, by the previous mail, the result of the effort of the second; and that Lexington, on that occasion, beat all the annals and exceeded every expectation, by performing his four miles in the unheard-of, I may add *undreamt-of*, time of $7.19\frac{3}{4}$ —thus striking Lecomte a heavier blow than Lecomte had administered to Fashion, and going inside of his time *six seconds and a quarter!* This was the state of things I found at New Orleans at half-past 9 p. m., on the 13th of April, by the glass clock; and now that I have explained myself so fully, I think you will have no more surprise left than I had, when I took my light to go up stairs, that the Crescent City was, on that occasion, in something of a buzz.

In the morning I found the excitement in no way decreased; every body was inquiring about the starting of the trains, or

making arrangements with hackmen to take them to the course ; while practised parties of *bon vivants* were displaying a world of intelligence or instinct in packing champagne baskets with layers of ham, chicken, brandy, beer, Boker's bitters, segars, and soda-water, to regale themselves with during the dry stages of the afternoon. The race was set for three o'clock, and the course being three miles off, at one the town began to move toward the track ; at two it was pretty nearly deserted, and at three it was as silent and abandoned as at midnight. All the roads leading to the track streamed with pedestrians and vehicles, and the line condensed toward the gateway into a choked column that could move onward and in, only by the most tedious series of instalments.

On reaching the inside, the arena presented a most brilliant spectacle, and I do not remember having seen so many people together for a race, except at the celebrated meeting of Fashion and Peytona, on the Union Course, L. I. The two long public stands were densely crowded, the field was filled with vehicles and saddle horses, and even the trees that from a distance overlooked the track, drooped heavily with the weight of human fruit. The track itself, however, under better government than those of New York, was kept clear of all intruders, except in that portion known as the home stretch ; to which exclusive section the members of the club, and such privileged strangers as had provided themselves with ten-dollar badges, were admitted.

THE RACE.

At length the bugle sounded the signal for the horses to be stripped. Upon this every body pressed forward to secure eligible places ; every neck was stretched to its utmost length. Even the gamblers in the alleys underneath the public stands undoubled their legs from beneath their faro tables, locked up their double card-boxes, stopped the snap of their roulettes, and slipped the little ivory ball in their vest pockets to run up stairs and become innocent lookers-on.

Wagers on the contestants had a small revival, in consequence of this eruption from the betting quarter, and the odds on Lexington went up again to the mark of \$100 to \$80. It was very

freely taken, however, by the gentlemen from Red River, where Lecomte was raised; and with many of them confidence in their favorite stood so high that they put out all the money they had brought to town on equal terms. They reasoned, that if Lexington could perform a four-mile heat in $7.19\frac{3}{4}$, there was no reason why Lecomte could not also do it, if required; for the contest now stood equal between them, and it must not be forgotten that in Lecomte's victory in 7.26 he had trailed Lexington, and then turned out and passed ahead of him. It was, moreover, said, on their side, that the $7.19\frac{3}{4}$ was not as good as the 7.26 of Lecomte, for that by running alone and choosing the close side of the track, Lexington saved nearly two seconds of distance in each mile, and likewise had the advantage of a long start, and of receiving the word "go" at full speed, instead of beginning "from the jump," as in match fashion. Hope told a flattering tale.

On the strength of these calculations there was considerable betting on time, but with none did I hear it set at less than 7.26; while many believed—though I heard no bet to that effect—that the heat would be achieved as low down as 7.15 or 16. I do not know that any thing can furnish a better idea of the revolution made in racing time by Lecomte and Lexington than this state of expectation shows. What would have been thought, two years ago, of the declaration, that in a little while we should see a four-mile race, in which the highest mark on time would be 7.26?

There is something in this matter of increase of speed that is worthy of reflection and philosophy. We find continual advancement, and what is most remarkable, exploit begets exploit, as if knowledge and emulation touched new powers which had never been electrified before. Whence does the spark proceed that awakes these energies, but from the mind of man, imparting itself by some strange process to the mind and body of his horse as he does to the corporeal faculties in possession of himself? Trotting time stood for years at 2.32, then 2.30, and then 2.28, At length Beppo and Lady Suffolk made a dead heat under saddle on the Beacon Course in 2.26, straightway 2.26 was repeated by several other horses; by-and-by it was reduced still lower, and at length 2.28 was banished to mile heats *in*

wagons.* So with the racers I have named, and so with Lecomte and Lexington. One half of a horse's speed is found in the brain of his rider or driver, and that subtle essence, that knowledge how to do, and will to command it, blends with the powers of the beast and makes all things done. So with foot racers, when they have known that nine miles within the hour could be increased to ten, and the ten to eleven. They were the same men, without any improvement in *their* breed; the same men, who had once been able barely to do nine. Shall we be told that the Bonny Black Bess of the bold Turpin did not respond to her master's spirit when she took her wondrous bound over the spiked turnpike gate!—or that a portion of the soul of the brave Mameluke, who alone escaped the massacre of the Beys by leaping his horse over the walls of Cairo, did not enter into that of his matchless Barb!

“The bounding steed you pompously bestride,
Shares with his lord his pleasure and his pride.”

Assuredly the best portion of a horse's speed lies in the mind of his rider, and it is by no means certain that if Gil. Patrick who rode Lexington into $7.19\frac{3}{4}$, had—with his present knowledge of what is within horse-hide—grasped the rein and pressed the sides of Eclipse, he could not have brought his $7.37\frac{1}{2}$ down to 7.26.

When the blankets were stripped from the horses, and their magnificent combinations of blood, heart, and muscle stood glistening and flickering in the sun, the crowd near by could not resist an involuntary burst of admiration, at which Lecomte stepped coquettishly about, showing his beautiful chestnut coat and branching muscle, while the darker Lexington, with a sedate and intelligent aspect, looked calmly around, as if he felt that the sensation was quite what he expected and deserved. Both animals were in the finest possible condition, and the weather and the track, had they been manufactured to a sportsman's order, could not have been improved. At last the final signal of “bring up your horses,” sounded from the bugle; and prompt to the call, Gil. Patrick, the well-known rider of Boston, put his foot in Lexington's stirrup, and the negro boy of Gen. Wells sprang into the saddle of Lecomte. They advanced slowly and

* See Note † on page 341.

daintily forward to the stand, and when they halted at the score the immense concourse, that had up to this moment been swaying to and fro, were fixed as stone. It was a beautiful sight to see these superb animals standing at the score, filled with unknown qualities of flight, and quietly awaiting the conclusion of the directions to the riders for the tap of the drum.

At length the tap of the drum came, and instantly it struck, the stationary steeds leaped forward with a start that sent every body's heart into the mouth. With bound on bound, as if life were staked on every spring, they flew up the quarter-stretch, Lexington at the turn drawing his nose a shadow in advance, but when they reached the half-mile post—53 seconds—both were exactly side by side. On they went at the same flying pace, Lexington, again drawing gradually forward, first his neck, then his shoulder, and increasing up the straight side amidst a wild roar of cheers, flew by the stand at the end of the first mile three-quarters of a length in the lead. "One hundred to seventy-five on Lexington!" Time, 1.49½.

Onward they plunge, onward without pause! What makes this throbbing at my heart? What are these brilliant brutes to me? Why do I lean forward and insensibly unite my voice with the roar of this mad multitude? Alas, I but share the infatuation of the horses, and the levelling spirit common to all strife has seized on all alike. "Where are they now? Ah, there they fly round the first turn! By heaven, Lecomte is overhauling him!" And so he was, for on entering the back stretch of the second mile the hero of 7.26 made his most desperate effort, reaching first the girth, then the shoulder, then the neck of Lexington, and finally, when he reached the half-mile post, laid himself alongside him, nose by nose. Then the mass, which during the few seconds of this special struggle had been breathless with hope and fear, burst into a shout that rang for miles, and amid the din of which might be heard here and there, "\$100 even on Lecomte!" But his equality was only for a moment's term. Lexington threw his eye jealously askant; Gil. Patrick relaxed a little of his rein, which up to this time he had held close in hand, and without violence, or startling effect, the racer of racers stole ahead, gently, but steadily and surely, as before, until he drew

himself a clear length in the lead, in which position they closed the second mile. Time, 1.51.

Again the hurrah rises as they pass the stand—"One hundred to seventy-five on Lexington!"—and swells in still wilder volume when Lexington increased his one length to three, from the stand to the turn of the back stretch. In vain Lecomte struggled; in vain he called to mind his former laurels; in vain his rider struck him with the steel; his great spirit was a sharper spur, and when his tail fell, as it did from this time out, I could imagine he felt a sinking of the heart, as he saw streaming before him the waving flag of Lexington, now held straight out in race-horse fashion, and anon nervously flung up, as if it were a plume of triumph. "One hundred to fifty on Lexington!" The three lengths was increased to four, and again the shout arose, as in this relative condition they went for the third time over the score. Time, 1.51.

The last crisis of the strife had now arrived, and Lecomte, if he had any resources left, must call upon them straight. So thought his rider, for the steel went into his sides; but it was in vain, he had done his best; while, as for Lexington, it seemed as if he had just begun to run. Gil. Patrick now gave him a full rein, and for a time as he went down the back stretch, it actually seemed as if he were running for the very fun of the thing. It was now \$100 to \$10 on Lexington, or any kind of odds, but there were no takers. He had the laurel in his teeth, and was going for a distance. But at this inglorious prospect Lecomte desperately rallied, and escaped the humiliation by drawing himself a few lengths within the distance pole, while Lexington dashed past the stand, hard in hand, and actually running away with his rider—making the last mile in $1.52\frac{1}{4}$, and completing the four in the unprecedented time of $7.23\frac{3}{4}$. I say unprecedented, because it beats Lecomte's 7.26, and is therefore the fastest heat that was ever made *in a match*.

Thus ended the greatest match that has happened on the Turf for many years; nay, I might rather say, that *ever* took place, and putting to rest all cavil so far as Lexington's powers are concerned, about the difference between $7.19\frac{3}{4}$ and 7.26. In comparing the time, however, with that recorded in favor of other racers, it should be stated that the track at New Orleans,

is what is called a "fast track," of a springy and elastic nature, which is very favorable to the stroke of a running horse, and of course conducive to speed. The Union track at Long Island is not so favorable in its character, and it should be borne in mind by those who wish to be particular in these matters, that Lexington and Lecomte, both being colts, denominated under the term of "four-year-olds," have neither of them, as yet, carried full weight. In closing, it is also proper for me to state that Lexington carried $3\frac{3}{4}$ pounds more of weight in his rider than Lecomte, a circumstance which is the more worthy of mention, as he is 160 pounds the smaller horse.

My account of the race is now concluded; for on the time arriving for the second heat, the owner of Lecomte withdrew his horse, and the purse and the laurels were awarded to the "Hunter of Kentucky."

A full description of Lexington will be found above, on page 305.

I will add, that no one who saw Lexington walk quietly through the cheering crowd that flocked around him at the close, as if his triumph were a matter he fully understood, doubts that he has sense, memory, and powers of reflection—horse sense at least. And yet presumptuous mortals will aver that such an animal has got no soul!

In conclusion, and according to racing style, I will now append the summary:—

METairie COURSE, N. O., Saturday, April 24.—Jockey Club Purse, \$1,000, with an inside stake of \$2,500 each. Four-mile heats.

E. Ten Broeck's b. c. Lexington, by Boston, out of Alice Carneal by Imp. Sarpedon, 4 yrs., 103 lbs. [Gil. Patrick.]	1	1
T. J. Wells' ch. c. Lecomte, by Boston, out of Reel by Imp. Glencoe, 4 yrs., 100 lbs.	2	dr.

T I M E.

Time of 1st mile,	1.49 $\frac{1}{2}$
Time of 2d mile,	1.51
Time of 3d mile,	1.51
Time of 4th mile,	1.52 $\frac{1}{2}$
Total time,	<u>7.23$\frac{1}{2}$</u>

P. S.—WEDNESDAY, April 18, 1855.—My theory is fortified. Inspired by Lexington's exploits, a three-year-old colt, named Henry Perritt, in a race of two-mile heats, which took place on the above course yesterday, ran a single mile in the extraordinary time of 1.42 $\frac{1}{2}$, and this, too, in the first mile of the

second heat; thus beating by several seconds the best mile Lexington or any other horse ever made.*

“Time is, time was, and soon shall be no more.”

Spirit of the Times, May 5, 1855.

The performances of this horse, who was got in 1852, by Imp. Margrave, out of Odd Stocking, by Thornhill, were very remarkable.

This year was the first of his appearance on the turf, and in his first race of mile heats, he made the best time, for two consecutive heats, ever recorded—1.46 each, after a first dash of 1.50.

Five days afterward, in a race of two miles against Bijou and Gallatina, after winning the first heat in 3.39, he ran the first mile of the second, in the unprecedented time of 1.42½, and the heat in 3.40.

After this, he ran unfortunately, and came to an unfortunate and untimely end; being beaten in the following May, two-mile heats, in 3.43¾, 3.39¾, and subsequently thrice distanced, in two and three-mile heats, at no wonderful time.

In the autumn he won a race, the best three out of five, at one-mile heats, the best heat in 1.49; and a few days later, September 29, he ran and won his last race of three-mile heats, but killed himself in winning. The race was finished in a snow storm, and was all one chapter of accidents, the horses all falling, shying and bolting; Perritt coming down twice heavily, and dying in his stable the same night, a gallant winner and good, though I fancy somewhat uncertain, horse, in consequence of cold and exertion.

What he could have done can never now be known, for his powers were never fairly tried, since he was, in truth, but a three-year old, though from the Southern mode of reckoning from May-day, he was rated at a year younger. H. W. H.

* Henry Perritt never ran a mile in 1.42½; it was mere surmise. He got a very bad start, and coming out as he did, close to Bijou, he is said to have made the mile as above stated.—Ed.

EDITORIAL NOTE.

† (P. 333.) Flora Temple brought the time to harness down to 2.19¾, which is best to that day on record; then Dexter, the king of trotters, under the saddle trotted in the remarkable time of 2.18, and since 2.17½ to harness.

PEDIGREE,

CHARACTERISTICS, AND PERFORMANCES OF ARROW.

ARROW was got in 1850, by Boston out of Jeannetteau, by imp. Leviathan, g. dam by Stockholder, the dam of Eliza Bailey by Pacolet, who must, however, not be confounded with Miss Bailey, by Boaster. This Stockholder mare, whose pedigree was not to be ascertained, when Jeannetteau stood in the same stable with Peytona and Liatunah in New York, in 1845, is known to be a mare of very high breeding, with Oscar and Pacolet blood in her veins.

BOSTON. His pedigree *in extenso* is given at page 280.

STOCKHOLDER was by Sir Archy, dam imp. Citizen, g. dam imp. Stirling, g. g. dam imp. Mousetrap, g. g. g. dam Harris's Eclipse, g. g. g. g. dam by Old Janus, g. g. g. g. g. dam by Old Fearnought, g. g. g. g. g. dam by Apollo, g. g. g. g. g. g. dam by Moore's Partner, g. g. g. g. g. g. g. dam Silver-Eye, g. g. g. g. g. g. g. g. dam by Jolly Roger, g. g. g. g. g. g. g. g. dam imp. mare Mary Gray.

Sir Archy was by Diomed out of Castianira, both imported. See Genealogies 2 and 3.

Citizen, 1785, was by Pacolet, dam Princess by Turk—Fairy Queen by Young Cade—Routhe's Black Eyes by Crab—Warlock Galloway.

Stirling, 1791, was by Volunteer, dam Harriet by Highflyer—Young Cade mare—Childerkin by Second—Snap's dam, &c.

* Mousetrap is *said* to have been by Careless, dam a Regulus mare—Liberty—Cade, &c., and to have won several races at Hull, England, in 1777. He is not to be found in the Stud-Book.

Harris's Eclipse was got by Fearnought, dam imp. Stella by

* Mousetrap's pedigree is correct as given, and can be found in the English Racing Calendar for 1777. and in Bruce Stud-Book, vol. 1, page 37.—ED.

Shakspeare, in England—imp. Cassandra.* There are several Cassandras in the English Stud-Book, but no Stella by Shakspeare.

Janus by old Janus (son of the Godolphin Arabian and the Little Hartley mare), dam by Fox, gr. dam Bald Galloway.

Fearnought, Regulus, Silvertail, &c., see above.

Apollo was by imp. Fearnought, out of Gen. Spotteswood's imp. Cullen Arabian mare.

Moore's Partner was by Partner, sister to Starling by Bay Bolton, by son of the Brownlow Turk, &c., &c.

Jolly Roger—Roger of the Vale—was by Roundhead—Partner—Woodcock, &c., &c.

Imp. Mary Gray by Roundhead—dam Ringbone, by Partner.

PERFORMANCES OF ARROW.

Arrow first appeared on the turf in 1852, when in the fall meeting he took a three-year-old sweepstakes at mile heats, beating two fillies by Boston and Belshazzar, in $1.51\frac{3}{4}$ —1.50.

In 1853 he ran four times, winning thrice, twice at mile heats, and once at three-mile heats. He beat, the best three out of five, Caddo Maid, 4 yrs., Berry, 4 yrs., and Mecca 5 yrs., in 1.55, 1.55, $1.55\frac{3}{4}$, $1.57\frac{1}{2}$, $1.57\frac{1}{2}$, on the Metairie Course, New Orleans, January 17.

On the same course, April 9, he was beaten for the 3 yr. old sweepstakes, five subscribers, at \$500 each, \$500 added by the Club, two-mile heats, by Sally Waters, to whom he ran second, winning the first heat. Time 3.40 , $3.37\frac{1}{2}$, 3.39 .

A few days later, on the same course, April 17, in a purse for all ages, mile heats, best three in five, he beat Hilariot, by Glencoe, and Pickaway, by Boston, winning three straight heats. Time, $1.52\frac{1}{4}$, $1.51\frac{1}{4}$, $1.51\frac{3}{4}$.

On the Pharsalia Course, Natchez, Miss., Nov. 24, he won the Association Purse, \$500, for all ages, three-mile heats, beating Mary Taylor, by Sovereign—Wade Hampton, by Boston—Hugh French, by Glencoe, in two straight heats. Time, $5.51\frac{1}{2}$, $5.53\frac{1}{2}$.

In the following year, 1854, he made his debut in his four-year-old shape, on the Metairie Course, Friday, January 6, sweepstakes for all ages, a single four miles, when he beat Flying Flea, by Grey Eagle, and White Eagle, by Grey Eagle. Time, $1.50\frac{1}{2}$, $1.49\frac{1}{2}$, $1.54\frac{1}{2}$, $2.04\frac{1}{2}$ —7.39.

* See Note * on page 350.

On the following Friday, January 13, he ran again for the Jockey Club Purse, for all ages. Three-mile heats.

- J. S. Hunter's ch. f. *Bionde*, by Glencoe, out of sister to Tangent, by Wagner, 3 years, . . . 1. 1.
- D. F. Kenner's ch. c. *Arrow*, by Boston, out of Jeannetteau, 4 years, 5. 2.
- T. B. Goldsby's b. f. *Maid of Orleans*, by Bethune, out of Alice Carneal, 4 years, . . . 3. 3.
- S. M. Wetmore's b. g. *Flying Flea*, by Grey Eagle, 5 years, 2. 4.
- W. J. Minor's b. h. *Jericho*, by Imp. Jordan, out of Imp. Britannia, 5 years, 4. 5

FIRST HEAT.	SECOND HEAT.
Time of 1st mile, 1.58½	Time of 1st mile, 1.56
" 2d " 1.56	" 2d " 1.56½
" 3d " 2.01½	" 3d " 1.59½
Time of first heat, 5.56	Time of second heat, 5.52

At his next appearance, April 1, 1854, he met Lexington, Lecomte, and Highlander, in the great State Post Stakes, of four-mile heats, which was won by Lexington, Lecomte running second, Highlander distanced in the second, Arrow in the first heat. The time was very slow—8.08½, 8.04—but the course was said to be excessively heavy, which it must have been, to account for the distancng, at such a poor rate of going.

A few days later, however, he again beat his old adversary, Little Flea, in the Jockey Club Purse, of three-mile heats, Little Flea taking the first heat. Time, 5.33¼, 5.36, 5.43½.

In the next year, 1855, Arrow was used to put Lexington to his speed in the great match won by that horse against Lecomte's time of 7.26, and it is worthy of recollection that Mr. Ten Broeck had declared to start Arrow for the match, in case of Lexington's being amiss. This people did not, at the time, well understand, as he certainly had not then exhibited powers, which would justify the expectation of his beating that hitherto univalled time. On the 10th April, however, of the same year, he was to show of what stuff he was made, in the best race of three-mile heats ever run.

In this race for the Jockey Club Purse for all ages, three-mile heats, he was beaten by Brown Dick, Hornpipe distanced in the second, and Mary Taylor in the first heat, but, as is rarely the case, the defeated horse gained, not lost, laurels by his defeat. The time has never been equalled.

FIRST HEAT.	SECOND HEAT.
Time of 1st mile, 1.50	Time of 1st mile, 1.50½
" 2d " 1.49½	" 2d " 1.48½
" 3d " 1.51½	" 3d " 1.49
Time of first heat, 5.30½	Time of second heat, 5.25

Those who witnessed this race assert that Arrow was not, at the close of the second heat, above half a second behind. One second would have raised the time of the heat of three miles to 5m. 29s. It is also asserted that no one, who saw this horse during the race and after its conclusion, entertained the least doubt of his ability to run a fourth mile in 1m. 56 $\frac{3}{4}$ s., and it would seem that there can be no reason to doubt it, since he had already run six miles, the slowest in 1m. 51 $\frac{3}{4}$ s., and had mended his time in the latter miles. Had he made it in 1m. 56 $\frac{3}{4}$ s., he would, it seems, have won the time match by $\frac{1}{4}$ of a second, and thus justified Mr. Ten Broeck's opinion; but probably he would have won it by much more than that, as there is no reason why he should fall off 7 $\frac{3}{4}$ seconds in his last mile.*

On the same course once more, however, after losing four-mile heats to him in 7.55 $\frac{1}{2}$ —7.56 $\frac{3}{4}$, he gained his greatest glory, by defeating Lecomte himself for the Jockey Club Purse, of three-mile heats, Lecomte taking the first heat in 6.00, and Arrow the second and the third in 5.59—6.03.

It is to be presumed, however, that Mr. Ten Broeck holds Lecomte still, in spite of his defeat, the better horse, since he, and not Arrow, is the file-leader of his string on his English expedition.

His race of April 9, 1854, is thus narrated in the *New Orleans Picayune*.

THE BEST THREE-MILE RACE EVER RUN.

Yesterday being the last day of the Metairie Jockey Club meeting, and a day of recreation to many who are usually engaged in business, there was a very large attendance at the course. The fame of the two horses that were to contend for the club purse of \$1,000, at three-mile heats, was well known, and a fast race was confidently anticipated. Arrow having run a four-mile dash in 7.39, on the 6th of January last, finishing the last mile in a gallop, and Little Flea having, on Wednesday last, run and saved her distance against the fleet Blonde, who made the then fastest three-mile race on record, viz.—5.36 $\frac{1}{2}$ and 5.34, all gave token that if both of them were "right," time would be literally used up.

The betting before the start was in favor of Arrow, at odds

* See Note † on page 350.

THE LATE RACES.—The two weeks' Spring races of the Metairie Jockey Club are over, and now that the excitement connected with them is past, it is on looking back and reviewing the series of brilliant events which have taken place during their continuance, that we can truly say that they are unparalleled in the racing annals of the country. The admirable and discreet manner in which all the preliminaries and accessories were arranged by Mr. Richard Ten Broeck, the proprietor, was most fortunate for the pleasure and success of the meeting. But few persons are aware of the many perplexing difficulties to be encountered in the management of a brilliant race meeting, in order to give that general satisfaction which is felt and expressed by the community.

During the last two weeks, not only one race, but many, have been run, which for speed are unequalled in all the records of the "Racing Calendar."

The "State Stake," although run in slow time, owing to the condition of the track, was still a most interesting, closely contested, and heavy-betting contest.

The three-mile race of Blonde, on the 5th inst., when she beat Little Flea in $5.36\frac{1}{2}$ — 5.34 , was then the quickest three-mile race on record; but on the 9th inst., Little Flea and Arrow ran a three-mile race in the astonishing time of $5.33\frac{1}{4}$ — 5.36 — $5.43\frac{1}{2}$; Little Flea winning the first heat and Arrow winning the race.

Wild Irishman won, on the 7th inst., a two-mile purse, in two heats, in $3.44\frac{1}{2}$ — 3.39 .

On the 6th inst., Teallie, a two-year-old filly, won a race at mile heats, best three in five, in which six horses started, in the unequalled time of $1.47\frac{1}{4}$ — 1.48 — $1.46\frac{1}{2}$ — $1.46\frac{1}{2}$ — 1.48 — $1.46\frac{1}{4}$ — 1.50 .

Less than 1.47 has frequently been done by different horses.

But the most brilliant event of all was the four-mile race of the 8th inst., in which Lecomte, Lexington and Reube ran; the latter being distanced in the second heat, and Lecomte winning the race in two heats, although he carried three pounds over weight, in the unparalleled and never before expected fast time of 7.26 — $7.38\frac{3}{4}$! We might dwell upon many other pleasant features connected with the late meeting, comparing the above

with previous performances, but this paper is not exactly the proper arena for that interesting discussion. The columns of the "Spirit of the Times" are broad and ample, and there we anticipate reading many pleasant recitals of the incidents, and comparisons deduced from the figures and blood displayed during the late meeting, from many able pens. The whole season has been most profitable to the enterprising proprietor, Mr. Ten Broeck, and has given much gratification to a larger number of persons than were ever before assembled in this portion of the country on similar occasions.—*N. O. Picayune.*

These campaigns of 1854, 1855, and 1856, the principal events of which, as above recorded, will long stand conspicuous in the annals of the American Turf, are certainly to be considered of great mark.

Although the springy and elastic nature of the New Orleans courses are peculiarly favorable to the making of fast time, and the excessive lightness of the Southern weights tend to the same result, no one can deny the greatness of the achievements.

The fastest four-mile heats in 7.26½ by Lecomte, in 7.19¾ by Lexington, against Lecomte's time, and lastly in 7.23¾ by Lexington, against Lecomte; the fastest three-mile heats in 5.30¾ and 5.28, by Brown Dick against Arrow; and the fastest mile that ever was run, of truly recorded time, and that the third of a two-mile heat, constitute certainly a record of which to be proud.

But, alas! of these champions what remains to record? Lexington, blind prematurely; Henry Perritt, dead of his over-exertions; Lecomte, said—it is hoped untruly—to be amiss, in his forelegs, in England; Pryor and Prioress alone left to support their country's glory on the classic sod of Newmarket heath and Goodwood. To judge of the powers they have shown, and of the vast allowances with which they will run, one would say that they ought to conquer! But the race is not always to the swift, nor the battle to the strong. H. W. H.

FASTEST AND BEST RUNNING TIME ON RECORD.

Three-quarters of a mile, by Narragansett, at Narragansett Park, August 25, 1868, 1.17½.

Three-quarters of a mile, by Flash of Lightning, 3 years old, at Saratoga, August 18, 1870, 87 pounds, 1.17½.

One mile, best on record, by Judge Curtis (late Gen. Duke), at Saratoga, July 18, 1870, 114 pounds, 1.43¼.

One mile, by Herzog, 3 years old, carrying 90 pounds, second heat, 1.43½, at Cincinnati, May 25, 1869.

One mile, Versailles, first heat in 1.43¾, full weight, at Cincinnati, September 21, 1869.

One mile, May 30, 1866, second heat, Revolver, 1.44¼.

Mammona ran the first heat at Lexington, Ky., 1862, in 1.44¼.

One mile, Pompey Payne, second heat, in 1.44½, full weight, at Lexington, Ky., May 17, 1869.

One mile, the best on record for a two-year old, by Hamburg, in 1.45, at Cincinnati, September 23, 1869.

One mile, General Duke, at two years old, 1.45½, at Cincinnati, September 26, 1867.

Climax ran a mile at Jerome Park, July, 1868, with 148½ pounds up, in 1.48¼.

One and an eighth miles, by Fanny Ludlow, at Saratoga, August, 1869, 1.56. This is at the rate of 1.43¼ to the mile.

Fastest one and a quarter mile dash, by Narragansett, in 2.10, at Saratoga, August 4, 1869, carrying 90 pounds.

One mile and a half, the fastest by Glenelg, 4 years old, 100 pounds, at Monmouth Park, Long Branch, August 2, 1870, 2.37¾.

Fastest one and three-quarter mile dash, by Corsican, 4 years old, 105 pounds, in 3.07¾, at Saratoga, August 7, 1869.

Fastest two miles on record, run by Hegira, at New Orleans, November 23, 1850, catch weight, 3.34¼.

Best two miles on record, at Lexington, Ky., September 12, 1867, by Lancaster, 3.35¼—3.38¼.

Fastest two and a quarter miles, by Kentucky, at Saratoga, August, 1865, 4.01½.

Best two and a quarter miles, by Muggins, 4 years old, 118 pounds, at Saratoga, August 2, 1867, 4.03.

Fastest two and a half miles, by Helmbold, 4 years, at Long Branch, July 30, 1870, 4.33 $\frac{1}{4}$.

Two and a half miles, by General Yorke, at Narragansett Park, August, 1868, 4.37 $\frac{3}{4}$.

Fastest and best three-mile race on record, by Norfolk, September 23, 1865, California, 5.27 $\frac{1}{2}$ —5.29 $\frac{1}{2}$.

Fastest four miles on record, Lexington, 5 years old, 103 pounds, at New Orleans, April 2, 1855, 7.19 $\frac{3}{4}$.

Same, Lexington, five years old, 103 $\frac{3}{4}$ pounds, April 14, 1855, beating Lecomte, 7.23 $\frac{3}{4}$.

Best four miles on record, Idlewild, on Long Island, June 25, 1863, full weight, 7.26 $\frac{1}{4}$.

Fastest hurdle race, two miles, over eight hurdles, by Jonesboro, 3.51 $\frac{1}{4}$, at the Metairie Course, April 11, 1868.

Best hurdle race, two miles, over eight hurdles, by Blackbird, at Saratoga, August, 1867, 3.57 $\frac{1}{4}$, carrying 161 pounds.

EDITORIAL NOTES.

* (P. 343.) Cassandra was imported in foal to Shakspeare, which foal was called Stella.

† (P. 345.) At the same meeting, three days after he was beaten by Brown Dick, he beat Le Roi three miles, in 5.35 $\frac{1}{2}$. Le Roi was drawn after the first heat. At Natchez, two days before, he was beaten by Lecomte, four-mile heats. He beat Ricardo, three-mile heats, in 5.48 $\frac{1}{2}$. Ricardo was drawn after first heat. In 1856, at Natchez, Miss., he beat Bijou, three-mile heats, in 6.04 $\frac{1}{2}$ —6.14. At New Orleans, Blonde beat him, three-mile heats, in 5.38 $\frac{1}{2}$ —5.47.

PEDIGREE,

CHARACTERISTICS AND PERFORMANCES OF PRYOR.

PRYOR was got by Glencoe, in 1852—dam Gipsev, own sister to Medoc by American Eclipse, g. dam Young Maid of the Oaks by Imp. Expedition, g. g. dam, Maid of the Oaks by Imp. Spread Eagle, g. g. g. dam by Imp. Sharke, g. g. g. g. dam by Nelson's Rockingham, g. g. g. g. g. dam by True Whig, g. g. g. g. g. dam by Baylor's Gallant, g. g. g. g. g. g. dam by Burwell's Regulus, g. g. g. g. g. g. g. dam by Imp. Diamond, &c.

EXPEDITION was by Pegasus, dam Active by Woodpecker. Laura by Whistle Jacket, Pretty Polly by Starling, sister to Diana by Second, Hanger's mare by Stanyan's Arabian, Gipsev by King William's Barb, Makeless, Royal mare.

Pegasus was by Eclipse out of a Bosphorus mare, Forester, Coalition Colt, Bustard, Charming Molly.

Woodpecker was by Herod, dam Miss Ramsden by Lonsdale Arabian, Bay Bolton, Darley Arabian, Byerly Turk, Place's White Turk, Taffolet Barb, Barb Mare.

Whistle Jacket was by Mogul, Sweepstakes Mare, Hampton Court Arab, Makeless, Brimmer, White Turk, Dodsworth, Layton Barb Mare.

Mogul was by the Godolphin Arabian, dam, Large Hartley Mare.

Sweepstakes was by the Bloody Shouldered Arab, Basto, Old Spot, Young Spanker, Hautboy, Bustler.

SPREAD EAGLE was got by Volunteer, dam by Highflyer, g. dam by Engineer, g. g. dam by Cade, g. g. g. dam Lass of the Mill by Traveller, g. g. g. g. dam Miss Makeless.

SHARKE was got by Marske, dam, Wag's dam by Marlborough, g. dam a natural Barb mare, dam of Lord Portmore's Tiney.

Marlborough was by the Godolphin Arabian out of the Large Hartley Mare, own brother to Mogul.

ROCKINGHAM was by Partner, dam Imp. mare Blossom, grand dam by Sloe, g. g. dam by Regulus.—This mare is not in the Stud-Books.

Partner was by Moreton's Traveller out of Selima by the Godolphin Arabian.

Moreton's Traveller was by Croft's Partner, Bloody Buttocks, Greyhound, Makeless, Brimmer, White Turk, Dodsworth, Layton Barb mare.

TRUE WHIG by Fitshugh's Regulus, dam Spotswood, Imp. Cullen Arabian mare, dam of Apollo.

GALLANT was got by Imp. Fearnought, dam Stately by Imp. Sober John, g. dam Imp. mare Strawberry.

IMP. REGULUS was got by Regulus in England, dam by Partner, Cupid, Hautboy, &c.

Fearnought was by Regulus, dam Silvertail by Heneage's Whitenose, Rattle, Darley Arabian, Old Child mare by Gresley Arabian, Vixen by Helmsley Turk, Dodsworth's dam.

Jenny Dismal is said to be by Dismal, son of the Godolphin, out of Bald Charlotte, but is not in the Stud Book.

Sober John* was by Hercules out of sister to Telemachus, by Herod, Skim, Janus, Spinster by Crab, Partner, Bloody Buttocks, Greyhound, Makeless, Brimmer, White Turk, Dodsworth, Layton Barb Mare.

Hercules was by Matchem, dam Riot by Regulus, Blaze, Fox, Darley Arabian, Woodcock's dam.

The mare Strawberry cannot be traced.

DIAMOND is said to be a son of Hautboy, his dam unknown, but he cannot be traced in the English Stud Books; and beyond this the pedigree of Gipsev cannot be followed.

* Sober John foaled in 1748; imported into Virginia, by Col. Baylor. By Rib, balance of pedigree unknown. The following sketch may be found in Hebers's English Racing Calendar for 1754, page 187. He ran that year six times, and won the following races:—May 23, Wisbech, Norfolk, £50; June 12, Stamford, Lincolnshire, £50. He cannot be out of a Herod mare, for Sober John was foaled ten years before Herod—one in 1748, the other 1758. Hercules, his sire, was foaled in 1772, and Matchem, Hercules sire, was foaled in 1748.—ED.

This, upon the whole, may be regarded as a fair specimen of an American pedigree, being traceable, so far as it can be traced at all, to English horses of unimpeachable character; and failing at last, from the want of records at an early date.

The performances of the whole family, however, are far too decided and too long sustained to leave a doubt of the blood.

DESCRIPTION OF PRYOR.

Of this horse, concerning whom there has always prevailed something of mystery, as of Lecomte, I have been able to find no published description. The fine portrait which accompanies this memoir, exquisitely engraved by Mr. Hinshelwood, from an original picture in the possession of his owner Mr. Ten Broeck, and lent, by his courtesy, for this work, is said to be an excellent likeness.

Its peculiar characteristic is the extreme length of the neck and forehand, and the light spiry cut of the animal generally; yet we are told, by those who have seen and known him, that he is rather a pony-built and close-ribbed-up horse than otherwise, which certainly does not appear from the portrait in question. His color is a somewhat dull chestnut. There has been some dispute about his age, but I can state on authority that it is clearly authenticated that he is only in his fourth year.

His first appearance was on the Metairie Course at New Orleans, on the same day on which Lexington won his great match against Lecomte's time, when he came out winner, in the

Thursday, April 5th—Picayune stakes, 2 year olds to carry 3 year old weights, colts 86 lbs., fillies 83 lbs., nineteen subscribers, mile heats, at \$200 each, forfeit, \$100, dec. \$50.			
R. Ten Broeck's ch. c. Pryor, by Imp. Glencoe, out of Gipsey,	2	1	1
W. J. Minor's gr. f. La dame Blanche, by Voucher, out of Lady Jane by Imp. Leviathan,	1	3	2
D. F. Kenner's Melody, by Voucher out of Music,	3	2	3
Time, 1.50—1.50—1.56½.			

Again at the same meeting, he ran with different fortune.

Friday, April 13th.—Sweepstakes of 2 year olds to carry 3 year old weights, as above, mile heats, five subscribers at \$200 each, h. ft. with \$250 added by the Club.			
D. F. Kenner's br. f. Minnow, by Voucher out of Dolphin by Leviathan,	2	1	1
R. Ten Broeck's ch. c. Pryor, by Imp. Glencoe out of Gipsey,	3	2	2
A. L. Bingaman's b. c. by Bundle and Go, dam by Medoc,	4	4	3
A. Lecomte & Co.'s ch. F. Mary Bertrand, by Glencoe, dam by Imp. Priam,	1	3	dst
A. L. Bingaman's g. c. by Belshazzar out of Laura by Pacific,			
Time, 1.53½—1.46½—1.48½.			

In the autumn he was again defeated by Minnow—

For—Wednesday, Nov. 4th.—Jockey Club Purse, \$400, for all ages, 3 year olds carrying 86 lbs., 4—100 lbs., 5—110 lbs., 6—118 lbs., 7 and upwards 124 lbs., allowing 3 lbs. for mares and geldings. Two-mile heats.

D. F. Kenner's d. g. Minnow, by Voueher out of Dolphin by Imp. Leviathan, 3 years,	1	1
R. Ten Broeck's ch. c. Pryor, by Glencoe out of Gipsev, 3 years,	2	2
D. J. Minor's ch. c. Vandyke, by Imp. Belshazzar out of Imp. Britannia, 4 years,	3	dst.
Time, 3.43—3.36½.		

And in the month ensuing he closed his campaign on the Metairie Course.

Sunday, Dec. 9th.—Purse, \$250, for all ages, weight as above. Two-mile heats.

R. Ten Broeck's ch. c. Pryor, by Glencoe out of Gipsev, 3 years old,	1	1
A. Lecomte & Co.'s Corinne, by Imp. Glencoe dam by Imp. Sarpedon, 3 years,	2	2
B. Riley's ch. g. Red Ox, by Pat Galway out of Ha'penny, 4 years old, carried 5 lbs. extra,	3	3
Time, 4.13—4.17.		

NATCHEZ, MISS., SPRING RACES.

PHARSALIA COURSE.

PRYOR AND LECOMTE—PRYOR THE VICTOR.

THIRD DAY.—The race which took place at Natchez on Saturday last, four-mile heats, between Pryor and Lecomte, was, I think, almost equal to any I ever witnessed, stamping both of the contending nags as first-rate horses, and proving conclusively to my mind that Lecomte is a gamer and better horse than I had previously given him credit for. The difficulties which he encountered in the prosecution of his tedious land journey from Alexandria to Natchez, could not have been instrumental in improving his condition, which, however, to appearance was all that could be desired. His eye was clear and bright, as was his skin, and his proud defiant air, and elastic step, betokened ability to go the pace, and keep it. In his exercise, which I particularly noticed the day before the race, I was much pleased with the style in which he came down the quarter stretch. He looked as if he could fairly fly. He had no superfluous flesh upon him, and in short, upon stripping for the race, he looked the perfection of a horse.

Of Pryor but little was known, and therefore little was expected. Twice had he met Mr. Kenner's filly Minnow, and in

both instances he was compelled to yield the palm of superiority to her powers—the latter race of two-mile heats was the longest distance he had ever run. In his race with *Le Roi*, three days previously, he had developed extraordinary fleetness, and the purity of his blood, and the general excellence of his form, gave promise of endurance which lured his trainer to the desperate chance of attacking even so formidable a rival as the renowned *Lecomte*, of 7.26 memory. A better bred or more gallant steed ne'er struck the ground than *Pryor*, and in this contest well and nobly has he sustained the exalted reputation that his ancestors, on the maternal side, years long gone by, established upon the American Turf by their glorious achievements.

The *Pharsalia Course*, at best a slow one, according to estimates of those who, for many years, have trained and run horses upon it, was not less than from twelve to fifteen seconds slower than in its best condition, and yet the time made upon this occasion, if I have not been misinformed, was better than any every before made upon the course. This speaks trumpet-tongued, and fully explains the superiority of the contestants, and the excellence of their condition.

There was but little betting at the commencement of the race—100 to 15 in some instances—100 to 20 for a while current—more hundreds than twenties on *Lecomte*.

The lack of changes or variety in the race, precludes the necessity of a very lengthy description. It was evident, from the start, that the instructions to *Pryor's* rider were, "wait and win," and he fulfilled them to the letter, and rode the race throughout in a style that would have given credit to *Gil. Patrick*.

Pryor went off with the lead, but resigned it to *Lecomte* at the commencement of the back stretch, and took position about three lengths in his rear. These positions were but slightly changed during three and a half miles, the pace, however, visibly increased in the second and third miles. On the fourth mile they were running at tell-tale stroke. Just after passing the half-mile post, *Pryor* made play, and, by a terrific burst of speed, passed his competitor like a dart, amidst the most uncerthly and deafening shouts I ever heard. The run home was

at a rapid flight, and for a while exciting; Lecomte, however, could not reach his wiry antagonist, who came to the stand about a clear length in the lead. The time of the fourth mile, 1.52! of the heat, 7.47.

The problem of Pryor's ability to go another four miles was not yet solved to the satisfaction of his friends, and at the pace which it was certain Lecomte would carry him the next heat, they well knew he had to be a trump. He looked, however, as if he could go to Salisbury, N. C., and his appearance and behavior, before starting for the second heat, inspired fresh confidence in his friends, who backed him heavily at *even*, to win.

Lecomte was evidently not a little the worse for wear. When he stopped, he "blew out" strong and heartily, but a short time before starting again he had a quick "sheep blow," which plainly indicated that he was tired, and his conduct during the remainder of the race impelled me to the conviction which I have expressed at the commencement of this report. Throughout the whole race, gallantly and faithfully did he respond to each call made upon him—but in vain; it was too evident that he was overmatched.

The second heat was almost a repetition of the first, save that it was faster, which, under the circumstances, astonished all who witnessed it. Lecomte was determined to "do or die." Pryor equally determined to allow him to regulate the pace, until it suited his rider to take the lead. Very nearly at the same spot as in the first heat he made a terrific dash, and gave him the go-by at a sort of telegraphic speed, and came in, I am constrained to say, an easy winner. About that time, and for several minutes afterward, it would have been somewhat difficult to "hear any thing drop." The time of the heat, 7.44 $\frac{3}{4}$.

SUMMARY.

Saturday, March 15—Association Purse, \$800, for all ages, weights as above. Four-mile heats.

A. L. Bingaman's—R. Ten Broeck's—ch. c. Pryor, pedigree above, 3 yrs. 1 1

Thos. J. Wells' ch. h. Lecomte, by Boston, out of Reel, 5 yrs. 2 2

FIRST HEAT.		SECOND HEAT.	
Time of first mile,.....	2.00	Time of first mile,.....	1.56
Time of second mile,.....	1.57	Time of second mile,.....	1.56
Time of third mile,.....	1.53	Time of third mile,.....	1.53
Time of fourth mile,.....	1.52	Time of fourth mile,.....	1.54
Time of first heat,.....	7.47	Time of second heat,.....	7.44 $\frac{3}{4}$

Track heavy.

New Orleans Picayune.

In the month of July, 1856, he was sent with Lecomte and Prioress, Mr. Ten Broeck's string, by the City of Edinburgh to Glasgow, and is now understood to be in training on Newmarket heath. It is understood that their owner entertains higher hopes and expectations of this horse, than his performances would appear exactly to justify, but his sagacity and judgment are such, and have been so rarely proved, that it were unwise greatly to distrust the conclusions to which he may have deliberately come, on grounds best known to himself.

FASHION JOCKEY CLUB RACES.

APRIL SPRING MEETING, 1856.

SECOND RACE—SECOND DAY.—There were three entries for the Jockey Club stakes, four-mile heats—Pryor, Floride, and Augusta; the latter paid forfeit; in town on Tuesday and Wednesday morning, Floride was the favorite, but as the race was postponed, all bets made previous to the postponement are void. On the course, Pryor was the favorite at 100 to 75, and a large amount of money was laid out at these odds—one gentleman winning not less than \$10,000.

Pryor drew the track, and an excellent start was effected. Floride soon went in front, and passed the stand a length ahead the first mile, Pryor making a waiting race of it until reaching the first quarter of the last mile, when he went up, and they passed the half mile post lapped, Pryor winning handily by three lengths.

SECOND HEAT.—100 to 20 and 100 to 10 were now offered on Pryor, but few or no takers could be found, as it was thought that Floride could not make her way through the heavy course. Floride led off, and took the track after making the first turn. The running from here to the end was similar to that in the first heat, Pryor waiting till the last half mile, when he went up, passed, and won by two lengths. Floride is a beautiful mare, but Pryor is a perfect specimen of a race-horse.

The following is a summary of the day's sport:—

Thursday, June 19—Jockey Club stakes for all ages, weights as before. Three subs. at \$200 each, \$100 ft. If two shall start, the Club will add \$900; if three, \$1,200; if four, or more, \$1,500; if three or more shall start, then the second best to receive back its entrance money.

Four-mile heats.

R. Ten Broeck's ch. c. Pryor, by imp. Glencoe, out of Gipsey by Eclipse, 4 yrs. 1 1
 Calvin Green's b. c. Floride, by Wagner, dam by Imp. Glencoe, 5 yrs. 2 2
 Calvin Green's b. f. Augusta, pedigree above, 4 yrs. pd. ft.

FIRST HEAT.		SECOND HEAT.	
Time of first mile,	2.03	Time of first mile,	2.14
Time of second mile,	2.05	Time of second mile,	2.10½
Time of third mile,	2.02½	Time of third mile,	1.58½
Time of fourth mile,	2.01	Time of fourth mile,	1.56½
Time of first heat,	8.17½	Time of second heat,	8.19

Same day—Association stake for three-year-olds, weights as before. Four subs. at \$200 each, \$100 ft., with \$300 added. Mile heats.

Wm. H. Gibbon's ch. g. Nicholas I., by imp. Glencoe, out of Nannie Rhodes by Wagner, 1 1
 Calvin Green's b. c. by imp. Glencoe, out of Darkness by Wagner, 3 2
 R. Ten Broeck's b. f. Prioress (late Poison), by imp. Sovereign, out of Reel by imp. Glencoe, 2 dist.
 F. Morris's br. f. Etiquette, pedigree above, pd. ft.
 Time, 1.55—1.57½. Track heavy.

A very numerous assemblage of spectators was present, and quite a large number of ladies, whose smiling countenances lent a charm to the scene which is too frequently wanting on our courses; and the way they (the ladies) entered into the sport, was a caution to persons who think it a sin to laugh on Sunday, or witness a contest of *speed* between the noblest of the brute creation, although they object not to attend in thousands to witness a trial of *strength* between two yoke of powerful oxen drawing a load of several tons up hill. Two of these ladies, by the way, finding the reporters' stand a very convenient place from which to view the race, took advantage of our temporary absence, and possession of our seat, much to our regret, and kept it until the termination of the heat. We were too gallant, of course, to attempt to dislodge them—they *did seem to enjoy it so!*

Pryor was taken to England, as elsewhere noticed. He ran twice in England, but won nothing. He died October 22, 1857, of inflammation of the lungs.

ASTEROID.

ASTEROID, bred by Messrs. J. C. Chinn & Co., was by Lexington. 1st dam Nebula, by imported Glencoe; 2d dam Blue Bonnet, by imported Hedgeford; 3d dam Grey Fanny, by Bertrand; 4th dam Grey Fanny, by imported Buzzard; 5th dam Arminda, by imported Medley; 6th dam Arminda, by imported Bolton; 7th dam Sally Wright by Yorick; 8th dam a thorough-bred mare of Col. Tayloe's, Mount Airy, Va.

For Lexington's pedigree and performances, see memoir, page 303.

Nebula, Asteroid's dam, was a grey filly foaled in 1852, bred by Messrs. J. C. Chinn & Co. Nebula was never trained, consequently has no turf career. We give below her produce as far as known, which we believe covers them all.

NEBULA'S PRODUCE.

- 1859—b. f. Luna, by Lexington;
- 1860—b. f. Sue Lewis, by Lexington;
- 1861—b. c. Asteroid, by Lexington;
- 1862—b. c. Asterisk, by Ringgold;
- 1863—gr. c. Astor, by Lexington, crippled as suckling;
- 1864—missed to Lexington;
- 1865—gr. c. Aneroid, (alias Hotspur), by Lexington.

She died at Indianapolis, Indiana, on her way to Illinois after foaling Aneroid, who was reared by hand.

Glencoe, bred by Lord Jersey, in 1831, was by Sultan out of Trampoline, by Tramp, her dam Web by Waxy, she out of Penelope by Trumpator, etc., etc., etc.

Glencoe started eight times in 1834, and won six. The Riddlesworth Stakes at Newmarket; the Desert Stakes at New-

market; the 2000 Guineas at Newmarket; the Gold Cup at Goodwood; the Racing Stakes at Goodwood; the Garden Stakes at Newmarket. In 1835 he won the Gold Cup at Ascot, and challenged for the Whip at Newmarket, which was not accepted.

Glencoe was withdrawn from the turf after this race, and shortly afterwards purchased by Mr. James Jackson, Florence, Ala., who sent an order to England to purchase the best horse in the market for sale. After his purchase Mr. Jackson permitted him to make the season of 1836 in England. From this season sprang the celebrated Pocahontas, who has placed his name highest upon the scroll of fame, and linked it imperishably for all time with the brightest pages of the English turf, through her three distinguished sons Stockwell, Rataplan and King Tom.

Glencoe stood in this country from 1837 to 1857, twenty years. Amongst the most distinguished of his get, we would name Reel, Budelight, Aduella, Peytona, Fanny King, Moth, Susan Hill, Torchlight, Frankfort, Highlander, Nannie Lewis, Pryor, Aldelgisa, Harper, Blonde, Charmer, Star Daris, Vandal, Wild Irishman, Sallie Waters, Hugh L. French, Rigadoone, Topsy, Magnolia, Bonnie Lassie, Bonnie Laddie, Nannie Clark, Nicholas, Rhoda, Novice, and Nebula.

Glencoe died August 25th, 1857, in the 27th year of his age, and he has been of inestimable value to the country as a breeder; no horse either native or imported surpasses or equals him as to brood mares. To Reel, by imp. Glencoe, we owe Lecomte, Starke and Prioress; Fanny King produced Brown Dick; Nannie Lewis produced Aldebaran; Topaz produced Waterloo, Austerlitz, Wagram, Colton and Lodi; Magnolia produced Princeton, Skedaddle, and the noted brothers Daniel Boone and Kentucky; Rhoda produced Fleetwing; Novice produced the renowned Norfolk; Nebula produced Asteroid, Sue Lewis and Asterisk; and finally Goodwood and Idlewild were both from Glencoe mares. But few first-class horses on the turf in the last ten years but were out of Glencoe mares, and they have as a general thing nicked well with Lexington.



DESCRIPTION OF ASTEROID.

Asteroid is a darkish bay, foaled in 1861, bred by Messrs. J. C. Chinn & Co., and purchased by the late R. A. Alexander, Esq., when a yearling, along with Blue Bonnet, Nebula, and others. The late Mr. Boyden was a joint owner of Blue Bonnet and her produce. He died during the war in Virginia, and the surviving partner, the late Judge Chinn of Harrodsburg, Ky., sold the stock to Mr. Alexander.

Asteroid stands 15 hands $1\frac{7}{8}$ inches high without shoes. He has a large star about the size of a silver dollar in the forehead. His legs are black from a little above the knees to the hocks, with white on both hind pasterns nearly to the joint, and black spots in white around the coronet. His near fore-heel is white, extending in a narrow strip around the coronet, but so mingled with black spots and hairs as to give it a greyish appearance. He has a Glencoe head, Roman in character, well set on a stout and longish neck, running into beautiful and well-laid shoulders. He has great length, immensely stout back, well coupled, fine quarters and hips, with large stifles and great driving powers. His arms are large and strong, immense length from hip to hocks, good legs, long elastic pasterns, with sound feet. His action was superb, and when in motion impressed you greatly with his strength and power.

ASTEROID'S PERFORMANCES.

St. Louis, Mo., Thursday, May 19th, 1864—Sweepstakes for three-year-old colts and fillies; \$100 entrance, \$50 forfeit; \$500 added (16 subscribers). Value of stake \$1250. Weight 96 pounds. R. A. Alexander's b. c. Asteroid, by Lexington, dam Nebula by Imp. Glencoe 1 1
 T. Ward's b. c. Tipperary, by Ringgold, dam Roxana, by Imp. Chesterfield 3 2
 Reber & Kiertz' b. c. Scotland, by Imp. Bonnie Scotland, dam by Imp. Monarch 2 3
 Time 147 $\frac{1}{4}$ —146 $\frac{1}{4}$.

Asteroid the favorite two to one over the others. First heat won by two lengths, the second by a head. He was laboring under bucked shins.

Lexington, Ky., Monday, Sept. 26th, 1864—Sweepstakes for three-year-old colts and fillies, \$100 entrance, \$50 forfeit; the Club to add \$200—mile heats—value of stake \$600.
 R. A. Alexander's b. c. Asteroid, pedigree above 1 1
 J. Harper's gr. c. Loadstone, by Lexington, out of Blue Bonnet 3 2
 J. Ford's br. c. Grant, by Lexington, dam by Imp. Glencoe 2 3
 Time 147 $\frac{1}{4}$ —147 $\frac{3}{4}$.

Asteroid favorite against the pair. Both heats won easily.

Same Meeting, Friday, Sept. 30th, 1864—Sweepstakes for three-year-old colts and fillies, two mile heats, value of stake \$600.

R. A. Alexander's b. c. Asteroid	1	1
J. Harper's b. f. Easter by Endorser, dam Helen Swigert	2	2
Time, 406—406½. Track muddy.		

Asteroid favorite three to one. Won easily.

Louisville, Ky., Oct. 10th, 1864—A sweepstakes for three-year-old colts and fillies, mile heats \$100 each, half forfeit; the Association added \$750 (7 subscribers). Value of stakes \$1250.

R. A. Alexander's b. c. Asteroid	1	1
J. M. Clay's ch. f. Georgie Woods, by Imp. Knight of St. George, dam Margaret Woods, by Imp. Priam	2	2
J. W. Ford's br. c. Grant, pedigree above	3	3
Time, 148½—150½.		

Same Meeting, Oct. 14th, 1864—A sweepstakes for three-year-olds, two mile heats, \$200 each; half forfeit, and the Association added \$1000 (6 subscribers). Value of stake \$1700.

R. A. Alexander's b. c. Asteroid—walked over.

St. Louis, Mo., May 9th, 1865—A sweepstakes for four-year-olds, mile heats, three in five, \$500 entrance, \$250 forfeit; \$1000 added (5 subscribers). Value of stake \$2000.

R. A. Alexander's b. c. Asteroid, 4 years old	2	1	1	1
C. C. Fife's b. c. Young Bonnie Scotland, by Imp. Bonnie Scotland, dam Young Fashion, by Imp. Monarch	1	2	3	2
H. Taylor's b. f. Prairie Bird, by Imp. Sovereign, dam by Boston	3	3	2	3
Time, 150½—148½—150½—149½.				

Asteroid the favorite, second, third, and fourth heats won, each by from two to three lengths.

Louisville, Ky., June 6th, 1865—Jockey Club Purse \$600, two mile heats, for all ages.

R. A. Alexander's b. c. Asteroid, 4 years	1	1
J. Harper's gr. c. Loadstone, 4 years	2	2

	TIME.	
	<i>First heat.</i>	<i>Second heat.</i>
First mile	149	144
Second mile	147½	154
	336½	338

The best description of this race, and indeed about the only one extant, we take from the "Spirit of the Times," contributed by a correspondent under the signature of "Sport." The reporter for the Louisville Journal states that the first heat was run in 335½, and so made by a great many watches.

On the second day we had the best two-mile race, take it for all in all, that ever was run in the country. The horses were both four-year-old colts by Lexington, one being Asteroid out of Nebula, by Imp. Glencoe, and the other the gray colt Loadstone, out of Blue Bonnet, by Imp. Hedgeford. Mr.

Alexander bred them both and sold the latter, when a yearling, to John Harper.* Asteroid was the favorite at 100 to 40. He looked to me a little high in flesh, but Mr. Alexander and old Ansel were well satisfied with him and confident of winning. The gray colt was brought out last year and showed fine speed, but did nothing equal to the reputation of the famous family to which he belongs. He has much improved, and is, I think, likely to train on and improve more yet. There was great interest manifested in the colts, and many predictions were made as to time. Nobody, however, put it as low as the horses ran. They are close relations, for Asteroid's dam, Nebula, was by Glencoe out of Blue Bonnet, Loadstone's dam.

First Heat.—Asteroid made the running at a good pace, the gray keeping well up. The first half mile was 55s. They then bettered the pace a little, and the mile was run in 1m. 49s., the gray being close to Asteroid as they passed the stand. The gray now made an effort for the lead, and at the turn had the best of it by a neck, which was no sooner perceived than a thundering shout was raised by his friends and the takers of the odds. But Asteroid now put on steam, and for above a quarter of a mile they ran neck and neck. The sight was very beautiful. In power and grace of action they are both superb, and they were doing about their best, no doubt. They ran together, literally head and head, past the half-mile and down behind the grove. The interest was intense while they were lost to sight, for it was felt that one *must* have some advantage by the time they opened out again. When they appeared in sight, Asteroid was in the lead, but the gray at his girths. Loadstone's rider now gathered him together for a rush on the homestretch. The colt made a gallant effort, but Asteroid was too stout and speedy to be col-lared. He won it in 3m. 36½s., the second mile being run in 1m. 47½s.

Second Heat.—It was a hundred to twenty on Asteroid, but this was taken freely. The friends of the gray had lost but little of heart or hope, for he had proved himself a race-horse all over, though beaten in the heat. At the start the gray colt

* Mr. Alexander did not breed either of them. They were purchased by him, when yearlings.

made the running at great speed in a desperate effort to get a strong lead or cut down Asteroid. He was half a length ahead of the latter for the first half-mile, but then Asteroid gained inch by inch, both being thoroughly extended and running very fast. They were close lapped all the way round, and at the distance stand on the stretch Loadstone still had a short head the best of it. At the string, however, the bay colt's nose was in front, and the mile was 1m. 44s. Asteroid now took a clear lead, and won the heat without any apparent trouble, in 3m. 38s., the second mile being 1m. 54s. Some placed Loadstone first by a short head when they crossed the string at the end of the first mile, but I was in a good position to see, observed them carefully as they ran by, and am satisfied that Asteroid was then half a head in the lead. When they came in Loadstone was tired. Asteroid did not appear to be at all distressed, and in my opinion could have run the last mile of the heat three seconds faster, without being much driven. He had no "persuasion" in either heat, except that of seeing a competitor run by his side nearly all the way.

Same Meeting, June 10th, 1865—Jockey Club Purse \$800 for all ages, three mile heats.

R. A. Alexander's b. c. Asteroid, 4 years	1
J. Harper's g. c. Loadstone, 4 years	dis.
Dr. Weldon's b. c. Dr. Lindsay, 4 years old by Lexington, dam by Imp. Glencoe	dis.

Time, $\left\{ \begin{array}{l} 153 \\ 153 \\ 203\frac{1}{2} \end{array} \right. = 5:49\frac{1}{2}$

Cincinnati, O., June 21st, 1865—Horseman's Purse \$600, two mile heats, free for all ages.

R. A. Alexander's b. c. Asteroid, 4 years	1	1
J. W. Weldon's ch. g. Red Oak, by Second Altorf, dam by Job aged	2	dis.

TIME.			
First mile	150	148 $\frac{3}{4}$	
Second mile	150	151 $\frac{1}{2}$	
	340	340 $\frac{1}{4}$	

Asteroid the favorite \$1000 to \$100. Won with great ease.

Same Meeting, June 23d, 1865—Purse \$1000, three mile heats, for all ages.

R. A. Alexander's b. c. Asteroid, 4 years—walked over.

About this time great anxiety existed to see Kentucky and Asteroid meet, and with that view the following challenge was issued July 8th, 1865:

*Challenge for \$25,000 a side! at Two or Three Mile Heats,
\$5000 allowed the party accepting to defray expenses.*

As nearly all the prominent horses are engaged at Saratoga, I propose the following offer to them:

I will run Kentucky two or three mile heats, over the Saratoga Course, on any day between the first and sixth of August next that the accepting party may designate, for from \$10,000 to \$25,000 a side, half forfeit, to be deposited in the United States Life and Trust Company, in the City of New York, at the time of acceptance, and the day of running to be then named; and I will give the party accepting this offer 20 per cent. of the money they put up to defray their expenses, should Kentucky win.

JOHN HUNTER,
Care of W. R. Travers & Co.,
19 William Street, N. Y.

On the 5th of August, 1865, the following reply appeared in the "Turf, Field, and Farm."

THE ASTEROID AND KENTUCKY CONTROVERSY.

In our first number, Aug. 5th, we published a letter received by us from Mr. Alexander, worded as follows:

SPRING STATION, Woodford Co., Ky., July 27, 1865.

JOHN HUNTER, Esq.—*Dear Sir:* I have seen your proposition to run Kentucky against all horses engaged at Saratoga, for from \$10,000 to \$25,000 a side, half-forfeit, etc.

I have always been opposed to making or encouraging *big matches*, for various reasons. In the first place, it partakes more of gambling than I like; in the second place, it not unfrequently creates no little ill feeling between the parties engaged, and as men are more often carried away by their sympathies for one or other of the horses, in match races than in others, more money is usually won and lost, and often to an injurious extent. These are some of my reasons for disliking to engage in any heavy match; but as your proposition has been considered by many as

a direct challenge to run Kentucky against Asteroid, and my engagements having been such as to have determined me, ere your challenge appeared, not to take my horse to Saratoga :

I beg to say that I will run Asteroid against Kentucky, two races, for ten thousand dollars (\$10,000) a side, each race, half forfeit, one to be three-mile heats, the other to be four-mile heats; the first to be run at Cincinnati, over the course there, the last over the Louisville course; each race to come off on the Saturday previous to the regular Autumn meetings at these points.

Should the two races be run, I will give you a sum equivalent to twenty (20) per cent. of the money you put up, whether *you win or lose*, to cover expenses, risk, etc., in bringing your horse so far from home. If only one race is run, the 20 per cent. will be allowed only on the amount you put up in that race.

As some of our friends have ascertained that traveling is no disadvantage to a race-horse, I hope you will come west and let Kentucky snuff his native air once more; I think our tracks are as good as those in the east, and a horse owned east of the Alleghanias will be as great a curiosity on a course in this section of country as one of my entries would be were he to appear to run for the Jersey Derby, St. Leger or Saratoga Cup. However, war being over, we may be able to support one another better; and I now tell you that I not only hope to beat Kentucky, should he come west, but hope also to win more than one Derby and St. Leger with colts not only entered in my name, but run as my property, unless indeed I shall be ruled out for non-appearance within a certain time, of which in strict justice I should have due notice.

I am yours, very truly,

R. MITCHISON ALEXANDER.

P. S.—As you will have due time to think the match over by *Monday, August 7*, I may here say that I expect this proposition to be accepted or rejected at latest by that time.

Yours, etc.,

R. A. A.

Mr. Hunter replied to the proposition as follows:

SARATOGA, N. Y., August 4, 1865.

R. AITCHISON ALEXANDER, Esq.—*Dear Sir*: I have received your letter, post-marked Louisville, and bearing date 27th July, proposing to run Asteroid against Kentucky at Cincinnati and at Louisville, this fall, two races, for ten thousand dollars a side, each race at three and four mile heats, and I beg to say that, inasmuch as your letter limits my consideration of the matter to the 7th inst., I must respectfully decline to make any acceptance or rejection of the same, within the time allowed. If, however, after the engagements of the impending Saratoga meeting are over, Kentucky shall be in such condition as will warrant further engagements on his part for the approaching fall, I will make another proposition for a meeting between him and Asteroid, which, I trust, will prove acceptable.

Very truly yours,

JOHN HUNTER.

On the 22d of August, Col. S. D. Bruce received the following dispatch:

LEXINGTON, Ky., Aug. 21, 1865.

COL. S. D. BRUCE, No. 62 Liberty Street, New York:

I authorize you to match Asteroid against Kentucky, two races for ten thousand dollars a side, each race half forfeit; first race, three miles and repeat, at Cincinnati, 25th of September, second race, four miles and repeat, next August, at Saratoga. Proprietors of Cincinnati track give fifty per cent. of net receipts to winner. See Travers & Osgood.

(Signed)

R. A. ALEXANDER.

A copy of this dispatch was forwarded to Mr. Travers who was at Newport, to which Col. Bruce received the following note:

NEWPORT, Aug. 22, 1865.

Dear Sir:—I have this morning received your dispatch informing me of Mr. Alexander's proposal. I have forwarded it to Mr. Hunter, and on hearing from him, will communicate with you again.

Respectfully yours,

Col. S. D. BRUCE.

W. R. TRAVERS.

Mr. Hunter called upon Col. Bruce a short time after the reception of Mr. Travers' note, and stated that he would accept Mr. Alexander's challenge of the 21st, provided that he (Mr. A.) would appoint the 18th of October for the day of meeting at Cincinnati, instead of the 25th of September. Col. Bruce replied that he had no authority to make the change, but would telegraph to Mr. Alexander and learn his opinion in regard to it. Mr. Hunter then made the following proposition :

To Col. S. D. BRUCE.—*Dear Sir*: I have received Mr. Alexander's proposition, sent by you to Mr. Travers, and will state, in reply, that I will accept the proposition dated Lexington, August 21st, 1865, to run Kentucky against Asteroid two races; the first, of three mile heats, to be run at Saratoga, next summer, provided the first race to be run on the 18th of October, instead of September 25th. This proposal is to be accepted by Saturday noon.

Truly yours,

NEW YORK, August 24.

JOHN HUNTER.

The proposition was telegraphed Mr. Alexander without delay. On Saturday Col. Bruce received a dispatch from Mr. Alexander declining the modification of his proposition of the 21st, and authorizing (Col. B.) to present one dated the 23d.

NEW YORK, August 26, 1865.

To JOHN HUNTER, Esq.

Dear Sir: Your modification of the proposition dated Lexington, August 21st, and signed R. A. Alexander, proposing to match Asteroid against Kentucky, is not accepted by Mr. Alexander. As the first proposition is declined, I am now authorized to present the following :

LEXINGTON, Ky., August 23, 1865.

To Col. S. D. BRUCE, 62 Liberty Street, New York :

I authorize you to match my horse Asteroid, two races, one of three mile heats, the other four mile heats, for ten thousand dollars a side; each race play or pay; the first race of three mile heats to come off this autumn over any course in Kentucky to be named by the owners of Kentucky, they giving me thirty

days' notice as to when and where the race is to be run; the second race four mile heats to be run next year over any course in the State of New York to be chosen by me with same notice. The races at Lexington begin on the 9th of October—at Louisville on the 23d of October; each course will give five thousand dollars to the winner. I warrant New York Course will do the same.

(Signed) R. A. ALEXANDER.

I am further authorized to state that the above proposition must be accepted not later than the evening of August 29th.

S. D. BRUCE.

This closed the correspondence, Mr. Hunter declining to entertain the last proposition.

Cincinnati, O., Sept. 30, 1865—Jockey Purse \$1000; dash of four miles.

R. A. Alexander's b. c. Asteroid, 4 years old	1
Welden & Austen's b. h. Leatherlungs, 5 years old, by Lexington, dam by Imp. Glencoe	2

Track deep in mud, won in a canter.

Time, 8:23.

At the Lexington Fall Meeting Mr. Alexander kindly announced that Asteroid would not run during the meeting, as his entrance would destroy sport.

Louisville, Ky., Oct. 24th, 1865—Jockey Club Purse \$400, two mile heats, for all ages.

R. A. Alexander's b. c. Asteroid, 4 years—walked over.

Asteroid met with an accident in the spring of 1866, which prevented him from starting in the races during that spring. Jerome Park was inaugurated the fall of 1866, and a grand stake called the Inauguration Stake, four mile heats, was gotten up and closed with twenty-nine nominations. Asteroid, Kentucky, Fleetwing, and all the noted horses were entered. Asteroid came on to New York to run in this great Inauguration Stake, but broke down just on the eve of the event. The following beautiful notice of the accident appeared in the "Turf, Field, and Farm" of September 29th, 1866:

"A bright star has faded from the racing firmament. Asteroid has run his last race, and now must retire from the field where bright laurels are won. The pride of the West has broken down, and never more will he carry the colors of Mr. Alexander to a glorious triumph. On the eve of the greatest turf event of

modern times, by a severe accident he is deprived of the power of motion, and without a struggle must yield the palm of victory to his illustrious rivals. In his strength and pride, with the future looming grandly before him, he is cut down in a moment, like the flowers by a sudden frost, and with drooping crest must pass sadly from the gaze of admiring eyes to where the clouds hang heaviest and darkest. His star has set, and the other orbs glow less brightly in the sky, for with the radiant light of heaven faded a world of splendor. He journeyed more than a thousand miles to meet his great rivals and put forth a noble effort—make a mighty struggle for the championship of the American turf, and the ink is scarcely dry that recorded his arrival at Jerome Park, before the pen must perform the sad duty of reporting him unable to appear in the great Inauguration race. He was in perfect health a few days ago, and was one of the finest pictures of a magnificent race-horse that mortal eyes ever gazed upon, and now he is but a wreck of his former self. On Saturday he showed signs of lameness, and early on Sunday morning, he was pulled up from a short brush with the power of one limb destroyed. He sprung the tendon of the right fore-leg so severely that he will never be able to stand the preparation for another race. On Thursday last they run him a trial in the mud, galloped him again in the mud on Friday, and it is thought that the sprain, which was so fully developed on Sunday, originated in one of these trials on the heavy track. The horse was in splendid condition, and his trial run was so satisfactory that Mr. Alexander was inspired with the greatest confidence. Had no accident occurred, he claims that the winner of the Inauguration race would have had to have beaten Lexington's famous four-mile time by several seconds. On Sunday morning, Ford, who was riding him, when he pulled him up and found how severe was the accident, dropped the reins upon the neck of the high-spirited horse, and burst into tears. Marius, we are told, wept over the ruins of Carthage, and the poet has commemorated the act in melodious verse. Manly, then, were the tears that fell upon the mane of the great Asteroid, for eyes never wept—not even those of Marius—over a grander fall—a more magnificent wreck. All of our glorious anticipations, on the eve of their being real-

ized, have been destroyed. For more than a year the East has waited to welcome Asteroid to the theatre of Kentucky's triumphs, and ere the welcome is complete, they bid him farewell as he sadly returns to the West, not with gorgeous plumage gayly flaunting in the wind and wearing the badge of victory, but with drooping head and banner trailing in the dust. He leaves us, not like Wellington returning from Waterloo, but like Boabdil, the proud Moorish king, yielding up his possessions to the victorious Spaniards, and retiring from the regal halls of his ancestors. He goes from us with fallen crest, but with a proud, unbroken spirit. He has won his last victory upon the race-course, and henceforth will revel in the delights of the harem and win new victories there. He will find the victories of peace far sweeter than those of war, yet, with sadness we record his retirement from the field of glorious strife. The blood of Asteroid will course through other veins, and when we find one of his scions equaling the greatness of the sire, then, like a wandering Pleiad, we will hail another brilliant star to reign in a constellation as bright as the Milky Way. Farewell, mighty conqueror of the West, prince of royal blood, and son of a noble sire, though you cannot wear the laurels of the East, your brow is crowned with a wreath of deathless fame; and voices that would have applauded you in the hour of victory, still applaud thy game spirit, shout "Well done, hero," and lips falter o'er and o'er again—farewell!

SUMMARY ASTEROID'S PERFORMANCES.

1864, started five times, won five.	
St. Louis, Mo., won mile stake for 3-year-olds	\$1250.00
Lexington, Ky., won mile stake for 3-year-olds	600.00
Lexington, Ky., won two mile stake for 3-year-olds	600.00
Louisville, Ky., won mile stake for 3-year-olds	1250.00
Louisville, Ky., walked over two mile stake for 3-year-olds	1700.00
1865, started seven times, won seven.	
St. Louis, Mo., won sweepstake for 4-year-olds, mile heats 3 in 5	3000.00
Louisville, Ky., won Jockey Club Purse, two mile heats	600.00
Louisville, Ky., won Jockey Club Purse, three mile heats	800.00
Cincinnati, O., won Horsemen's Purse, two mile heats	600.00
Cincinnati, O., walked over Purse, three mile heats	1000.00
Cincinnati, O., won Jockey Club Purse, four mile dash	1000.00
Louisville, Ky., walked over Jockey Club Purse, two mile heats	400.00
	Total winning 12800.00
Started twelve times, won twelve, three of them walks.	

It will be seen by the above that Asteroid never lost a race in his short and brilliant career. It was the good fortune of the writer to see him in all his races except the two at St. Louis. In no race that we saw him run, could any one form an estimate of what he was capable of doing; he beat all his horses at all distances with apparent ease. The first race he ran at St. Louis; he was suffering with bucked shins and was whipped in that race, but with that exception he was never struck afterwards with either whip or spur. During the pendency of the correspondence between Mr. Hunter and Mr. Alexander, Asteroid was taken to Louisville, Ky., and run a trial of four miles with 104 lbs. A fresh horse was started against him each mile, and he beat them all and made the four miles in 7:23 $\frac{1}{4}$.

The family from which Asteroid comes, has been one of the most remarkable in the history of the American turf. His dam, Nebula, was never trained, nor was Luna her first foal. Sue Lewis was a fine mare and possessed an immense turn of speed. Asterisk was a fair race-horse, very speedy for a couple of miles. Aster was crippled at a two-year-old and never trained. Aneroid won some five or six races this last spring in good time.

Blue Bonnet, the "Old Blue Hen," as she was frequently called, won at all distances from one to four miles. She is better known in the stud as the dam of Little Arthur by Imp. Glencoe, and the four brothers Lightning, Thunder, Loadstone, and Lancaster, the latter having the best two-mile race on record, 335 $\frac{1}{4}$ —338 $\frac{1}{4}$.

Grey Fanny produced Grey Medoc, the best horse of his day who won eighteen races out of twenty-two, and ran four miles in 7:35; Kate Aubrey, by A. Eclipse, was a fine race-mare, and is the dam of the celebrated Minnehaha. This family in all its collateral branches back to Sally Wright, by Yorick, have been fine racers and the producers of racers.

As to Asteroid, we know that Mr. Alexander thought he was the best horse he ever raised or trained, and held him in much higher esteem than Norfolk. He was frequently offered high prices for Asteroid, once \$30,000, which he declined, determining not to sell but keep him as a stallion. Asteroid was placed in the stud in 1867, the oldest of his colts are two-year-olds this

spring, too young to form any estimate of their racing qualities. The vexed question of superiority between Asteroid and Kentucky—Norfolk having gone to California—will have to be settled by their progeny; and we have no doubt that both will be credited with sons and daughters worthy of their famous sire.

KENTUCKY.

KENTUCKY, bred by John M. Clay, Esq., Ashland, near Lexington, Ky., was by Lexington. 1st dam Magnolia, by imported Glencoe; 2d dam imported Myrtle, by Mameluke; 3d dam Bobadilla, by Bobadil; 4th dam Pythoness, by Sorcerer; 5th dam Princess, by Sir Peter; 6th dam by Dungannon; 7th dam by Turf; 8th dam by Herod; 9th dam Golden Grove, by Blank; 10th dam Spinster, by Crofts' Partner; 11th dam Bay Bloody Buttocks, by Bloody Buttocks; 12th dam by Greyhound; 13th dam by Makeless; 14th dam by Brimmer; 15th dam by Place's White Turk; 16th dam by Dodsworth; 17th dam Layton Barb Mare.

For Lexington's pedigree and performances, see memoir, page 303.

Magnolia, the dam of Kentucky, a chestnut filly, bred by James R. Jackson, Florence, Ala., in 1841, by Imp. Glencoe. She was presented to Hon. Henry Clay, by Dr. W. N. Mercer, in 1845. Like Nebula, Magnolia never appeared in public.

MAGNOLIA'S PRODUCE.

- 1847—b. f. Magic, by imported Yorkshire.
- 1848—missed to Boston.
- 1849—ch. f. Madeline, by Boston.
- 1850—b. f. Madonna, by imported Yorkshire.
- 1851—ch. c. Charley Ball, by Wagner.
- 1852—ch. c. Princeton, by imported Yorkshire.
- 1853—missed to imported Yorkshire.
- 1854—br. c. Charley Morgan, by imported Yorkshire.
- 1855—b. c. Hanover, by imported Yorkshire.
- 1856—br. c. Daniel Boone, by Lexington.
- 1857—missed to Wagner.
- 1858—b. c. Simon Kenton, by imported Yorkshire.
- 1859—b. c., by Wagner (died a foal).
- 1860—ch. f. Skedaddle, by imported Yorkshire.
- 1861—b. c. Kentucky, by Lexington.
- 1862—b. c. Gilroy, by Lexington.
- 1863—missed.
- 1864—ch. c. Victory, by Uncle Vic.

She died in 1864 after foaling Victory, who was reared by hand.

For performances of Imp. Glencoe, see Asteroid's memoir.

DESCRIPTION OF KENTUCKY.

Kentucky is a rich bay, bred by John M. Clay, Esq., Ashland, near Lexington, Ky., foaled in 1861, now the property of August Belmont, Esq. He stands over fifteen and a half hands high, with a blaze in the face running down to the nostrils. The off fore-foot is white half way to the knee, with some little white on near fore-foot, before and behind. He has a beautiful and expressive head, rather short strong neck, running into superb sloping shoulders; an immense girth; a short back and tremendous quarters and stifles; good fore-legs, clean hocks, and sound feet and legs. His action is truly beautiful and magnificent; nothing could exceed his easy and graceful stride.

KENTUCKY'S PERFORMANCES.

Paterson, N. J., Oct. 6th, 1863—Sweepstakes for two-year-olds; \$100 entrance, \$50 forfeit; one mile (9 subscribers). Value of stake \$900.

J. M. Clay's b. c. Kentucky, by Lexington, dam Magnolia by Imp. Glencoe	1
J. Ackerman's ch. c. Eagle, by Vandal, dam by Imp. Sovereign	2
J. S. Watson's b. f. Minnie Minor, by Lexington, dam Julia by Imp. Glencoe	3
	1:49 $\frac{3}{4}$.

Won easy by three lengths.

Paterson, N. J., June 7th, 1864—The Jersey Derby sweepstakes, \$1000 for three-year-olds; \$50 entrance, p. or p.; one and a half miles.

R. A. Alexander's b. c. Norfolk, by Lexington, out of Novice	1
Z. Ward's b. c. Tipperary, by Ringgold, dam Roxana, by Imp. Chesterfield	2
P. C. Ackerman's ch. c. Eagle, pedigree above	3
J. Hunter's b. c. Kentucky	4

Twelve started.

Time 2:40 $\frac{1}{2}$.

Paterson, N. J., June 9th, 1864—The Sequel Stakes for three-year olds, \$100 each, half forfeit, and \$300 added. Dash of two miles. Value of stake \$1200 (15 subscribers).

John Hunter's b. c. Kentucky, 3 years old	1
F. Morris' b. f. by Imp. Eclipse, dam Esta, by Bolivar	2
J. S. Watson's ch. f. Relief, by Ringgold, dam Rescue, by Berthune	3

Won by three lengths, track deep in mud.

Time 4:02 $\frac{1}{2}$.

Saratoga Springs, Aug. 2d, 1864—The Travers Stake for three-year-olds, \$50 each, play or pay, and \$1000 added; a mile and three-quarters. Colts 100 lbs., fillies 97 lbs. (30 subscribers). Value of stake \$2500.

J. Hunter's b. c. Kentucky	1
Z. Ward's b. c. Tipperary	2
F. Morris' gr. c. by Imp. Eclipse, dam by Imp. Glencoe	3

J. S. Watson's br. f. Patte, by Imp. Eclipse, out of Pasta	4
J. A. Gunstead's ch. c. Ringmaster, by Ringgold, out of Minnie Mansfield	5

Won in a canter by three lengths.

Time 3:18 $\frac{1}{2}$.

Saratoga Springs, Aug. 5th, 1864—Sweepstakes for three-year-olds, \$100 each, half forfeit, \$500 added. Dash of two miles. The winner of the Travers Stakes 5 lbs. extra. (21 subscribers). Value of stake \$1750.

J. Hunter's b. c. Kentucky, 105 lbs., including 5 lbs. extra	1
Z. Ward's b. c. Tipperary 100 lbs.	2
W. F. Harper's b. c. Orion, by Revenne, out of Mirth	3
F. Morris' gr. c., pedigree above	4

Won by three lengths.

Time 4:11 $\frac{1}{2}$.

Paterson, N. J., Sept. 13th, 1864—The Jersey St. Leger—A sweepstakes for three-year-olds, \$500 each, play or pay; \$1000 added; two miles and a quarter; colts 100 lbs., fillies 97 lbs. (27 subscribers). Value of stake \$2350.

J. Hunter's b. c. Kentucky	1
Mr. Read's ch. c. by Lexington, out of Lightsome	2
Mr. Morris' b. f. by Imp. Eclipse, out of Esta by Bolivar	3
Mr. Gimstead's ch. c. by Mahomet, out of Prunella	4
Dr. Weldon's b. f. Charlotte F., by Imp. Scythian	5

Won by a length and a half.

Time 4:24 $\frac{1}{2}$.

Paterson, N. J., Sept. 15th, 1864—The Sequel Stakes of \$50 each, and \$200 added, for three-year-olds. Two mile dash. The winner of the Derby, Travers Stakes or St. Leger to carry seven pounds extra (13 subscribers). Value of stake \$950.

J. Hunter's b. c. Kentucky, 107 lbs., including 7 lbs. extra	1
Mr. Reed's ch. c. by Lexington, out of Lightsome, 103 lbs., 3 lbs. extra	2
Mr. Wheatley's b. f. by Imp. Knight of St. George, out of Levy	3

Won easily.

Time 3:50.

Paterson, N. J., Sept. 17th, 1864—A Match for \$5000, with \$750 added by the Association; two mile heats.

J. Hunter's b. c. Kentucky, three-year-old, 90 lbs., George Carson	1	1
J. S. Watson's ch. g. Aldebaran, four-year-old, by Commodore, dam Nannie Lewis, by Imp. Glencoe, 104 lbs.—W. Bourgoyne	2	2

TIME.

First heat	1:53	1:49
Second heat	1:49	1:51 $\frac{1}{2}$
	<u>3:47</u>	<u>3:40$\frac{1}{2}$</u>

First Heat.—Kentucky had the inside and made running, but at a slow pace. It had been thought Aldebaran would have forced the pace, but he was stiff and a little lame in the near hind leg. The first mile was run in 1:58, the bay horse a length ahead all the way. As they came by the stand they were only on a strong gallop, and going round the turn they came to an easy canter. Both seemed to have waiting orders. Just before they reached the quarter, Aldebaran being now at Kentucky's



girths they set their horses going in earnest. At the half-mile pole they were nose and tail, Kentucky in the lead. On the turn Billy Burgoyne made a fine rush, and there was little more than the difference of a head between them. Some cried out that Aldebaran was first, but Kentucky was never headed. The effort up the stretch was good, but the young one had the best of it all the way, and won by a length. Billy punished Aldebaran with vigor, but he could not collar Kentucky. The last mile was run in 1:49, and the last three quarters must have been hot. The heat 3:47.

Second Heat.—100 to 30 on the three-year-old and few takers. Kentucky took the lead and Aldebaran kept him busy. The first mile was run in 1:49, and Aldebaran's nose was at Kentucky's girths. As soon as they were over the score Billy made a rush for the lead and pole, but Carson was on the alert, and, in a spirited brush, Kentucky had clearly the best of it. Along the backstretch Aldebaran was at Kentucky's hip, and on the turn got to his shoulder. But the young one was full of running and won it handily in 3:40½. This was a very fine heat. The track was heavy in many places, though getting better every minute under the warm sun.

In the last struggle up the stretch Aldebaran swerved wide towards the outside when he felt the whip lapping round him, while Kentucky came away and won it at last with his ears pricked. It is our impression that he was never at his best except a few strides at a time. Aldebaran would get to him and tackle him resolutely, but the big horse always seemed able to get away from him without much trouble.—*Spirit of the Times*, Sept. 24th, 1864.

Paterson, N. J., June 6th, 1865—Purse \$600, for all ages, two mile heats.
 J. Hunter's b. c. Kentucky, 4-years-old, 104 lbs. 1 1
 J. S. Watson's b. h. Capt. Moore, 5-years-old, by Imp. Balrowaic, dam Jennie Rose, by Imp. Glencoe 2 2
 The first heat won by three lengths, the second heat by a neck.
 Time, 3:51—4:02½.

Paterson, N. J., June 9th, 1865—Purse \$1000, for all ages; three mile heats.
 J. Hunter's b. c. Kentucky, 4-years-old, 104 lbs. 1 1
 P. C. Bash's ch. h. Fleetwing, 5-years-old, by Imp. Balrowaic, dam Rhoda, by Imp. Glencoe, 104 lbs. 3 2
 J. S. Watson's ch. h. Aldebaran, 5-years-old, by Commodore, dam Nannie Lewis, by Imp. Glencoe, 114 lbs. 2 dis.

	TIME.	
	<i>First heat.</i>	<i>Second heat.</i>
First mile	2:08	1:48
Second mile	2:01	1:51 $\frac{1}{2}$
Third mile	1:50	1:54 $\frac{1}{2}$
	<hr/> 5:59	<hr/> 5:34

We take a description of the race from the "Spirit of the Times," June 17th, 1865:

The third race was for a purse of \$1000, three-mile heats. Three were entered, Kentucky, Fleetwing and Aldebaran; and 100 to 80 was laid on Mr. Travers' colt against the other two. Before the start, the odds on him had grown larger, and two to one was laid. His well-known superiority and the advantage a four-year-old has over all other ages in the weight, justified the confidence of his backers. We once made an effort to correct the scale in this regard, but Mr. Watson and Colonel Bush, owners of Captain Moore, Aldebaran and Fleetwing, who were then four years old, cried out lustily against the proposed innovation. "Very well, gentlemen," said we, "your colts will be five, six, and aged, before they are four again, and then you will find out how a good four-year-old, with only 104 lbs. up, can run away from you!"

First Heat.—Kentucky took the lead at a slow pace, and neither of the others forcing it, the first mile was 2:08, and the second 2:01. On the third mile Aldebaran made a little effort against Kentucky on the backstretch, but never got to his girths. On the lower turn both the five-year-olds tried to get the lead, but Kentucky easily stalled them off and won by three lengths, without having been well extended, in 5:59.

Second Heat.—Four to one on Kentucky. He went away and took a lead of a length round the turn, Aldebaran forcing the pace. On the backstretch it was hot, but the bay held the chestnut a length off all the way. They kept it up round the turn and up the stretch to the stand, where Kentucky was a length and a half ahead in 1:48, Fleetwing two lengths from Aldebaran. At the half-mile pole Fleetwing went up to the side of Aldebaran; but Kentucky never permitted them to get as near to his head as they were to his tail. The second mile was run in 1:51 $\frac{3}{4}$, and Kentucky had two lengths the best of it at the

post. Aldebaran had now had almost enough of it, but the thoroughly game son of Balrownie, Fleetwing, fought the battle out to the last stride. Time after time he made desperate struggles to collar the spanking bay colt, but all Abe's skill and Fleetwing's bottom were unequal to the achievement. The third mile was 1:54, and Kentucky won easily by three lengths in 5:34. It has been said that this is the best time ever made in the North, but that is a mistake. The North, in a racing point of view, is wherever the northern rule of dating age from January 1st, in contradistinction to the Southern rule of dating it from May 1st, prevails. Kentucky follows the northern rule, and therefore belongs to the Northern system. Now, at Woodlawn, Mollie Jackson won the third heat of a three-mile race, beating Sherrod and Colton, in 5:28 $\frac{3}{4}$. To say that this three miles by Kentucky is the best ever made at the North will lead people to conclude that none ever beat it except such as had the advantage in regard to age, which gave them a year in weight any time before the 1st of May. The fact is otherwise: Mollie Jackson, at Woodlawn, beat it five seconds and a quarter.

On the 8th of July, 1865, Mr. Hunter issued his challenge for \$25,000 a side, at two or three mile heats, which will be found under Asteroid's memoir.

Saratoga Springs, Aug. 8th, 1865—The Saratoga Cup for \$1000 for all ages; added to a sweepstakes of \$50 play or pay; dash of two and one quarter miles (18 subscribers). Value of stake \$1900.

J. Hunter's b. c. Kentucky, 4-years-old	1
J. S. Watson's b. h. Capt. Moore, 5-years-old	2
Ward and McGrath's ch. h. Rhinodyne, 6-years-old, by Wagner, dam Ann Watson, by Imp. Glencoe	3
Time, 4:01 $\frac{1}{2}$.	

We take the subjoined notice of the race from the "Turf, Field and Farm" of the 12th of August, 1865:

The day was one of the most beautiful and delightful of the season, the course in fine condition; the attendance much larger and more fashionable than on the first day. The ladies (God bless them) the life and soul of all genuine and gentlemanly amusements, turned out in strong force. We would suggest the propriety of getting up a matrimonial stake for the next year,

and each succeeding one, in which only young men, bachelors and widowers should be allowed to enter horses. The winner to be allowed to select a young lady or matron from the numerous candidates in attendance, who should marry him at once: we are confident, no race would afford finer sport, and certainly none would bring to the post a larger field of horses. The betting on the cup race was quite spirited, until it was rumored that Beacon would not start. Kentucky was decidedly the favorite, selling in the pools at \$700 to \$400 against the balance, and before the start bets were made at 3 and 4 to 1 against the field, with but few takers. Much to the disappointment of the crowd, at the call for the horses, only three appeared, Kentucky, Capt. Moore, and Rhinodyne. They were paraded in front of the stand and taken to the head of the front stretch for the start. At the signal, Kentucky had a slight lead, with Rhinodyne in the second position. The pace was tremendous; the first quarter was passed with Kentucky leading by half a length in 26 seconds, Rhinodyne second, Capt. Moore about three lengths in the rear. On they rush, with the speed of quarter horses, Kentucky rather increasing his advantage down the back stretch. Around the turn Capt. Moore made play and passed Rhinodyne, who faltered as though his leg had given away, which we are sorry to say was too true. They passed the stand at the end of the first mile and a quarter with Kentucky leading by a length, Capt. Moore second; Billy Burgoyne on Moore took a strong pull on his horse around the turn, and down the back stretch, made a most gallant but ineffectual struggle to reach the non-pareil under Gil. Around the turn they dash, at a flight of speed but seldom if ever equaled. Burgoyne on Moore struggled manfully to the end, Kentucky winning with something to spare, by a scant length, the last two miles being run in $3:35\frac{1}{2}$, the best time on record in this country, with weight for age. To say that any horse is the equal, much less the superior of Kentucky, would be hazarding an assertion which the record will not substantiate. We congratulate the owners of Kentucky not only in possessing the best bred, but one of the best, if not the very best race-horse upon the turf. It will be seen that the 9 quarters in the $2\frac{1}{4}$ miles were run at the rate of $26\frac{5}{6}$ seconds to the quarter.

Saratoga Springs, Aug. 12th, 1865—Purse \$1000, for all ages; dash of four miles.
 J. Hunter's b. c. Kentucky, 4-years-old—walked over.

Paterson, N. J., Oct. 10th, 1865—Premium \$500, for all ages, two mile heats.

J. Hunter's b. c. Kentucky, 4-years-old	1	1
F. Morris' b. c. Lord Monmouth, 4-years-old	2	2
D. McDaniel's b. h. Oakland, 5-years-old, by Revenue, dam by Imp. Margrave	3	3

Won easy.

Time 3:56½—3:45.

Same Meeting, Oct. 11th, 1865—Premium \$400, for all ages, three miles.
 J. Hunter's b. c. Kentucky, 4-years-old—walked over.

Same Meeting, Oct. 12th, 1865—Premium \$700, for all ages, three mile heats.

J. Hunter's b. c. Kentucky, 4-years-old	1	1
P. C. Bush's ch. h. Fleetwing, 5-years-old	2	dr.

Won in a canter. Fleetwing was lame from quarter cracks in both fore-feet, and by consent of the judges was withdrawn.

Time 5:39½.

Paterson, N. J., June 5th, 1866—Premium \$600, for all ages, two mile heats.

J. Hunter's b. c. Kentucky, 5-years-old	1	1
J. S. Watson's b. c. Julius, 4-years-old, by Lexington, out of Julia	2	2
Bowie & Hall's b. h. Baltimore, 5-years-old, by Revenue, dam Maroon, by Imp. Glencoe	3	dis.
R. A. Alexander's b. c. Norwich, 4-years-old, by Lexington, out of Novice, by Imp. Glencoe	4	dis.

Won with ease.

Time 3:56½—3:56.

Same Meeting, June 6th, 1866—Premium \$500, for all ages, three mile dash.

J. Hunter's b. h. Kentucky, 5-years-old	1
M. H. Sanford's b. m. Nannie Butler, 5-years-old, by Lexington, out of Tokay, by Imp. Yorkshire	2
E. V. Suediker's b. f. Lady Dan Bryant, 4-years-old, by Lexington, dam Fanny G., by Imp. Margrave	3

Won in a canter.

Time 6:04½.

Same Meeting, June 7th, 1866—Premium \$1000, for all ages, three mile heats.

J. Hunter's b. h. Kentucky, 5-years-old	1	1
Bowie & Hall's gr. c. Richmond, 4-years-old, by Two Bits, dam Faith, by Child Harold	2	2

Won easily.

Time 5:51½—6:19½.

Saratoga Springs, July 25th, 1866—Saratoga Cup of \$1000 added to a sweepstakes of \$50 each, play or pay, two miles and a quarter (25 subscribers). Value of stake \$2300.

J. Hunter's b. h. Kentucky, 5-years-old, 114 lbs.	1
T. G. Moore's b. h. Beagon, 5-years-old, 114 lbs.	2
T. Buford's b. c. Delaware, 4-years-old, 104 lbs.	3
Dr. Weldon's b. h. Leatherlungs, 6-years-old, 121 lbs.	4

Time 4:04.

We take the annexed description of the race from the "Turf, Field, and Farm":

The Saratoga Cup, two and a quarter miles, for all ages. Out of twenty-six nominations, only four started; Kentucky,

114 lbs., Littlefield; Beacon, 114 lbs., Ford; Delaware, 104 lbs., Garret; and Leatherlungs, 121 lbs., Roach. Although the track had dried out somewhat, it was still a couple of seconds slower than last year. Kentucky was backed at 10 to 4 in the pools against Beacon; 10 to 2 against Delaware, with Leatherlungs thrown in for a fraction. In the start, at the three quarter pole, Kentucky took the lead, and passed the stand a length in front of Delaware, who had Beacon at his quarters, and Lungs as close to Beacon. Delaware was lapped in the turn with Beacon, Kentucky a couple of lengths in advance—Leatherlungs falling off, and only appearing again at the finish of the race. On the back stretch a blanket might have covered the three; but at the half mile and round the turn there was only a length between each, and after a close race up the stretch Kentucky passed the stand, with Beacon's head at his quarter, and Delaware lapped on Beacon. A length was between each round the turn; but on the back stretch Delaware quit, leaving a pretty race to Kentucky and Beacon round the turn, the latter being at Kentucky's saddle girths till they approached the last quarter, when he drew in front at every jump, and won in a gallop by half a dozen lengths, under a pull up the home stretch, all coming home as they were placed at starting; the time at every quarter mile being as follows:—
0:26 $\frac{3}{4}$; 0:48 $\frac{1}{2}$; 1:21 $\frac{1}{2}$; 1:50; 2:15; 2:42; 3:09; 3:37; 4:04.

Considering the condition of the track, and that the pace was not forced, this race was faster than his race last year with Capt. Moore and Rhinodyne, when he beat the Captain after a sharp race, from first to last, in 4:01 $\frac{1}{2}$.

Saratoga Springs, July 28th, 1866—Premium \$1000, for all ages; dash of four miles.

J. Hunter's b. h. Kentucky, 5-years-old	1
J. S. Watson's b. c. Julius, 4-years-old	2
Dr. Weldon's b. h. Leatherlungs, 6-years-old	3

The entries were Dr. Weldon's Leatherlungs, ridden by Roach; Col. McDaniel's Julius, Alphas, and Mr. Hunter's Kentucky, by Littlefield; 160 to 25 on Kentucky. Leatherlungs took up the running, and led for the first mile and three-quarters, when Kentucky, who had been laying back under a pull, was let out and went to the front; Julius, who had been close up, taking Leatherlung's place, and making a fine brush up the homestretch and entering the third mile head and head with Kentucky,

Leatherlungs a length behind and falling off rapidly from this point and hardly noticed for the balance of the race. The third mile was run very prettily, and was close enough to give the greatest satisfaction to the spectators; Julius' running lapped on Kentucky past the half-mile pole, who then gave a taste of what was in reserve by showing daylight and drawing out a length in front of Julius, the latter sticking like beeswax and passing into the last mile with his nose at Kentucky's shoulder, Julius apparently under a pull, while Kentucky was going as easy as might be. The mile was done in 1:50 $\frac{1}{4}$.

The last mile was done in 1:55 $\frac{1}{2}$, Kentucky keeping the lead for the balance of the race in a gallop, and winning easily.

Time of first mile, 1:52 $\frac{1}{4}$; second mile, 1:53 $\frac{1}{2}$; third mile, 1:50 $\frac{1}{4}$; fourth mile, 1:55 $\frac{1}{2}$; total, 7:31 $\frac{1}{2}$.—*Turf, Field, and Farm*, Aug. 4th, 1866.

Kentucky's next appearance in public was for the Inauguration Stake four miles at Jerome Park. We take the description of the race from the "Turf, Field, and Farm," Oct. 6th, 1866:

THE NEW YORK RACES.

Inauguration Meeting of the American Jockey Club.

Here we raise Horses, that in speed outstrip
 The winds; go seek the Plain which the Devil's Ditch
 Divides; a field with slender verdure green.
 Behold the signal given! Forth from the goal
 Starts the resounding Horse, and on his back
 Firm sits, Light Load, the Jockey, jerkened neat.
 See, he devours the plain, the verdures top
 Scarce touches, swift as hawk or swallow flies;
 That, when approaching nearer to the end
 Of the long course, then headlong he may seem
 To rush; and gain new vigor as he goes!
 Then, neither lungs, nor any nerve, he spares!
 His belly now appears to touch the ground,
 And now he seems fleet as the wind to glide.
 Blood, mixed with sweat, flows quick adown his side;
 His lips are wet with foam, with open throat
 He drinks the wind; and from his nostrils wide
 Issue, with sobs and pantings, curling smoke,
 While through his body every vein distends.

Quicker and quicker now his light hoof strikes
 The glebe, and now with love of nearer palm
 Of victory he glows; while passing by
 His several rivals, how his heart exults!
 Resounds with shouts of men, the smack of whips:
 The goal the conqueror wins, but by a neck,
 And quick he bears away the Royal Plate.

(Translated from the Latin—"Prac. Treatise on Horses.")

The greatest event in the history of the turf of America transpired last week, and it is with feelings of pleasure we inform our numerous readers, that the success and *eclat* attending this grand undertaking were such as to guarantee the permanent establishment of an institution incomparably the most manly and noble of any class of amusement in the world. The forming and carrying out of so gigantic and arduous an enterprise is a feat of which the projector may well be proud, and, on the other hand, the country and community cannot sufficiently reward the energetic and liberal gentlemen who, at their own risk and possible chance of failure, invested immense sums for the patriotic and praiseworthy desire of presenting to our metropolis a race-course second to none in the world. As far back as the earliest ages, horse-racing has occupied an important place; it has been popular in all countries that have obtained prominence and power. Greece in her palmy days supported and encouraged the Olympic games with splendor and magnificence, of which we have no parallel in modern times. Rome did the same, crowning with laurels the successful riders, and appropriating a fund for the maintenance of the victorious steeds. To come nearer to present times, Constantine the Great followed the same politic and useful example, under his auspices establishing the circus, where the races were held at Constantinople, on a scale of magnificence of which the gigantic ruins of the Hippodrome furnish an illustrious proof. In Britain, as far back as the reign of the Anglo-Saxon monarch Athelstan, racing flourished, and from that date has increased in popularity and favor to such an extent, that there is scarcely a city or town of any importance in that powerful and wealthy country that is minus a race-course. In fact, Englishmen glory in this sport, and many of her most enlightened and distinguished statesmen

and scholars, have attributed no small portion of their country's prosperity to this time-honored and classic sport. As far as can be perfectly known, all courses were public institutions, supported by the purse of the nation, and success to a certain degree in consequence guaranteed. But here at Jerome Park, we have a few private individuals who manfully come to the front, and with princely liberality expend enormous sums for the benefit of their fellow-countrymen, and to establish an institution that will be a perpetual benefit, and place of amusement to future generations. The nation may well be proud of such children, and may this example of patriotism live green in the minds of all, causing us never to forget the debt of gratitude which we owe to the projectors of the race-course of the American Jockey Club.

At an early hour on Tuesday morning it was evident that an event of no usual import was about to take place. Towards the hour of ten, in the upper and fashionable portion of town, fashionably gaitered, booted and well-dressed grooms began to make their appearance, bustling about, full of duty and importance. The streets grew more lively as time advanced, not so much by those who were going to the races as persons desirous of seeing the numerous well-appointed "turn-outs." Indifferently dressed laborers, with a smile on their faces and a joke on their tongues; young men of fortune, *blase* with early dissipation; domestics loitering on their errands; unwashed, uncombed youths, with nothing to do, but on the *qui vive* for chances; foreign ladies' maids, brilliant in bright ribbons and natty attire, pert in their manner and *piquante* to look at, interspersed with not a small sprinkling of Savoyards, following organ-grinding and monkey-teaching for a living—all were to be seen. In fact, the city was in for a holiday, and few would brook refusal to having some share in the anticipated pleasure. Railroad depots, steamboat buildings, and horse-cars were all besieged. Crowds of well-dressed, happy persons, both male and female, were to be met in all our principal thoroughfares, all hurrying with one intent—to catch the best mode of conveyance for the new scene of pleasure. *Pater familias*, with his buxom better half and numerous young shoots, pompously resplendent in family dignity; clerks and merchants good-naturedly jostled one another at the

popular resorts down town, their countenances denoting anticipated pleasure; servant maids and mistresses decked in all their best finery, and magnificent in hoops and waterfalls, daintily thread their way through the crowded streets to join their respective friends and acquaintances. Conveyances of every description, from the perfect turn-out of the wealthy and opulent to the baker and butchers' carts, rattled at slashing pace over the rough causeway. Equestrians of every class and nationality hurry on, many looking as if they were far from comfortable, and not quite as much at home in the saddle as they had anticipated, and evidently fearing a come-down in the world, or loss of leather. It has often struck me what an extraordinary desire many persons have to exhibit themselves as equestrians on the occasion of a race-meeting, and, in the majority of instances, those who are possessed with this amiable ambition are as unfit as it would be possible to select. The tailor, Dutch grocer, and not unfrequently the sailor on shore, after a lengthened cruise, deem outside a horse the only correct mode of attending an equine contest. They may never have had their leg over a saddle before, but the moment they become possessed of a desire to make a visit to a race-meeting, no other mode of progression will suit; and what figures do they cut—certainly as much the reverse of grace as it is possible to conceive—knees up to their chins, stirrups of different lengths, back humped like the unfortunate camel, who is reported to have got his up, and never succeeded in getting it down; or, on the other hand, they ape the *mode militaire*—toes just touching the stirrups, which are sufficiently long to use for a wagon trace—body and limbs as straight as a lath, and as uncomfortable in position as it is possible to place them; bridle-hand up to their mouth, with elbows square, as if they were about to burst a hedge and save their physiognomy from the rasping briars. And then what accoutrements! For antiquity, size and shape, they might well have done good service at the field of Culloden. But we must not neglect the saddle-cloth, gorgeous in coloring, gigantic in size, and invariably put on awry, fluttering in the breeze behind, like a banner of the Crusaders. And then the pace—short, spasmodic canters or irregular curvetting—for such men are far above riding in an ordinary every-day trot, and besides, it would not attract so

much attention or look so warlike. Perhaps the height of their ambition may be to be thought in some indirect manner connected either with the jockeys or the approaching excitement, or better still, possibly, an owner of one or more of the flyers. On Fourth avenue, at the termination of the Harlem Railroad, the crowd was immense, car after car requiring to be added to accommodate the flood of mortality, and although the company ran numerous additional trains, the same scene was enacted at the starting of each, and even then not half could obtain seats, the centre passage being choked with hundreds who were satisfied to stand in preference to waiting till a later hour. From the terminus to the track an uninterrupted string of eager persons crowded the way, all intent on the expected races, eagerly canvassing the merits of each entry, praising or disparaging the chances of success, and universally agreeing that Asteroid's accident amounted almost to a national calamity. Venders of lager-bier and speculative knowing ones had not forgotten the chances of a profitable harvest, and saloons and shanties of every size and form were erected on every eligible site, displaying tempting refreshment to the thirsty and hungry souls. The grounds in and around the course resembled an immense camp—carriages, buggies, horses and pedestrians mingled in an inextricable jam, laughing, talking, eating and joking.

All around is gay—men, horses, dogs,
And each smiling countenance appears
Fresh, blooming health and universal joy.

So much happiness is seldom seen, and the brightness of the day is almost exceeded by the brilliancy and happy countenances of the pleasure seekers. Universal conviviality all appear intent on, striving for the great desideratum of an eligible site from which they may obtain the best and least interrupted view of the pending struggles. An estimate of the number of spectators present would be difficult to form, but it doubtless could not be under twenty thousand. The grand stand is one sea of heads rising in tiers, one over the other, to its furthest walls. The space between here and the quarter stretch is not one whit less favored—thousands stand and lounge about, joking, betting, and prophesying. The pool-sellers' corner has immense attractions, and his voice can scarce be heard over the hum and bustle of in-

numerable anxious speculators, desirous of hedging or making more money on the performances of some outsider rapidly rising in public favor. The bustle does not here cease. The turf in the inclosure, the Club House hill opposite, and even the stables have their attractions, and gaping multitudes wander around, surprised and delighted with the good taste and perfect arrangements to be found on every side. The Jockey Club have evidently chosen a person not only of great experience in racing matters, but one of consummate taste and knowledge of the picturesque, to whom they entrusted the construction of these delightful grounds, and well has the work been performed, for it would be impossible to get greater distance and fairer turns-out of so contracted a space.

The grand stand and various edifices are models of neatness and taste, all harmonizing and corresponding in style of architecture with each other. The numerous fences have all undergone abundant coats of paint, and would rival the driven snow in purity of color, contrasting with the emerald shade of the grass and the sombre hues of the forest trees forming the background. Here every class of persons are to be found, men from every walk in life and every portion of the country, with no small sprinkling of foreigners, easily recognized by their difference in costume, and their energetic and violent conversation, their pantomime being frequently equal to and as forcible as witnessed on the stage. The fair sex were not behind in number, rivaling the rainbow with their numerous dresses, magnificent in all the enormities of modern fashions, laughing, jesting, flirting; the apparent emblems of unlimited happiness and pleasure, may a cloud never darken the horizon of their life. Talking about the fair sex; never in the whole course of a long life, spent in different portions of the globe, has it been my lot to see so many beautiful faces and graceful forms, assembled together at one place; moreover, I will uphold for the ladies of America that they dress and shoe themselves better than their European sisters, going neither to the extremes of frivolity of French fashion or the gauchiness of the blonde daughters of Albion. In addition to the numerous attractions offered, a magnificent brass band was on the ground, which rendered the programme doubly enjoyable by the ever welcome addition of a well-selected choice

of the best musical compositions. The appointed time for the track to be cleared has at length arrived, and a few taps on a drum inform the restless swaying mass that the ground must be cleared; further warning is unnecessary, and all with simultaneous accord leave the temporarily forbidden space, and seek the most availing and unoccupied places, from whence they can obtain the best view of the coming contest. Diminutive specimens of humanity now show to the front brilliant in the various bright colors of the respective stables for whom they are about to ride. A marked improvement from previous similar assemblies is obvious in the neatness and cleanliness of their costumes, and long may the jockey take as much pride and pleasure in his well-fitting inexpressibles, variegated jacket and unexceptional top-boots, as the trainer does in the silky coat, and perfect condition of his high-spirited graceful charges. The bustle and confusion of going to scales soon passed, and the aspirants for racing honors are now led up to undergo the operation of saddling, and perhaps receive a preliminary canter to clear their breathing apparatus.

SECOND RACE.—"The Inauguration Race;" 4 mile heats, for all ages; 3 year olds to carry 90 lb., 4 year olds 104 lbs., 5 year olds and upwards 114 lb., 3 lb. allowed to mares and geldings. Closed with 29 entries.

1. John Hunter entered Travers and Osgood's b. h. Kentucky, by Lexington out of Magnolia, 5 yrs. Orange and Crimson Hoop.
2. Entered Travers and Osgood's b. h. Arcola, by Lexington out of Topaz, 5 yrs.
3. D. McCoun entered Mr. Sanford's g. h. Loadstone, by Lexington out of Blue Bonnet, 5 yrs.
4. Entered Mr. Sanford's b. m. Nannie Butler, by Lexington out of Tokay, 5 yrs.
5. J. S. Watson entered b. m. Capt. Moore, by imp. Balrownie out of Jennie Rose, 6 yrs.
6. Entered b. h. Julius, by Lexington out of Julia, 4 yrs. Red and Blue and Red Hoop.
7. Thomas Puryear entered b. m. Millcreek, by imp. Sovereign out of Millwood, 7 yrs.
8. P. C. Bush entered Forbes and Jerome's ch. h. Fleetwing, by Balrownie out of Rhoda, 5 yrs. Blue and Yellow.
9. Entered Forbes and Jerome's Gilda, by Mango out of Juliette, 4 yrs.
10. D. McDaniel entered b. m. Lady Blessington, by imp. Eclipse out of Philo, 5 yrs.
11. Entered b. h. Oakland, by Revenue out of mare by imp. Margrave, 6 yrs.
12. Entered b. c. Ripley, by Jeff Davis out of Nina (the dam of Planet), 3 yrs.
13. Andrew Robeson entered br. h. Climax, by Balrownie out of Jewel, 7 yrs.
14. D. Reedy entered g. h. Thunder, by Lexington out of Blue Bonnet, 6 yrs.
15. R. A. Alexander entered b. c. Asteroid, by Lexington out of Nebula, 5 yrs.
16. Entered b. c. Norwich, by Lexington out of Novice, 3 yrs.
17. Entered b. m. Idlewild, by Lexington out of mare by Glencoe, 9 yrs. Blue and White Hoop.
18. Entered b. c. Bay Dick, by Lexington out of Alabama, 6 yrs.
19. J. R. Butler entered b. c. Ulverston, by Lexington out of Utilla, 3 yrs.
20. Bowie and Hall entered ch. h. Eugene, by Revenue out of Fanny Fern, 9 yrs.
21. Entered ch. c. Baltimore, by Revenue out of Maroon, 4 yrs.
22. Thomas Buford entered Onward, by Ringgold out of My Lady, 4 yrs. Orange and White.
23. Entered Delaware, by Ringgold out of Ariel, 4 yrs.
24. J. W. Weldon entered br. h. Leatherlungs, by Lexington out of Gossamer, 6 yrs.
25. A. Keene Richards entered ch. h. by Lexington out of Reel, 6 yrs.

26. Entered b. m. Saratoga, by imp. Knight of St. George out of sister to Pryor.
 27. A. J. Armstrong entered g. h. Charlie Armstrong, by Lexington out of mare by Grey Eagle.
 28. H. P. McGraths entered b. h. Beacon, by Lexington, dam Bay Leaf, 5 yrs.
 29. J. W. Weldon entered ch. c. by imp. Fazzolette, Jr., dam Waxwing, 3 yrs.

This was the great event of the day, and it is very improbable that since the days of the Dutchman and Voltigeur match, has any equine contest created so great an amount of excitement. Thousands of people had come thousands of miles to witness the performances of the acknowledged two best horses of their day, both children of the redoubtable Lexington, and who have for some time stood on the apex of fame in their respective regions. Kentucky, in his youth, was brought from his native State, whose name he bears, being purchased by an eastern stable; since his *debut* on the turf he has but once been beaten, and that when in his three year old shape, Norfolk, another of the Lexingtons, being the victor. Many contend that Kentucky was off; but whether or not, it can scarcely be deemed a disgrace to succumb to an antagonist whom many suppose equal to any race-horse in the world. Kentucky is undoubtedly one of the handsomest animals the eye ever rested on—showy, graceful and springy in action, of excellent temper, beautiful dark-brown color, with white stocking on the forefoot. As he passed the grand stand with Littlefield on his back, a more perfect picture for the sportsman's taste could scarcely be imagined—the animal curvetting full of life, health, and animal spirit, while the graceful seat of the rider, his hands low, foot well home and finished manner, showed how much he was *au fait* in the pig skin. A skillful jockey was judiciously selected to share the honors with this magnificent horse.

Idlewild, Mr. Alexander's entry, was much admired (alas! that poor Asteroid should be confined to his stable from a serious and painful accident, instead of being present to gratify the long-desired gaze of the Eastern turfites; but *l'homme propose mais Dieu dispose*), many remembering her wonderful performances in days long since gone by. Although aged, it is easy to see that the courage and determination that formerly characterized her is not one whit the less. "Go in, old mare, and may fortune smile on you," was the exclamation of a gentleman stationed on my right, and many echoed this desire.

Onward and Fleetwing are both splendid animals; the former, from the splendid manner in which he handled Beacon in the first heat of the three mile race, is still green in the memories of many, and before the visit of Asteroid was announced as a certainty, he stood second favorite, some asserting, and those persons not lacking experience, that if he will run honest, the favorite will have all he can do to take the palm. In appearance Onward is a race-horse all over, perfect in shape and make, of a beautiful rich chestnut color, and, unless I be a false prophet, will yet prove himself one of the most dangerous horses in the land. The latter, Fleetwing, at Saratoga, Paterson and Seacaucus, has reaped honors, and, although mentioned last, is not one iota less to be feared. He comes of a family noted both for their speed and staying qualities, his sire, Balrownie, being one of the same family as the justly celebrated Blair Athol, winner of both Derby and St. Leger, besides numerous other important events. As each passed the grand stand, the condition of all looked perfect, unless Onward, who, I believe, appeared scarce as well as could be desired.

THE RACE.

First Heat.—With little trouble, these splendid animals were marshalled, and at the falling of the flag all went off with a rush, the mare leading, Favorite 2d, Onward and Fleetwing close up and together; the old heroine, mindful, no doubt, of former victories, pulling hard and showing unmistakable signs that she was determined to try the bottom and speed of her opponents. However, at the quarter mile post Kentucky had the front, Fleetwing and Onward second and third. At the half mile, Idlewild had passed through the ruck, and was making the pace terrific, both Kentucky and rider, who were next, undoubtedly getting many a mouthful of dirt. The pace now improved, and the gallant little one was getting more daylight between her and her pursuers. Round the upper turn and down the home stretch the work was no less hot, all appearing to make an additional effort as they passed the grand stand, crowded with so many anxious faces and ardent admirers. On entering the second mile, the places were unchanged, although

the ruck had drawn a little on the veteran leader; the turn passed and up the back stretch, Idlewild kept up unfaggingly the same terrific gait, appearing to outpace them all, and gallantly retaining the front, past the half and three-quarter poles, into the home stretch, passed the grand stand, completing the second mile. The third mile was done without change to the end of the upper turn, entering the home stretch, the mare still in front. Flesh, blood and age could scarcely stand such terrific efforts, and nature and condition, but not spirit, had to give place to youth and superior length of stride. Before coming to the distance pole, the favorite had taken the front, and Idlewild fell behind. From Kentucky's style, there was little doubt that all was now in his favor; he led round the bottom of the course and along the back stretch, the two chestnuts laying close in attendance round the upper turn, Kentucky retaining the front, Onward and Fleetwing close beside him, and Idlewild some way astern. With redoubled efforts, all entered the home stretch, a renewed burst of speed being put on for the finish; but it was all useless, Kentucky had it his own way, and Littlefield landed his nag a winner, Onward half a length behind, and Fleetwing in close attendance, the noble little mare distanced.

Second Heat.—The necessary time having elapsed, the horses came up to the post looking well. None showed any symptoms of distress, after so terrific a contest, the distended nostrils and blazing eye denoting courage unflinching, and the determination to do all that lay in their power, to justify their backers' good opinion. At the fall of the flag off they went, Kentucky and Onward neck and neck, Fleetwing a little in rear, going round the bottom turn; however, the favorite shook off the handsome chestnut and took the lead. The pace was not so good as it had been thus early in the first heat, but the second quarter was very sharp; from the efforts made by Fleetwing and Onward, it was plain that their instructions were to give no rest to the bay, and he, without doubt, asked little consideration. The first and second miles were completed without any change, except that Onward, on the back stretch, made a most determined effort for front place, but failed, although he got to the flank of Kentucky, so for the present had to remain satisfied with second honors. The third mile was now entered, and the

pace sharpened a bit up the back stretch, Onward again making an extra effort, but with no better result, want of success or disgust at the shower of dust his aristocratic face was receiving, or not forgetful of former roguery, he here attempted to bolt, and in consequence, lost many lengths; but the strong seat, determined manner and judicious handling of the jockey crammed him again into his work, but from the loss of distance incurred by this misdeed, he had to be satisfied with third place entering the home stretch. To all it was apparent that Kentucky, lacking accidents, must win, and as no such happened, he rattled up the home stretch and came in first, closely attended by Fleetwing and Onward. The owners of the two last named can scarcely be dissatisfied or disappointed in their horses, for both made a noble struggle, and had but to succumb to one of the noblest animals that ever honored a gentleman's stables or ran on a race track. Summary:—

Kentucky.....	1 1
Fleetwing.	3 2
Onward.....	2 3
Idlewild.....	Dis.

First Heat.—Time of first quarter mile, 27½ seconds; half mile, 54¾ seconds; first mile, 1:51; two miles, 3:41; three miles, 5:35; four miles, 7:35.

Second Heat.—Time of first quarter mile, 30½ seconds; half mile, 54 seconds; first mile, 1:59; two miles, 3:53½; three miles, 5:47; four miles, 7:41½.

Thus terminated one of the greatest races ever run, and on the result of which immense sums of money depended. Citizens representing every section of the country were present rich and poor, all desirous of seeing the performances of the world-renowned son of old Lexington.

Between the heats, Mr. Alexander permitted Asteroid to be brought out in front of the grand stand for the inspection of the masses, the animal's noble mien and handsome proportions eliciting unbounded admiration. If misfortune had not occurred, and he had come safely to the post, the result is more than doubtful, for a more magnificently built horse for speed and stoutness the sun never shone on. His *tout ensemble* may not be

as taking as his brother's, but dissect him as you will, there is no portion that *connoisseurs* in horse flesh would not pronounce perfect. Kentucky may well be considered the prettier of the two, but certainly not the better proportioned race-horse. A year ago, when a match was first proposed between these two flyers, meddlers and envious scribblers had the barefaced effrontery to say that the gentlemanly and high-spirited owner of Asteroid was too penurious and mean to go to the expense of sending his horse east, knowing he would be beaten. How well has the lie been cast in their teeth, and may they profit by this example and learn that all men are not prompted by the same truckling, contemptible spirit of which they are possessed.

The perfect gratification and rapture expressed by the assembled multitude, at the termination of the race, knew no bounds; cheer after cheer rent the air, and the New Yorkers had their desires gratified to excess by the bright favorite star being victor, and the first day's racing at Jerome Park a perfect success.

The maiden meeting at Jerome Park is over, and its most glorious and successful *debut* can now be placed conspicuous in our memories and histories as one of the brightest and pleasantest mementos of days gone by. Who can look back upon the brilliant scenes, the innumerable carriages, the dense crowds of polished and fashionable, well-dressed persons, the lovely landscape, the bright ethereal skies, the luxuriant and variegated foliage, and, above all, the merry, happy laugh or bright, contented smile that radiated on every countenance, without desiring to place the race-meeting at Fordham paramount in the events of pleasure of their previous life? Well may the projectors and proprietors rejoice over the immensity of their success, for what public undertaking, heralded with all the popularity of a government's support or nation's enthusiasm, could receive more flattering encomiums or a larger amount of public patronage and praise than the new race-course of the American Jockey Club, the result of the handiwork and good taste of a few private gentlemen. The success has truly been great, but not one iota more than this undertaking eminently deserves; and may its popularity increase with each succeeding year, and become ultimately as prominent an institution and national an amusement as it has ever been across the ocean, and

may it be governed by such laws and impartial judgments as to make its decisions as noted and famous as those of the ancient and classically illustrious Lycurgus, of Sparta. A new era may, therefore, be stated to have set in, and an amusement which had fallen into comparative neglect has again been revived with redoubled brilliancy. A few years ago, in Virginia, Louisiana, Kentucky and many other States, the aristocracy of our democratic country were constant attendants at race-meetings; but alas, an adverse tide set in; the entire country resounded with the clash of arms and voice of war; our young men and old shouldered the rifle or donned the sabre; discord and dissension reigned paramount, and our previously peaceful land was distracted with all the horrible convulsions of civil war; but, thank Providence, those horrible scenes are over, and those who so gallantly, on the call of danger, rushed to the tented field, may now safely lay aside their deadly weapons, and return with pleasure and safety to the avocations of peace, devoting a portion of their leisure to honorable and high-minded amusements, on the summit of which stands racing. During our beloved country's affliction a number of patriotic and enterprising gentlemen determined, if possible, to prevent racing falling into neglect, and with an energy and courage worthy of this noble cause, heedless of the expense and general negligence, came to the front, and, in spite of the supineness and indifference of many, founded Paterson and Saratoga meetings. Their success at first was not nearly commensurate with their deserts; still they persevered, and that perseverance slowly but steadily was rewarded. Other neighborhoods followed this example—the ice having at length been broken—and they had the satisfaction of seeing ultimate success.

At this stage Mr. Leonard W. Jerome nobly came to the front, with a courage almost unheard of, took up the gauntlet and donned the armor, and, at all hazards, determined to bear the result, proclaiming to the world that he was an advocate and supporter of the ancient institution. This gentleman's deservedly high reputation soon attracted recruits of the highest social position to his standard, and thus formed the nucleus of the American Jockey Club. Further, he being the happy possessor of large means, at his own risk apportioned a part of his valuable

property, and, at an outlay almost incredible, made a race-course in the vicinity of our metropolis, second to none in the world. How many have their names mentioned in history and their memories perpetuated far into futurity for less worthy actions. Look at the founders of cities, the writers of orations, the discoverer of previously unknown lands, the founders of institutions or the builders of public edifices, whose patronymics are daily in our mouths, and who, ages since, have been enumerated with the past. Can any one say that they have done more than this gentleman? We emphatically say no, and hope that while America is a Country, and its People a Nation, the memory of Mr. Jerome's munificence, liberality and honorable disinterestedness may never be forgotten, in giving to this city the most perfect, beautiful and costly race-course in the world.

The brilliant weather which happily attended the inauguration day was deemed by many as a happy prediction of long and unvaried success; and although the continuation of the sports was unavoidably delayed, the enthusiasm was undiminished, the press and public universally agreeing that the popularity and attendance were far beyond all expectations, and immeasurably outstripping any similar assembly that ever took place in the United States.

Now we have a race-course, a word upon the gallant horses may not be amiss. The seven comfortable, excellently-planned stables, each containing ten loose boxes, had all occupants, and it is more than doubtful that so large a number of first-class animals were ever previously assembled in one place. The blood of all the celebrities that have lived for the last half century was to be found—Lexington, Glencoe, Hedgeford, Lightning, Boston, Balrownie, Trustee, whose pure and unadulterated lineage claims close connection with many of the greatest performers that have been produced in England; nor has migration one whit impaired their speed, endurance and beauty. The racing public of France and Britain have justly sung the praises of Gladiateur, Blair Athol, Lord Lyon and Achievement, for they have been truly wonderful horses, and beaten all competitors; but luckily for them that they never met our Kentucky, or their laurels would have stood a certain chance of clipping. Since the days of Eclipse, Flying Childers, Stockwell, West

Australian or Lexington, it is doubtful that a better steed ever ran; for not only is he remarkable for his wonderful speed, but he is besides lasting, well bottomed and capable of carrying great weight, with the courage of the lion and the docility of the dog. In the closing event of this meeting, with a heavy handicap weight up, he with ease beat such celebrated horses as Aldebaran, Onward, etc., in a two and three-quarter mile dash, making the last mile in the splendid time of 1:49, and the handsome, easy style he finished justifies us in thinking that he could have done, if called upon, a mile and a quarter more at the same rate of speed, which would have made the total four miles 7:20 $\frac{1}{4}$, or half a second more than Lexington's magnificent performance on the Metairie course, New Orleans, but with this tremendous difference, of Kentucky having 124 lbs. up, while Lexington only carried 103 lbs. The country has long been able to boast of patriots, statesmen, orators and soldiers, without compeers; of inventions and manufactures without equals, and she can now with safety add the name of Kentucky to the roll of fame, as undoubtedly the fastest and best race-horse living.

In the course of time, new members will be added to the honorable list of the present composers of the American Jockey Club, and who will undoubtedly be called upon to occupy prominent offices, on whom not only will devolve grave responsibilities, but great trials and temptations, to successfully combat which they have but to follow the excellent example of those honorable gentlemen who at present so admirably and nobly fill their respective positions, knowing, as they must, that on them depends the continued prosperity, elevated place and great popularity, to the climax of which this ancient, time-honored and illustrious recreation has now reached.

On each of the two last days of the meeting the same scenes of bustle and confusion were enacted throughout our great city, more particularly in the vicinity of the Fifth Avenue and the habitations of the rich and fashionable. Those who had witnessed one day's sport would not be debarred seeing the balance. Grooms in handsome liveries rushed about; coachmen, no less well attired, drove their matchless teams to and fro through the handsome streets, waiting for their precious, lowly and well-dressed mistresses. Servant girls, important with confided

secrets, looked from stoops, evidently impatient for the arrival of expected guests or new and fashionable articles of apparel; flashily dressed French milliners daintily and hurriedly pressed their way, bearing carefully, in all the forbidden intricacies of band-boxes, some costly head-dress, or the latest and most approved make in hats or bonnets. Dressmakers, with skilfully cut robes, were not wanting to complete the scene; in fact, the whole metropolis was agog, all bound on pleasure, all determined, if opportunity would allow, to be spectators of the anticipated races. In the vicinity of the Fifth Avenue Hotel hosts of the sterner sex were mustered, canvassing the results, the prospects of the favorites, taking and giving odds, hedging, prophesying and warning. Every portion of the country was represented, from the tall, powerful Missourian to the dapper, active little Creole of New Orleans—from the smart, calculating, astute New Englander, to the stalwart Kentuckian. Good temper and good nature prevailed on every side. All were hail-fellow-well-met; not a shadow seemed to cross the even tenor of their way. Truly, we Americans are a wonderful people; what foreigner would believe, unless he knew, that those who, little more than twelve months since, had fought in antagonistic ranks, with all the determination, valor and hate that civil war could imbue, would now be hob-nobbing, laughing, joking and fraternizing with all the appearance of a friendship that had lasted for years.

Both roads to the track were one continued, uninterrupted stream, composed of every description and variety of conveyance that the inventive brain of foreign or native coach-builder could devise. The elegant coupe, with four of the choicest horses that money could procure, was crowded by the half worn out, wholly unpainted, discarded express wagon, or the dashing, splendidly finished turn-out of some leader of the *bon ton* had to give place to the rattling, go-ahead, serviceable market-cart. On arrival at the course, the former familiar crowds greeted your sight, and a stranger, from their density and settled, at-home manner, might easily suppose they had been bivouacked in their respective places at least since the previous day. The hill at the upper end of the course contained thousands; the rising ground at the lower end was not one whit the less favored; and every tree and

bush, whether apple or maple, oak or fir, had as many roosters in it as could find room to perch.

Booths and tents had sprung up on every side like mushrooms after a shower, and their variety of architecture was not greater than the multiplicity of condiments they offered for sale. Oysters, sandwiches, pies, fruit, *et hoc genus omne*. Beverages were no less numerous; but it is safe to assert that the favorite and refreshing drink of Gambrinus and Bohemians had the greatest patronage. Inside the inclosure similar multitudes were to be found, undoubtedly more finely clad and more fashionable in appearance, but it is dubious if they, with all the benefits of a quarter-stretch ticket, enjoyed the fun with greater gusto.

Over the hum and tread of a thousand voices and feet, the pool-seller's stentorian voice could be heard knocking down the various horses to their eager purchasers. Around this portion of the grounds the crowd is always the densest; it is here that all the knowing ones are to be found—men deeply skilled in horse pedigrees and horse performances, men of quick calculating powers, ready to back or take odds, as the chances offer and look favorable. A certain knowing appearance stamps them; the cut of their clothes and even make of their boots is different; everything bespeaks the horse about them; their neck-ties are differently tied, their breast-pins frequently have the symbol of a horse's shoe or other equine appurtenance, and not unfrequently a straw or twig is in their mouth; in fact, they are our counterpart of what in England are denominated horsey men.

The ladies, how can we approach such a delicate, delightful subject? We lack the delicacy of touch of the miniature painter, and the honied words of the carpet knight, but still we cannot pass the ornaments of our household, the elevators of our finest feelings, the prime instigators of all the delightful romance that causes us to appreciate moonlight music, love and flowers. The grand stand was fairly crowded with them, all gay, happy and delighted. No florist's exhibition or pet greenhouse ever was more resplendent in brilliancy or variety of coloring. The rainbow, under most favorable circumstances, would have suffered defeat if brought in comparison; even our match-

less autumn forest tints would have been compelled to yield the palm. The dresses were gorgeous, the bonnets and hats were superb, and the shawls and mantillas were exquisite. The taste displayed, the harmonizing of the coloring, and the stylishness and fit of the costumes could not have been excelled, nor probably equalled, in any portion of the world. What person could look upon such a scene, thickly interspersed with innumerable beautiful faces of every class and type, without unbounded feelings of delight, save perhaps he be a woman-hater? Bah! we cannot believe that such exist; but still, if such be, lynch law should immediately be meted to him.

The Races have passed, but we may safely predict that not a single visitor will forget the happy, pleasant, delightful days that they enjoyed during its continuance; and when years, with their steadily increasing stride, sprinkle our heads with gray hairs, or our now upright figures become stooped with the passage of time, one bright spot in the reminiscences of the past will still be left us, the first race-meeting of the American Jockey Club.

Jerome Park, Sept. 29th, 1863.—The Grand National Race, a dash of two and three-quarter miles; a free handicap.

John Hunter entered Travers and Osgood's b. h. Kentucky, by Lexington, dam Magnolia, 5 years, to carry 124 lbs.	1
J. S. Watson entered Aldebaran, by Commodore, dam Nannie Lewis, 6 years, 105 lbs.	2
O. McCoun entered M. H. Sandford's b. m. Nannie Butler, by Lexington, dam Tokay, 5 years, 100 lbs.	3
J. S. Watson entered ch. c. Onward, by Ringgold, dam My Lady, 4 years, 104 lbs.	4
D. McDaniels entered b. h. Luther, by Lexington, dam Belle Lewis, 4 years, 100 lbs.	5
P. C. Bush entered Messrs. Forbes and Jerome's ch. h. Plectwing, by imp. Balrownie, dam Rhoda, 6 years, 112 lbs.; drawn. John Hunter entered Messrs. Travers and Osgood's b. h. Arcola, by Lexington, dam Topaz, 6 years, 110 lbs.; drawn. R. B. Forbes, jr. entered br. h. Climax, by imp. Balrownie, aged, 107 lbs.; drawn. Mr. ——— entered bl. h. Blackbird, by imp. Albion, aged, 107 lbs.; drawn. Dennis Reedy entered br. h. Zigzag, by Ruric, dam Zenith, 8 years, 105 lbs.; drawn. J. W. Weldon entered b. h. Leatherlungs, by Lexington, dam Gosamer, 6 years, 103 lbs.; drawn. J. S. Watson entered b. c. Delaware, by Ringgold, dam Ariel, 4 years, 104 lbs.; drawn. Col. McDaniels entered b. c. Julius, by Lexington, dam Julia, 4 years, 102 lbs.; drawn. W. Kerwin entered ch. h. Citadel, by Mahomet, dam Prunella, 5 years, 100 lbs.; drawn. T. B. Reed entered Forbes and Jerome's Trovatore, by imp. Monarch, dam Madonna, aged, 100 lbs.; drawn. J. W. Weldon entered ch. c. Tom Woolfolk, by Lexington, dam Floride, 3 years, 82 lbs.; drawn.	

Betting: Kentucky at nearly 4 to 1 against the field.

At the start, Onward at once cut out the work, and with a will went to the front at a sharp pace. A quarter of a mile passed, and the horses had settled to distinct places. As they entered on the reverse curve, Onward led, Luther second, Aldebaran third, Kentucky fourth, and Nannie last. No change of

position occurred as they whirled round the far curve and came to the head of the straight run to the stand. Onward made telling running, leading the lot by twenty lengths. The rest all lay in a huddle, pacing along at an easy rate—all save Kentucky watching each other; but he waiting at ease. Gayly he strode along under a heavy pull, carrying his heavy weight as a feather. In an instant they sweep up to the Grand Stand; in another they have swept by it, and are dashing away into the second mile. The whole air of the race showed that there were only two foemen in that field, Kentucky and Aldebaran; there was no chance for any other. Onward was winning a quick career in the front, Luther and Nannie a slow and laboring one in the rear. As they enter the second mile the pace quickens, and Luther, outstridden, gives back and loses his second place. Into it Aldebaran moved, and dwelt there a furlong, when Kilpatrick, his jockey—whose game was to wait—pulled him to the rear, and Kentucky went up to second position. At the quarter pole Onward was blazing away in the front, Kentucky striding along under a heavy pull second, Aldebaran third, Luther fourth, and Nannie fifth. This position seemed to suit all so well, that they did not change thence to the end of the mile. At its finish all closed up, and the field came to the stand in a crowd. A mile yet lies before them—a trying and decisive mile.

In it the battle must be won; in it honor gained; in it a battle lost and honor lost. Watch the horses. See how the noble Kentucky bears himself. Who can doubt that his pennant shall stream in the van at its close. A rare good one,—none stride like him. His gait is all ease, that of his foes all labor. His all in hand, with vast power untasked; his foes have little left unused. They have swept round the north turn; they are at the first quarter post. Littlefield calls on his horse. At once, and with the speed of a flash, he moves on. Onward; one has hardly looked at him ere he has caught him, collared, passed him, and is in the lead. A shout rent the air—the gallant Kentucky is the favorite of all; all hail to his prowess as he comes to the front. A word did it. Kentucky strode away—no whip, no spur, scarring his glossy coat; they were not needed. Called on, he answered back. See how he strides away; see how he

masters his great weight; see his matchless power. With alternately pricked and playing ear; with open mouth, and even, steady stride, he speeds with the swiftness of a meteor over his ground. Ah, but it is a pleasure, intense indeed, to see such power, such self-command, such execution. Here are no faltering, no dwelling, no laboring, but all is ease. Who would not be excited? Who would not shout applause?

Once in front, Kentucky hurried the pace, and made the race a rapid one. At the half-mile pole he was the foremost; and he and Aldebaran moved away from the rest as if by a spell of magic. Sweeping round the last turn, they were all alone—the only combatants. Though there could be no doubt as to the issue, yet Aldebaran forced the odds against him, and manfully and gallantly strode every yard with rare game and footily. Strive as he would, it was all in vain; hurry the pace as he would, that but roused the gallant leader to a quicker rate. On, on they rush; and all the crowd of gazers grow silent in their intense interest. Every eye is strained to see the noble steeds as they near the stand. Rushingly they come, and excitement makes breathless all the multitude. Ere one could think, they covered all the ground. Past the grand stand they rush; on to the winning goal they go; past it they sweep—down drops the flag—the race is over! and Kentucky is the winner. Time—three-quarter mile, 1:21 $\frac{1}{4}$; one and three-quarter miles, 3:15; two and three-quarter miles, 5:04.

Again the wild and excited multitude, who but a moment since were dumb in expecting silence, were now making the welkin ring with a mighty shout of realizing joy. The favorite had won, and glad hearts were happy in his success. Who could not enjoy such a scene! Who would not applaud such a triumph? Still Kentucky stands the foremost horse. Long may his star be ascendant! Never may his banner wave but in the front, stainless and triumphant!

Mr. Leonard W. Jerome purchased Kentucky shortly after his last race at Jerome Park, for \$40,000; and he made the season of 1867 at Chas. Bathgate's, Jerome Park, Fordham, Westchester county, N. Y., at \$250 a season.

During the fall of 1867 the following match was made and run over the track at Jerome Park:—

Jerome Park, Thursday, Oct. 17, 1867.—A match for \$5000 a side, half forfeit; Kentucky against time. To run four miles in 7:30.

L. W. Jerome's b. h. Kentucky, 6 years old, by Lexington, dam Magnolia, by imp. Glencoe, 130 lbs. Lost.

TIME.	
First mile	1:48
Second mile	1:48
Third mile	1:53
Fourth mile	2:02½
	7:31½

The following description of the race is taken from the "Turf, Field, and Farm," Oct. 26th, 1867:

KENTUCKY AGAINST TIME.

Thursday, October 17th, was an auspicious day at Jerome Park. Kentucky ran his race against time; and the match that we first gave to the public had been discussed so often in every part of the country, that it excited the deepest interest, and not less than twenty thousand people were present to witness it. The failure of Kentucky was acknowledged with deep regret, especially by the ladies, who worship him as an ideal horse. His proud carriage, as he appeared on the course prior to the race, seemed to presage victory, and the thousands in the grand stand greeted him with an enthusiastic outburst of applause. The day was all that could be asked—the loveliest of October, the softest of glorious, golden-tinted autumn. Kentucky—though a little too high in flesh, and full in the flank, his body not being rounded up, like last Fall, when he beat Idlewild, Onward and Fleetwing—appeared to be in good condition, and his friends were sanguine that he would win. When Littlefield mounted him for the start, forty thousand eyes rested upon him, and he was the object of the most intense interest to twenty thousand people. He passed the score on a full run, led by one of his stable companions, the fleet-footed De Courcey. Kentucky ran with perfect ease, his graceful, free, far-reaching stride inspiring his backers with the utmost confidence. The first mile was made in 1:48, and the second in the same time. At the beginning of the third mile Kentucky still seemed fresh, and De Courcey was now relieved by Clara Clarita. Gallantly she led him around the right bend,

and opposite the Club-house Luther was let loose, and joined in the race. And right here the mischief was done. Kentucky was excited by the rush of Luther to the front, and he was permitted to brush with him. He had been going at a fearful rate of speed, and the extra strain was more than nature could stand. The brush taxed the respiratory organs too severely; the demand exceeded the supply, and the overbalance led to disastrous consequences. Kentucky began to show signs of distress before reaching the third quarter, and he closed the mile in 1:53—an evident falling-off of speed. Redwing was started to lead him the fourth mile, and the noble horse sprang gallantly after her, though laboring most perceptibly. To the careful observer it was now apparent that Time would triumph. At the half mile Kentucky's gallop was irregular, and around the turn below the Club-house he attempted to bolt, but was straightened and urged forward by Littlefield. Coming down the home stretch the whip was freely applied, and he passed under the string in 7:31 $\frac{3}{4}$, a loser of the race by 11 $\frac{3}{4}$ seconds. Although the day was fine, and the horse in fair condition, he was badly managed in the race. The first two miles were run in 3:36, a killing rate of speed. The horse was outpaced, and all chances of success destroyed. Had he run the first mile in 1:48, and the second in 1:51, and have been kept at a regular gait on the third mile, the result might have been different. Lexington, in his famous race against time, ran the first mile in 1:47 $\frac{1}{4}$, the second in 1:52 $\frac{1}{4}$, the third in 1:51 $\frac{1}{2}$, and the fourth in 1:48 $\frac{3}{4}$. He was not outpaced in the first half of the race, but by careful riding held strength in reserve and was able to keep up his high rate of speed to the end. Kentucky carried seventeen pounds more than his sire did, and he labored under the disadvantage of running over a slower track. But notwithstanding his mismanagement we doubt very much if Kentucky could have performed the great feat before him on Thursday the 17th, in the specified time. Undoubtedly he could have made a better finish under different control, but we incline to the opinion that he was not seasoned to carry 120 lbs. and run four miles in seven minutes and twenty seconds. He may be able to do it next year at Saratoga, but it was out of the question for him to do it at Jerome Park, after making a season in the stud, this October. Though failing, he proved

himself a great horse. Three miles in 5:29 with such a heavy weight, is an extraordinary performance. The result of this match against time has revived, in a measure, interest in the celebrated Asteroid and Kentucky controversy. Asteroid is now strong again, and as he is to be trained next year, parties are anxious to make a match between him and Kentucky for the summer of 1868. The proposition, doubtless, will be widely canvassed during the coming winter. Asteroid, it is asserted, ran a four-mile trial over the Woodlawn course, at Louisville, carrying weight for age, in 7:23 $\frac{1}{4}$. His unfortunate injury at Jerome Park, last autumn, was a great disappointment to the public, and a strong desire is now manifested to see him in a four-mile race with such a distinguished champion and worthy foeman as Kentucky.

SUMMARY OF KENTUCKY'S PERFORMANCES.

In 1863, started once, won once.

Paterson, N. J.—Sweepstakes for 2-year-olds \$900.00

In 1864, started seven times, won six.

Paterson, N. J.—Sequel Stakes for 3-year-olds 1200.00

Saratoga Springs, N. Y.—The Travers' Stake for 3-year-olds 2500.00

Same Meeting—Sweepstakes for 3-year-olds 1750.00

Paterson, N. J.—The Jersey St. Leger for 3-year-olds 2250.00

Same Meeting—The Sequel Stakes for 3-year-olds 950.00

Same Meeting—A Match, two mile heats 5750.00

In 1865, started seven times, won seven.

Paterson, N. J.—Purse for all ages, two mile heats 600.00

Same Meeting—Purse for all ages, three mile heats 1000.00

Saratoga Springs, N. Y.—The Saratoga Cup, 2 $\frac{1}{2}$ miles, for all ages 1900.00

Same Meeting—Purse, dash four miles—walked over 1000.00

Paterson, N. J.—Purse for all ages, two mile heats 500.00

Same Meeting—Purse for all ages, dash three miles 400.00

Same Meeting—Purse for all ages, three mile heats 700.00

In 1866, started seven times, won seven.

Paterson, N. J.—Purse for all ages, two mile heats 600.00

Same Meeting—Purse for all ages, three mile dash 500.00

Same Meeting—Purse for all ages, three mile heats 100.00

Saratoga Springs, N. Y.—Saratoga Cup, 2 $\frac{1}{2}$ miles 2200.00

Same Meeting—Purse for all ages, dash of four miles 1000.00

Jerome Park, N. Y.—Inauguration Stake, four mile heats 7100.00

Same Meeting—The Grand National Race, 2 $\frac{3}{4}$ miles 1950.00

In 1867, started once, lost once.

Jerome Park—A Match against time.

Total winning \$25,050.00

Started 24 times, won 22, lost 2.

Kentucky was placed in the stud again in 1868, and was purchased by August Belmont, Esq., shortly after his time race, for \$40,000. He has been used as a private stallion ever since by Mr. Belmont at the Nursery Stud Farm, near Babylon, Long Island. Like Asteroid, the oldest of Kentucky colts are two-year-olds, too young to form an estimate of his success as a stallion. Magnolia's produce have been as a rule generally successful upon the turf. Magic was a fair filly and won two of her stakes as a three-year. Madeline raced in Michigan with much success, but is better known as the dam of Maggie B. B. Madonna ran many races with various success. Charley Ball was a very fine colt, running a second heat at Lexington, in 1854, in 1:45 $\frac{3}{4}$, the fastest mile at that time ever made over the course. He ran many races South, and won some at three miles. Princeton was a very fine racer and ran at all distances. Charley Morgan and Hanover were indifferent. Daniel Boone, like his full brother, was a splendid horse, thought by many to be fully equal to Kentucky. He beat the celebrated Planet at New Orleans two mile heats in 3:38 $\frac{1}{2}$ —3:36 $\frac{3}{4}$, the best race at that day. He is now the property of that princely turfman, Wm. Cottrill, Esq., of Mobile, Ala., and promises to be as successful in the stud as on the turf. Simon Kenton was a poor race-horse, better known as the sire of the successful hurdler and steeple-chaser Bohannon. Skedaddle was quite successful upon the turf and won the great Boatsman stake, mile heats three in five, at St. Louis, beating Sue Lewis and a large field. Her first foal, Saucebox, by Star Davis, promises highly. Gilroy was very fast, but only moderate upon the turf. He is standing in Kentucky. Victory is a fine race-horse, very fast, but very uncertain in temper, especially in starting. That Kentucky will be a great success as a sire, we have no doubt, if properly mated. His fine breeding, unexceptionable action, and success upon the turf, if "like begets like," will make him take rank as one of the most valuable sons of the blind hero of Woodburn

IMPORTED LEAMINGTON.

LEAMINGTON was bred by Mr. Halford, of England; imported to America in 1865 by R. W. Cameron, Esq., Clifton Stud Farm, Staten Island, N. Y.; now the property of A. Welch, Esq., Chestnut Hill, Philadelphia, Penn. By Faugh-a-Ballagh. 1st dam by Pantaloon; 2d dam Daphne, by Laurel; 3d dam Maid of Honor, by Champion; 4th dam Etiquette, by Orville; 5th dam Boadicea, by Alexander; 6th dam Brunette, by Amaranthus; 7th dam Mayfly, by Matchem; 8th dam by Ancaster Starling; 9th dam by Grasshopper; 10th dam by Sir M. Newton's Arabian; 11th dam by Pert; 12th dam by St. Martins; 13th dam by Sir E. Hale's Arabian; 14th dam the Old Field mare.

Faugh-a-Ballagh, the sire of Leamington, bred by Mr. G. Knox, in 1841, was a full brother to the celebrated Irish Bird-catcher, by Sir Hercules, out of Guiccioli, by Bob Booty; Flight, by Irish Escape; Young Heroine, by Bagot; Heroine (Tom Turf's dam), by Hero; Snap, sister to Regulus, etc., etc.

Faugh-a-Ballagh appeared once as a two-year-old, and ran third for the Champagne Stakes at Doncaster, won by The Cure. As a three-year-old started seven times, won four, lost one, received forfeit once, and paid forfeit once. Won the Great Doncaster St. Leger, beating The Cure, The Princess, and six others. At same meeting over St. Leger Course beat Corranna, a match for £1000; Newmarket won the Grand Duke Michael Stakes, beating Red Deer and three others; Newmarket won the Cesarewitch Stakes, beating Lightning, and twenty others; Newmarket ran second to Evenus, for the Cambridgeshire Stakes; Newmarket received 150 sovs. compromise from Alice Hawthorn Ditch—in 500, 200 ft.; New-

market paid forfeit 100 sovs. Ditch—in to Lord G. Bentinck's Naworth. As a four-year-old at Ascot ran second to the Emperor for a piece of plate, value 500 sovs.—the gift of his Majesty the Emperor of all the Russias—Alice Hawthorn third, Cowl fourth.

He was placed at the stud the following year, and sired some good stock in England—Leamington the best. Cestrea, Ethelwolf, Ginger, Le Juif, Mary Ann, Morning Star, Pole Star, Tom Burke, Beràge, Garibaldi, Hibernia, The Hadji, Master Bagot and Rosa Bonheur are amongst the best of his get in England. In 1855 he was exported to France, where he added renewed luster to his name as the sire of Fille de l'Air, Fontenoy, Jarnicoton, Armagnac, and others.

The Pantaloon mare, the dam of Leamington, has no turf career. The following is a list of her produce:—

1849—br. c. Prosperous, by Launcelot.....	Mr. R. Allen.
1850—br. c. John Bull, by Falstaff.....	“
1851—missed to ditto.....	Mr. Halford.
1852—ch. f. Myrtle, by Sweetmeat.....	“
1853—br. c. Leamington, by Faugh-a-Ballagh.....	“
1854—br. c. Goldwater, by Sweetmeat.....	“
1855—b. f. Sweet Pretty Pet, by Flatcatcher.....	“
1856—br. c. Vault, by Vatican.....	“
1858—br. c. Milverton, by Loup-garou.....	“

Barren in 1857, and died in 1859, in foal to Alonzo.

Pantaloon, chestnut colt, foaled in 1824, bred by Mr. Gifford. By Castrel, out of Idalia by Peruvian, her dam Musidora, sister to Meteora, by Meteor, out of Maid-of-all-Work, etc. Pantaloon ran seven times as a three-year-old, and won six, came in first for the seventh, but was declared distanced from loss of weight. This ended his turf career. He is better known as a sire. His blood is still held in England of the highest repute. During his stud career he sired some first-class animals, such as The Drone, Cardinal Puff, Ghuznee, the winner of the Oaks in 1841; Satirist, winner of the St. Leger in 1841; Jocose, the dam of Maccaroni, the sire of Macgregor; Leger-de-main, the winner of the Cesarewitch in 1849, and the dam of Toxophilite, Elthiron, Van Amburgh, Juvenal, Morpeth, The Libel, Clarissa, Caprice, Slander, Pantalonnade, the dam of The Prime Minister,

the sire of The Knight of the Garter, Hernandez, Odiham, Medal, Fair Helen, the dam of Lord of the Isles, winner of the two thousand guineas in 1855, and the sire of Dundee, and the two brothers Hobbie Noble and Windhound, the latter the sire of Thormanby, considered the best young sire in England.

DESCRIPTION OF LEAMINGTON.

Leamington, a dark-brown horse, foaled 1853, full 16 hands 1 inch high. He has a beautiful head and neck, fine eyes and good shoulders, fine back, great length, and as fine from the point of the hip to the whirlbone, and from thence back to the hock, as any horse in the country. With a very round barrel, it gives him the appearance of a light middle piece. We think his hind leg a pattern, and he is best there, where many of the English horses are deficient. He has most excellent bone; his right hind foot, from the hoof to the pastern, is white, and a large white star sets off his expressive and blood-like head.

R. H. Copperthwaite, Esq., in his book "The Turf, Race Horse, and Stud Farm," thus expresses himself about Leamington:

'A dark-brown horse, with a white star, eleven years old, by Faugh-a-Ballagh; dam by Pantaloon; her dam Daphne by Laurel.

"He is one of the best representatives of what a race-horse ought to be, with great length, racing points all over, and wonderful propelling power, and position of his hind-quarters being perfection, and such as cannot fail, at a glance, to strike the eye. In his general formation and appearance, he somewhat resembles his sire, and in many respects Buccaneer, although more commanding in his general style, being, in fact, a perfect specimen of the fine slashing race-horse—just what might be expected from his relationship to Pantaloon, whose descendants invariably present such an appearance. His sire's fame is world-wide; indeed, by many he is believed to have been the best horse ever foaled—a question which no doubt admits of serious considera-

tion as well as doubt. Be that as it may, that Leamington looks all over a fine model of a race-horse—that he proved himself (which is better than mere appearance, which is often a fallacy) a genuine first-class animal, as well as a perfectly sound wear-and-tear one, cannot be denied; for although his name is not recorded among the Blue Riband or St. Leger winners, his performances justly entitle him to the confidence and support of breeders, which would be badly rewarded by patronizing, as a rule, some of the winners of those great events; for although the Derby, Oaks, and St. Leger may be generally very good tests of quality, it by no means follows that there are not, in many instances, far better horses of the year than the winners—some never even entered. Taking into consideration the fact that the country has lost his sire, Leamington must be looked to as the most promising son of that renowned animal best qualified to fill his place, and uphold untarnished the *prestige* of his ancestors, which, with a fair and reasonable chance, there can hardly be a doubt he will do, for he is from head to tail a ‘noble, fine animal,’ and one most likely yet to stand at the same figure as his relative, Irish Birdeatcher. The fact that he has the Pantaloon blood in his veins is an additional recommendation, for it is questionable if there flows in any animal better; the very best runners and the grandest specimens of the noble thoroughbred are descended from Pantaloon. I believe that Leamington, as viewed upon the race-course, walking with his majestic yet steady air, presents at once the appearance of the most level-made, lengthy sample of a race-horse that we have seen for many years, every shape and point being where they should be, and his ‘propellers’ always doing their duty, being placed so beautifully for the purpose. Although his career at the stud has as yet but commenced, he has begun well, and is, to my mind, certain to finish better. The running of Fille de l’Air, that extraordinary mare (a daughter of Faugh-a-Ballagh), is further proof in favor of the chance of Leamington proving successful.”

This was written a year before his importation, and the description holds good to-day. Mr. Copperthwaite’s predictions as to his value as a sire have been singularly true so far as

America is concerned, as we will have occasion to notice in a review of his produce.

LEAMINGTON'S PERFORMANCES.

Warwick, Monday, March 19th, 1855—The Woodcote Stakes of 15 sov. each, 5 ft., for two-year-olds; five furlongs (7 subscribers).

Mr. Halford's Leamington, by Faugh-a-Ballagh, 8 st. 2 lbs.	1
Mr. Lucas' b. f. Ceres, 7 st. 13 lbs.	2
Mr. Pell's ch. f. Mavourneen, 8 st. 4 lbs.	3

5 to 4 on Leamington, and 6 to 4 against Ceres. Won by a length.

Nottingham, Thursday, July 19th, 1855—The Robin Hood Stakes of 10 sov. each, with 50 added for two-year-olds; the second saved his stake, and the winner paid 5 sov. to the fund; T. Y. C. (10 subscribers).

Mr. Morris' b. f. Tilly, by Planet, 8 st. 7 lbs.	1
Mr. Halford's br. c. Leamington, 8 st. 7 lbs.	2
Mr. T. Taylor's b. f., by Slane, out of Ostrogoth's dam, 8 st. 3 lbs.	3

6 to 5 against Leamington, 7 to 4 against Tilly, and 4 to 1 against the Slane filly. Won by a neck, the Slane filly finishing about six lengths behind Leamington.

Same Meeting, Friday, July 20th, 1855—The Bunney Park Stakes of 10 sov. each, h. ft., with 50 added for two-year-olds. The winner paid 5 sov. to the fund; T. Y. C. (14 subscribers).

Mr. H. Lewis' br. f. Duet, by Jericho, 7 st. 12 lbs.	1
Mr. J. Scott's br. c. St. Domingo, 8 st. 4 lbs.	2
Mr. Barber's b. f. Miss Harkaway, 8 st. 3 lbs.	3
Mr. Copeland's b. c. St. Dunstan, 8 st.	4
Mr. Dawson's Gaudy, 8 st.	5
Mr. Lucas' Garnet, 7 st. 10 lbs.	6
Mr. Halford's Leamington, 8 st. 7 lbs.	7

5 to 2 against Leamington, 7 to 2 against Gaudy, and 5 to 1 against Duet. Won easily by a length, two lengths between the second and third.

York, Wednesday, August 22d, 1855—The Convivial Produce Stakes of 10 sov. each, h. ft., with 100 added, for two-year-old colts, 8 st. 6 lbs., and fillies 8 st. 2 lbs.; those got by stallions or out of mares which never produced a winner allowed 3 lbs., and winners before starting to carry 2 lbs. extra; the owner of the second horse received 10 per cent. out of the stakes, and the third saved his stake; T. Y. C. (130 subscribers).

Mr. Bowes' br. c. Fly-by-Night, by the Flying Dutchman, 8 st. 5 lbs.	1
Mr. W. H. Brooks' ch. f. Manganese, 8 st. 4 lbs.	2
Mr. Harland's br. f. Mirage, 7 st. 13 lbs.	3

Merlin 8 st. 6 lbs., Little Tibby 8 st. 1 lb., Leamington 8 st. 5 lbs., Elanche 7 st. 13 lbs., Aleppo 8 st. 8 lbs., Alfred 8 st. 6 lbs., Adam, Lord Glasgow Birdcatcher colt, 8 st. 6 lbs. Mr. Buckley's Birdcatcher filly, 8 st. 2 lbs., started, but not placed.

7 to 4 against Fly-by-Night, 9 to 4 against Aleppo, 6 to 1 against Mirage, 7 to 1 against Merlin, 12 to 1 against Manganese, and 100 to 8 against Prairie Bird colt. Won by a length, half a length between the second and third. Merlin was fourth. Aleppo was left at the post.

Derby, Wednesday, August 29th, 1855—The Chesterfield Stakes of 50 sov., given by the Right Hon. the Earl of Chesterfield, added to a sweepstakes of 10 sov. each, h. ft., for two-year-olds; the owner of the second horse saved his stake, and the winner paid 5 sov. towards expenses; about half a mile (16 subscribers).

Mr. Halford's Leamington, 8 st. 10 lbs.	1
Mr. E. Parr's br. c. Stork, 8 st. 12 lbs.	2
Mr. T. Taylor's f. by Slane, out of Ostrogoth's dam, 8 st.	3

Flyaway, 8 st. 8 lbs., St. Dunstan, 8 st. 10 lbs., and Lord Wilton's Birdcatcher filly, out of Sacrifice, 8 st. 3 lbs., started, but not placed.
5 to 4 against Stork, 2 to 1 against Flyaway, and 8 to 1 each against the Sacrifice filly and Leamington. Won by a length and a half, a neck between the second and third.

Epsom, Wednesday, May 28th, 1856—The Derby Stakes of 50 sov. each, h. ft., for three-year-old colts, 8 st. 7 lbs., and fillies 8 st. 2 lbs.; the second received 100 sov. out of the stake, and the winner paid 100 sov. towards the police and regulations of the Course, and 50 sov. to the judge; one mile and a half to be run on the New Course (211 subscribers).

Adam Harcourt's br. c. Ellington, by The Flying Dutchman	1
Mr. Howard's ch. c. Yellow Jack	2
Lord J. Scott's b. c. Cannobie	3
Lord Derby's b. c. Fazzoletto	4

Coroner, Bay Hilton, Fly-by-Night, Wandering Willie, Leamington, Aleppo, Wentworth, Bird-in-Hand, Forbidden Fruit, Vandermulin, Puck, Mr. Verdant Green, Artillery, Astrologus, Rogerthorpe, Pretty Boy, Dramatist, Newington, Cotswold, and The Prince started, but were not placed.

5 to 2 against Fazzoletto, 7 to 2 against Wentworth, 6 to 1 against Cannobie, 7 to 1 against Artillery, 12 to 1 against Fly-by-Night and Vandermulin, 15 to 1 against Yellow Jack, 20 to 1 each against Bird-in-Hand and Ellington, 25 to 1 against Puck, 40 to 1 each against Bay Hilton, Newington, Rogerthorpe, and Coroner, 50 to 1 against Astrologus, and 1000 to 10 against any other. Won by a length, half a length between the second and third, a length and a half between the third and fourth.

Newton, Wednesday, June 18th, 1856—The Makerfield Handicap Plate of 60 sov., for all ages; winners after the publication of the weights, 5 lbs. extra; half a mile.

Mr. Merone's br. c. Biron, by Touchstone, 4 years old, 7 st. 5 lbs.	1
Mr. Copeland's b. c. St. Dunstan, 3 years, 5 st. 9 lbs.	2
Mr. Halford's br. c. Leamington, 3 years, 6 st. 8 lbs.	3

Eleven others started, but were not placed.

5 to 2 against Leamington, 4 to 1 against Bubble, 5 to 1 against Biron, and 10 to 1 against Chere Petite. Won by a neck, the same between second and third.

Same Meeting, Thursday, June 19th, 1856—The great Newton Handicap Plate of 200 sov. added to a sweepstakes of 5 sov. each; the second to receive 20 sov. out of the stakes; one mile and a half (44 subscribers).

Mr. E. Parr's ch. g. Aladdin (late Go-away), 5 years, 7 st.	1
Mr. J. Whittaker's b. c. Van Dunck, 3 years, 5 st. 3 lbs.	2
Mr. Halford's b. c. Goldhill, 3 years, 6 st. 10 lbs.	3
Mr. J. H. Smith's ch. c. Midhope, 3 years, 5 st. 13 lbs.	4

The Heir of Linne, Berezina, Leamington, Dr. Ginkel, Bubble, and St. Dunstan started, but not placed.

3 to 1 each against the Heir of Linne and Midhope, 5 to 1 against Goldhill, 6 to 1 against Van Dunck, 8 to 1 against Aladdin, 10 to 1 against Leamington, and 20 to 1 against Dr. Ginkel. Won by a length, two lengths between the second and third, a bad fourth.

Same Meeting, Friday, June 20th, 1856—The Manor Handicap Plate of 60 sov., for all ages; winners after the weights are published 5 lbs., or the winner of the Makerfield or Garswood Handicap, 7 lbs.; of both these handicaps, 10 lbs. extra; half a mile.

Mr. J. Henderson's br. f. Janet Pride, by Iago, 3 years, 5 st. 10 lbs.	1
Mr. Morris's b. m. Comfort, 5 years, 8 st. 10 lbs.	2
Mr. Halford's br. c. Leamington, 3 years, 5 st. 10 lbs.	3
Mr. Copeland's b. c. St. Dunstan, 3 years, 5 st. 10 lbs.	4

Biron, L'Addis, Leyburn Lass, Chere Petite, and Jack Spring started, but not placed.
2 to 1 against Comfort, 4 to 1 against Janet Pride, and 6 to 1 against any other. Won by a length, the same between the second and third.



Wolverhampton, Monday, Aug. 11th, 1856—The Trial Stakes (handicap) of 5 sov. each, with 50 added; 1 mile (11 subscribers).

Mr. Copeland's St. Dunstan, 3 years, 5 st. 8 lbs.	1
Mr. Stevens' Elfrida, 3 years, 5 st. 10 lbs.	2
Mr. Newcome's ch. c. Obscurity, 3 years, 5 st.	3
Mr. E. Parr's Leamington, 3 years, 6 st.	4

5 to 4 on Leamington, 3 to 1 against Elfrida, and 4 to 1 against St. Dunstan. Won by a half length, a head between the second and third.

Same Meeting, Wednesday, Aug. 13th, 1856—The Wrotterby Stakes of 10 sov. each, h. ft., with 50 added, for two and three-year-olds; half mile.

Mr. E. Parr's Leamington, 3 years, 8 st. 12 lbs.	1
Mr. J. Dawson's Harrie, 2 years, 7 st. 2 lbs.	2
Mr. Eastwood's f. by Chatham, 2 years, 6 st. 12 lbs.	3
Mr. Crump's Typhon, 3 years, 8 st. 12 lbs.	4

6 to 4 on Harrie, 5 to 2 against Typhon, and 10 to 1 against Leamington. Won by a head, the same between the second and third; Typhon lost start.

Warwick, Thursday, Sept. 4th, 1856—The Town Plate of 50 sov. added to a Handicap of 5 sov. each, 2 ft., for three-years-old, and upwards. The winner paid 10 sov. towards the alteration of the Course; one mile (21 subscribers).

Mr. E. Parr's br. c. Leamington, 3 years, 7 st. 8 lbs.	1
Mr. T. Stevens' br. f. Elfrida, 3 years, 7 st. 2 lbs.	2
Mr. J. Day's b. m. Octavia, aged, 8 st. 2 lbs.	3
Mr. Flintoff's br. h. Blossom, 5 years, 8 st. 9 lbs.	4
Mr. Osbaldeston's b. f. Lunelle, 3 years, 6 st. 10 lbs.	5
Mr. Hughes' b. f. Breeze, 3 years, 7 st. 4 lbs.	6

7 to 4 against Leamington, and 3 to 1 each against Octavia and Breeze.

Won by three lengths, a bad third, the others close together.

Leicester, Thursday, Sept. 25th, 1856—The Scurry Handicap of 50 sov. added to a sweepstakes of 10 sov. each, 3 ft., if declared by the 9th Sept. The winner paid 3 sov. to the Racing-fund—half a mile (23 subscribers).

Mr. St. John's British Remedy, 3 years, 6 st. 4 lbs.	1
Mr. E. Parr's Leamington, 3 years, 7 st. 3 lbs.	2
Mr. Mills' Coal-black-Rose, 3 years, 5 st. 11 lbs.	3

Six others started, but not placed.

7 to 4 against Breeze, 3 to 1 against Leamington, and 6 to 1 against British Remedy. Won by a length, a bad third.

Shrewsbury, Wednesday, Nov. 19th, 1856—The Corporative Plate, value 50 sov., added to a free Handicap of 5 sov. each, for all ages; the second saved his stake, and the winner paid 10 sov. towards expenses; five furlongs (32 subscribers).

Mr. John Scott's Katharine Logie, 3 years, 7 st. 4 lbs.	1
Mr. Howard's Strawberry, 2 years, 6 st. 1 lb.	2
Mr. E. Parr's Leamington, 3 years, 7 st. 4 lbs.	3

Eighteen others started, but not placed.

4 to 1 against Leamington and Baroda, 6 to 1 against Strawberry, 10 to 1 each against Blue Rock and Katherine Logie, 12 to 1 against Miss Harkaway, and 100 to 8 against British Remedy. Won by two lengths, a length between the second and third, a head between the third and fourth, Alfred fifth.

Same Meeting, Thursday, Sept. 20th, 1856—The Steward's Cup, value 50 sov., the gift of the Stewards, added to a free Handicap of 5 sov. each; the second saved his stake, and the winner paid 10 sov. towards expenses; one mile (32 subscribers).

Mr. E. Parr's Leamington, 3 years, 7 st.	1
Mr. Waller's Octavia, aged, 7 st. 4 lbs.	2
Mr. Walker's Agra, 3 years, 6 st. 8 lbs.	3
Mr. Leach's Prince's Mixture, 3 years, 6 st. 8 lbs.	4

Seven others started, but not placed.

5 to 2 against Leamington, and 3 to 1 against Palmoodie. Won by a length and a half, a neck each between the second, third, and fourth. St. Dunstan lost start.

Chester, Wednesday, May 6th, 1857—The Tradesmen's Plate or Chester Cup of 200 sov. in specie, added to a Handicap sweepstakes of 25 sov. each, 15 ft., and 5 only if declared on or before the 2d of February. The second received 50 sov. out of the stakes, and the winner paid 50 sov. towards expenses of the Judge, Starter, etc., Cup Course, about two miles and a quarter (188 subscribers; 70 of whom paid 5 sov. each).

Mr. F. Higgins' br. c. Leamington, 4 years, 6 st. 9 lbs.	1
Mr. Howard's ch. c. Drumour, 3 years, 6 st. 3 lbs.	2
Lord Ribblesdale's b. c. Dulcamara, 3 years, 5 st. 2 lbs.	3

Thirty-two others started, but were not placed.

3 to 1 against Commotion, 6 to 1 against Leamington, 7 to 1 against Dulcamara, 14 to 1 against Turbit, 15 to 1 against Peeping Tom, 100 to 6 against Warlock, 20 to 1 against Riseber, 25 to 1 each against Drumour, Gemma di Vergy, Pretty Boy, Zigzag, and Lance, 30 to 1 against Van Dusk, 1000 to 15 against Alice Wentworth, and 1000 to 10 against Aleppo. Won by a neck, a length between the second and third, Riseber fourth, Pole Star fifth, and Lance next.

Ascot, Thursday, June 11th, 1857—The Gold Cup, by subscription of 20 sov. each, with 200 added from the fund; three years old to carry 6 st. 10 lbs., four, 8 st. 5 lbs., five, 9 st. six and aged, 9 st. 3 lbs.; m. and g. allowed 3 lbs.; the owner of the second horse received 50 sov., out of the Stakes; to start at the Cup post and go once round, about two miles and a half (33 subscribers).

Lord Zetland's b. c. Skirmisher, 3 years	1
Mr. John Robson's br. c. Gemma di Vergy, 3 years	2
Mr. John Jackson's bl. c. Saunterer, 3 years	3
Mr. Snewing's b. m. Pole Star, 5 years	4

Pretty Boy, Tasmania, Winkfield, Wardermarske, Leamington, Rogerthorpe, Chevalier d'Industrie, and Warlock started, but were not placed.

4 to 1 against Skirmisher (off), 11 to 2 against Wardermarske, 6 to 1 against Rogerthorpe, 7 to 1 against Gemma di Vergy, 8 to 1 against Pole Star, 15 to 1 each against Tasmania and Saunterer, 25 to 1 against Leamington, and 30 to 1 against Warlock. Won by a length and a half, a head between the second and third, and two lengths between the third and fourth. Rogerthorpe was fifth, and Chevalier d'Industrie sixth.

Goodwood, Wednesday, July 29th, 1857—The Goodwood Stakes of 25 sovs. each, 15 ft., and 5 if declared on or before the 23d of June; the second horse received 100 sovs. from the stakes. The winner paid 15 sovs. to the judge; two miles and a half; (96 subscribers, 51 of whom paid 5 sovs. each.)

Mr. F. Higgins' br. c. Leamington, 4 years, 8 st. 6 lbs.	1
Mr. Hawkins' b. c. Gunboat, 3 years, 6 st. 7 lbs.	2
Mr. Grafton's br. c. Somerset, 3 years, 6 st. 4 lbs.	3
Mr. M. Deunnett's b. h. Hartley Buck, 5 years, 6 st. 5 lbs.	4

Fisherman, Pretty Boy, Aleppo, Sluggard, Van Dunck, Petocki, Homily, The Bird in the Hand, Martinet, Barfleur, Eloquence, Rosati, Paradin, Hobgoblin, and Birdcatcher colt, out of Maid of Mashem, started, but were not placed.

11 to 2 against Fisherman, 6 to 1 each against The Bird in the Hand and Hobgoblin, 9 to 1 against Barfleur, 10 to 1 against Martinet, 100 to 7 each against Pretty Boy and Homily, 100 to 6 against Van Dunck, 20 to 1 each against Rosati and Aleppo, 25 to 1 each against Sluggard, Petocki, and Gunboat, and 100 to 3 each against Somerset and Leamington. Won by a length, a bad third; Fisherman was fifth.

Same Meeting—Friday, July 31st, 1857—The Chesterfield Cup (handicap), value 300 sovs., the rest in specie, by subscription of 15 sovs. each, for all ages (two-years-old excepted); the winner of the Goodwood Stakes, the Goodwood Cup, or Steward's Cup at Goodwood, 7 lbs. extra; Craven Course (43 subscribers).

Mr. Howard's Comquot, 3 years, 6 st. 10 lbs. 1
 Mr. Saxon's b. f. Queen Bess, 3 years, 5 st. 8 lbs. 2
 Lord Exeter's Beechnut, 3 years, 6 st. 3
 Leamington, 4 years, 9 st. 5 lbs., and fifteen others, started, but were not placed.
 3 to 1 against Peeping Tom, 4 to 1 against Katherine Logie, 8 to 1 against Leamington, 10 to 1
 each against General Bosquet, Comquot, and Malakoff, 100 to 8 each against Costwold and
 Beechnut, 100 to 7 against Tricolor, 100 to 6 against Kestrel, and 20 to 1 against Claret.
 Won by three-quarters of a length, a length between second and third, Gen. Bosquet
 fourth; Tricolor bolted.

Egham, Wednesday, Aug. 26th, 1857—Her Majesty's Plate of 100 guineas; three-years-old,
 8 st. 2 lbs., four, 9 st. 5 lbs., five, 9 st. 11 lbs., six and aged, 10 st. Two miles and a
 distance.

Mr. J. B. Starky's Fisherman, 4 years 1
 Mr. Hart's Winkfield, 6 years 2
 Mr. Mellish's Tame Deer, 4 years 3
 Mr. Higgins' Leamington, 4 years 4
 Mr. B. Lane's br. g. Weatherglass, 3 years.
 6 to 4 on Fisherman, and 5 to 2 against Leamington. Won in a canter by two lengths, a bad
 third. Weatherglass bolted soon after starting.

Newmarket, Tuesday, Oct. 12th, 1858—The Casarewitch Stakes, a free handicap of 25 sovs.
 each, 15 ft., with 200 added by the Jockey Club, for three-years-old and upwards; the
 second received 50 sovs. out of the stakes, and the winner paid 80 sovs. to the judge;
 Casarewitch Course (75 subscribers).

Mr. G. Lambert's ch. c. Rocket, 3 years, 6 st. 4 lbs. 1
 Mr. Ten Broeck's Prioress, 5 years, 7 st. 9 lbs. 0
 Mr. T. Hughes' br. g. The Brewer, 5 years, 7 st. 0
 Mr. E. Read's Satinstone, 3 years, 6 st. 3 lbs. 4

Leamington, 5 years, 9 st. 4 lbs., and thirty others started, but were not placed.
 9 to 2 against Prioress, 6 to 1 against Malacca, 14 to 1 each against Underhand and Rocket,
 20 to 1 each against Beacon, Black Tommy, The English Rose, Janet, Fearful, and Zouave,
 25 to 1 against Pretty Boy, 30 to 1 against Julia, 33 to 1 each against The Bird in the Hand
 and Melissa, 40 to 1 each against Poodle, Turned Loose, The Courier, and Physician, 50 to
 1 each against Vandermulia, Mr. Sykes, and Bellona, and 1000 to 15 against any other.
 Won by a head, a dead heat for second place; Satinstone beaten three lengths from the two.

Chester, Wednesday, May 4th, 1859—The Tradesman Plate, or Chester Cup, of 200 sovs. in
 specie, added to a handicap sweepstakes of 25 sovs. each, 15 ft., and 5 only if declared on
 or before the 1st of February; the second received 50 sovs. out of the stakes, and the
 winner paid 50 sovs. towards expenses of the judge, starter, etc. Cup course about two
 miles and a quarter (216 subscribers, 105 of whom paid 5 sovs. each).

Mr. F. Higgins' Leamington, 6 years, 8 st. 2 lbs. 1
 Mr. J. Thompson's br. c. Herne, 4 years, 6 st. 4 lbs. 2
 Sir L. Newman's br. f. Botany, 4 years, 5 st. 6 lbs. 3
 Mr. Ten Broeck's Prioress, 6 years, 7 st. 5 lbs. 4

Fisherman, 6 years, 9 st., and twenty-eight others started, but were not placed.
 5 to 1 against Leamington, 8 to 1 against Royal Sovereign, 12 to 1 against Pole Star, 100 to 8
 each against Master Bagot, Herne and The Brewer, 15 to 1 against Rosabel, 100 to 6 each
 against Underhand, Pensioner and Bankrupt, 25 to 1 each against Prioress and Queens-
 town, 30 to 1 against Botany, 40 to 1 each against Satinstone, Harraton, and Wrestler, 50 to
 1 each against Roman Candle, Cawood and Coroner, 1000 to 15 each against Lifeboat. Wil-
 ton, Ancient Briton and Raspberry, 1000 to 10 each against Mr. Sykes, Sam Spode, Roger-
 thorpe, Compromise, Thornhill, Rara Avis and Olympias. Won easily by two lengths, a
 length each between the second, third and fourth; Royal Sovereign was a bad fifth.

Ascot, Tuesday, June 14th, 1859—The gold vase, given by Her Majesty, added to a sweepstakes
 of 20 sov. each, for three-year-olds and upward; two miles (11 subscribers).

Mr. W. Day's b. f. Schism, by Surplice, 3 years, 6 st. 13 lbs.	1
Mr. F. Higgins' Leamington, 6 years, 9 st. 5 lbs.	2
Mr. J. Rigby's b. h. Tournament, 5 years, 9 st. 3 lbs.	3
Baron de Nivieres' ch. m. Miss Cath, 6 years, 7 st. 10 lbs.	4
Mr. Sutton's bl. h. Black Tommy, 5 years, 9 st. 3 lbs.	5

5 to 2 on Leamington, 6 to 1 against Tournament, 8 to 1 against Miss Cath, and 10 to 1 against Schism. Won by two lengths, the same between the second and third.

Goodwood, Thursday, July 28th, 1859—The Goodwood Cup, value 300 sov., by subscription of 20 sov. each, with 100 added by the Racing-fund, the surplus (if any) to be paid in money; the second received 100 sov.; two miles and a half (42 subscribers).

Mr. W. Day's br. c. The Promised Land, 3 years, 7 st. 7 lbs.	1
Mr. Rigby's ch. c. Newcastle, 3 years, 7 st. 7 lbs.	2
Mr. R. Ten Broeck's b. m. Prioress, 6 years, 8 st. 6 lbs.	3

Leamington, 6 years, 9 st. 10 lbs., Toxophilite, Mademoiselle de Chantilly, North Lincoln, Marionette, Scent, Schism, Woodbine and Union Jacket started, but were not placed. 3 to 1 against the Promised Land, 7 to 2 against Leamington, 4 to 1 against Prioress, 7 to 1 against Union Jack, 8 to 1 against Toxophilite, 100 to 8 against Marionette, 100 to 7 against North Lincoln, and 100 to 6 against Newcastle. Won by six lengths, a bad third; North Lincoln, Scent and Schism next, beaten several lengths from the third.

Newmarket, Tuesday, October 11th, 1859—Mr. Merry's Saunterer, by Birdcatcher, 5 years, received ft. from Mr. Higgins' Leamington, 6 years, 10 st. each, Beacon Course, 200 each and the Whip.

SUMMARY OF LEAMINGTON'S PERFORMANCES.

In 1855, started five times; won two, lost three.	£	s.	d.
The Woodcote Stakes at Warwick	50	0	0
The Chesterfield Stakes at Derby	140	0	0
In 1856, started ten times; won three, lost seven.			
The Wrotterby Stakes at Wolverhampton	100	0	0
The Town Plate at Warwick	105	0	0
The Steward's Cup at Shrewsbury	200	0	0
In 1857, started five times; won two, lost three.			
The Chester Cup at Chester	2,595	0	0
The Goodwood Stakes at Goodwood	955	0	0
In 1858, started once; lost once.			
In 1859, started three times; won once, paid forfeit once.			
The Chester Cup at Chester	2,645	0	0
Total winnings	£6,830	0	0

He started 24 times; won 8, lost 16; paid forfeit once.

Leamington went to the stud in 1860, and made the seasons of 1860, '61, '62, '63, '64 and '65 at Rawcliffe Paddocks. The first of his get appeared in 1863, three of them running four races. 1864 he had thirteen winners, who won thirty-three races; 1865, eleven winners, who won fifteen races; 1866, fourteen winners, who won twenty-seven races; 1867, fifteen winners,

who won twenty-eight races; 1868, ten winners, who won nineteen races; and in 1869, five winners, who won nine races.

The following comprise some of his principal winners in England: Coup d'Etat, Catalogne, Procella, Tarlatan, Bella, Club Queen, Hark Forward, Lady of Coverdale, Lady Sefton, Lady Warwick, Leicester, Lemonade, Queen of Crystal, Warwick, Boleno, Fitzroy, Fortunatus, Lady Constance, Bird of Eve, Cheltenham, Cora, Foreign Stamp, Lady Eston, Rebecca, Rupperra, Variation, Cataline, Esmeralda, Reltub, Scipio, Thankful, Avon, Belle of Warwick, Citron, Haymaker, Miss Theo, and Percussion.

Mr. R. W. Cameron, of Clifton Stud Farm, purchased Leamington after the season of 1865, from the Rawliffé Company, for £1,575 pounds, and had him brought over the same season in the steamship Cella, from London. He made his first season in Kentucky, at the Bosque Bonita Stud Farm of General A. Buford, at \$200. After the season in Kentucky, he was brought north, and stood the seasons '67, '68 and '69 at Clifton Stud Farm, Richmond county, N. Y. The fall of 1869 Mr. Cameron sold him to Mr. A. Welch, Chestnut Hills, Philadelphia. He made the present season of 1870 in Mr. Welch's name at Patterson, N. Y. While the property of Mr. Cameron, he was limited to twenty-five mares, but in no season since his arrival in this country has he served that number. During the past season we learn that he has not served more than five thoroughbred mares. He made the season of 1866 at \$200, '67 and '68 at \$300, '69 at \$250, and the past season of 1870 at \$200.

We doubt whether any horse ever imported to America has sired such a list of winners from a first season as Leamington, out of the same number of mares. Everything by him that has been tried can race. From his season in Kentucky we have Enquirer, Lynchburg, Littleton, Longfellow, Miss Alice and Anna Mace. We look upon Enquirer as one of the best three-year-olds ever foaled in this country, and while we write, the telegraph flashes the success of Littleton and Longfellow, two noble sons, at Lexington, Kentucky. It seems a pity to keep so valuable a horse in this region, where he is so poorly patronized. He should be removed to Kentucky or Tennessee, where the success of Enquirer, Littleton and Longfellow

would secure patronage worthy of the horse and his breeding. We had occasion to commend this horse in the very highest manner as early as 1860, five years before his importation, and before his reputation as a stallion was even made in England. From his extraordinary qualities as a horse, crossed upon Lexington mares, we firmly believe that his produce will make a new era in the American turf, both in time, quality and usefulness of the blood horse.

COMPARATIVE ESTIMATE

OF THE

SPEED, BOTTOM, POWERS AND VALUE OF BRITISH AND AMERICAN
RACERS, IN THE PRESENT AND PAST CENTURY.

THERE has been now, for several years, a general if not prevalent opinion, sustained by many persons, not merely *laudatores temporis acti*—arguing, however, on theory rather than on experience, and founding their arguments on facts, in themselves questionable, and assumed on little more than mere rumor—that the modern race-horse has degenerated, both in speed and stoutness, from his renowned English ancestry; and secondly, that the tendency of modern breeding—or as, at least, *one* writer terms it, too thorough breeding—has been to encourage speed at the expense of bottom, and so to detract detrimentally from the stanchness and endurance of the modern race-horse; and, lastly, that by the system of training young, and running short courses, the English race-horse has fallen behind its American descendant in the ability to run long distances.

The first of these assumptions, that the race-horse of the nineteenth century, whether English or American, has degenerated from the famous worthies of the eighteenth, and if so, whether young training and short racing are the causes of such degeneracy, are matters well worthy of consideration.

That of the comparative qualities of the English and American race-horse, is less so, and only so at all, inasmuch as it is connected with the different systems of training and running

adopted in the two countries. This question, moreover, can hardly be tested satisfactorily, so different are all the conditions of the turf here and there, as regards weight, distance, and method of riding, and so imperfectly understood, even now, is the influence of weight, on the same horse, as against time—timing itself being still but little practised, and until lately wholly disused and uncomprehended as a test, on British race-courses.

The general assumption of degeneracy rests mainly on the stories—"wonderful tales," as "Cecil" justly calls them, which have been related concerning Flying Childers and Eclipse, of both which undeniably good and unbeaten horses it is commonly asserted and as commonly believed, that they ran a mile in a minute, there being not a shadow of evidence to the point, but directly the reverse, and it being all but demonstrable that the feat is a physical impossibility.

"These wonderful tales,"—I proceed to quote at length from "Cecil," who has gone deeply into this subject, and, to my idea, entirely disposed of the question,—“like the snowball, have increased in their progress; therefore a brief digression is necessary to unfold these romantic conceptions. It is related that he gave Fox twelve pounds over the Beacon Course, and beat him a quarter of a mile in a trial. Every racing man would naturally inquire if Fox could not have got nearer at the end, and few indeed would place much reliance on *trials* without substantial evidence to corroborate reports. It is also said, that he ran a trial against Almanzor and Brown Betty, nine stone two each," *aliter*, he carrying 9 stone 2lbs., they, 8 stone 2lbs., each—over the Round Course at Newmarket, three miles, six furlongs, and ninety-three yards, which distance, according to many accounts in print, "he ran in 6m. 40s."—*aliter* 6m. 42s.—“to perform which,” it is farther absurdly stated, “he must have moved at the rate of *eighty-two and a half feet* in a second of time, or nearly at the rate of *one mile in a minute.*” The inaccuracy of this is patent. If a horse moved at the rate described he would get over the ground in a trifle less than four minutes and a half. No horse that ever was foaled ever went at the pace spoken of. The rate of fifty feet in a second is very great, and more than the average pace required to run the distance of the Beacon Course, four miles one furlong and one hundred and thirty-eight

yards, in seven minutes and a half, which Childers is also reported to have done. To prove still farther, if it were needed, the utter absurdity of the mile in a minute, or eighty-two feet and a half in a second, story, it only need be stated that twenty-three feet is the full average stride of the best horses at speed, and consequently, that to cover eighty-two and a half feet in a second, the horse must gather and extend itself within a fraction of four times, a physical impossibility, in a second.

“After all the high-flown panegyrics,” continues Cecil, “concerning the racing exploits of this horse in public—the only trials worthy of credence—they were confined to the winning two matches, for the first of which at six years old, carrying 8 stone 5 lbs. each—119 lbs.—he beat Speedwell, a gelding of equivocal celebrity. The distance was four miles. For the second, when seven years old, he beat Chanter, twelve years old, six miles. He was engaged in three other matches, for which he received forfeit.” No time, it is observable, is on record as to his public running; a circumstance, which, to say the least, throws a doubt on that related to have been made on his trials.

Granting, however, that the timing of Childers’ race over the Beacon, 4m. 1fg. 138 yds., or in other words four miles, 358 yards, is correctly stated at 7m. 30s., by deducting the excess of 358 yards, we find, by the simple rule of three, that he would have done his four miles in 7m. 19s., or within a fraction of the same time it took Lexington to run his four miles against time, in public, and bets paid, which established the time. I do not find the weight carried by Childers in this trial to have been recorded, but taking it to have been the same as that with which he ran over the Round Course, viz., 8 stone 5 lbs. or 119 lbs., and his age to have been six years, the time is not in excess of Lexington’s race, even at Southern low weights.

Firetail is said to have run a mile in 1772 in one minute and four seconds, but there is no authentic record of races kept of this date, and the fact may safely be denied, on the grounds above shown, in regard to physical impossibility.

Concerning Eclipse’s real powers, no correct estimate can possibly be formed, nor was formed at the time, since, though he ran against all the best horses of his day, and always beat

them with ease carrying enormous weights—he won ten king's plates with twelve stone, or 168 lbs. on his back—he was never put to his speed, nor was his time ever kept.

He was undoubtedly a marvellous animal, both as a racer and in the stud, having begot one hundred and thirty winners, who brought their owners more than £160,000 exclusive of cups, and that, it must be remembered, at a time when great races were few, and the vast prizes of the present day unknown.

In December, 1786, Mr. Hull's Quibbler ran twenty-three miles round the flat, at Newmarket, in fifty-seven minutes. It does not clearly appear whether this is to be understood as being a straight race, without an intermission, or as an aggregate of heats; probably, however, it refers to a single unbroken effort.

If it were done, at heats, the speed would be nothing remarkable, nor the stoutness.

Twelve miles were made by Henry and Eclipse in 1823, in an aggregate of three heats, in 23m. 50½s. over the Union Course; and twenty miles, in an aggregate of five heats, by Black Maria, beating Lady Relief, Trifle and Slim, in 41m. 40s.

Considered as a single gallop, it was highly creditable, but when we have seen twenty miles *trotted* within the hour, we cannot regard it as so extraordinary, nor can we doubt that it could be easily beat, at the present day, by any one of a dozen race-horses on the American or English Turf.

Thus far, therefore, there are no grounds whatever for believing that the modern race-horse has in any sense degenerated from the worthies of the turf of the olden time, even if we admit, as satisfactorily established—which we are, however, far from doing—the remarkable trials, above cited, disallowing of course the fabulous myths, which have only obtained with the vulgar, and never had the smallest credit with racing men, or others really acquainted with the powers of the horse, of miles run in a minute and the like.

Supposing Childers to have, in fact, run the Beacon Course in the time stated, or at the rate of four miles in 7m. 19s., and the Round Course in 6m. 42.—which would be at the rate of four miles, in about 7m. 5s.—although the speed would be extraordinary, I may say marvellous, even at the extremely low

weight of 119 lbs. for a six-year-old, which is a pound more than Southern weight—the perfect facility with which he and his successor Eclipse ran away from every thing that encountered them, demonstrates, that their superiority to all horses of their own day, was as great or greater than it would be to our racers of 1856.

But as I have said before, there is no evidence of this speed, as described, even of these phenomena; much less any pretence, that such speed was common to all horses of the day. Far from it. A writer in the London old Sporting Mag., in 1840, in an article republished in Wm. T. Porter's American Turf Register, Vol. XI. p. 326, and written avowedly to prove that Eclipse and Flying Childers were the best horses that ever went "on four pasterns," asserts that were the latter alive now he would "easily beat the best racers of the present day, a quarter of a mile in a four-mile race," founding this assumption on a fact, or what he asserts to be a fact, that the Beacon Course has never, since, been run in shorter time, than it was by Hambletonian and Diamond, in 1799; or the Round Course in better, than by Alonzo and Orville, in 1802. And these second best time races he sets respectively at 45, and 32s., *worse*, than those of Childers as stated above.

But adding 45s. to 7m. 19s., the rate at which Childers is said to have run four miles over the Beacon track, and we get 8m. 4s. for the time of Hambletonian and Diamond; and adding 32s. to 7m. 5s.—the rate at which the Round Course would have been done, if protracted to four miles, according to the time in which he is stated to have run over it, against Almanzor and Brown Betty, we get 7m. 37s., as the time of Alonzo and Orville.

These were, moreover, both single dashes, not heat races, and, therefore, do not tell so decisively.

It is unnecessary to say to American sportsmen, that the time of the first race, 8m. 4s., for a first heat, is simply no time at all, nor has been so considered, in the United States, for the last thirty years; and that 7m. 37½s., though it was thought great, in 1823, when done by Henry, has now fallen altogether into the shade, in 1856.

In considering this point, I have of course drawn my com-

parisons between the races of those old celebrities, and the similar races of *American* horses of the present day, because, through the altered mode of public running lately adopted in England, stoutness and bottom being there tested by heavy weights and shorter distances, run nearly at the score from end to end, it is impossible to measure them directly against the present winners of English stakes.

I do not wish to enter invidiously into any question of superiority or inferiority between English and American horses. If there be any advantage, it arises—can arise—only from the influences of climate and the different modes of training, &c., the blood being, as I have shown, identical.

But I must—in order to show, what I believe to be true, that the English no more than the American racer, of 1800, has fallen below his ancestry, of 1700, in the ability to endure, and to run long and repeated races, if it were required of him—endeavor to show briefly, wherefore I do not yield the palm of bottom in running distances, any more than in carrying weight, or in speed, to the improved modern race-horse of the United States over the improved modern racer of England.

In the first place, if the racing field no longer show blood-horses under the same conditions of long distances, and those repeated at intervals, the hunting field which, in fast countries, is supplied altogether by thoroughbreds, since no others can go the pace, or go the distance, with welter weights on their backs, across fences and through dirt and clay often hock-deep—does exhibit such horses, under precisely such conditions, in even greater numbers and with more even results, than ever did four, or even six-mile heat races, on either side the Atlantic. A thoroughbred, which will carry 15 stone, or 210 lbs, through two bursts of six or seven miles each—with an interval of an hour between them, not devoted to rubbing down, drying off, and recruiting, but to crossing the country slowly, while the hounds are drawing—respectively in 25 and 30 minutes, taking perhaps a hundred rasping fences, or large brooks in the course of each burst, and going over every sort of bad and broken ground, often hock-deep in greasy ploughland, or fetlock-deep in what is worse, sticky turf, would, one might say, have little difficulty in running over a sound hard course, with less than

half the weight on his back, double the distance, in half the time named or even under half, if there be any semblance of truth in the modern theory of weight, and its influence on speed. According to the old dictum, that seven pounds is equal to a distance of 120 yards, in a four-mile race, as between equal horses, ninety-two pounds, or the difference between 15 stone and 118 lbs., Southern six-year-old weight, would be equal to at least one mile in four, if both animals were ridden over the same course, or the same country.

The training, moreover, of thoroughbreds for the hunting-field is exceedingly similar, in all respects, to that of racers for four-mile heats; except that, probably, the former are commonly somewhat higher in flesh; though I think I have seen horses start, on the Union Course, quite as full of flesh as I have ever seen a thoroughbred hunter in Northampton or Leicestershire.

What is true of the hunter, is no less, but far more, true of the steeple chaser, who is invariably thoroughbred—if he be not, he has not a chance of being any where—and who is put carrying heavy man-weight, to perform the severest, most trying, most exhausting and cruellest exertions, for which horse-flesh can be called upon.

In proof of what I have here put forward, we will cast a glance at the most remarkable match against time that has been ridden within the memory of man, I mean that of Osbaldeston, to ride two hundred miles, within ten hours, over the Newmarket Round course, in 1831—a feat which he performed in 7h. 19m. 4s.—or adding 1h. 22m. 56s. for stoppages, in 8h. 42m.

In this match Mr. Osbaldeston weighed 11 stone, or 154 lbs.—it is not clearly stated whether this is net weight, or includes his saddle—and rode twenty-eight horses—all of them, of course, thoroughbreds, though not one of any previous celebrity, or standing on the turf as racers of reputation, dividing the distance into four-mile heats, for his own convenience and the facility of changing.

Nineteen of the twenty-eight he rode more than once. Sixteen performed two heats each, and averaged their four miles in 8m. 30s., with an infinitesimal fraction, two of them falling lame, and the weather being extremely bad throughout, and

against speed. Considering all things, the weight they carried, and the fact that none of them were above third or fourth-rate horses, the average is creditable, and looks little like degeneracy.

If third and fourth-rates can average 8m. 30s., with 154 lbs. on their backs, what would first-rates, such as Plenipotentiary, Harkaway, Euphrates, Venison, Catherina, Beeswing, Alice Hawthorn, Surplice, Flying Dutchman, and such cracks, have done with 99 lbs., the weight they would have carried, on the Northern courses, at their ages? Something, to reason only by the fairest analogy, not very easy to be beaten, as a child might answer. One, Skirmisher, he rode three heats, making bad time enough, averaging only 9m. 3s., but it should be observed, that he was the last horse ridden when the match was won, and the rider, beside that he had no occasion to hurry, in all probability pretty well tired.

The hero of the day, however, was Tranby, by Blacklock, who performed four heats, in the following gallant style:—First, 8.10; second, 8; third, 8.19; fourth, 8.50. Total of sixteen miles, under 154 lbs., 33.19; which was, and justly was, considered prodigious proof of bottom and courage.*

Tranby was subsequently imported to America, solely on account of his performance in this very match, as being considered precisely the horse to get four-milers. He proved, however, a source of disappointment, for few of his stock did any thing of consequence, and none proved superior. The same thing has occurred with other celebrated horses, as has been instanced before, in the cases of Catton in England, and Chateau Margaux in this country, neither of which produced descendants worthy of their great renown. Chateau, however, had served two hundred mares in a single season, before his importation, and I doubt not that his vigor was affected by this illegitimate excess.

We will now view this subject in another light, which, I think, confutes yet more conclusively the idea alluded to above, and which "Cecil," from whom I quote the following, puts with great plausibility and force. He is writing of the year 1852:—

"According to the racing Calendar, and other periodicals, there are one hundred and seven stallions. Some of these ought not to be used in the stud, because they are possessed of

* See Note * on page 443

infirmities likely to be inherited by their progeny ; but their number is not so great as might be imagined, and to individualize them would be impolitic. It must be understood, there are many other stallions, in all probability more than a similar number, of inferior character, whose services are confined to rural districts, where they are patronized by farmers, which are not included in this estimate, numbers of which would not pass muster with breeders of race-horses, and ought not to be allowed to perpetuate their species among any classes ; but they are seldom advertised beyond their respective localities, and are still more rarely the progenitors of thoroughbred stock. From the number of stallions already enumerated, about half the foals of the year are the offspring of thirty sires, favorites on account of their superior lineage, their successful performances on the turf, or honorable distinction in the stud.

“The following table supports proof of the progress made in the speculation of breeding, by giving the number of races won by the stock of fourteen horses of celebrity, in the years 1825 and 1852,” the interval being a trifle more than a quarter of a century.

1825.		1852.	
Comus,	21	Lanercost,	35
Filho da Puta,	17	Birdcatcher,	29
Phantom,	17	Touchstone,	26
Ardrossan,	13	Venison,	20
Catton,	12	Cotherstone,	17
Rubens,	12	Faugh a Ballagh,	15
Whalebone,	12	Orlando,	13
Whisker,	10	Slane,	13
Blacklock.	9	Don John,	12
Bourbon,	9	Bay Middleton,	12
Partisan,	9	Epirus,	11
Soothsayer,	9	Pantaloon,	10
Walton,	9	Melbourne,	10
Octavian,	9	Alarm,	9
	168		232

“Thus we find, that in the former years there were 168, and in the latter 232 winners, the progeny of an equal number of horses. Surely this affords an argument in favor of the stoutness and constitution of horses of modern days.”

It is not easy in the United States to obtain full statistics of this nature, owing to the vast extent of territory over which the race-meetings are scattered, that extent yearly increasing, and the great number of courses and Jockey Clubs existing, all independent each of the other, which render it a work of endless toil to hunt up the numbers of winners got by any particular stallion, or number of stallions; I have been so fortunate, however, as to fall upon the following facts concerning Medoc, a horse of very fair and honest, though not first-rate, running reputation in this country, in 1833, and shall presently proceed to give similar statements concerning others of our most distinguished stallions.

Medoc begot, in the three years 1838, '39 and '40, respectively, 18, 48, and 49 winners, at all distances, from one to four-mile heats, and in the latter year thirty-three of his get won 64 races, ran 306 miles, and won \$26,000.

But to return to "Cecil's" observations on the comparative stoutness of ancient and modern English racers.—"In the first portion," he proceeds, "of these remarks, it was mentioned that an opinion has been promulgated with much industry, and supported with equivalent zeal, that our horses have degenerated, compared with those of our ancestors, in stoutness or endurance in running a distance; that they are incapable of bearing fatigue; that they are deficient in constitutional stamina, the ability to carry weight, and that they are subject to hereditary diseases, especially roaring. In evidence of these arguments, the performances of two horses, worthies of ancient date, the one called Black Chance, the other the Carlisle Gelding, have been extolled in the warmest terms. To arrive at correct conclusions, the most satisfactory course will be that of making comparisons, from indisputable data, between the performances of the horses said to have possessed superiority over their descendants. The mere declaration of opinion, unaccompanied by proof, is not sufficient on this occasion. For the sake of brevity, and to render each item capable of ready comparison, a tabular form is chosen, in which the performances of the most celebrated horses of the early part of the eighteenth century, are placed in juxtaposition with an equal number of more recent date. The selection of the Carlisle Gelding and

Black Chance is suggested, in consequence of their having been brought forward as specimens of superiority over any horses of the modern days."

It will be seen by the table alluded to, and here subjoined, that the five modern horses have in every respect the advantage. They began to train from two to four years younger; they ran more races, and more miles, and—with one exception—they saw more years service on the turf, than the worthies of the olden time.

This, added to the above record of stock, ought to settle the question.

	Began running at years old.	Races won.	Races lost.	Total of Races.	Miles run in winning Races.	Miles run in losing Races.	Total of miles run.	Number of yrs. on the Turf.	Last Year on the Turf.
Carlisle Gelding...	5	25	9	34	160	68	228	13*	1731
Cinderwench.....	unk'wn	13	9	22	98	94	192	5	1735
Black Chance.....	5	25	5	30	172	40	212	10†	1746
Arthur O'Bradley.	5	15	10	25	112	72	184	4	1749
Babraham	6	4	6	10	36	38	74	4	1749
Euphrates	3	42	57	99	153 $\frac{3}{4}$	154 $\frac{1}{2}$	308 $\frac{1}{4}$	10	1828
Liston	3	46	35	81	140 $\frac{1}{4}$	91 $\frac{3}{4}$	232	11	1834
Independence	2	40	44	84	96	89 $\frac{1}{2}$	185 $\frac{1}{2}$	10	1835
Venison.....	2	16	5	21	51	9 $\frac{1}{2}$	60 $\frac{1}{2}$	3	1837
Catherina.....	2	79	98	177	300	283	583	10	1841

"Persons who are conversant with racing are well aware that it is impossible to form decided opinions concerning the superiority of horses, without running them in public, or trying them in private, with the most scrupulous exactness. As it is impossible to form positive opinions of contemporaneous horses till they have been tried, it would be ridiculous to hazard an opinion on the merits of horses in a race of any given distance of the early part of the last century, as compared with those of modern days, unless there appeared to be a vast disparity between them. Considering the points at issue, there is no difficulty in deciding on the majority of those qualities, which give evidence of stoutness, endurance, constitutional

* Did not run in the years 1720, 1725, or 1726.

† Did not run in 1743.

stamina, and capability of bearing fatigue. As to hereditary diseases, we have no data whatever upon which any opinion can be formed. The arguments which have been brought forward in favor of horses of olden times, with the Carlisle Gelding, and Black Chance, as examples, require some little detail to confute. It has been asserted that 'the former had no rival in carrying all degrees of weights, in supporting heats, travelling, and constant running, and this maintained to an age seldom heard of.' In searching the calendars, for the purpose of forming tables of performances, it was found that this horse ran on several occasions for selling stakes, at prices varying from eighty to twenty sovereigns—his value, therefore, was not highly estimated. Many persons imagine selling stakes are modern inventions, but they were in effect in the early part of the last century. On four occasions only this horse carried twelve stone—168 lbs. In a general way he carried light weights, varying from eight stone five to nine stone—117 to 126 lbs. Thirteen of his engagements were matches, and all racing-men know full well that winning matches depends more on the judgment of the match-maker, than the intrinsic goodness of the horse. An animal that has been often beaten, cannot with propriety be aggrandized by the title of 'unrivalled.'

"The eulogist of the Carlisle Gelding has been equally ardent in admiration of Black Chance, concerning whom he falls into great discrepancies, which, however, it is not worth while to enumerate, with the exception of one mistake. Among other races won in 1740, is included one at Oswestry, where he is stated to have carried thirteen stone—182 lbs. There is no record in the Racing Calendar of his ever carrying more than twelve stone. He more frequently ran with ten, and sometimes with only nine.

"'Arthur O'Bradley,' says Mr. N. H. Smith in his well known 'Observations on Breeding for the Turf,' 'won as many plates as almost any other horse ever did, at both high and low weights, and may be justly said to be the best horse of his time.' He is, therefore, a fit subject for comparison. When his performances are placed against those of Euphrates, Liston, and Independence, they fall into the shade. Babraham is introduced more in consequence of his subsequent worth in the

stud, than for his performances on the turf; in the former capacity he was far distinguished above the average of his contemporaries. This also serves as an example, of which there are many modern instances, that a horse having won a great number of races is not invariably the most successful in his progeny; a horse that has won a moderate number of races, beating known good ones, is generally the most eligible to breed from. It is very generally considered that training horses to run at so early an age as two or even three years old, must be injurious to them; that their joints and sinews wanting maturity, must suffer and give way, consequently their racing career must be abbreviated. The means nowadays adopted with foals, from their infancy, are calculated very essentially to obviate the effects of early training; the kind of food with which they, and also their dams are supplied, has the effect of producing early development, added to the almost imperceptible gradations of exercise which they are required to perform; these are subjects, which were unknown to our forefathers, but they will be more fully discussed hereafter. The impression that this custom shortens the term of a horse's racing career, will lose ground on reference to the table already given, which shows that out of five horses of modern times three commenced their running at two years old, and the others at three.

“Their continuance on the turf, fully equals that of their ancestors, with the exception of Venison, whose three-year-old performances were so superlatively excellent as to render him worthy of especial notice. At that age he won twelve races, many of them at long distances, including five king's plates. Vans and railways not being in vogue, he travelled on foot 900 miles in the course of the year to perform his engagements. He ran third to Bay Middleton and Gladiator for the Derby, and I perfectly remember the remark made by his trainer, Mr. John Day, on the morning previous to the race. ‘I have a good horse,’ said he, ‘and it must be a very good one to beat him.’ Although Bay Middleton proved himself a better horse on that occasion, the subsequent running of Venison, thoroughly justified the estimate his trainer had formed of him. In the stud he attained still greater eminence, being the sire of Alarm, Cariboo, the Ugly Buck, Vatican, Buckthorn, Kingston, Joe Miller,

Tieton, besides many others of good repute. In his running he evinced the most indomitable stoutness and soundness of constitution; inestimable qualities, which he transmitted to his stock. He died when rising twenty years old, in December, 1852.

“Regulus is worthy to be mentioned as a horse of great repute in his time. At six years old he commenced by winning a plate of £50. In the same year he won six king’s plates, and walked over for another; when seven years old, he again won a king’s plate, which finished his career on the turf. But the career of Venison must be esteemed more brilliant, especially if his age be taken into consideration. Like Babraham, Regulus was the progenitor of many valuable horses, and his blood is to be found in many studs of the present day. This affords another illustration of the remark recently made, ‘that a horse having won a great number of races is not invariably the most successful in his progeny.’”

The remarks, which follow on Euphrates, Liston, and Independence, in the admirable little volume from which I have quoted, though full of information and practical knowledge and utility to the breeder of racing stock, are not of sufficient interest in this point of the question to render it advisable to extract them; not so those concerning Catherina, and the conclusions which are drawn from the facts adduced; for all these are invaluable, and as I have said, to my mind most conclusive, as to the superiority of the modern race-horse, not merely as a racer, both for speed, stoutness, and endurance both of weight and distance, but as to his capability of getting hunters, carriage-horses, cavalry-chargers; animals, indeed, of every quality, except that needed for the heaviest draught, immeasurably superior, in all points of blood, courage and service, either to his own immediate ancestors, or to their common progenitor, the Oriental horse, whether Turk, Barb, or Arab proper.

“Although last on the list, Catherina stands prominently conspicuous for her performances. When the ability to carry weight is brought forward, this good, honest creature must be introduced as a worthy example. She ran and won, on many occasions, with twelve stone—168 lbs.—on her back, and defeated Confederate at York, each carrying fourteen stone—196 lbs.; and, Confederate having previously gained distinction at

high weights, Catherina's victory was not a vague honor of beating a competitor of unknown merit."

It is a matter greatly to be regretted, that the distance at which this prodigious weight was carried in victoriously by a race-horse, and the time in which the feat was performed, is not given.* It is not in my power to supply either deficiency. The latter, probably, cannot be supplied; as, except in extraordinary cases, and then generally by American sportsmen, who chance to be present on the courses, time is rarely taken—or so taken, as to be relied on for its correctness—in English races.

This and the irregular length of the principal races, as the Leger, Derby, T. Y. C., Beacon Course, Round Course, Good-wood-cup and Drawing-room Stakes Courses, none of which consist of a certain number of full miles, but of miles and fractional parts of a mile, render all comparison between the merits of English and American horses difficult and embarrassing, if not impossible.

"It seldom happens," Cecil proceeds, "that a mare which has been kept in training many years, however superior her performances, has conferred the same high character on her produce, and as yet Catherina is not an exception. Alecto, her dam, was a tolerably good mare, but by no means first-rate. She was sold at four years old by Mr. Houldsworth, who bred her, and her subsequent owner confined her engagements principally to running for country plates, very much in fashion at the time; she won several of them, but never beat horses of high repute. She ran frequently, in 1827, when in foal, and the result was a colt by Banker, which was never trained. In 1829 she missed to Whisker, and the following year gave birth to Catherina. This circumstance is somewhat remarkable, for it very rarely occurs that mares having been trained and raced so severely ever produce foals, until they have enjoyed at least five or six years repose; it confirms the assertion, that there are no positive rules for the guidance of breeders. The list of horses which have gained celebrity, by very frequent running, may be brought forward to the present day with good effect, and, with the exception of Catherina, their performances are equal to those already noticed. Clothworker, Rataplan, Virago, *cum multis aliis*," in which distinguished position I shall take it on myself

* In the Racing Calendar for 1836, this race is given, and stated to be two miles.

to include Beeswing and Alice Hawthorn, "claim distinguished position on the scroll of fame.*" When comparing the performances of race-horses, it is not customary to compute the aggregate distances which they may run in their various races, and with contemporaries contending for races, for which the distances are nearly equal, it would afford no criterion; but in this case it is a different affair. The object is to determine whether the allegation is well founded, that the horses of the olden time were superior to those of the present day in point of stoutness, soundness, and constitutional stamina, and the ability to endure frequent running. A reference to the table of performances already given sets that question at rest. The total number of races won by horses of modern times is also greatly in excess, and taking these two circumstances into consideration, the palm of merit for soundness, capability for frequent running, and stoutness, must be awarded to them. *Every owner of race-horses and every trainer knows full well, that frequently running moderate distances tries the legs, and detects infirmities more unequivocally, than occasionally running long distances.* It is a very general remark, that the old-fashioned distances of four miles have been reduced. That is true; but they have not all been so materially shortened as not to afford good horses opportunities for distinction. It cannot be denied but that there are a vast number of races at short distances, yet there are also many two miles and upwards, and many three miles. The victories of the best horses of the present day are most decisive at long distances, and they in turn passing from the course to the stud, still maintain their position as favorites. Two miles will determine the lasting powers of a horse, if the pace be true from end to end. It has been clearly proved that the horses of modern times are superior to those of our forefathers on the points already named; but whether our best racers could beat Flying Childers, Regulus, Eclipse, Highflyer, and other worthies of that time, is a question that cannot be decided; neither does it appear very important for practical purposes. On the capability of horses running distances, there are some mistaken notions touching the customs of our forefathers, and from the fact of their races in general being four miles, it is conceived that their horses were more capable of running those distances, than those

* Fisherman and Caller On might be added to the above with great propriety.

we now possess. It is an inference, but nothing more. When their horses ran their four-mile heats, they did not on all occasions go their best pace throughout; and it may be doubted whether the majority of the races which were run, in 1754, were so well calculated to try the lasting powers of horses, as many of the races which took place in 1854."

Thus far "Cecil," and thus far conclusively. I, however, aspire to go farther, and contend, that—although it be not susceptible of mathematical demonstration that Eclipse, Flying Childers, Regulus, Highflyer and others were *not* faster than the best modern horses—there is no earthly reason for supposing that they were so, but rather the reverse. Dismissing, as the merest vulgar fables, the mile-in-a-minute stories, I have already shown that the other recorded time-trials of Flying Childers, even if granted to be true, are not so marvellous or so far beyond the reach of modern racers, as seems generally to be held.

But these were only secret trials, and reliance cannot be placed upon them. In fact, it is exceedingly doubtful to me, whether in the days of Flying Childers, there were watches in existence by which *seconds* could be stopped and counted with accuracy. At all events, it is clear that the whole reputation of these so-styled phenomena, rests on their extraordinary superiority to all the horses of their own day. But the moment that it is established, as "Cecil" has, I think, clearly established it, that the general run of horses of that day were infinitely inferior to the general run of horses of this, in all the points wherein they most strenuously claimed superiority; the ease with which they were beaten by the few true racers of the day is readily accounted for—and the fact that they were easily beaten confers no such extraordinary renown, nor presupposes the necessity of any such superior powers in the victors.

Again, as to the four-mile-heat races, I deny utterly the superiority of the horse of the olden time to the modern, in this species of sport, as I do in all the other qualities necessary to constitute a first-rate animal.

It is not only an inference, and nothing more; but it is an inference resting on nothing, and contrary to all analogy.

It will not be denied, that in the United States four-mile-

heat racing has been practised to a greater extent, at greater *recorded and positively established speed*, and with greater proof of endurance of fatigue, than it ever has been elsewhere, either in the olden time or in the present day.

Now, the American four-mile-heat racer is, in fact, nothing more than an unmixed descendant of these very same worthies of the olden day, and next akin to, where he is not actually the son of, some one or other of these despised modern horses of England, which, it is absurdly said, are degenerate.

It may be said that the same inference is here deducible as before, namely, that because four-mile-heat races are run in America and are not run in England, therefore, the American race-horse is, and the English is not, capable of running four-mile-heat races.

I reply, that this, also, is an inference resting on nothing, and contrary to analogy, and I proceed to show, wherefore ;

Twenty years, or over, when first I landed in the United States, timing being at that time wholly unknown in Great Britain, it was asserted and universally believed in this country, that, because the English did not time their horses on the turf, the English horses could not bear timing ; which would, it was argued, disclose their inferiority, in point of speed, to the race-horse of this country.

After awhile, a few American gentlemen accustomed to timing, and having stop-watches of the best construction, in a word "to the manner born," kept the time of a St. Leger and Derby or two, and then the fact came out, that, on several of these occasions, the English horses ran quicker under heavy weights than the best American horses under light ones.

Gradually, and reluctantly, it came to be, and has of late been usually admitted, that the time of the best English horses, under heavy weights and at short distances, is quite equal, if not superior, to that of the best horses here. For example, in Vol. XI., American Turf Register, I find the following passage ;

"Nothing is so interesting to American turfmen as to ascertain the exact time in which the English race-horse performs a given distance. We have a memorandum before us, made by an American gentleman, who attended the recent Liverpool

July meeting, in regard to the time made by Lord Westminster's Sleight-of-Hand, by Pantaloon, who won the Tradesman's Cup this year, beating Charles XII., Cruiskeen, Deception, and thirteen others. The race was run on the 15th of July, the day was fine, not at all warm, and the course in fine order. The distance was two miles *exactly*, and Sleight-of-Hand, a four-year-old, and carrying 109 lbs, performed it in 3m. 36s. ! The race is described as a very splendid one, the winner, Sampson, and Charles XII., "being so closely handicapped that Sleight-of-Hand won only by a neck, Sampson beating Charles XII. for the second place *nearly by a head*. But the most wonderful circumstance yet remains to be told; Charles XII., who came so near winning, is himself but a four-year-old, and yet carried 125 lbs.—only a pound less than an aged horse carries on the Union Course!

"The Derby handicap, run on the same day, was won by Lord George Bentinck's Capote, by Velocipede; he, 3 years old, with 93 lbs. on his back, ran once round and a distance, *called a mile*, in *one minute and forty-seven seconds*. This, if the distance be accurately measured, it would not be impossible for us to beat; but the performance of Charles XII. is really wonderful."—Ed. Am. T. R.

In reference to the measurement of the English courses, I quote again from the same work, vol. xi., p. 243, a writer, under the signature D., for whom the Editor vouches as "a practical breeder and turfman of thirty years standing," and as one than whom "no gentleman in the Union is more familiar with the different strains of blood which have appeared on both sides of the Atlantic," testifies as follows;

"Your correspondent doubts the speed of English horses, and talks of the reputed length of courses. On that subject I would observe to him, that the course at Doncaster has been accurately measured in the presence of *Americans*, and some of the fastest races have been timed by our * countrymen, with watches made expressly for the purpose. The same remark applies to *Aintree*, near Liverpool," the course, be it observed, over which the races last named were run!

* It may not be amiss, nor will be improper, here to specify two well-known and thorough sportsmen, Messrs. Frank Corbyn, of Virginia, and Boardman of Hunt's Mills, as timers of English races.

“ A personal view of the English horses, and of English racing, has convinced me that their horses have more speed than ours, and greater capacity for carrying weight. Now, these things admitted, and I think no well informed man will deny it, there is little reason to suspect that they have less game and bottom, as they are descended from the same root, and bred with the greatest care and attention.”

The question of superior speed, has been apparently given up. Another writer, who concedes the fact of greater speed in England at high weights, inquires if the difference may not be attributed to the superiority of the turf courses in England. Being familiar with most of the race-courses in England, and all the Northern courses of the United States, I should reply that I greatly doubt the superiority of the turf course, for the making of good time, as a general rule, though it perhaps is less hard upon the feet.

When a turf course is in its most perfect condition, which is not once in a hundred times, it is, perhaps, in all respects more favorable to pace than any American course in the same condition. But when the ground is thoroughly dry and baked, and the grass, as I have often seen it, burnt till it is as slippery, almost, as ice; or when, as is, I might say, generally the case under the weeping skies of England, the grass course is fetlock deep in stiff mud, covered with a tenacious sod, it is worse than any thing I have ever seen on any course, even Camden, in the United States. I am certain that I have seen *Knavesmire*, at York, and from the hill to the Red-house and thence half way home, at *Doncaster*, ten seconds, at least, worse in the mile, than ever I saw any part of any race-course on this side the water.

I do, however, believe that there is a manifest advantage, especially for lengthy horses, in the larger size and less abrupt turns of the English race-courses. I have seen that noble race-horse, *Mingo*, who, for shapes was almost my beau ideal of the animal, suffer repeatedly from being pulled out of his stride, in order to get round the awkward short turns of the *Union Course*, and I have not a doubt that either on the *Beacon*, which is straight, or on the *Goodwood Course*, which is arranged in long sweeping curves without any sudden corner, he or any other

good *great* horse would improve, other things alike, on his American time.

Again, I am decidedly of opinion that the use of heavy weights, as on the British Turf, is of as much profit as loss to the horses ridden, in allowing the riders to be *men*, who can control the animals, restrain or call out their powers to the utmost, and who in head, heart, seat and hand, are horsemen to perfection, instead of *children*, who, half the time, have as much as they can do to hang on by the reins, and are run away with from the score to the winning-post, utterly unable either to judge of the pace they are going, or to regulate it if they were.

But in regard to the bottom of English horses, I desire to point out first, that it has already been shown, *supra*, p. 359, that a number of extremely indifferent race-horses did make, under enormous weight, as we regard it here—15½ lbs.—very respectable time; and one horse*—by no means above a third-rate according to his previous character, or unusually powerful or like a weight carrier—made very excellent time in the Osbaldeston match, as admitted by the Americans who purchased him after the Newmarket Houghton meeting of 1831.

Again, I quote from the American Sporting Magazine, Vol. XI., p. 304, from the article of a very sound and brilliant writer, who took ground against a strange fallacy broached at that time, viz., that English and American thoroughbreds had degenerated owing to their being *too* thoroughbred.

“We are entirely too much,” says he, “in the habit of underrating the bottom of the English horses—when the truth is, the thoroughbred of both countries are almost the same; but they have attended more to the *purity* of *pedigree*, *speed*, and a *capacity to carry weight*. Now, I opine this system is not calculated to lessen his lastingness; at the same time, I must aver that the possession of great speed is by no means an indication of want of game, and if ‘P——,’ will try the experiment of running a slow game horse after a fleet thoroughbred, he will hereafter be willing to cross with some strong speedy horse, though he may have broken down young.

* Tranby was not comparable in power, any more than in speed, to Lottery, Plenipotentiary, or twenty others.

“A word, on the subject of *game* in the English horses, and I will close this piece.

“At the last Doncaster races, A. D. 1839, Opera, sister to Burletta by Actæon, on Tuesday won the Cleveland stakes, one mile, 16 subscribers. On Wednesday she won the Corporation plate, two-mile heats, winning the first and third heats; and on Friday, two days after only, she won the town plate, two-mile heats, at four heats, winning the second heat, the third heat being a dead heat between her and Humphrey, and then won the fourth heat, the last mile of which she ran in 1m. 49s., with 119 lbs. on her, she then four years old. Now if ‘P——’ will not admit this to be a game nag, he must be hard to satisfy. Opera is a good nag, but by no means at the head of the English Turf. Her performance, there, is no marvel; and perhaps in Carolina they might place a low estimate on it, but I am certain that Crusader would have found himself in bad company with her. Each heat was well contested—the last mile of the second heat was run in 1m. 48s.; the last mile in third, in 1m. 50s.; and the last mile in the fourth heat in 1m. 49s.—timed by an American now in this country. The shape of the course enables a spectator to time the last mile correctly.”

It is a remarkable fact, that, in 1826, I saw myself the very counterpart of this race, run for the same Corporation plate, the account of which I take from “The Annals of Sporting” of that year, but I myself remember the circumstances as if they were but of yesterday.

Purity, the winner of the town plate, had on Wednesday won the all-age stakes, St. Leger Course,—two miles, less 312 yards—in 3m. 37s., carrying 107 lbs. at four years old. The all-age stakes is a selling stake. The winner liable to be claimed at 200 sovereigns, but not deliverable until the end of the meeting. I mention this to show precisely how near to the *head* of the *turf* Purity stood, and, as a consequence, Opera likewise.

Indeed it is notorious to every English turfman that no owner will enter a *valuable* horse or mare for a race which takes so much out of the animal, while the gain—£100—is so small, and the renown, to be got by beating inferior horses, nothing.

The race in 1826 was as follows. Unfortunately no time

was kept; but this detracts in nothing from the stanchness or capacity to repeat in the horses.

One hundred pound plate for three and four years old. Three, 7 st. 5 lbs.—103 lbs.; and four, 8 st. 7 lbs.—119 lbs. Maiden colts allowed 2 lbs., and maiden fillies 3 lbs. Two-mile heats.

Lord Kelburn's ch. f. <i>Purity</i> , by Octavia, 4 years,	4	3	1	0	1
Mr. Richards' bl. c. <i>Brownlock</i> , 4 yrs.	1	6	2	0	2
Sir J. Byng's ch. c. <i>Thales</i> , by Tramp, 4 yrs.	5	1	0	3	3
Sir Wm. Milner's b. c. by Tramp, 3 yrs.	6	2	3		dr.
Mr. Ridsdale's br. c. by Oiseau, 3 yrs.	3	4	0		dr.
Duke of Leeds' bl. c. by Crowcatcher, 3 yrs.	2	5			dr.

Each heat was most obstinately contested, and a vast deal of betting between Purity and Brownlock. The course was nearly deserted before the contest was over, the deciding heat being absolutely run by twilight.

From these data—the running, I mean, in Osbaldeston's two hundred mile match, and that in the two minor races described above, the counterparts of which, had one the time to hunt them up, and the space to record them, might be reproduced a hundred times from the annual racing calendars of English provincial meetings—I deduce this fact, and challenge denial or disapproval, that English thoroughbred racers of inferior grade on the Turf, do still retain the capacity to run long heats as stoutly and gamely as they ever did, and that at unusual weights and in respectable time.

I say that second and third-rate horses, horses valued at £200 and under, *can* do this; and that first-rate horses, valued at £1,000 and upwards, cannot do it at all, or cannot do it as gamely and in better time than their own inferiors, is simply to talk nonsense.

Again; to say that a horse, which can run sixteen miles in four four-mile heats, in 33m. 19s., with 154 pounds on his back, could not run the same number of heats of the same length, in much better time, with only 114 pounds on his back, is absurd.

So it is absurd to say that a much better, stouter, fleetier, in every way superior animal, could not run the same race, under the same conditions, in better time than its inferior. In other words, that Tranby, with 154 pounds on his back, *could* run sixteen miles at four-mile heats in such time, but that Fleur-de-lis, or Glencoe, or Plenipotentiary, *could not*, or could not, with that

or 40 pounds less weight on their backs, beat the time in a canter, at 1,000 to 1, and no takers.

The idea of sustaining such a paradox is idle. "Cecil" has well stated that a horse which can run with eight stone on his back can run with nine, against equal horses equally weighted, unless he be such a weed as ought not to run at all.

But no one ever doubted, I presume, who was capable of forming an opinion, that every horse which is capable of carrying nine stone is capable of carrying eight a good deal faster.

I hold it, therefore, proved, as I have stated above, that the *inference*, that the modern English horse cannot run distances equally well with his own ancestors, or with the modern American horse, is not only a *mere* inference, but an inference contrary to analogy.

There is yet another argument, and one yet stronger, which I have to produce on this point, viz.

In later years the American time of four-mile-heat races has immeasurably improved.

In later years the importation of modern English racing stallions has immeasurably increased, and the stock of these imported stallions are now running every where on terms of equality with the progeny of the best native sires.

And, to borrow, for the last time, from the writer before quoted in the American Sporting Magazine, Vol. XI., p. 242, "On a fair investigation of all the races in our country, it will be found that the imported horses, and the colts of imported horses, have won a full share of all the purses, and at all distances, including four-mile heats. They are not better than our own thoroughbreds, but they are equally good, and more generally cross well."

This, be it observed, is not my opinion, but that of an intelligent, well-known American breeder and turfman, of thirty years' experience on the turf. His opinion, I think, moreover, will be fully borne out by the tables at the end of the volume, which I have with great labor compiled from such materials as I could obtain, on the plan of the English tables above quoted, of the number of winners got by American stallions of time past and present, native and imported, and of the performances of American horses born of native and imported sires.

These show, if I err not the more widely, that the stock of English horses do their work at long distances in America, with no signs of degeneracy. How then should the sires be degenerate?

Fortes creantur fortibus et bonis
 Est in juvenis, est in equis patrum
 Virtus, nec imbellem feroces
 Progenerant aquilæ columbam. *Horace.*

And here, having, as I consider, fully shown that the idea of degeneracy from the original ancestry, whether on the part of the English or American thoroughbred horse of to-day, is an idle and absurd fallacy; and that, on the contrary, not only is the breed the very best breed that ever has existed in the world, but that it exists to-day in greater purity, power, vigor, and efficiency for all purposes of utility, with the sole exception of heavy draught, than it ever has before—not to say in a sphere immeasurably increased, and in numbers infinitely extended—I will pass on to other parts of my subject, and endeavor to show how we may continue to produce him of the highest standard, and how use him with the greatest profit and pleasure to ourselves, and, as in duty bound, with the greatest ease, well-being and happiness to himself.

EDITORIAL NOTE.

* (P. 426.) Tranby mares have proved fine breeders. The celebrated race-horses Vandal and Alarie were out of a Tranby mare. He sired Creath, Tom Roots, and Dolly Dixon also. He was removed to Missouri, where he had no chance to cover thoroughbreds, and might as well have been dead, so far as making a turf reputation is concerned.

ENGLISH AND AMERICAN VIEWS

OF THE

PAST AND PRESENT CONDITION OF THE THOROUGHBRED HORSE.

PRESENT SPEED OF THE RACEHORSE.

From Stonehenge.

By an examination of the racing time-tables as recorded of late years, it will be seen that from $13\frac{1}{2}$ to 14 seconds per furlong is the highest rate of speed attained in any of our races, above a mile, and with 8 st. 7 lbs. carried by three-year-old horses. In 1846, Surplice and Cymba won the Derby and Oaks, each running the distance in 2m. 48s., or exactly 14 seconds per furlong. This rate has never since that time been reached; the Flying Dutchman having, however, nearly attained it, but failing by two seconds—making his rate 14 seconds and one sixth per furlong. But the most extraordinary three-year-old performance is that of Sir Tatton Sykes over the St. Leger Course, 1 mile, 6 furlongs, and 132 yards in length, which he ran in 3 minutes and 16 seconds, or at a rate of as nearly as possible $13\frac{1}{2}$ seconds per furlong. With an additional year and the same weight, this speed has been slightly exceeded by West Australian, even over a longer course, as at Ascot in 1854, when he defeated Kingston by a head only; running two miles and four furlongs in 4m. and 27s., or as nearly as possible at the rate of $13\frac{1}{2}$ seconds and one-third per furlong. This performance is the best in modern days, considering the weight, the age, and the distance; and it

will compare very favorably with the often-quoted exploit of Childers over the Beacon Course in 1721, when, being six years old, he beat Almanzor and Brown Betty, carrying 9 st. 2 lbs., and doing the distance in 6m. 40s., or at the rate of 14 seconds and one-third per furlong. Thus, allowing him his year for the extra mile in the course, and for the 2lbs. which he carried above Kingston's weight, he was outdone by the latter horse at Ascot by one second per furlong, and likewise by West Australian at the usual allowance for his age. Again; comparing these performances on the English Turf with the recently lauded exploits of the American horses, it will be found that there is no cause for the fear lest our antagonists in the "go-ahead" department should deprive us of our laurels. On the 2d of April, 1855, a time-match was run at New Orleans between Lecomte and Lexington, both four years old, in which the latter, who won, did the four miles, carrying 7 st. 5 lbs., in 7m. 19 $\frac{3}{4}$ s., or, as nearly as may be, 13 $\frac{3}{4}$ seconds per furlong. This is considered by the Americans the best time on record, and is undoubtedly a creditable performance; though when the light weight is taken into account, not so near our best English time as would at first sight appear. On the 14th of April, Brown Dick and Arrow ran three miles over the same course in 5m. 28s., or at the rate of 13 seconds and two-thirds per furlong; the former a three-year-old, carrying 6 st. 2 lbs., and the latter five years old, 6 st. 12 lbs. Thus it will appear that Kingston, of the same age as Arrow, and carrying 9st. instead of 7 st. 12 lbs., ran 2 $\frac{1}{2}$ miles at a better rate than Arrow did his 3 miles, by one-third of a second per furlong. And it has been shown that in the year last past, two horses exceeded the greatest performance of the olden times by a second per furlong, and beat the best American time of modern days by one-third of a second per mile. The assertion, therefore, that our present horses are degenerated in their power of staying a distance under weight, is wholly without foundation; since I have shown that, even taking the time of the Childers' performance as the true rate, of which there is some doubt, yet it has recently been beaten very considerably by West Australian and Kingston. Many loose assertions have been made as to the rate of the horse,

for a single mile in the last century, but there is not the slightest reliance to be placed upon them. That any race-horse ever ran a mile within the minute, is an absurd fiction; and it is out of the question to suppose that if Childers could not beat our modern horses over the Beacon Course, he could beat them a shorter distance. Stoutness was undoubtedly the *forte* of the early race-horses; they were of small size, very wiry and low, and could unquestionably stay a distance, and could race month after month, and year after year, in a way seldom imitated in these days; but that they could in their small compact forms run as fast in a short spin as our modern three-year-olds, is quite a fallacy; and no racing man of any experience would admit it for a moment.

The size and shape of the modern thoroughbred horse are superior to those of olden days, if we may judge by the portraits of them handed down to us by Stubbs, who was by far the most faithful animal painter of the eighteenth century. In elegance of shape we beat the horses of that day very considerably, more especially in the beauty of the head and the formation of the shoulders, which have been much attended to by breeders. In size, also, there has been an immense stride made, the average height of the race-horse having been increased by at least a hand within the last century. This enlargement is, I believe, chiefly due to the Godolphin Arabian, who was the sire of Babraham, the only horse of his time which reached 16 hands, and sire or grandsire of several which were more than 15 hands, much above the average height of horses at that time—as, for instance, Fearnought, Genius, Gower Stallion, Infant, Denmark, Bolton, Cade, Chub, Lofty, and Amphion. Indeed it will be found, by an examination of the horses of that time, that out of 130 winners in the middle of the eighteenth century, there were only 18 of the height of 15 hands and upwards, of which 11 were by Godolphin or his sons, three descended from the Darley Arabian, two from the Byerley Turk, and two from other sources. It may therefore be assumed, with some degree of probability, that the increase in size is in great measure due to the Godolphin, in addition to the extra care and attention which the horse has received during the same time. Nevertheless, all the care and forcing in the world will not increase the

size of some breeds; and unless there was this capability of being forced, no amount of attention would have brought the horse to the present average, which may be placed at about 15 hands 3 inches.

COMPARISONS OF SPEED, ETC., BETWEEN ENGLISH AND AMERICAN HORSES.

From the Spirit of the Times.

It will appear, on a critical examination of the subject, that there is not much difference in the powers of the best race-horses for more than a century; a period during which they have been brought, upon both sides of the Atlantic, to the present high state of perfection. Within the last two years have been exhibited faster running in England, by West Australian and Kingston, and in this country, by Lexington and Lecomte, than was ever before known. The two last have run four miles, and four-mile heats, faster, in either case, than has been performed in England. "Stonehenge," who has been well endorsed in England, has shown "the absurd fiction" of "a mile within a minute;" and that there is "not the slightest reliance to be placed upon the many loose assertions"—such as the reported accounts of Childers; and that he and Eclipse were "a distance better than any other horses that have appeared," or that they "could beat any other a half-mile in four miles!" On the same authority, it appears that, in the fastest Derby, St. Leger, and Ascot cup races, as won by Surplice, the Flying Dutchman, Sir Tatton Sykes, Don John, and West Australian, the distance varying from one mile and a half to two miles and a half, that the fastest rate, with English weights, has been a little over one minute and forty seconds per mile.* We have no authentic report that the mile has been run in England under one minute and forty-two seconds, the time of Henry Perritt at New Orleans. Nominally of the same age, three years old, and with the same weight, 86 lbs., Inheritor, at Liverpool, ran two miles in 3.25; which is at the rate per mile of 1.42½. "Stonehenge," referring to what he considers the best race ever run in England, states

* We have no authentic data to say that Henry Perritt ever ran a mile in 1.42½. It is all surmise, as stated on page 337.—ED.

that West Australian, four years old, carrying the St. Leger weight, 8 st. 6 lbs.—118 pounds—“defeated Kingston by a head only,” the latter five years old, carrying 9 st.—126 pounds—running two and a half miles in 4.27, “or, as nearly as possible, $13\frac{1}{2}$ seconds per furlong.” “This performance, the best of modern days, considering the *weight*, the *age*, and the *distance*, will compare very favorably with the often quoted exploit of Childers, in 1721, at Newmarket, when being six years old, carrying 9 st. 2 lbs.—128 pounds—he did the distance, three and a half miles, in 6m. 40s., or at the rate of 14 seconds and one-third per furlong.” “Thus allowing Childers his year for the *extra* mile in the course, and for the two pounds which he carried above Kingston’s weight, he, Childers, was outdone by Kingston at Ascot, by one second per furlong, and likewise by West Australian, at the usual allowance for his age.” “Kingston, of the same age as Arrow, and carrying 9 st. instead of 6 st. 2 lbs.—100 pounds—ran two and a half miles at a better rate than Arrow, in his race with Brown Dick, did his three miles, by one-third of a second per furlong.” But Arrow’s was a race of three-mile heats, the third heat in 5m. $43\frac{1}{2}$ s. Lexington, nominally four years old, carrying 103 pounds, ran *four* miles, also at New Orleans, in 7m. $19\frac{3}{4}$ s., or, as nearly as may be, $13\frac{3}{4}$ seconds per furlong, at the rate, for four miles, of less than 1m. 50s. per mile.

The often quoted exploit of Eclipse, of England, was that he ran four miles, carrying 168 pounds, in eight minutes.

With these data before them, it is left for others to draw their own deductions of the relative merits of West Australian, Childers, Eclipse, and Lexington, at the distances they ran, varying from two and a half miles to four.

Some among us believe that Lexington and Lecomte were about as fast and as good race-horses as have ever appeared in England. Undoubtedly they could “stay a distance” about as well as any horse that has run anywhere, having run two heats, of four miles, in 7m. 26s, and 7m. $38\frac{3}{4}$ s., and the third mile of the second heat in 1m. 47s.

It would be a difficult task to institute a fair comparison between the race-horses of England and America, the systems of racing being so different in the two countries. With the

exception of the light weights, adopted by us for convenience, the modes and rules of our turf are nearly the same as they were in England the last century. In England, since that period, the mode of racing has been essentially changed; heavy weights, even for two and three-year-olds, at short distances, rarely beyond two and a half miles; no longer races of heats; the great events being for "baby horses," two and three-year-olds, instead of *horses*, as formerly. They rarely, nowadays, reach maturity in England. Priam, Touchstone, Harkaway, and Rataplan, are to be regarded as exceptions to a rule. Childers and Eclipse were not introduced upon the turf until five years old, an age at which the most distinguished horses rarely run in these days.

The elastic turf and the straighter shape of the English race-courses, better adapt them to speed than our circular "race-tracks," that are wholly denuded of turf. Therefore a fair comparison of English and American race-horses cannot be made by time as the test; one, too, that is not held in as high esteem in England as with us. Time, there, is frequently disregarded.

Rather a long catalogue is here presented of the best race-horses of England and of this country, which might be extended. Those now or lately upon our turf are omitted, as some doubts might be entertained of their comparative merits. Of those furnished, who will agree as to the pre-eminence of any two of them; at least, to place any six above the rest?

MOST RENOWNED ENGLISH AND AMERICAN HORSES.

1715* Childers.	1777*† Diomed.
1718* Partner.	1782† Trumpator.
1748* Matchem.	1784† Sir Peter.
1749* Regulus, } by the Go-	1790† Waxy.
1749 Mirza, } dolphin Arabian.	1792† Hambletonian,
1749* Spectator.	1796† Sorcerer.
1750* Snap.	1798† Eleanor.
1758* Herod.	1798† Orville.
1764* Eclipse, by Marske.	1807† Whalebone.
1771* Shark, by Marske.	1816 Sultan.
1773* Pot8os, by Eclipse.	1822 Camel.
——* Saltram, by Eclipse.	1827† Priam, by Emilius.†

* Boston's ancestors.

† Derby and St. Leger winners.

1831† Plenipotentiary, by Emilius.†	1801 Postboy, by Imp. Gabriel.
1831† Touchstone.	1801 Oscar, by Imp. Gabriel.
—† Queen of Trumps.	1801 Hickory.
—† Bay Middleton.	1808 Duroc.
—† Flying Dutchman.	— Sir Solomon.
— Harkaway.	1814 American Eclipse.
—† Don John.	1820 Flirtilla.
—† Sir Tatton Sykes.	— Monsieur Tonson.
—† West Australian.	— Sally Walker.
— Kingston.	— Ariel, by American Eclipse.
1801* Florizel.	— Medoc, by American Eclipse.
1812 Potomac.	— Fanny, by American Eclipse.
1813* Sir Archy.	— Lady Clifden.
1812 Lady Lightfoot, by Sir Archy.	— Doubleon, by Imp. Margrave.
1812 Vanity, by Sir Archy.	— Blue and Brown Dick, by Imported Margrave.
1813 Reality, by Sir Archy.	1833 Boston.
1813* Timoleon, by Sir Archy.	1837 Fashion.
1814 Virginian, by Sir Archy.	1839 Peytona.
1815 Sir Charles, by Sir Archy.	— Trifle, by Sir Charles.
1820 Bertrand, by Sir Archy.	— Andrew, by Sir Charles.
1801 Maid of the Oaks, by Imp. Spread Eagle.	— Wagner, by Sir Charles.
1801 Floretta, by Imported Spread Eagle.	— Grey Eagle.

Another view of the comparative merits of race-horses that were not contemporaries is presented by time on the *same* course, and with the *same* weight, or the relative weight for age.

It has been shown lately, that on the Charleston Course, at three and four-mile heats, in the races won by Nina, Highlander, Jefferson Davis, and Frank Allen, nearly the same time has been made; besides the comparison between that of Bertrand and Floride.

On the Union Course, New York, the fastest four-mile heats were as follows;—

Fashion, 5 years, 111 lbs., and Boston, 9 years, 126 lbs.,	7.32½—7.45
Tally-ho, 4 yrs., 104 lbs., and Bostona, 5 yrs., 111 lbs.,	7.33 —7.43
Fashion, aged, 123 lbs., and Peytona, 5 yrs., 117 lbs.,	7.39 —7.45
Eclipse, 9 yrs., 126 lbs., and Henry, 4 yrs., 108 lbs.,	7.31½—7.49
Red-Eye, 8 yrs., 126 lbs., and One-Eyed Joe, 6 yrs., 117 lbs.,	7.52 —7.39
Lady Clifden, 4 yrs., 101 lbs., and Picton, 3 yrs., 90 lbs., Picton winning first heat,	7.44—7.43½—7.56½

* Boston's ancestors.

† Derby and St. Leger winners.

It would seem there was no great difference in the speed and bottom of the horses that have acquired the most renown on the Union Course.

OBSERVER.

BEST AMERICAN AND ENGLISH HORSES.

THE SONS OF BOSTON.—TIME AS INFLUENCED BY WEIGHT.—FAST RACES.—
LEXINGTON'S OLD AMERICAN BLOOD.

RENOWNED sons of Boston have run the fastest races of four miles, and of four-mile heats, upon the American record. "That has been settled at New Orleans," by Lexington's race of four miles in $7.19\frac{3}{4}$; and that won by Lecomte, four-mile heats, in $7.26-7.38\frac{3}{4}$. Next in the order of time comes the race won by Fashion, beating Boston, in $7.32\frac{1}{2}-7.45$; then Boston's son, Tally-ho, beating Bostona, in $7.33-7.43$, at New York; and the several fast races at New Orleans, as between George Martin and Reel—dam of Lecomte—in nearly the same time as Tally-ho's first and second heats; Miss Foote's Grey Medoc's—and others scarce known to fame—heats in 7.35 ; and other heats by Louis d'Or, Charmer, Reube, and others, also at New Orleans, varying from 7.37 to about 7.40 ; but in very few cases with the full weight of aged horses; and, in all instances, with less weight than usually carried at the more Northern courses. Boston's son, Dick Doty, beating Little Flea, at Lexington, Kentucky, won in $7.37\frac{1}{2}-7.46\frac{1}{2}$; Peytona, beating Fashion, at New York, in $7.39-7.43$; and the two first heats in Eclipse's great match, on the same course, were run $7.37\frac{1}{2}$ and 7.49 . Nearly each of these races, at the period of their performance, was considered "the best race ever run in America," to say nothing of the "best race in Virginia," run by Red Eye and Nina; both of them by Boston. Last April the opinion was expressed at New Orleans that "Lecomte is the best horse America ever produced;" this April, at the same place, the owner of Lexington is assured he "enjoys the proud supremacy of owning the fastest horse in America, if not in the world." The present week, perhaps, will decide which is "best," at four-mile heats, Lecomte or Lexington. Condition, or accident, may decide "the rub."

For details of comparative speed, age, and weight carried, in the examples given, reference may be had to an article published in the N. Y. "Spirit of the Times," of June, 1854, page 223, in No. 19, vol. 24.

If time alone be the test, the palm must be conceded to Lexington; in not only having run the fastest four miles in America, but also the fastest three miles, in 5.31. The noble animal has fully realized all the high expectations of his judicious owner and other zealous backers. Notwithstanding "the various circumstances upon which so much depends for success were in the highest degree favorable—the condition of the horse and the track excellent—the sky clear, the air warm and balmy—the day could not possibly have been better;" jockeyed, too, by Gil. Patrick, the best rider in the country, and carrying only 103 lbs., on a horse nearly five years old; yet Lexington ran a great hazard of losing the race by the loss of "his left fore plate and half the right one." Had he lost his plate earlier, owing to the "extreme hardness of the track," Lexington's loss of the match seems to have been inevitable. "Taking the chances into view," in his last article, your correspondent wrote—"he would rather bet on time than on Lexington's *beating* 7.26." In the "Observations on the American Turf, by D. P.," in the "Spirit of the Times," of Feb. 3, 1855, No. 51, page 606, he expressed his belief "that Lecomte is above and beyond all comparison the best and surest race-horse that has appeared in this country, with the single *doubtful* exception of Boston!" To his faith in Boston "D. P." would die a martyr. It is known that Lecomte has run his mile in 1.45½, and "four miles in 7.26." "I will venture the prediction," D. P. adds—"that if ever he"—Lecomte—"runs a single four-mile heat in his present condition, and he loses it, *the time will be made in less than* 7.20! If Lexington can now beat Lecomte, he must be something more than a horse."

Yet in the discussion of several of the best races, with the difference of weight, and for the same ages too, "D. P." is of opinion "the question may well be put, has the 7.37½ heat of Henry ever been beaten in this country?" He states that Henry and Lecomte "were both of the same age; Henry made 7.37 with 108 lbs. upon his back, while Lecomte made 7.26 with



only 86 lbs."—89 were carried. "The New Orleans is fully six seconds quicker"—in four miles?—"than the Union at the time of Henry's race." Challenges have been offered the backers of the New Orleans cracks, it is believed, on both Henry's and Fashion's time, with the weights they carried, but not accepted.

But for the fear of being tedious, a comparison between Lexington's time and that of the fastest races in England, at four miles and upward, and of the relative weights carried, would be here made. The subject will be dismissed, with the expression of disbelief, for obvious reasons, in the incredible accounts of Flying Childers. He, likewise, ran over the Beacon Course, four miles, one furlong, and thirty-eight yards, in seven minutes and thirty seconds!" But no timer can see the length of the Beacon Course, near a mile on one side being excluded from view by "the Devil's ditch," an old Saxon work of intrenchment. The late Judge Duval, of Maryland, and one of the Justices of the U. S. Supreme Court, made a comparison of the running of Childers and Eclipse, as follows; "Eclipse ran, at York, four miles in eight minutes, carrying 12 stone—168 pounds, 42 pounds more than the standard weight at this time. If the calculation of old experienced sportsmen, that the addition of seven pounds weight in the rider makes the difference of a distance, which is 240 yards, in a heat of four miles, be correct, then the running of Eclipse, carrying forty pounds more than Childers, will prove that Eclipse was the swiftest animal." It does not appear that in any of his eighteen races the time of Eclipse was at all noted, excepting at York, when six years old, as above quoted. "In truth, not any horse had the shadow of a chance of winning against Eclipse,"—he distanced the field "whenever he chose,"—"was never beaten, nor had a whip flourished over him, or felt the tickling of a spur." "Childers flourished in 1721-2, Eclipse in 1769-70." By the way, in his marks, in the portrait in the "American Turf Register," vol. ii., Childers resembles Lexington. "Next to these celebrated race-horses, perhaps Highflyer was the fleetest horse that has been raised in England." But it does not appear that he, and many other horses of the first fame that were never beaten, such as Lath, Babraham, Mirza, Regulus, &c., ever ran a very

fast race ; no record of the kind. However, it is recorded of Matchem, that "in 1775, March 31, at six years old, carrying 8 stone 7 lbs.—119 lbs.—he beat Trajan over the Beacon Course in 7.20!" "Matchem was beat in 1776, running for the Jockey Club Plate, four-mile heats," in three heats, winning neither of them ; Spectator, winner of the race, "ran in 7.52—7.42—8.05." The difference in the Jockey Club weights probably caused the difference in the time in the two races, if the former was really the correct time. Spectator was sire to the dam of our famed Diomed. Of course his blood descends to Lexington, as well as that of Childers and Eclipse, as might be shown in his pedigree. Lexington's remote maternal ancestry is from the old-fashioned American blood, as transmitted from Fearnought, Medley, Diomed, and Sir Archy ; from whom he is also descended in the paternal line, through Timoleon and Boston. His pedigree has been given in full in the "Spirit of the Times."

These are mere observations on *facts*, as they are, leaving all speculation about them to others.

OBSERVER.

THE THOROUGHBRED RACE-HORSE.

IN preceding articles, definitions and examples of a thoroughbred race-horse have been given. Strictly speaking, it has been stated, his pedigree, lineally and collaterally, must be traced to an approved Oriental source, the fountain head of the best blood of England. But few pedigrees of the best race-horses of modern times will bear that test. Latterly, it has been deemed sufficient for a "thoroughbred," if his pedigree can be traced for eight generations without any base admixture. But no horse is considered thoroughbred in England whose pedigree is not on record in "The Stud Book." From the want of such a work in this country, American horses are considered thoroughbred if the sire be known to be so, and the maternal pedigree can be traced without a stain to some mare of the fourth or fifth remove, reputed to be thoroughbred ; as Burwell's *Regulus* mare, progenitor of the *Lady Lightfoot* stock ; Johnson's *Medley* mare,

progenitor of Reality, Bonnets o' Blue, and Fashion ; and Slamerkin, maternal ancestor of Philo.

Some believe it is of the first importance that there be remote ancestors on both sides, known to be of the best blood, as the maternal progenitor of Flying Dutchman, the dam of the True Blues, by the Byerley Turk. From her are also lineally descended the renowned Sir Peter Teazle and Medley, out of own sisters by Snap. Others consider it of more importance that the parents in each generation, until traced up to the fountain, be of the first celebrity, as in the example of Boston's pedigree. The two Childers, Partner, Regulus, Blank, Matchem, Herod, Eclipse, Snap, Highflyer, PotSos, Saltram, Rockingham, Shark, Diomed, &c.—combined in Boston—are regarded as the best channels for the blood of the most famed horses from their Oriental sires.

Sir Archy, the best American bred stock-getter we have had, is in every respect thoroughbred ; the pedigrees of his sire and dam being found, too, in the Stud Book. For the present purpose, a mere glance will be taken of his pedigree. That of his sire, Diomed, need not be repeated. Sir Archy's dam, imp. Castianira, was got by Rockingham ; grandam by Trentham, great grandam by Bosphorus.

Rockingham, foaled 1781, was the best race-horse in England—owned by the Prince of Wales—succeeding the famous sons of Eclipse, Saltram and Dungannon ; he was a winner of thirty-two prizes in five years. The famous Miss Kingsland, own sister to Sir Archy's grandam, by Trentham, out of the dam of the famed Pegasus, was of the same year. She ran a long and brilliant career. Trentham was a very high-bred horse, paternally three removes from the Godolphin Arabian, his sire out of a sister in blood to Matchem's dam ; and his own grandam Ebony, by Flying Childers. Trentham, 1766, realized in stakes more than 8,000 guineas, an enormous sum in those days. His descendants are renowned, especially Camilla, Sir Archy, Melbourne, Lanercost, and Alarm. 1754, Bosphorus was got by Babraham, own brother to Blank, by the Godolphin Arabian—H. C. Childers—Leedes—Moonah Barb mare.

Highflyer, sire to Rockingham, is known as the best son of Herod ; of turf and stud ability scarce second to any horse of

England; his dam by Blank, grandam by Regulus;—tracing to a royal mare, Arabian or Barb. Both Blank and Regulus were by the Godolphin Arabian.

It appears that Sir Archy is three removes from Highflyer, and three from Herod, through Diomed, with another cross of Highflyer. But he had no cross from Eclipse or Snap. Wherefore Sir Archy was a good cross for PotStos and Saltram, sons of Eclipse, and for Snap—two crosses—progenitors of Boston.

It is asked of "Observer," "Are the Sir Archys still in existence?" Probably not one of his get, as about thirty years have elapsed since they retired from the turf. But as a breed, the Sir Archys are imperishable. "Has the blood of Sir Archy been improved?" is the next question. This seems impossible. His descendants, however, of the second and third generation, have acquired more fame for fast races than his own get. Some think the renowned sons of Boston have attained "the Fourierism of perfection." Those who had been sceptical "have knocked under to the Bostons;" and some believe, with "Cinna," that Lexington and Lecomte have made that stock unapproachable; but it is yet a mooted point—"Palman qui meruit ferat." It is next asked, "Are any of Boston's progeny perpetuating his extraordinary game?" This appears to be the case in respect to the Tally-hos. Sebastopol testifies to the excellence of the Boston and Sir Archy blood, being "inbred," to both of them—tracing to Boston on both sides, and through his dam to the Flirtillas and Slamerkin, to the sixteenth generation."

The blood, speed, bottom, and durability of the Boston stock would make them a valuable cross for England at this time, giving strength of limb, hardihood, and endurance to much of the English precocious and speedy stock, that in some of those qualifications have been proven deficient. Either Lexington, Lecomte, or Red Eye, would meet a general and high approbation in the stud, in England. Their dams, too, are by horses of high character upon the English turf, and of approved pedigrees; in which respect Lecomte might be preferred, because of the record in the Stud Book. But the near Priam cross would be of great service to Red Eye. When upon the turf, Priam was considered worthy of succeeding to the laurels of Childers,

Eclipse, and Highflyer. "In the stud in England," though not so successful as with us, "the success of Priam has been remarkable;" "to have been the progenitor of Crucifix, and her sons Surplice and Cowl, of Miss Letty, Industry, Weathergage, Cos-sack and Hero, is no common reputation." "All these horses," Stonehenge adds, "have been distinguished by true running, and the blood always trains on; the descendants of Emilius being full of Eclipse blood, through Miss Hervey, Waxy, son of PotSos, Vixen, and Saltram, are particularly stout and honest."

As an example for a pedigree in full, to the most remote source, from the best horses—such as our breeders may imitate, as far as is in their power, in respect to American horses—that of Priam is here given. Priam, b., was got by Emilius, dam Cressida by Whiskey; grandam Young Giantess by Diomed; her dam Giantess by Matchem, out of Molly Longlegs by Babraham—Cole's Foxhunter—Partner—sister to Roxana by the Bald Galloway—sister to Chanter by Acaster Turk—Leeds Arabian—Spanker. The last by the D'Arcy Yellow Turk—dam by the Morocco Barb—Bald Peg by an Arabian out of a Barb mare. Thus to ten generations Priam's pedigree has been traced to the most remote source; a combination of Arabian, Barb, and Turkish blood, to say nothing of his various channels of descent from the Godolphin and Darley Arabians and the Byerley Turk.

Emilius, the best race-horse of his day, like Priam, winner of the Derby and other great stakes, was got by Orville, dam by Stamford—Whiskey—Dorimant—Blank, &c. Orville by Beningbrough; dam by Highflyer, &c.—to Regulus, and to Marske's dam; one of the most ancient pedigrees on the record. Beningbrough by King Fergus, son of Eclipse, dam by Herod—Matchem, &c. Stamford, a very distinguished runner and stallion, own brother to Paris and Archduke, the last imported into Virginia, Derby winners, was got by Sir Peter Teazle, out of Horatio by Eclipse. Sir Peter, as commonly called, the best son of Highflyer, was successor to all his laurels; his dam Papillon by Snap; Regulus, &c. Next to Eclipse and Herod, Sir Peter got more winners than any horse on record. "In him was united the best blood of Herod, Snap, Blank, and Regulus." Whiskey was the best horse bred by the Prince of

Wales—George IV.—renowned both on the turf and in the stud; he was got by Saltram, dam by Herod—Matchem—Regulus, &c. His daughter Eleanor, Muley's dam, was the only winner, to this day, both of the Derby and of the Oaks. For the other noted horses, in Priam's pedigree, see the Book. Young Giantess, Priam's grandam by Diomed, ranks with the best blood mares produced in England; as exemplified by her immediate progeny and those of the present day, embracing, besides Priam, his rivals in fame, West Australian, Kingston, Flying Dutchman, and his sire, Bay Middleton; also Sir Tatton Sykes, Alarm, Cossack, Voltigeur, Teddington, Weathergage, Andover, Stockwell, and his own brother Rataplan, Queen of Trumps, Alice Hawthorn, her son Oulston, Virago, and others of renown.

Having been asked for a "disquisition on breeding," I can do no better than to quote from the author already referred to. "The purer the blood the more likely it is to be transmitted." "Whichever parent is of the purest blood will be most generally represented in the offspring." "Breeding 'in-and-in' is injurious," but there are exceptions, as already shown; and "in all cases there is some in-breeding," as in the various descendants from the Godolphin Arabian, and from Herod, Eclipse, Matchem, Regulus, and Snap. "It may be remembered the Herod and Eclipse blood have 'hit' in a great number of horses, such as Whiskey, Waxy, Beningbrough," and many more named; to which may be added Boston, descended from Saltram and PotSos, the renowned sons of Eclipse, sires to Whiskey and Waxy. Boston was only the fourth generation removed from Eclipse. "It must also be known that Eclipse and Herod—united in the blood of Boston, several crosses from each—are both descended from the Darley Arabian, the one on the sire's side, and the other on the dam's." "Priam is an example of in-breeding. This horse and Plenipotentiary were both sons of Emilius; the latter as direct a cross as is often seen, but the former in-bred to Whiskey. Both were extraordinary winners, but Plenipotentiary had scarce an average success as a stallion, while Priam, considering his short stay" in England, "has achieved an imperishable fame." "Bay Middleton was the produce of second cousins," from St. Peter.

“Stockwell and Rataplan are descended in the same degree from Whalebone,” &c. Their dam was by Glencoe, of the same year with Touchstone and Plenipo.—and of almost equal renown on the turf. Flying Dutchman is somewhat in-bred, and “as far as his stock has been tried, is eminently successful as a stock-getter,” uniting “the stout blood of Catton and Orville with that of Selim.” “The pedigree of the dam of Sir Tatton Sykes should be carefully analyzed, as exhibiting a curious re-union of strains; Muley is in-bred to Whiskey, he is then crossed with an Election mare, producing Margrave; the dam of Muley being Eleanor, a daughter of Young Giantess by Diomed.” From Margrave, “Patty Primrose, containing in her pedigree two infusions of Young Giantess from Sorcerer,” was produced the dam of Sir Tatton Sykes, with another infusion of the same blood from his sire Melbourne. “The most extraordinary three-year-old performance, is that of Sir Tatton Sykes over the St. Leger Course, in 3.16, at a rate of 13½ seconds per furlong.”

Margrave and Trustee, stallions yet among us, were of the same year, and beat each other in the Derby and the St. Leger Stakes. Margrave and Leviathan are sons of Muley; consequently cousins to Priam. Wherefore it is probable there has been considerable in-breeding of late among us. Priam and Sovereign, too, were by the same sire, Emilius. The dam of the latter is also descended from Young Giantess. These, with Glencoe, have latterly been our best stallions, with the single exception of Boston.

The dam of West Australian—reputed to have run the best race in England—was own sister to Cotherstone, whose dam was also the dam of Trustee. Our stock may now need a good foreign cross, such as Kingston. Don John, however, may do good service.

“Out-crossing. *By crossing the blood*, we understand the selection of a sire composed of wholly different blood from that of the dam, or as different as can be obtained. The same strain beyond two stages deteriorates the constitutional health, diminishes the bone, and lowers the height. The great difficulty is to obtain a cross “without destroying the harmony of proportions,” &c. As examples of judicious out-crossing, Harkaway

is named "no doubt a very superior race-horse, but his stock, though stout, is deficient in speed. Bee's-wing is another good example; and her sons, Newminster, Nunnykirk, and Old Port; Queen of Trumps, also; but in her remote ancestry there is an extraordinary influx of Herod's blood." Success is sometimes had by re-uniting, after an interval of several generations, a series of good strains. Hence, it is supposed, pure Boston blood would be of great benefit in England. "West Australian is a valuable example of a *good* out-cross after in-breeding." "One of the most thoroughly-crossed pedigrees of the day is that of Kingston; and being such a good horse as he was, his case must be allowed to weigh in favor of this kind of breeding." "I conceive nothing better than this game horse." The out-cross "is not so much in referenee to running as to breeding." "There are cases," like that of Sir Archy, "where a horse begets racing stock out of all sorts of mares, as Touchstone, a grandson of Whalebone, carrying his grandfather's fame still further." But in breeding, the brood-mare must unite high qualifications, in blood, frame, health, and temper; as "like begets like," but subject to the various considerations partly alluded to. "Like the brood-mare, the stallion requires several essentials," as in the mare; but "he must not only be suitable *per se*, but he must also be adapted to the particular mare." "The rock upon which most men split is a bigoted favoritism for some particular horse." "If not already twice bred in and in," it is recommended to seek "the best stallion of the best strain in the mare's pedigree." "A cross into blood already existing in the mare, but not recently in-bred, nor used more than once, will sometimes answer." "It is commonly supposed that one or the other of the parents should be of mature age; and that if both are very young or very old, the produce will be decrepitate or weakly." "The general practice of breeding is to use young stallions with old mares," and *vice versa*.

"The various crosses since the days of Herod, Eclipse, and Matchem, are so numerous that it is no longer possible to class them;" "far less from the Godolphin and Darley Arabians, and the Byerley Turk," from which all the best pedigrees are

to be traced. But the author classes the best horses now on the English Turf under the following heads.

“Waxy at the head of the list,” numbering “among his stock, in the direct male line, 13 St. Leger winners, 13 of the Derby, and 11 of the Oaks, and more winners of great races than any two horses since his time.” “Like Orville, he is chiefly composed of Eclipse and Herod blood, with a double dash of the Godolphin, through Sportsmistress, dam of PotSos, and Lisette.” “This stock will run all day, and no distance is too great for them;” but “are not so fast for a mile as some others—especially the Buzzard stock,” from Selim, Sultan, Bay Middleton, &c.; “which are more calculated for the Rowley mile” than longer distances. Glencoe and Grey Eagle are of this stock, each of them three removes from Buzzard. The get of Glencoe and of Grey Eagle are very fast, and some of both can stay the distance. “Buzzard, imported into Virginia, is represented by almost as many fashionable horses of the present day, in England, as Waxy.” “Orville, like Waxy, a good race-horse—bearing affinity in blood and results to our Sir Archy—is remarkable for combining speed with stoutness.” “He was in-bred in King Herod, his dam having been by Highflyer, and his sire out of a Herod mare; whilst his grandsire, King Fergus, by Eclipse, was out of a mare by Tartar, sire of Herod.” “The Waltons and Haphazards may well be classed together. In blood they were nearly identical, being by Sir Peter out of mares by Eclipse, or his son Dungannon.” Of Walton’s descendants, Partisan, Venison, and Gladiator, are the most prized; and the blood of the last two is by many considered equal to any thing out. “Nothing can exceed the beauty of form from the combination of the Waxy and Sir Peter blood, as in Gladiator and Kingston; remarkable for blood-like frames, Arabian-looking heads,” &c. &c. “The Sorcerers,” descended from Matchem and Diomed, “are large, fast,” &c., “like the Melbournes”—“fit for any work but turning corners.” “Fast enough for any thing, but require time to fill up their frames.” “Over a distance of ground, most of these strains would generally be beaten by the stock of Whalebone or Orville.”

After this “disquisition” on breeding, it is left for American breeders to decide for themselves, without further counsel, from

what blood and what stallions they are to look for the perpetuation of the best stock in this country. Most of our horses of celebrity are considerably advanced in age, as Trustec, Glencoe, and Margrave. Those most distinguished on our turf, that need not be named, are yet untried in the stud. As for the result—*nous verrons*. Others may furnish the “Spirit” brief and intelligible pedigrees of a score or more of our best American-bred stallions, of which I am incapable. Kentucky, our present “race-horse region,” seems to have benefited by crossing judiciously the Sir Archy stock with good English horses; and both with the American Eclipse blood, especially as transmitted by Medoc.

OBSERVER.

BEST FOUR-MILE-HEAT RACES—TIME AND WEIGHT—EXAMPLES—
LECOMTE, LEXINGTON, ETC.

Mr. SPIRIT.—As our representatives say on the floor of Congress, will you allow me “to define my position?”

The crude vagaries and vaticinations of “Observer,” shall have farther notice. The “vagaries,” as alleged, it has been shown have been creditably shared on both sides of the Atlantic. In respect to the influence of weight upon the time of a race, very different opinions have been entertained. In England so much importance is not attached to time as in our country; more to weight. With us, some think “the best horse America ever produced” must necessarily run four miles in the fastest time.

The fallacy of this is apparent. Who remembers the time of many of the best horses of England and America? The famous Reel’s fastest race was her last, when beat by George Martin, with less weight for age, in almost the precise time of Tally-ho’s two heats! Florizel and Monarch were so superior to all competitors as never to be put to their speed by any of them. More cases of the kind have occurred in England than in America. But the system of racing in the two countries is now so different as scarce to admit of comparison. In England, by handicapping, putting heavier weights on the best horses to produce an equality, the inferior ones most frequently win; and,

with light weights, they make faster races than their superiors. This is well understood in England. For example; Inheritor's reputed race, at three years old, 86 lbs., two miles in 3m. 25.

Without expressing an opinion relative to the proper consideration to be attached to weight, both upon time and the results, two examples will answer the purpose.

"Glaucus, 5 years old, 8 stone 7 lbs.—119—September, 1835, at Doncaster, beat Muley Moloch, 5 years old, 8 stone 10 lbs., two miles, in 3m. 44s."

"Muley Moloch, two days before, 8 stone 9 lbs. each, beat Glaucus, the same course and the same distance, in 3m. 40s.

"These races were timed by an American gentleman."

We avail ourselves, from the "American Turf Register,"—vol. 3, pp. 347, 348, 349—of the opinion of one of our ablest turf writers—the late Judge Duval, of the U. S. Supreme Court for the District of Maryland, in which he resided—touching this subject. He says if the accounts of Childers be true, he "must have run nearly half a mile in four faster than any other horse, Eclipse excepted, which ever ran in England." But he doubts the statement, and points out its absurdity and contradiction; concluding with the remark, relative to Childers, "whereas in his fastest race, when he ran four miles in 6m. 48s., he was moving at the rate of little more than 51 feet 9 inches in a second, and at the rate of a mile in 1m. 42s."—Be it observed, the fastest mile on record, as having been run in this country, was by Hegira, with catch weight, near New Orleans, in 1m. 42½s.* The Judge adds;—"Eclipse ran at York four-miles in 8m., carrying 12st., 168 lbs., 42 lbs. more than the standard weight at this time. If the calculation of old experienced sportsmen, that the addition of seven pounds weight in the rider makes the difference of a distance, which is 240 yards, in a heat of four miles, be correct, then the running by Eclipse, carying 40 lbs. more weight than Childers, will prove that Eclipse was the swiftest animal. If he had carried only 128 lbs. he would, according to the computation, have run the distance in 93 seconds less than with 168 lbs.; this would have reduced the time from 8m. to 6m. 27s. Your correspondent entertains the opinion, that if Childers and Eclipse had flourished at the same time, Eclipse would have proved himself superior to Chil-

* This cannot be proven.

ders in a race of four miles and repeat. Childers flourished in 1721-2, Eclipse in 1769-70."—For their memoirs see American Turf Register. The Judge concludes;—"Next to these celebrated racers, perhaps Highflyer was the fleetest horse that has been raised in England. As it does not appear that his running has ever been timed, no opinion approaching to certainty can be hazarded; but as he beat with ease Dorimant, Shark, Dragon, Dictator, &c., which were among the best horses then on the turf, it may be assumed as a fact, that he was the third horse in speed ever bred in England."

"It should be recollected that Lath, Babraham, Dismal, Dormouse, Mirza, and Regulus, were never beaten. We have no evidence that their running was ever timed."

According to the memoir of Eclipse—from page 541 to p. 547, vol. 3, "American Turf Register,"—it does not appear that in any of his eighteen races his time was at all noted, excepting at York, at six years old, as above quoted. "In truth, not any horse had a shadow of a chance of winning against Eclipse." On more than one occasion he distanced the whole field, and it appeared he could do so whenever he chose. "He was never beaten, never had a whip flourished over him, or felt the tickling of a spur."

Suppose our turfmen try the experiment of weight, as in the above cases, with their vaunted steeds, and furnish the results for publication.

Those deemed our best four-mile races are as follows, arranged according to the fastest time;—

Lecomte, 3 years 11 months old, carrying 89 lbs., beating Lexington, on the Metairie Course, near New Orleans, in 7m. 26s.—7m. 38 $\frac{3}{4}$ s.

Fashion, 5 years old 111 lbs., beating Boston, aged, 126 lbs., on the Union Course, near New York city, Long Island, in 7m. 32 $\frac{1}{2}$ s.—7m. 45s.

Tally-ho, 4 years 6 months old, 104 lbs., on the same course beating Bostona and Free Trade in 7m. 33 $\frac{1}{2}$ s.—7m. 43 $\frac{1}{2}$ s.—7m. 52s.—8m. 10 $\frac{1}{2}$ s.—Free Trade, winner of the first heat, was distanced in the second.

Eclipse, aged, 126 lbs., beating Henry, 4 years old, 108 lbs.,

same course—Henry winner of the first heat—in 7m. 37½s.—7m. 49s.—8m. 24s.

Dick Doty, 4 years 6 months old, 100 lbs., beating Little Flea and others at Lexington, Kentucky, in 7m. 37½s.—7m. 46½s.

Red Eye, 7 years, 124 lbs., beating Nina, at Broad Rock Course—100 and more feet over a mile, see late “Spirit,”—near Richmond, Virginia—Nina winning the second heat—in 7m. 46—7m. 46¼s.—7m. 49s.

Red Eye, aged, 124 lbs., beating One-Eyed Joe—winner of the first heat—and Fanny Fern, at Baltimore, in 7m. 43s.—7m. 45s.—8m. 24s. Red Eye had previously beat Joe in two and three-mile heats.

It is left for others to draw their own conclusions from the relative ages and weight, as well as the courses, as to the best of these races according to the time made. Boston has won the two fastest four-mile heats at Newmarket, the first heat, in one race, 7m. 50s.; and the second heat, in the other, 7m. 52s.

In respect to Tally-ho’s race there has been an erroneous statement, no doubt unintentionally, in the reflection on some of “Observer’s fast races,” as follows;—“Between Free Trade, Tally-ho, and Bostona, Free Trade won the first heat, and was distanced,”—the second.—“Bostona, then, *who had not run for the first*, came and won the second, showing a falling off of ten seconds. In the 7m. 26s. and 7m. 38¾s., Lecomte won both.” In this extract there is this mistake. Tally-ho won the *second* heat. As stated at the time, “his is undoubtedly the best race, of four-mile heats that has been run any where; having run for every heat, and been *lapped* with the winner the heats he lost; the falling off was ten seconds between the first and second heat, nine seconds between the second and third.”

To draw correct deductions, it is essential the premises be correct. Arguing from the record, “Observer” has sometimes been prophetic in his predictions and opinions. For example, judging from Henry’s race with Eclipse, in the *then* “unprecedented” and almost incredible time, such as many believed would never have its parallel, “Observer” predicted their time would be surpassed on the same course; as it has been by Fashion and Boston, and by Tally-ho and Bostona; and in the

aggregate, though not in the first heat, by Peytona and Fashion—the last 7m. 39 $\frac{3}{4}$ s.—7m. 45 $\frac{1}{4}$ s.

Again, in the 12th volume of the “American Turf Register, for 1841,” page 202, “Observer” wrote; “for renown, both on the turf and in the stud, in my humble judgment, *none* but Sir Archy deserves to be regarded as the American Highflyer. It remains to be seen if his *incomparable* descendant, Boston, as compared with our race-horses of the last twenty years, can in the stud supply Sir Archy’s unoccupied place; and maintain his own renown, and that of his—other—illustrious ancestors, Florizel and Timoleon, that were respectively at the *head* of our turf; and, excepting himself, as good race-horses as ever run in our country, if not the *very best*. Boston *retires* with an unrivalled reputation”—this, be it observed, preceded his covering one season, and being brought *again* upon the turf, and encountering Fashion;—“one, too, much longer enjoyed than by any ‘illustrious predecessor.’ For years he has defied all opposition at three and four-mile heats. From “his performances—as referred—I have but little doubt he might have run *his four miles, carrying, too, 126 lbs., lower down in the thirties than a four-mile heat has ever been achieved in this country.* The rate of 1m. 53s. a mile would bring out a four-mile heat in 7m. 32.” In his subsequent match race with Fashion, coming in lapped with her, the first heat was in 7m. 32 $\frac{1}{2}$ s.; and it is now believed that when he beat Carter, the heat would have been some seconds faster than that if his competitor had not given up his run at the end of three miles, in 5m. 36s.

In closing his article in defence of Boston, in reply to “A Young Turfman,” Nov. 12th, 1853, “Observer” wrote; he “has been again fortunate in the prediction that Red Eye and Nina would contribute to the fame of Boston, and that in matches against them, and *others of Boston’s get*, such as Dick Doty, *Levington, Lecomte*, and Arrow, it would be difficult to find the get of any other famed horse, either a Glencoe, or a Sovereign, to put against the get of Boston.” Was that a “crude vaticination,” especially as regards Lecomte? Has not “A Young Turfman” himself adopted the opinion of “Observer” in respect to “Old White-Nose?” He thinks “there is nothing on record, in this or any other country, to disprove the assertion

that Lecomte's time—7m. 26s.—7m. 38 $\frac{3}{4}$ s.—is the best ever made at four miles, weight for age." He adds; "though Lecomte's time be the best on record, we believe few turfites who saw the race doubt his ability to have run the first heat in 7m. 24s., and the second in 7m. 35s." This admission, respecting *a son of Boston*, is surely creditable to the candor of "A Young Turfman."

From the description of him by "Equus," for which your correspondent feels obliged, it seems Lecomte resembles his sire in form, color, and marks—even the white nose—and a white leg, like his ancestor, Eclipse, to which, by the way, no horse now upon the turf is nearer related—though, in some respects, smaller than his lineal ancestors, Timoleon and Boston, it seems Lecomte is near the size and dimensions of American Eclipse.

"According to "Equus," the "average time of each mile of the first heat was 1m. 51 $\frac{1}{2}$ s.; the last two miles of the second heat is 3m. 38 $\frac{3}{4}$ s.; the three last miles of the first heat in 5m. 33s.; the four miles in 7m. 26s.; and the third mile of the second heat in 1m. 46s.;" concluding that "the average of the heats beat the fastest time on record, even in a single heat, or a dash of four miles,"—"that the last two miles of the *last* heat has never been beaten but three times, even in races of two-mile heats,"—"that the time of the last three miles of the first heat has never been beaten or equalled, even at heats of three miles;" and that "the *seventh* mile has never been beaten but three times,"—in mile heats—"and then only by half a second—Lecomte himself being one that beat it, beating Conrad the Corsair, who subsequently made it in a third heat—Flying Dutchman being the first horse that ever made it." But does not "Equus" overlook Hegira's mile in 1m. 42 $\frac{1}{2}$ s.,* and the recent performances of Charles Ball in 1m. 48s.—1m. 45 $\frac{3}{4}$ s." "Equus" thinks their time "will never be equalled, unless" these surpassing sons of Boston, "Lecomte and Lexington, meet again," under similar circumstances; as in their four-mile race, "the fastest mile, the fastest two miles, the fastest three miles, and the fastest four miles were made" during the distinguished meetings of "three weeks." They too, "have never been beaten except by each other."

* See Note * on page 475.

In defining my position, I can subscribe to all this; and that they have run the fastest four miles of any ever run in this country, by six seconds; and yet think it "questionable" that either of them is "the best horse ever produced in America." To say nothing more of Sir Archy, or their sire Boston—their other ancestor, Florizel, like English Eclipse, knew nothing of whip or spur, frequently distancing renowned competitors, and retiring from the turf when no other opponent would meet him; this, too, in the days of such "cracks" as the Maid of the Oaks, of Post Boy, of First Consul, and of Oscar and others; not one of them daring to accept a challenge of \$10,000 a side. Lecomte's other ancestor, Timoleon, was so superior to his contemporaries, Reality, Lady Lightfoot, and others, in their palmy days, that "the Napoleon of the Turf," the late W. R. Johnson, has said of him: "I have seen him run all the races in Virginia he ever ran; his performances, from one to four-mile heats, has been such as would do credit to the *best* runner in either this country or Europe." To this day, the *fastest* race of mile heats, at Newmarket, the spring he was three years old, was won by Timoleon in 1m. 47s.—1m. 48s., distancing the field the second heat. The preceding day he had won a match race of half a mile. Such authority has weight with "Observer." Still he sees no reason why Lecomte and Lexington may not be as far superior to all of the American horses as Childers and Eclipse were reputed to be in England. But he does not perceive that such a proposition is yet proven.

One of "Observer's" vagaries was shared by Larkin—and he *saw* the great race between the wonderful sons of Boston—who concludes his statement as follows; "there is a great diversity of opinion among all classes of the racing and sporting community in regard to the question of superiority between the two horses, and if they were started on a match to-morrow, it is very hard to say which would be the favorite."

Although admitting "they are two of the best horses that ever appeared on the American Turf," west of the Alleghanies; and that they are now superior to any horse upon the American Turf; yet "Observer," from all he has heard, and for the reasons he has assigned, is not prepared to say that either "Lecomte" or Lexington is "the *best* race-horse America has *ever*

produced." Some weight having been attached to his opinion, he is induced to repeat this declaration, in thus defining his position. As Brutus said to Cassius, "an older, not a better." "Did *I* say better?" *Non ego.* OBSERVER.

TO "IPSUS," OF ENGLAND.

The English blood horse was known in Virginia, our ancient dominion, the mother of States, and of our best race-horses formerly—heretofore considered our "race-horse region"—long before any Stud Book appeared in England, the pursuits of the turf having been introduced to Virginia during the reign of the Stuarts; but, until within a few years, pedigrees, often lost, depended, almost wholly, upon the mere certificates of the gentlemen of the olden time. Their blood stock originally descended from the best of England, the basis of the Virginia race-horse during the days of the Colonial government; when "Fearnought was the Godolphin Arabian of Virginia," though "Jolly Roger had a prior claim to that distinction," with whose name, and that of Janus, many of our thoroughbred pedigrees terminate. "The judicious breeders of the present day, when they have the ancient crosses of Fearnought, Jolly Roger, Monkey, Othello, Silver Eye, and Morton's Traveller, in their pedigrees, want no other aid of foreign crosses, to insure speed, bottom, lastingness, and ability to carry heavy weights."

For near a third of a century succeeding the Revolution that separated the Colonies from Great Britain, the following English horses contributed chiefly towards the improvement of the American race-horse—viz., Bedford, Citizen, Clockfast, Dare Devil, Diomed, Gabriel, Medley, Messenger, Saltram, Shark, and Spread Eagle. Other importations during the same period, such as Buzzard, Chance, Clifden, Cormorant, Dragon, Oscar, Precipitate, Sir Harry, Whip, &c., were not equally successful, as stallions, in Virginia. Diomed, Saltram, Sir Harry, and Spread Eagle, it will be remembered, were Derby winners. Buzzard had the first celebrity on the turf and in the stud in England, especially as the lineal ancestor of Selim, Castrel, Saltram, Bay Middleton, the Queen of Trumps, Flying Dutch

man, and other cracks, many of them winners of the Derby and of the Oaks. Buzzard would be scarcely remembered in American pedigrees but for his son Hephestion, out of Sir Archy's dam, and as the sire to the dam of Woodpecker, the sire of Grey Eagle. Many of our pedigrees, including that of Grey Eagle, trace to Col. Tasker's Selima, by the Godolphin Arabian, or to Mr. Carter Braxton's Kitty Fisher, by Cade, mares of the first distinction both on our turf and in the stud.

The excellence of the breed of our race-horses is likely to be perpetuated by the more recent importations of such horses as Priam, Barefoot, Margrave, Rowton, St. Giles, Squirrel—six Derby and St. Leger winners—Zinganee, Leviathan, Glencoe, Trustee, Riddlesworth, Belshazzar, Sarpedon, Consul, Emancipator, Nonplus, Tranby, Cetus, Chateau Margaux, Fylde, Luzborough, Skylark, Monarch, Sovereign, &c.* The last two names are not found in the English Stud Book. They were from the Hampton Court Stud. Monarch, on account of his brilliant turf achievements in South Carolina, winning all his races, is believed to be the best son of Priam, out of Delphine, by Whisker; and Sovereign, by Emilius, out of George IV.'s famous race-mare Fleur-de-Lis, the best race-horse of her day in England.

The application of the preceding remarks to the origin and blood of our race-horses will be now made to those fast and stout competitors, Boston and Fashion, whose race of four-mile heats is regarded, with us, as among the best on record; respecting which an intelligent commentator, "Larkin," remarks—"In a comparison between Boston and Fashion, under equal circumstances, the papers are rather against Fashion. When called on, she could not run a heat in 7.40, with her weight, at eight years old. Boston, when nine years—carrying 5 lbs. more than Fashion—ran a first heat in 7.33, and a second in 7.46. Fashion, the winner of the match race, was five years old, and carried 111 lbs." However, Henry, by Sir Archy, dam by Dioned, grandam by Bell Air—son of Medley—when barely four years old, carrying 108 lbs., had the honor to "show the way to the thirties" in his match race with American Eclipse, four-mile heats, run in 7.37½—7.49. Eclipse, aged, 126 lbs., the winner of the second and third heats, the last in 8.24, was

* See Note † on page 475.

by the Virginia-bred Duroc, son of Diomed, dam by English Messenger, out of an English mare, by Pot8os, son of Eclipse.

Boston's achievements are referred to in the 13th volume of the "American Turf Register," thus—"No horse ever had a higher reputation, or sustained it more nobly. His career has been brilliant beyond all comparison; for years he had no equal, and he leaves behind him no superior. He has started in over forty races, and has won about thirty at four-mile heats alone. He has won in stakes and purses, for his owners, nearly sixty thousand dollars; while the amount he has won for his different backers would probably exceed half a million!" The time of Boston's race with Fashion has never been rivalled, except by his own offspring—Tally-ho and Bostona on the Union Course, New York State; Red Eye and Nina near Richmond, Virginia; and lately, by Lecomte and Lexington, near New Orleans.

THE RACING AT NEW ORLEANS.

REFLECTIONS ON THE LAST RACES OF "THE BEST TIME EVER MADE," AT THREE AND FOUR-MILE HEATS, WON BY SONS OF BOSTON.

The "record," both as regards the past, and now for the present, puts an end to "the Boston controversy."

The following extracts are made from late New Orleans papers.

THE BEST TIME EVER MADE—Seven minutes and twenty-six seconds.—Lecomte, the Red River horse, now stands the champion of the world; and who is able to tear the laurels from his noble brow? The fastest time on record was made by Fashion, on the Long Island Course, in 1838, when she beat Boston, the sire of Lecomte, in 7.32½. The next best time was made by George Martin, over a Louisiana course. George Martin ran a heat at New Orleans, in 7.33; Miss Foot a second heat in 7.35. Yesterday's race marks a new era in the turf calendar; and hereafter when you speak of time, you must say, "fastest time on record."—*Lecomte, by Boston, out of Reel, won a heat on the 8th of April, 1854, over the Metairie Course, State of Louisiana, in 7.26.*

THE GREAT RACE.—The race of yesterday was the greatest and most brilliant one that has ever occurred in America. The result will produce a profound impression throughout the country. The glories of Eclipse, of Boston, of Fashion, of all the other classic heroes and heroines of the turf, must pale before the glory of the modern champions, who, yesterday, made the most marvellous display of speed on record. Here is feasible proof that this is an age of progress. We have not degenerated in horse flesh, if we have in a great many other matters. We, of this much calumniated century and epoch, boldly fling Lexington and Lecomte into the faces of preceding generations, and ask them if they can beat that time—the first four miles in *seven minutes twenty-six seconds*, and second heat of four miles in *seven minutes and thirty-eight and three-quarter seconds*? Shades of John Randolph, and William R. Johnson, and of your contemporaries—who were so intensely excited by the great contest between the North and South, when Henry and Eclipse decided a great question of sectional pride—will ye not be startled in your shadowy retreats by the wonderful figures which were yesterday exhibited from the judges' stand on the Metairie? Where now is the great time of Boston and Fashion, 7.32½; of George Martin, 7.33, and Miss Foot, 7.35; of Grey Medoc, 7.35, over a better track than the Metairie presented yesterday?

It was a beautiful race from the start. The great display of Lexington on Saturday, when he so easily beat a horse which came to this city with more reputation than any horse in the United States enjoyed, had made him a general favorite. The bets were on him against the field, and, in many cases, two to one were ventured on him against Lecomte; Reube was but little regarded, and was thrown in, to take the chances of any accidents, or in case that three heats were run, with a hope that his endurance might tell in so long a stretch. The contest was a noble and close one between Boston's two gallant colts.

In the first heat they ran regularly, Lecomte a few lengths ahead all through, and winning the heat in 7.26. After this the bets were decidedly in his favor, two and even three to one. The second heat was a varied and most exciting contest. Lexington got the start, and kept it until the second mile, when they closed in the quarter stretch; after a prodigious struggle,

Lecomte shot ahead, and continued gaining, until half way in the third mile, a formidable gap was made between them, producing serious apprehensions that it would be a contest between Lexington and Reube, which should be worse distanced. But suddenly Lexington gathered himself up, and putting out all his power, closed upon Lecomte, and in the last mile the struggle became a very close and intensely exciting one, Lecomte coming in about a length or so ahead of his rival.

The enthusiasm and hurrahs of the multitude at the termination of the race denoted not so much the general satisfaction in the victory of Lecomte, as in the brilliant character of the contest, and the splendid achievements of both horses. Two more equal champions could not be pitted against each other. The old Boston blood is conspicuous in both; they are the noblest living representatives of the numerous progeny of that noble old patriarch of the turf in the United States. Much is due, no doubt, to the fine training of these two splendid horses, under the direction of Colonel Bingham and General Wells, in whose stables Lecomte and Lexington have been trained, and who, with Messrs. Kenner, Minor, and other planters of Louisiana and Mississippi, gave more attention to the care and training of their fine bloods than any other gentlemen in the United States. The Boston blood is pretty certain to display its excellence. Louisiana may now boast of having the two fastest and greatest horses in America, or that ever appeared on the turf in this country.

Far be it from one who entered the arena in defence of Boston, his blood, and his progeny, to detract at all from the fame of "Lecomte, by Boston, out of Reel"—the winner, last year, of mile heats in the fastest time on our record, and also on the Metairie Course, in $1.45\frac{1}{2}$ — $1.48\frac{1}{2}$, and without being urged at all—or to question that he has run four miles, and four-mile heats, "in the fastest time on record;" yet, before the conclusion is admitted, that Lecomte's is the "*best* race" that has been run in America, or that he "stands proudly before the world as the best race-horse ever produced on the turf," the record should be consulted in respect to some other races, as run by Fashion and Boston, Tally-ho and Bostona, Red Eye and

Nina, and by Eclipse and Henry. It will be discovered, especially at the most northern course, "The Union," near the city of New York, that more weight was carried for age, and for colts, too, nearly of the same age, and that there was a shorter interval between the heats in those races than in Lecomte's—considerations that may fully compensate for the difference in the time as made at the Union and the Metairie Course. We will now pass by those—until now the fastest on record—to the earlier achievement of Henry, son of Sir Archy, as compared with that of Lecomte. At the time of each race, there was scarcely a month's difference in their ages, if as much. Henry, as a four-year-old, in May, carried 108 lbs. Lecomte, as a three-year-old, in April, 86 lbs. Had Henry's been in April, as a three-year-old, instead of May, as a four-year-old, with the difference of weight, who can doubt that he would have beat Eclipse? *Non ego.* Let Lecomte take up 108 lbs. Who can doubt that he cannot come within ten seconds of his late race? *Non ego.* Reube, of the age, but not with quite the weight of Eclipse, ran in as good time as Eclipse, in his great race. "Reube's time, the first heat, 7.37," and, in the second heat, was about equal to Eclipse's 7.49, although the red flag was shaken in the face of Reube.* But, in four-mile heats, at the Union, the interval between the heats is thirty minutes, whereas, at the Metairie, it is 45 minutes.

Let the rules of the Union Course be applied, at the Metairie, to Lecomte, and it is very questionable, at least such is the opinion of some, whether Lecomte will do better than Henry, with the weight he carried when of the same age; and it is hardly to be expected from Lecomte, that, at nine years old, he can take up Boston's weight—126 lbs.—as carried in his match race with Fashion, and that the son should *then* surpass the achievement of the sire. Until these things are done, the writer questions the justice of the claim for Lecomte, brilliant as his achievement is—first heat of four miles in 7.26; second heat, 7.38 $\frac{3}{4}$; the third mile of the last heat in 1.46, and the last two miles in 3.38 $\frac{3}{4}$!—that he is "the *best* race-horse ever produced" in America, to say nothing about England. Boston's name must still stand "foremost on the file."

Your correspondent, Mr. "Spirit," is neither "a prophet nor

* Reube never ran a heat in 7.37.—ED.

a son of a prophet," yet he has been singularly fortunate, as you may recollect, in some of his vaticinations—not only about "Boston and his get," but in one of them—as on another occasion—having actually *placed* Lexington, Lecomte, and Highlander, as in the great stake race, remarking, however, in another article, that, judging from the blood and performances of Lecomte, he thought it "not unlikely" he would win, having years ago predicted in the "Spirit," long before it was accomplished, that the day would come when the time of Eclipse and Henry would be beat at the Union. Subsequent events speak for themselves.

However, it is undeniable that Lecomte has run the *fastest* four miles on *our* record, and it may be questionable if it can be surpassed by any horse in the country with a feather. At three-mile heats, Arrow, another son of Boston, has surpassed, in like manner, the time of all other races at that distance, in accomplishing $5.33\frac{1}{4}$ — 5.36 — $5.43\frac{1}{2}$. Blonde may yet prove "an ugly customer" to Lecomte, having beaten with ease, in nearly as good time, the competitor of Arrow, in the last fast race.

Instead of speculations, amateurs at a distance from Louisiana would be more gratified in learning of *facts* connected with cracks; besides *all* the minutiae of their exploits and blood, to have descriptions of the horses themselves—their size, color, beauty, form, points, &c.

OBSERVER.

EDITORIAL NOTES.

* (P. 467.) Hegira never ran a mile in $1.42\frac{1}{2}$. She ran two miles, with feather weight, in $3.34\frac{1}{4}$.

† (P. 470.) Monarch and Sovereign are not to be found named in the English Stud, but the years of their foaling, 1834 and '36, with the color of the colts, and a note stating, can be found under the produce of their respective dams, Dolphine and Fleur-de-Lis. See English Stud-Book, vol. 4, pages 117 and 168.

THE TRUE UTILITY

OF THE THOROUGHBRED RACE-HORSE.

If the advantage to be derived from the thoroughbred horse depended on no more than his applicability to the turf and his fitness for racing purposes, I should not have assigned to him the prominent place, which he occupies in this work.

In fact, the race-course was not, in the beginning, so much as thought of as a scene for the display of his high qualities; much less was racing considered as an end, for which the Eastern horse was imported into Europe, by our ancestors.

It was for the improvement of the native stock of horses, in the various European kingdoms, by giving to them speed and endurance, in which points no other breed can compare with them, that the Asiatic and North-African horse was so eagerly sought by the monarchs, especially of England, during the seventeenth, and the early part of the eighteenth century.

At first, the race-course was resorted to, solely, as a method of testing the prevalence or superiority, in certain animals or breeds of animals, of those qualities of speed and endurance, which can, by no other known method, be so completely, so accurately and so fairly brought to the test.

Soon after the introduction of the thoroughbred-horse, this process of testing his qualities grew into a favorite sport with all classes of persons in England. Race courses multiplied, throughout the kingdom, and racing became an established national institution.

Thenceforth, in some degree, the objects of the possessors

and breeders of race-horses underwent a change; and what had been the means became more or less the end. Horses, in a high form, of the purest and most favorite strains of blood, were eagerly sought, and commanded large prices, for the purposes of sport and honorable competition, as was the case in ancient Greece, at the period of the Olympic games.

At a yet later date, a second change of object has taken place; and, with but few exceptions, the thoroughbred horse is now kept, both in England and this country, for the paramount purposes of money-making, either by the actual winning of his prizes, or by his services in the stud, after his racing career is finished; for either, or both, of which objects, the highest development of the two qualities of speed and endurance—which can only exist in conjunction with thorough blood—coupled with form and size, are absolutely required.

Still, in England, especially, the first end of improving the breed of the general horse, has never been lost sight of; and racing has been always so constantly regarded, as the only method of inducing the maintenance of studs of thoroughbreds, and the continuance of a supply of pure blood, that it has been continually supported by government, as a national institution; and benefit-prizes, varying in amount from 250 to 500 dollars, have been given to be run for, annually, or biennially, at many established race-courses, in every county of England, to the aggregate of many thousand pounds sterling.

Racing and race-courses, therefore, are still, as they were intended to be from the first, the best and only mode of really improving the general stock of any country; although the animals employed may be kept, merely, or generally, for the gratification of cupidity and the excitement of the contest—the race-courses patronized only by the seekers of an amusement, in which none but fools and fanatics can find any thing, intrinsically, blamable or demoralizing. If it be admitted that racing and race-courses are subject to occasional abuses, that is only to admit them not to be exempt from a necessary condition of every thing human, not excluding religion itself. That they are peculiarly, or more than other institutions, involving large congregations of men and women, subject to such abuses, is, in no respect, demonstrable or true; and I will defy any

person who has ever witnessed a general training in the steadiest and most straitlaced of the New England States, or a camp-meeting, any where, to say that he has not been directly cognizant of more gross immorality at either of these, than he ever beheld on a regularly established race-course.

Two charges, especially, of gambling and of cruelty, have been brought against racing and race-courses, both charges irrationally and unjustly; although most of the State Legislatures of America—which seem to have an especial mission for legislating about every thing which ought to be let alone, and for letting alone every thing which ought to be the subject of legislation—have assumed the right of passing judgment, on both these charges; and prohibiting, or to the utmost discouraging a noble sport, directly tending to the improvement of the first and most valuable domestic animal, and the development of the wealth, the resources and the power of the nation, and the manhood of its urban and rural population.

The first charge is false, as belonging particularly to racing, or being especially stimulated by it.

Men, it is well known, who wish to gamble, *will* gamble, on any thing or nothing. They may certainly bet on horses running on the track, and do so—but they bet also on every athletic game; on many scientific games, in which chance has no perceptible influence; on their own powers; on elections; on casual events; on drawing long straws; on the running of water drops down a window pane.

I have never heard it proposed to put an end to elections, because men sometimes bet on them, although betting, in such cases, is not merely gambling, but barefaced bribery of the worst kind, and as such intended—yet it would scarcely be more absurd to prohibit elections, than to prohibit contests of *running* horses—while contests of *trotting* horses, involving worse and more fraudulent gambling, fourfold cruelty, and infinitely more disorderly assemblages, are freely permitted—for the alleged reasons.

As to the allegation of cruelty, it is palpably childish, absurd, and—it is not too much to say—*false* in the knowledge of those who make the charge. I have been an habitual attendant at all the principal race-courses of my native land, and of

this country, since I was a boy of fourteen years, and I can affirm that I never saw a single case of a horse cruelly overworked, to dire extremity, exhaustion, or death on a public established race-course, in my life ; nor a single instance of a horse barbarously and unmercifully punished, in order to force him to exert himself, a moment after it was notorious that he was doing his utmost.

I utterly disbelieve that any one else ever saw either thing—unless in the instance of some most rare and almost impossible exception. No concourse of people would endure the spectacle—no owner of a horse, for his own sake, would ever allow a jockey to ride again, who punished his horse brutally and needlessly, for reasons which are obvious.

There is more cruelty practised on the roads, and on trotting courses, daily, in matching horses against time, and over-driving them against one another, than there is yearly on all the race-courses in the world.

I know no case, and I doubt if one ever occurred, of a race-horse being ridden to death, on an established race-course. There is scarce a year on which two or three trotters are not driven or ridden to death in time matches, on the track or on the road—not a day in which twenty wretched hacks and omnibus horses are not worked and flogged to death, on the roads and streets of every large city in the United States. And it is safe to assert, that there is more barbarous, wanton, and profitless torture of punishment inflicted on draft horses, every day, in every capital city whatsoever than in the course of a year on every race-course in the known world.

And these facts are, or ought to be, very well known to the sleek, legislatorial pharisees, who annually prohibit racing, not—as Macaulay well observed of the Puritans in regard to bear-baiting—not because racing gives pain to the horses, but because it gives pleasure to the people who uphold it.

The prices of racers, of high blood and in a high form, as a first condition, and the secondary expenses of keeping up an establishment for the purpose of breeding, conditioning, and maintaining large studs of thoroughbreds, are so great, that the possession of such establishments is necessarily limited, in all countries, to the wealthiest classes ; and is yet farther confined,

in America, by the necessity that race-horse proprietors must, almost as a *sine qua non*, be country gentlemen, as opposed to the dwellers of cities; which is not at present usually the case with the wealthiest, except in the Southern States.

The profits derivable from the mere service of stallions are so small, and the comparative want of use for mares and fillies of thorough-blood, except for turf-purposes and for becoming the progenitrixes of racers, renders them so unsalable for general objects, that no one would dream of keeping blood-stock, which he would necessarily do at a loss, were he not allowed to remunerate himself, either by his winnings, or—what is the same thing—his hopes of winning on the turf, or by the pleasure and pride he takes in the performances and triumphs of his animals.

This he can do only by means of racing and race-courses. And it is idle to talk of any considerable number of men of wealth, incurring great expenses, involving considerable personal trouble, from purely patriotic motives, in order to confer benefits on a country which does not appreciate those motives, and on a population which does all in its power to discourage their pursuit, and to thwart their efforts.

In times of public peril and emergency, men will often make heavy sacrifices, and devote even life itself for the public good—although, even in such cases, it may be doubted whether the craving for renown be not as much the incentive to the deed as the desire of promoting the common weal. But it is, I presume, unheard of, that any large class of persons, under no urgency of state requirements, has ever, from mere prospective motives of patriotic well-doing to future generations, largely expended their means, their time and their talents, in order to produce results which they can never hope to see, and which, if they could, by no possibility could repay to them a tithe or a hundredth of their outlay.

The alternative, therefore, is indisputably this. Either race-courses and established racing, or no blood stables and thorough-bred stock in the land.

The question, Shall there be race-courses, or shall they be proscribed as nuisances? must be answered, then, according to the degree of utility which can be shown to be derivable from

the maintenance of a continued line of blood families, sufficient to supply stallions of first-rate qualities, to serve as progenitors to mares of all classes, and as the parents of half-bred, two-thirds bred, and yet more highly descended stock.

It is an unquestionable fact, that, on the Turf, nothing but what are admitted thoroughbreds can contend, with the slightest hope of success, against thoroughbreds, even with any advantage of weights, short of loading down the pure-blooded animal, so that he should be unable to gallop.

In the hunting-field, which is the next trial in severity to a race-course, no partly-bred horse can by any possibility stay the distance, when hounds are running the pace, alongside of a thoroughbred, equal to the weight he is called upon to carry, through deep ground and over fences.

The difficulty of obtaining thoroughbreds equal to the enormous weights hunters are called upon to carry—varying from 13 to 17 stone, horseman's weight, viz., from 182 to 238 lbs.*—running over all inequalities of ground, with the plough-lands or turf often fetlock deep, and taking on an average six leaps, four feet and a half and upward in height, and twenty in extent, to the mile, at distances of six to twelve miles, and at the rate of twelve miles in the hour; and the consequently enormous prices, commanded by horses of pure blood, with sufficient bone, height, and reach, compel the use of part-bred horses for what are called *welter* weights, except in the flying grass countries, where nothing but thorough blood can *do the thing quite well*, and where, consequently, none but very rich men can pretend to hunt, if they ride heavy, and desire to ride in front.

Part-bred horses of four or five crosses are those, then, which are in most request for very heavy men in ordinary hunting countries; while for light weights of 10, 11, and 12 stone

* That my readers may not suspect me of exaggeration, I would say that there were going, at the same time, with the Quorndon Hounds, in Leicestershire, at least twenty men above the lowest weights specified; and at least a dozen, of whom I might name Lord Alvanley, Sir Harry Goodricke, Valentine Magher, Sir Richard Musgrave, Campbell of Saddell, and, occasionally, Dick Gurney—he twenty stone, or 280 pounds—above the highest weight I have named. All these men rode quite up to the hounds, and if not on perfect thoroughbreds, never on horses with less than five or six pure crosses.

weight—140, 154, and 168 pounds, respectively—three parts, two parts, and even half-bred horses are used in the plough countries, by men who cannot afford to go the figure for blood. But there is no such thing known as a horse got by a half-bred horse, even out of a full-blooded mare, ever commanding a price, or going the pace, not quite, but even pretty, well, across a country.

For the hunter, therefore, in all recent times, since hounds run, or almost fly, instead of trailing along on a slow scent, the highest attainable degree of blood is desirable.

At maximum prices, any man of *any* weight, who can pretend to ride at all to hounds, if he choose to pay those prices, can be carried up to hounds on thoroughbreds.

And as to the idea of any man ever complaining that his hunter is too thoroughbred, I can only compare it to his complaining that his wife is too pretty.

It may be replied, that as, in America, we have no fox-hunting as a national sport, we, of course, need no hunters, more than we do racers; that hunting and racing are the amusements of the wealthy and privileged classes, only—are of no practical utility, and therefore, so far from being encouraged, ought actually to be discouraged.

For such balderdash, as even this, is unblushingly thrust upon the reluctant ears of men of common sense, by the blatant beasts who bellow their practical utilitarianism into the bedimmed and bedeaftened brains of the groundlings. Nay, I have seen it promulgated of late by the ignorant fanatics, who are roused into ludicrous frenzy by their perception of the returning sanity of the masses, as evidenced by the favor with which the trials of speed have been received at the agricultural exhibitions, in all parts of the United States, that speed is a quality of no possible advantage or utility in a horse.

One would rejoice to learn what might be deemed an advantage to the noble quadruped, speed being, doubtless, admitted to be a high quality in a cow, as giving milk has long been known to be the peculiar excellence of a pigeon. On the whole, perhaps, the horse himself is decided to be of no practical utility, and therefore to be dispensed with; in which case my arguments may be dispensed with also; but until that shall be

determined, I shall endeavor to show, that as a part-bred horse is the best general hunter, so is he, in a greater or less degree, according to the greater or less proportions of pure with cold blood, the best for all kinds of work, unless it be for draught of enormous burdens at a foot's pace. In the old days of English coaching, before the provinces of England were intersected by a network of iron rails, and hissing locomotives whirled their passengers from Land's End to John o' Groat's, measuring their miles by minutes, speed was a desideratum in coaches; and, as coaches were then drawn by horses only, it was not wholly useless in a horse.

In those days, the speed of the crack coaches, such as on the short roads, the Cambridge Star and Fly, the Brighton Age, the Portsmouth Telegraph, and on the long roads, the Leeds Rockingham and York Highflyer, carrying twelve outside and four inside passengers, in addition to the guard and coachman, and from half a ton to a ton and a half of baggage, was about fifteen miles, or from that to seventeen miles, an hour. I have repeatedly travelled on either of the two Cambridge coaches, the whole distance to London—fifty-two miles—within three hours, including stoppages; and I once travelled on the Leeds Rockingham, when that coach and the York Highflyer were running opposition, from that city to London—two hundred and one miles—in thirteen hours and thirty-five minutes, including all stoppages, part of the journey being night work.

Now, what were the horses by which these feats were accomplished, each team doing its distance, varying from six to nine miles, up the road and back, once each day, Sundays excepted, unless in the case of accident, or unusually severe and heavy roads?

The question is answered in a moment. Four-fifths of all the teams were broken-down thoroughbreds, and the remaining one-fifth nearly pure-blooded hunters—all of them horses which had either gone slightly amiss, so as to be thrown out of their original employment, or had, in the first instance, been unfit, owing to want of speed or some unsoundness of wind or limb, for the course or the field. Nothing but these could have done it, once. The pace would have killed them the first day; or if it had not done so, they could not have come again in a week.

These game animals, supported by their blood alone, and the iron hardness peculiar to the bones and muscles of thoroughbreds—many of them, the leaders especially, little weedy-looking screws—did it, day after day, at a rattling gallop, except now and then up some unusually steep ascent, when they were pulled into a trot, comparatively uninjured. They were, of course, well fed, well groomed, well housed, and well driven; and by well, I mean not only bountifully and carefully, but judiciously. But there was the daily distance to be done; it had to be done, and it was done, in spite of roads or weather—unless it were floods or snowdrifts—and I have often seen them so little the worse for the rating gallop of seven or eight miles in five and twenty minutes, with three or four tons at their heels, that they would bite at one another in play, when unhitched, and canter off to the stables with all their harness rattling about them, before the new team was in their places.

That speed the people demanded, at that time; and it had to be effected—that it was effected, was the consequence of there being thoroughbreds in England, sufficiently numerous and sufficiently cheap to be applied to coaching purposes.

It is useless to decry the advantages of speedy travel, in these days, when men *will* travel, at the risk of incurring actual peril of life and limb—if they travel far and frequently—equal to that faced by a soldier in active service, in the fastest and most insecure of railroads and steamboats. And it is just as absurd to decry the utility of speed in horse-flesh, which is not incompatible with perfect security, as it were to maintain that slow trains are preferable to fast ones, and that it is better to cross the Atlantic in thirty days than in ten or eleven.

For if it be as good, or better, it is evident that people will not do it.

And just as well may we expect a traveller purposely to select a slow steamer for an ocean transit, as to drive a slow horse and a bad traveller, when he can drive or ride one that rattles him off his fourteen or sixteen miles in an hour, with ease to himself, and pleasure to his owner.

It is a utilitarian maxim of the age that time is money; a maxim which we hear most earnestly insisted on by the anti-race-horse, anti-trial-of-speed, anti-every-sort-of-amusement pha-

rises, with whom money is not only the greatest, but the only, good.

Now it cannot be denied, that, in a far more matter of fact sense, than that in which time is said to be money, because out of time we may, or may not, according to our own abilities and other contingencies, make money, fast horses really are true, hard money. For in the exact ratio of their speed, other things being equal, will they command cash down.

Whether it be right or wrong, wise or unwise in the world, that it should be so, so it is ; and so long as the world will give large prices for fast horses, that can make the time, and stay the distance, so long do we opine that farmers, in general, and horse-breeding farmers, in particular, will judge it to be for their advantage to have their road-mare, if they keep one, or their plough-mare, if they do not, of a likely kind to drop a fast, well-shaped, enduring foal—in case they take a notion to throw her out of work for a while, and see if they can't get a clever colt out of her—will judge it to be for their advantage to stint her to a horse, which has shown himself by proof of trial, to be a sure getter of fast, hardy, and sound ones—even if he have to pay a handful of dollars for his service, more than for that of some loggy, lazy, swill-fattened drayhorse ;—and will judge it to be immensely to his advantage, if he find himself, at the end of three or four years, the owner of a young one, which realizes him eight hundred or a thousand, because he can go away down in the thirties, or half as much again, because he has the style, pace, action and speed to make a general officer's battle-charger, or a match for a pair of round-steppers, which, together, will command three or four thousand, from a city-dealer—Neighbor No-advantage-in-speed-Sour-Grapes, to the contrary notwithstanding.

Now to the production of the animals of the types I describe—I care not which of them—the blood sire is a requisite. And the better blood, the better I mean, for its proved transmission of speed and lasting, and the more of it, the better will be the foal ; whether he turn out a trotter, a charger, a hunter, a roadster, a carriage horse, or a mere machineer.

In whichever of these capacities he is fitted by his strength, size, weight, bone, show, speed, carriage, and action to excel,

rest assured beyond the possibility of a mistake, that the competitor, who is precisely his equal in every other respect, but his inferior in blood, he will beat in lasting, in coming again, and in endurance of punishment, by exactly so much as he does excel him in blood.

Nay! if he have very long to last, and very often to come again, particularly at high weights, and in distress, he may safely allow him the advantage of a very superior turn of speed. And those lovers and admirers of the trotting horse, and depreciators of the race-horse, as if he were a mere toy of luxury and idleness, an inciter to vain display, and an accomplice in sin and scandal, tacitly admit his immeasurable superiority as a progenitor, by the pains they take—wherever there is the shadow of foundation for such a pretence—to prove that the trotter is thoroughbred himself, or at least the product of three or four pure crosses.

For they well know that being shown *fast*, in his own performance, and in his blood indisputably of high thorough strain, his value is multiplied tenfold. Such descent is all but a guarantee that, whatever else he may turn out, he will not turn out a flincher or a dunghill.

Pedigrees of trotters are rarely to be ascertained, or even approximated, since they have for the most part passed through many hands, and are no longer young, before their powers are discovered—when it is too late to inquire. Still, it is known that many, and, for every reason, suspected that more of the best performers have been nearly if not quite thoroughbred.

Of this, however, I am prepared to treat more fully, when I come to speak of trotters and the trotting turf, the reason of their superior excellence and frequency in the United States, and of their rarity and inferior speed in Great Britain.

There is yet one branch of horse-breeding to be named, and that, perhaps, the most important in a national point of view. I mean the breeding of horses for mounting the cavalry service; and in none is the use of the thoroughbred stallion, as a sire, so manifest as in this.

The requirements of cavalry service, in modern armies, are twofold—the first, outpost duty, making reconnoissances of wide tracts of country, and skirmishing—the second, charging

solid masses, whether of infantry or horse, at speed, in the actual shock of battle. For the first of these duties, activity, rather than speed, quickness, hardness, and endurance, are the essential qualifications—for the second, the union of the maximum of speed with the maximum of the weight-carrying capacity.

In the charge of cavalry the measure of the impetus, or momentum, of the attacking body, is that of the weight multiplied by that of the velocity of the impinging body.

It is evident, therefore, that the heavier the body which can be propelled at a given rate against a lighter body, going at the same rate—or the greater the speed at which any given body can be propelled against an equal body moving at inferior speed—the more powerful and certain the effect of the charge.

In a word, the problem given to be answered is, how to propel the maximum weight at the maximum speed?

The weight of an English trooper fully accoutred and in heavy marching order, is prodigious; that of a hussar or light dragoon, averaging eighteen stone, or 250 lbs.; that of a heavy dragoon, twenty stone, or 280 lbs.; and that of a life-guardsmen, or cuirassier, twenty-two stone, or 308 lbs.

Great power is of course required to mount these ponderous masses, but great speed is also required to move them; for unless they can be launched at a tremendous rate, all the horses being so equal in their pace and stride that the line is kept perfectly dressed, and even, to the moment when the shock is to be given, the charge is a failure.

To attain this power of immense speed for a short time under a crushing weight, in the actual charge, and to combine with it the power of staying long distances, coming again quickly, moving actively, and enduring severe distress, nothing but the highest possible degree of blood that can be combined with bone, size, shape and action sufficient to endure such weights, and all this capable of being furnished at a possible price, can succeed. This can be, and is attained by the crossing choice blood stallions of the proper build and style on properly selected mares, to the second or third generation. The light brigade of Lord Cardigan, which made that prodigious charge and retreat, each of a mile and a half, was mounted on three parts blood-horses.

It is safe to assert that, had they been half-breds, not one horse would have got back into the British lines ; had they possessed no blood at all, they would all have stood still before they reached the Russian batteries.

The heavy brigade of Brig. Gen. Scarlet, which rode through the Russian troopers in fourfold force, as if they had been lines of pasteboard, were mounted on chargers having two crosses of pure blood, or as nearly so as possible.

Nothing but blood could have accomplished either feat.

And it is well to remember that, when cavalry meets cavalry in the deadly shock, both being equally brave and equally well led, that cavalry, which is horsed on chargers of the same weight, but of inferior blood and stride, must go down like grass before the scythe.

This is the pride and triumph of blood, that it can do every thing, for which it is intended, *quite well*, and that nothing else can do so ; with the exception of pulling tons of weight at a foot's pace ; and I have seen blood horses which could have done that too, had they been put to it ; one in particular, a gigantic stallion, named Belshazzar, which stood for country mares in the West Riding of Yorkshire, in about the year 1830. He was above seventeen hands high, and as large boned and generally powerful as any Conestoga horse I have since beheld.

The true utility of the thoroughbred horse, therefore, is the raising the standard of speed, spirit and endurance, *which are blood*, in horses for all purposes, the road, the hunting field, the shock of the battle, for pomp, for speed, for courage, for true service.

Woe to the country which, aspiring to equestrian fame, relies on any blood but that, or any mode of maintaining that, at its acme, but the assiduous encouragement and patronage of the race-horse and the turf.

It was thus that England won, centuries ago, her admitted invincibility, her immeasurable superiority over all European nations in her breed of horses ; not of one, but of all castes ; not for one use, but for all conceivable purposes ; thus, that she has preserved her prestige unaltered.

It is thus that we, following her example, can show one

country, the only one on earth to which it has been introduced, in which the English horse has not degenerated.

In every respect, at least, we stand equal to the mother country in her boasted equestrian glories; in one particular, our trotting turf, and the consequence thereof, our light, active, hardy roadsters, we avowedly surpass her. With her hunters and steeple-chasers we have not, nor are like to have, any competition; but it is probable that, before these lines shall have been converted from manuscript to type, the palm of the modern turf may have been lost and won.

All this, however, we have accomplished by cherishing what we have got from her, alone of nations, the pure blood of our thoroughbreds. If we lose that by our own neglect, or throw it away, in obedience to the folly of fanatical pharisees, it will be our own fault; and a fault which will deserve contempt, not pity; committing which, we shall merit alike and receive the ridicule of all foreign nations, and the reprobation of our own people, before the birth of a second, much less a third, generation.

ESSENTIAL POINTS

IN THE THOROUGHBRED HORSE FOR RACING PURPOSES.

IN the following description, the points of the thoroughbred horse are so admirably laid down by Stonehenge, and are so exactly those which I hold to constitute the perfection of a blood-horse in a high form, not only for racing purposes but as a stallion for improving the breed of animals, and for getting the best horses from any possible class of mare, for all possible uses, unless for the very slowest and most ponderous draught, that I extract it entire, endorsing it with all my strength, from an excellent work on British Rural Sports, to which I have here before recorded my indebtedness:—

Purity of blood is a *sine quâ non* for racing purposes, but it is necessary to understand what is meant by the term “blood.” It is not to be supposed that there is any real difference between the blood of the thoroughbred horse and that of the half-bred animal; no one could discriminate between the two by any known means; the term “blood” is here synonymous with *breed*, and by purity of blood we mean purity in the breeding of the individual animal under consideration; that is to say, that the horse which is entirely bred from one source is pure from any mixture with others, and may be a pure Suffolk Punch, or a pure Clydesdale, or a pure thoroughbred horse. But all these terms are comparative, since there is no such animal as a perfectly purely bred horse of any breed, whether cart-horse, hack, or race-horse; all have been produced from an admixture with other breeds, and though *now* kept as



pure as possible, yet they were originally compounded from varying elements. Even the best and purest thoroughbreds are stained with some slight imperfections, and therefore it is only by comparison that the word pure is applicable to them or any others. But since the thoroughbred horse, as he is called, has long been bred for racing purposes, and selections have been made with that view alone, it is reasonable to suppose that this breed is the best for that purpose, and that a stain of any other is a deviation from the clearest stream into one more muddy, and therefore impure; the consequence is, that the animal bred from the impure source fails in some of the essential characteristics of the pure breed, and is in so far useless for this particular object. Now, in practice this is found to be the case, for in every instance it has resulted that the horse bred with the slightest deviation from the sources indicated by the stud-book, is unable to compete in lasting power with those which are entirely of that breed. Hence it is established as a rule, that for racing purposes every horse must be thoroughbred; that is, as I have already explained, of a sire and dam whose names are met with in the Stud Book.

The external form of the race-horse is of great importance; but there is no doubt that the axiom is correct, "that the horse can run in all forms." The instances where this is so, however, are the exceptional cases, and the rule, nevertheless, is a good one, which lays down that *ceteris paribus*, the horse will be the best runner which is formed in the mould most like that of the greatest number of good race-horses. Thus, supposing it is found that out of 50 good horses 49 have neat heads, light necks, deep chests, oblique shoulders, long racing hind-quarters, strong hocks, &c., the presumption will be that a horse resembling those 49 in shape will also resemble them in speed and endurance. On the other hand, it is admitted on the turf that high-breeding is of more consequence than external shape, and that of two horses, one perfect in shape, but of an inferior strain of blood, and the other of the most winning blood, but not so well formed in shape, the latter will be the most likely to perform to the satisfaction of his master on the race-course. On this principle the proverb has been framed and handed down to us, that "an ounce of blood is worth a pound of bone," and with

the above explanation such is really the case. But in spite of all this recognized superiority of blood, it is indisputable that for the highest degree of success there must be not only high purity of blood, and that of the most winning strains, but there must also be a frame of the most useful character, if not always of the most elegant form. Many of our very best horses have been plain, and even coarse-looking—as, for instance, most of the Melbournes, and especially that very fast horse, Sir Tatton Sykes; but, in spite of their plainness, all the points are good and useful, and the deficiency is in elegance, not in real utility. Nothing can exceed the goodness of the frames of this horse's stock, and their width of hip and general roominess of make is such as to give them enormous power and great substance of muscle, which is particularly serviceable in the fillies got by him, a class of animals more often deficient in these points than colts. From this it results that the distinction must always be made between elegance and utility; and it must be remembered, that while the former pleases the eye, it is not really conducive to victory; whilst on the other hand, the ragged hips and general bony frames of some horses are not so elegant to the eye, but they give strong attachment to the moving powers, and also allow the muscular system to be largely developed on their foundation. The following are the generally admitted good points by which the race-course of high caste is distinguished from the common herd.

The height of the race-horse varies from 15 hands to 16 1-2 hands, or even 17 hands; but the general height of our best horses is about 15 hands 3 inches. Few first-class performers have exceeded the height of Surplice, who is 16 hands 1 inch, as is also the winner of this year's Derby, Wild Dayrell, Sir Tatton Sykes is 15 1-2 hands; and between his height and that of Surplice may be ranged every great winner for the last 10 or 12 years. This average, therefore, may be fairly laid down as the best height for the race-horse, though it cannot be denied that for some small and confined courses—as, for instance, that of Chester, a smaller horse of little more than 15 hands height has a better chance, as being more capable of turning round the constantly recurring angles or bends.

The head and neck should be characterized by *lightness*.

which is essential for this department. Whatever is unnecessary is so much dead weight, and we know the effect of 7 lbs. in impeding the horse over a distance of ground. Now 7 lbs. are easily bestowed upon a neck which may differ in at least 20 or 30 lbs. between the two extremes of lightness and excessive weight. Thus, it may be considered as indubitable, that whatever is met with in the head and neck, which is not necessary for the peculiar purposes of the race-horse, is so much weight thrown away, and yet it must be carried by the horse. Such is the general character of this part; but in detail the head should be lean about the jaw, yet with a full development of forehead, which should be convex and wide, so as to contain within the skull a good volume of brain. Supposing this fulness to exist, all the rest of the head may be as fine as possible; the jaws being reduced to a fine muzzle, with a slight hollowing out in front, but with a width between the two sides of the lower jaw where it joins the neck, so as to allow plenty of room for the top of the windpipe when the neck is bent. The ears should be pricked and fine, but not too short; eyes full and spirited; nostrils large, and capable of being well dilated when at full speed, which is easily tested by the gallop, after which they ought to stand out firmly, and so as to show the internal lining fully. The neck should be muscular, and yet light; the windpipe loose and separate from the neck—that is, not too tightly bound down by the *fascia*, or membrane of the neck. The crest should be thin and wiry, not thick and loaded, as is often seen in coarse stallions, or even in some mares. Between the two extremes of the *ewe-neck* and its opposite there are many degrees, but for racing purposes I should prefer, of the two, the former to the latter; for few horses can go well with their necks bent so as to draw the chin to the bosom; but here, as in most other cases, the happy medium is to be desired, which is that exhibited in the figure of Kingston, who is a horse as remarkable for his shape as for his exceedingly distinguished performances. His head and general form are those which may be selected as the pattern for the race-horse, for though he is often considered as too light in the girth, he is, in my opinion, just what a race-horse should be in that department, which is more frequently too deep than the reverse; and his

well-known stoutness, as well as that of his kith and kin, verifies the opinion.

The body, or middle-piece, should be moderately long, and not too much confined between the last rib and the hip-bone. So long as the last or back-ribs are deep, it is not of so much importance that they should be closely connected to the hip-bone, for such a shape shortens the stride; and though it enables the horse to carry great weight, yet it prevents him from attaining a high rate of speed. The back itself should be muscular, and the hips so wide as to allow of a good development of the muscular department. The withers may rise gently, but not too high, with that thin, razor-like elevation which many people call a good shoulder, but which really has nothing to do with that part, and is only an annoyance to the saddler, in preventing its being pinched by the saddle. The chest itself should be well developed, but not too wide and deep; no horse can go a distance without a fair "bellows-room;" but, supposing the heart to be sound and of good quality, the amount of lung will suffice which may be contained in a medium-sized chest, and all above that is wasted, and is extra weight. Many of our best winded horses have had medium-sized chests, and some of the very worst have been furnished with room enough for a pair of blacksmith's bellows to play in. If the heart only does its duty well, the lungs can always furnish sufficient air; and we know that when frequently renewed, and with sufficient power, the blood is aerated as fast as it is propelled, and the chief difficulty lies in this power of propulsion, which resides in the heart alone. If the chest be too wide, it materially affects the action of the fore-legs, and therefore in every point of view, theoretically and practically, there is a happy medium between the too great contraction in this department, and the heavy, wide, lumbering chests, sometimes seen even in the thoroughbred race-horse, especially when reared upon rich succulent herbage, more fitted for the bullock than the eastern horse. In the formation of the hips, the essential point is length and breadth of bone for muscular attachment, and it matters little whether the croup droops a little, or is pretty straight and level, so that there is a good length from the hip to the haunch-bone; the line between which two points may either be nearly horizontal, or forming a con-

siderable angle with the ground ; but still in both cases it should be a long line, and the longer it is the more muscular substance is attached to it, and the greater leverage will the muscles have. All these points are still further explained in the *Anatomy of the Horse*, which see, for the details of those parts.

The fore-quarter, consisting of the shoulder, upper and lower arm and leg and foot, should be well set on to the chest ; and the shoulder-blade should lie obliquely on the side of that part, with a full development of muscle to move it, and thrust it well forward in the gallop. Obliquity is of the greatest importance, acting as a spring in taking off the shock of the gallop or leap, and also giving a longer attachment to the muscles, and in addition enabling them to act with more leverage upon the arm and leg. It will be seen, by a reference to the skeleton, that the shoulder-blade does not reach the top of the withers, and that those bones forming that part have nothing to do with the shoulder itself ; hence many high-withered horses have bad and weak shoulders, and some very upright ones ; whilst, on the other hand, many low-withered horses have very oblique and powerful shoulders, and such as to give great facility and pliability to the fore extremity. The shoulder should be very muscular, without being over-done or loaded, and so formed as to play freely in the action of the horse. The point of the shoulder which is the joint corresponding to the human shoulder, should be free from raggedness, but not too flat ; a certain degree of development of the bony parts is desirable, but more than this leads to defect, and impedes the action of this important part. The upper arm, between this joint and the elbow, should be long, and well clothed with muscles ; the elbow set on quite straight, and not tied in to the chest ; the lower arm muscular and long ; knees broad and strong, with the bony projection behind well developed ; legs flat, and showing a suspensory ligament large and free ; pasterns long enough, without being weak ; and the feet sound, and neither too large nor too small, and unattended with any degree of contraction, which is the bane of the thoroughbred horse.

The hind-quarter is the chief agent in propulsion, and is therefore of the utmost consequence in attaining high speed. It is often asserted that the oblique shoulder is the grand requisite

in this object, and that it is the part upon which speed mainly depends, and in which it may be said to reside. This is, to some extent, true, because there can be no doubt that with a loaded shoulder high speed is impracticable; for however powerfully the body may be propelled, yet when the fore-quarter touches the ground it does not bound off again as smartly as it ought to do, and the pace is consequently slow. This position may be illustrated by an experiment with two balls, one of india-rubber, and the other of corresponding size and weight, made of any inelastic material, such as wax. Now suppose these two balls propelled with equal power along a piece of fine turf at such an angle as to strike its surface, and rebound again and again—the elastic ball would at first only equal the other in speed, but it would soon outstrip it, because its elasticity would carry on the original propelling power, while the dull, inelastic nature of the wax-ball would speedily cause it to adhere to its mother earth. Just so with the elastic shoulder—it receives the resistance of the earth, but reacts upon it, and loses very little of the power given by the stroke of the hind-quarter, which, nevertheless, must be strong and quick, or else there is nothing for the shoulder to receive and transmit. For the full action of the hind-quarters, two things are necessary; viz., first, length and volume of muscle; and, secondly, length of leverage upon which that muscle may act. Hence all the bones comprising the hind-quarter should be long, but the comparative length must vary a good deal, in order that the parts upon which the muscles lie may be long, rather than those connected with the tendons, which are mere ropes, and have no propelling power residing in them, but only transmit that which they derive from the muscles themselves. Thus, the hips should be long and wide, and the two upper divisions of the limb—viz., the stifle and lower thigh—should be long, strong, and fully developed. By this formation the stifle-joint is brought well forward, and there is a considerable angle between these two divisions. The hock should be bony and strong, free from gum or spavin, and the point long, and so set on as to be free from weakness at the situation of curb. In examining the hind-quarter to judge of its muscular development, the horse should not be looked at sideways, but his tail should be raised, and it should be ascer-

tained that the muscles of the two limbs meet together below the *anus*, which should be in fact well supported by them, and not left loose, and, as it were, in a deep and flaccid hollow. The outline of the outer part of the thigh should be full, and in ordinary horses the muscle should swell out beyond the level of the point of the hip. This fulness, however, is not often seen to this extent in the thoroughbred horse until he has arrived at mature age, and is taken out of training. The bones below the hock should be flat and free from adhesions; the ligaments and tendons fully developed, and standing out free from the bone; and the joints well formed and wide, yet without any diseased enlargement; the pasterns should be moderately long and oblique; the bones of good size; and, lastly, the feet should correspond with those already alluded to in the anterior extremity.

The totality of these points should be in proportion to one another—that is to say, the formation of the horse should be “true.” He should not have long, well-developed hind-quarters, with an upright, weak, or confined fore-quarter. Nor will the converse serve; for however well formed the shoulder may be, the horse will not go well unless he has a similar formation in the propellers. It is of great importance, therefore, that the race-horse should have all his various points in true relative development, and that there shall not be the hind-quarter of a long, racing-like horse, with the thick, confined shoulder which would suit a stride less reaching in its nature.

The color of the thoroughbred horse is now generally bay, brown, or chestnut, one or other of which will occur in ninety-nine cases out of a hundred. Gray is not common, but sometimes appears, as in the recent case of Chanticleer and some of his stock. Black also occasionally makes its appearance, but not more frequently than gray. Roans, duns, sorrels, &c., are now quite exploded, and the above five colors may be said to complete the list of colors seen on the race-course. Sometimes these colors are mixed with a good deal of white, in the shape of blazes on the face, or white legs and feet; or even both may occur, and the horse may have little more than his body of a brown, bay, or chestnut. Most people, however, prefer the self-color, with as little white as possible; and nothing but the great

success of a horse's stock would induce breeders to resort to him if they were largely endowed with white. Gray hairs mixed in the coat, as in the Venison's, are rather approved of than otherwise; but they do not amount to a roan, in which the gray hairs equal, or even more than that, the other color mixed with them.

The texture of the coat and skin, is a great proof of high breeding, and in the absence of the pedigree would be highly regarded; but when that is satisfactory, it is of no use descending to the examination of an inferior proof; and, therefore, except as a *sign of health*, the skin is seldom considered. In all thoroughbred horses, however, it is thinner, and the hair more silky than in common breeds; and the veins are more apparent under the skin, partly from its thinness, but also from their extra size and number of branches. This network of veins is of importance in allowing the circulation to be carried on during high exertions, when, if the blood could not accumulate in them, it would often choke the deep vessels of the heart and lungs; but by collecting on the surface great relief is afforded, and the horse is able to maintain such a high and long-continued speed as would be impracticable without their help. Hence these points are not useful as a mere mark of breed, but as essential to the very purpose for which that breed was established.

The mane and tail should be silky and not curly, though a slight wave is often seen. A decided curl is almost universally a mark of degradation, and shows a stain in the pedigree as clearly as any sign can do. Here, however, as in other cases, the clear tracing of that all-powerful proof of breeding will upset all reasoning founded upon inferior data. The setting on of the tail is often regarded as of great importance, but it is chiefly with reference to appearances; for the horse is not dependent for action or power upon this appendage. Nor is strength of dock of any value as a sign, and I have known many very stout horses with flaccid and loosely pendant tails.

Between the form of West Australian and that of a common country plate-horse there is a very wide difference, and scarcely any weight will bring them together short of that which would crush the former to the earth. There are numberless

cases in which four stone might be carried by a first-class horse, over and above the feather-weight placed on a very slow horse, and yet the horse in high form will run away from the plater, who cannot by any means get over the ground faster than the rate at which he can carry a fair average weight. An examination of our handicap lists will show, that between their top and bottom there is generally a difference of four or five stone ; and though this difference is often effectual in keeping back the best horses, it does not always allow the lightest weights to win, but rather those which are the lightest as compared with their real powers. But it is also well known that certain horses can run half a mile at high speed, but no more ; others, a mile ; others again, a mile and a half or two miles ; whilst another class, now less common than formerly, require a distance of three or four miles to develop their powers, as compared with ordinary horses. These peculiarities are generally hereditary, though not always so ; but still when the blood is known, it may generally be surmised that the individual will or will not stay a distance. When the cross in question is stout on one side and flashy on the other, it is not easy to guess to which the young scion may lean ; but in those cases where a horse is bred from sires and dams both of stout blood, or the reverse, the experienced hand may, in almost all cases, decide beforehand upon the properties of the son or daughter, as far as staying qualities are concerned. Again, there are some horses of strong compact frames, with short backs and strong quarters, who may be expected to climb a hill without difficulty, especially if of stout blood ; and, again, there are others of lathy frames, with long but weak points, and a great deal of daylight under them, who may win over the fiat for a mile, or a mile and a quarter, but can never climb a hill, or get beyond the above distance over a flat. All these points should be carefully studied by the breeder in getting together his breeding stock, and by the owner in deciding upon the stakes for which he shall enter his young produce.

OBSERVATIONS

ON IMPORTED STALLIONS

IN the first Appendix I have given, to the best of my ability, a correct list of the thoroughbred horses imported into the United States, from the earliest dates to the present day. To do this, I have searched every authority which I have been able to command, including Pick's, Johnson's, Weatherby's English Stud Books, White's History of the British Turf, Skinner's and Edgar's American Stud Books, Skinner's American Farmer, Skinner's and Porter's Turf Register, the old Spirit of the Times, Colden's Sporting Magazine, Mason's Farrier, and the various English works published under the *nom de plume* of Stonchenge.

I do not dare to pretend that this list is complete or perfect; for I have no doubt that in early times, many horses, really thoroughbred, were imported, which have escaped the most diligent inquiry and research; while many others, doubtless, with no pretension to the title of thoroughbred, have been made to pass muster as such, on the bare assertion of their importers, not backed by the evidence of any English authority, proving that any such horses ever existed.

In like manner, in recent years, I fear—I may say, I have no doubt—that many importations of thoroughbred stock have escaped me; particularly since the discontinuance of Porter's Sporting Magazine; from which period there has been no regularly kept record of imported animals, beyond such as may be found in the columns of the weekly or daily papers, to wade

through which during a space of twelve years, is veritably an almost Herculean labor.

I have, however, done my best to make good the list, to the present day, as regards stallions of recent importation.

With regard to those of an earlier date, the part I have had to perform is of a widely different nature. It was to decide which of the horses imported as thoroughbred English horses, previous to the Revolution, and so late, I may say, as to the first ten years of the present century, deserve to be retained as such in a work aiming at authenticity.

Had I consulted, merely, my own convictions, I should have at once discarded from the list, given by Skinner and Edgar, of imported stallions, nearly one-third; either because there is no indication whatever that any such horses ever existed, or because the pedigrees, given with the names, do not agree with the stud-book pedigrees of the real horses, owning those names.

There is yet another reason for suspicion and care; which is the doubt whether—the names and pedigrees being correct—the horses themselves ever came to this country; which, I confess, in several instances appears to me hypothetical.

I find it stated in the very well-written treatise on the race-horse in America, in Mason's *Farrier*, that "about the period of time last mentioned, *i. e.* 1800, Colonel Hoomes and many others, availing themselves of the passion for racing, inundated Virginia with imported stallions, bought up frequently at low prices in England, having little reputation there, and of less approved blood; thereby greatly contaminating the tried and approved stocks, which had long and eminently distinguished themselves for their feats on the turf, their services under the saddle, and as valuable cavalry horses during the revolutionary war."

It would be well if these gentry had done no more than import worthless stallions, but there is every reason to believe that they commonly manufactured the most impudently mendacious pedigrees for horses, either not thoroughbred at all, or of the most ordinary and worthless strains of blood. So obviously is this the case, that in going over Edgar's list, whenever a particularly gorgeous pedigree occurs, one at once finds on reference to authorities, that the horse is not so much as named, nor any dam to be discovered, which could *probably* have borne him

in the English stud-books. Thus we have no less than fourteen horses, not mentioned in any book of authority, recorded as descended from Greyhound, Croft's Partner, Brimmer, Makeless, Place's White Turk, Dodworth, Layton's violet Barb mare, and about as many more, with the variation of Dicky Pearson, son of Dodworth, and Burton's Bay Barb mare. Lastly, we have one horse, got by the Darley Arabian, dam by the Byerly Turk—g. d. by the Lyster Turk, out of a natural Arab mare. A pedigree, of which it will be enough to say, that it has scarcely a parallel, if it have a parallel in the world, an animal going in three generations without a single English-bred sire to natural Arab on both sides, at so recent a date in the history of the turf, as 1718.

It is needless, perhaps, to say, that there is not the smallest reason to believe that any such horses as any of the above, so bred, and so imported, ever existed.

Importers of thoroughbreds at this period, appear to have caught up the above pedigrees, as approved; perhaps from the instance of Morton's Traveller, who did run back directly to the strain first described; and to have applied them at once to every animal they brought to the country, considering it sufficient to guarantee the descent by their own signatures, which one need not state, are utterly worthless, except as waste paper, when not corroborated by real evidence.

On consideration, however, I judged it the better way to preserve, in my list of these importations, all the hypothetical or apocryphal horses alluded to above; annexing to their names foot notes signed with my own initials, explanatory of the degree of credit, attaching to each of the pedigrees on actual evidence.

Beside this class of animals, which may be, I think with propriety wholly set aside, so far as the idea is concerned of their having transmitted, to the American racer of the present day, any tincture of the blood ignorantly or fraudulently ascribed to them, there is another which must be viewed very differently.

This class consists of horses, which certainly *were* imported; and which as certainly were of thorough blood, and of *good* thorough blood also; but in whose pedigree by accident, negligence, or want of consideration for the value of accurate details, a link or two have been lost. Much difficulty has arisen from

the almost total neglect of the pedigree of dams, which are those most necessary to be preserved; since a known stallion's pedigree is always at once traceable; while to say that a certain mare is by Eclipse out of a Fox mare, or a Cub mare, or any other mare, is to say nothing. Since, for aught proved by that showing, the Fox or Cub mare in question, might have been the daughter of a Flander's Cart mare, or a Cleveland Bay hunter of the old school, and of course, utterly worthless as a dam of racers.

And yet such was to so great a degree the received mode of entering blood mares, on their first importations, that in few of the most celebrated early importations, even of the most undeniable blood mares, and dams of our most distinguished winners, can their pedigrees be established beyond the possibility of a dispute.

Such is the case of Col. Delancey's Cub mare, of the Pot-Sos mare, dam of Miller's Damsel, and grand dam of American Eclipse, and of many others, which are yet beyond the possibility of a doubt, pure thoroughbreds; having so shown themselves by the transmission of their qualities, through many generations of racers and the sires and dams of racers; a thing impossible for chance horses.*

Much irretrievable confusion has arisen, doubtless, from names having been given, after their importation hither, to colts and fillies unnamed in the Stud Books; and yet more from the multiplication of the same names, those names being identical with the world-famous title of some English sire.

For an example of this there are not less than three imported Eclipses, one of which, Harris's, is not doubted to be a full-blooded horse, a racer and getter of racers in a high form, whose blood still bears repute in Virginia; and not one of the three distinctly referable to any colt, on which one can lay his finger in the Stud Book.†

In the same way, there appear to have been two Travellers, Moreton's and Strange's, both imported; and both of these have been referred to two or more different animals, and both trace, as a matter of course, to Greyhound, Makeless, Brimmer, White Turk, Dodsworth, Layton Barb mare.‡

Still it is probable, I should rather say *certain*, that this, in

* See Note * p. 506. † Note † p. 506. ‡ Note ‡ p. 506.

the case of Moreton's Traveller, is the real pedigree; and that he was the bay colt got by Partner out of Bay Bloody Buttocks, in 1745 '46 or '47, own brother to the celebrated Wid-dington mare. Bay Bloody Buttocks, whose dam was by Greyhound, &c., &c., as above, bore colts or fillies from 1733 to '35 inclusive to Partner, in 1736 missed to Crab, from 1737 to '41 colts or fillies to Partner; in '42 missed to Partner, from '43 to '47 inclusive, first a filly and then three colts to Partner, in '48 missed to Partner, and in '49 bore her last colt to Forester. Old Traveller of the Stud Book was by Partner, dam by Almanzor.

Coatworth's Traveller never came to America.

And Strange's Traveller, first called Charlemont, then Big Ben, and then *most absurdly*, in America, *Traveller*, was by O'Kelly's Eclipse out of a Herod mare, dam by Blank; her dam by Snip out of Lady Thigh, who was daughter of Grey Bloody Buttocks, own sister to Bay Bloody Buttocks, dam of Moreton's Traveller.

These two horses do really trace to the Greyhound, &c., line alluded to above, and I doubt not their excellence and popularity, in Virginia, were the cause of the falsification of above half a score of pedigrees into the like form.

This is a matter of very considerable importance to the American Turf; since old, or Moreton's, Traveller got Tryall and Yorick out of imported Blazella, Burwell's Traveller out of a Janus or Lyncurgus mare; Lloyds' Traveller out of a Jenny Cameron mare, Tristram Shandy out of a Janus mare, Ariel and Partner out of Col. Tasker's Selima.

It is remarkable that Mr. Edgar has left, in his invaluable Stud Book, the pedigrees of these two Travellers as questionable. There is, however, no question about it; owing to the fortunate fact of the dam of the one and the great-great-grand-dam of the other being *named* mares, Bay Bloody Buttocks, and Lady Thigh, instead of merely bay filly by So and So; which leads to their direct identification, without the possibility of mistake.

There would have been no difficulty, whatever, but for the absurd chopping and changing of names.

There were already three Travellers, in England, when

Moreton's bay colt, out of Bay Bloody Buttocks, was so called ; and at least half a dozen in America, when Charlemont, alias Ben, the great g. g. nephew of Bay Bloody Buttocks, received a third alias of Traveller, for the very purpose one would say of breeding confusion.

I have taken considerable interest in these *quasi* Greyhound mare pedigrees, and have traced it so far as to satisfy myself that at least two-thirds of them are direct and wilful forgeries.

It appears that there is but one Greyhound mare of sufficient note to be named in the books, whose dam was by Makeless—viz., Brown Farewell. She had five fillies, Bay and Grey Bloody Buttocks, Little Partner, Red Rose, and a Bay filly g. g. dam of Enterprise. All the daughters of the two Bloody Buttocks mares are named and well known. Little Partner had but one filly, Cat by Cade. Red Rose* had fillies by Lesang, Syphon, Matchem, Alfred and Magnet, and the Bay filly, it would seem, but one by the Bolton Starling. So that all the pedigrees which run to this strain must necessarily be false, unless Greyhound be preceded by Bloody Buttocks or Partner, and these again by one of the following, viz., by Partner, Forster, Cade, Lesang, Syphon, Matchem, Alfred, Magnet or Starling.

Without pursuing this farther, I would observe that it is very far from being my wish or object to throw doubts on established pedigrees, or to endeavor to vitiate, in public opinion, strains of blood, which have been admitted to pass muster.

It is my object, on the contrary, to verify, not to vitiate ; and I am far, indeed, from joining in the absurd outcry, that every horse is necessarily coarse-bred or cold-blooded, because he cannot be *proved*, directly, to be pure bred. I perceive that the circumstances of the country, at the time when importation began, the great laxity in keeping proper registers, and the fatal facility of forgery, have rendered it almost impossible that it should be otherwise.

I maintain that where there has been a chance horse, himself a good racer, he has invariably failed and must of necessity fail as a getter of runners in the first or second generation of his stock, as was notoriously the case with Potomac, and other horses, which might be named. †

* See Note § on p. 506. † See Note ¶ on p. 506.

I allow, on the other hand, that where we have so deficient a pedigree of a horse as one which only informs that he was a son, a grandson, or a great-grandson of an imported Cub mare, or PotSos mare, or any other mare—though, unquestionably, I should hesitate very long before putting a mare to a horse so descended, until I had seen the stock of the collateral branches, and his own stock, thoroughly tested—and yet see him and all his brothers and sisters, and his own stock and the collateral stock all distinguishing itself, generation after generation, it is worse than idle to question the pedigree or blood of such an animal.

I now come to the importation of mares, and here I regret to say that the difficulty is infinitely greater than it has been, even, with the horses.

Mr. Edgar, not finding, as I understand, his labors sufficiently remunerated in the sales of the first volume of his Stud-Book, left it incomplete, without entering at all upon the mares, whether native or imported; so that there is scarcely any starting point, beyond scattered notices, with the exception of the alphabetical list in Mason's Farrier, of which I have largely and thankfully availed myself.

The early importations of mares, even the most famous, are far more loosely recorded than the stallions, though for what reason it is impossible to conjecture; and all that it is in my power to do is to submit as perfect a list as I can command, and to ask pardon for necessary and unavoidable imperfections.

EDITORIAL NOTES.

* (P. 503.) Col. Delancey's Cub mare and the PotSos mare, imported by William Constable, of New York, can both be found in the English Stud-Book, and traced beyond the possibility of a doubt.

† (P. 503.) Both the Eclipse's are referable in the Stud-Book.

‡ (P. 503.) Both Traveller's can be found in the English Stud-Book.

§ (P. 505.) There are three mares by the name of Red Rose. The one mentioned above by Partner, dam by Greyhound, out of Old Farewell, never had foals by the horses named. She had three foals by Forester, one by Starling, three by Cade, and two by Regulus. Herbert must have confounded Red Rose, by Babraham, for Red Rose, by Partner. Red Rose, by Babraham, had fillies by Le Sang, Syphon, Matchem, Alfred, and Magnet.

|| (P. 505.) Potomac's pedigree has since been cleared up satisfactorily.

LIST OF STALLIONS

IMPORTED FROM ENGLAND,

FROM BEFORE THE REVOLUTION TO THE PRESENT DAY.

EXPLANATION OF TERMS USED IN ABBREVIATION.

Am. for American.

B. or b. for bay.

Bl. or bl. for black.

Br. or br. for brown.

B. C. or b. c. for bay colt.

B. F. or b. f. for bay filly.

B. M. or b. m. for bay mare.

cr. for cream color.

c. for colt.

ch. for chestnut, or any shade of sorrel.

ch. c. for chestnut colt.

ch. f. for chestnut filly.

ch. m. for chestnut mare.

D. or d. for dun.

Eng. for English.

G., g. or gr. for grey or gray.

Gl. or gl. for gelding.

H. or h. for horse.

Imp. or imp. for imported.

Ro., ro. or r. for roan.

Cook's and Blackburn's Whip are one and the same horse.

ABJER, br. c., foaled 1817, by Old Truffle, bred by Mr. Udney, imported by James Jackson, of Alabama, into New York, and killed there in 1828. 1st dam Briesis by Beningbrough; 2d dam Lady Jane by Sir Peter Teazle; 3d dam Paulina by Florizel; 4th dam Captive by Matchem; 5th dam Calliope by Slouch; 6th dam (Atlanta's dam) Lass of the Mill by Orocnoko; 7th dam by Traveler; 8th dam Miss Makeless by Young Greyhound; 9th dam by Partner; 10th dam Miss Doe's dam by Woodcock; 11th dam by Croft's Bay Barb; 12th dam by Makeless (Desdemona dam); 13th dam by Brimmer; 14th dam by Dickey Pearson; 15th dam Burton Barb mare.

ADMIRAL, brother to Diomed, b. c., foaled 1779, by Florizel, bred by Sir Thomas Dundas. 1st dam Sister to Juno by Spectator; 2d dam sister to Horatius by Blank; 3d dam by Childers; 4th dam Miss Belvoir by Grey Grantham; 5th dam by Paget Turk; 6th dam Betty Percival by Leede's Arabian; 7th dam by Spanker.

ADMIRAL NELSON, br. c., foaled 1805, by John Bull, bred by Lord Grosvenor, and imported into Virginia by William Lightfoot, of Sandy Point. 1st dam Olivia by Justice; 2d dam Cypher by Squirrel; 3d dam Fribble's dam by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam the dam of the two True Blues.

AINDERBY, ch. c., foaled 1832, by Velocipede, bred by Capt. Taylor, and imported into Tennessee by ———. 1st dam Kate by Catton; 2d dam Miss Garforth by Walton; 3d dam by Hyacinthus; 4th dam Zara by Delpini; 5th dam Flora by King Fergus; 6th dam Atalanta by Matchem; 7th dam Lass of the Mill by Oroonoko; 8th dam by Old Traveler; 9th dam Miss Makeless by Young Greyhound; 10th dam by old Partner; 11th dam Miss Doe's dam by Woodecock; 12th dam by Croft's Bay Barb; 13th dam Desdemona's dam by Makeless; 14th dam by Brimmer; 15th dam by Dicky Pierson; 16th dam Burton Barb mare.

ALBION, bl. c., foaled 1837, by Cain or Actaeon, bred by Mr. E. Peel. 1st dam Panthea by Comus or Blacklock; 2d dam Manuella by Dick Andrews; 3d dam Mandane by Pot-8-o's; 4th dam Young Camilla, sister to Colibri by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by the Compton Barb; 7th dam sister to Regulus by the Godolphin Arabian; 8th dam Grey Robinson by the Bald Galloway; 9th dam by Snake; 10th dam Old Wilkes by Old Hautboy.

ALDERMAN, b. c., foaled 1787, by Pot-8-o's, bred by Mr. Burton, and imported into Richmond, Va., by John Banks. 1st dam Lady Bolingbroke by Squirrel; 2d dam Cypron (King Herod's dam) by Blaze; 3d dam Selima by Bethel's Arabian; 4th dam by Graham's Champion; 5th dam by Darley's Arabian; 6th dam by Merlin.

ALEXANDER, imported into New York, 1797. By Champion. 1st dam Duke of Rutland's Countess by the Northumberland Arabian, said to have been 17 hands high. We can find no such horse as Alexander by Champion, and no such mare as Countess by Northumberland Arabian. We presume it is a spurious pedigree.

ALEXANDER (Smalley's), bred by Sir William Watkin Wynne, Bart., and imported into Virginia by William Smalley, Esq. By Alexander (son of O'Kelly's Eclipse); 1st dam Sweet Briar by

- King Herod; 2d dam Monimia's dam by Alcides; 3d dam by Crab; 4th dam Snap's dam by Fox; 5th dam Gipsej by Bay Bolton; 6th dam by Duke of Newcastle's Turk; 7th dam by Byerly Turk; 8th dam by Taffolet Barb; 9th dam by Place's White Turk; 10th dam Natural Barb Mare.
- ALL-FOURS, ch. c., foaled 1772, by All-fours, bred by Lord Grosvenor, imported into New York or Connecticut. 1st dam by Blank; 2d dam Bay Starling by Bolton Starling; 3d dam Miss Meynell by Partner; 4th dam by Greyhound; 5th dam by Curwen Bay Barb; 6th dam Lord D'Arcy's Arabian; 7th dam by White-shirt; 8th dam Old Montagne Mare.
- AMBASSADOR, ch. c., foaled 1839, imported in his mother's belly, by L. J. Polk, Esq., Tenn. By Eng. Plenipotentiary, dam imported Jenny Mills by Whisker (which see.)
- AMBASSADOR, b. c., foaled 1836 by Emilius, bred by Mr. Tattersall, and imported into America with his dam. 1st dam imp. Trapes (late Speck) by Tramp; 2d dam Remembrance by Sir Solomon; 3d dam Queen Mab by Eclipse; 4th dam by Tartar; 5th dam by Mogul; 6th dam by Sweepstakes; 7th dam sister to Storm by Bay Bolton; 8th dam by Curwen Bay Barb; 9th dam by Old Spot; 10th dam by White-legged Lowther Barb.
- AMERICUS, br. c., foaled 1755, by Babraham, bred by Mr. Aldridge, the property of Mr. Maclin, in America. 1st dam Creeping Molly by Second; 2d dam by Gen. Evans' Arabian; 3d dam by Cartouch.
- ANFIELD, b. c., foaled 1860, bred by Mr. M. Hewetson, imported into Nova Scotia 1865. By The Confessor. 1st dam Eugenia by Barbarian dam Allegretta by St. Luke; 2d dam Alba by Dandy; 3d dam Beresina by Smolensko; 4th dam Mayflower by Sir Peter; 5th dam Miss Brim by Highflyer; 6th dam Brim by Squirrel; 7th dam Helen by Blank; 8th dam by Crab; 9th dam sister to Partner by Jigg; 10th dam sister to Mixbury.
- ANTAEUS, h., bred by John Ward, Esq., Kent, Eng., imported into South Carolina. By Spectator; balance of pedigree unknown. He stood at Jacksonborough, 1771.
- ANTONIO, b. c., foaled 1856 by Bay Middleton, bred by Mr. W. Etwall, imported by Geo. W. Morton, Toronto, Canada, in 1860. 1st dam sister to Aegis by Defence; 2d dam Soldier's Joy by the Colonel; 3d dam Galatea by Amadis; 4th dam Paulina by Sir Peter; 5th dam Pewett by Tandem; 6th dam Termagant by

Tantrum; 7th dam Cantatrice by Sampson; 8th dam by Regulus; 9th dam Marske dam by Blacklegs; 10th dam by Bay Bolton; 11th dam by Fox Cub; 12th dam by Coneyskins; 13th dam by Hutton's Grey Barb; 14th dam by Hutton's Royal Colt; 15th dam by Byerly Turk; 16th dam by Bustler.

APPARITION, br. c., foaled in 1827 by Spectre, bred by Lord Grosvenor, and imported into New York in ship Hamilton, by Captain Bunker; sent over by Thomas Connah, Liverpool. The pedigree was sworn to by the breeder, and certified by the American Consul at Liverpool. We state here that the Thunderbolt mare's produce is not set down in Stud Book. The balance of the pedigree is; but we do not doubt the facts stated above. 1st dam Young Cranberry by Thunderbolt; 2d dam Cranberry by Sir Peter Teazle; 3d dam Nannette by John Bull; 4th dam Nimble by Florizel; 5th dam Rantipole by Blank; 6th dam Joan (sister to Careless by Regulus); 7th dam Silvertail by Heneage Whitenose; 8th dam by Rattle; 9th dam by Darley's Arabian; 10th dam Old Child mare by Sir T. Gresley's bay Arabian; 11th dam Mr. Cooke's Vixen by the Helmsley Turk.

ARCHDUKE, br. c., foaled 1796, by Sir Peter Teazle, bred by Sir F. Standish, imported into Virginia by Col. John Hoomes, in 1803. 1st dam Horatia by Eclipse; 2d dam Countess by Blank; 3d dam by Rib; 4th dam by Wynn Arabian; 5th dam by Governor; 6th dam by Alcock Arabian; 7th dam by Grasshopper; 8th dam Sister to Gentleman's dam.

ARCHER, br. c., foaled 1790, by Faggergill, bred by Mr. Broadhurst, imported into Virginia by Mr. Rives in 1802. 1st dam sister to Croesus by Eclipse; 2d dam by Young Cade; 3d dam Miss Thigh by Rib; 4th (Grieswood's) Lady Thigh by Partner; 5th dam by Greyhound; 6th dam Sophonisba's dam by Curwen bay barb; 7th dam by D'Arcy's Chestnut Arabian; 8th dam by Whiteshirt; 9th dam Old Montague mare.

ARCHIBALD, b. c., foaled 1801, by Walnut, bred by Duke of Hamilton, imported by William Smalley, into Virginia. 1st dam Jardin by Javelin; 2d dam Young Flora by Highflyer (sister to Spadille); 3d dam Flora by Squirrel; 4th dam Angelica by Snap; 5th dam by Regulus; 6th dam by Bartlett's Childers; 7th dam Honeywood's Arabian; 8th dam of the True Blues.

ARISTOTLE, br. c., foaled 1755, by Cullen Arabian, bred by Bladen,

and imported into Virginia about the year 1764. For following pedigree see English Racing Calendar for 1760. He was a horse of some note on the turf. Died in Virginia, 1776, aged 21. 1st dam by Old Crab; 2d dam by Hobgoblin; 3d dam by Godolphin Arabian; 4th dam Cream Cheeks by Old Spanker; 5th dam by Old Hautboy.

ARRA KOOKER, br. c., foaled 1789, by Drone, bred by Mr. Dods-worth, imported by Dr. James Tate, of Philadelphia, Pa. 1st dam by Chatsworth; 2d dam by Engineer; 3d dam by Wilson's Arabian; 4th dam by Hutton's Spot; 5th dam by Mogul; 6th dam by Crab; 7th dam by Bay Bolton; 8th dam by Curwen Barb; 9th dam by Spot; 10th dam by Whitelegged Lowther Barb; 11th dam Vintner mare.

ATLANTIC, b. c., foaled 1836, bred by His Majesty, imported by Com. R. F. Stockton, N. J. By Actaeon; 1st dam Miss Craven by Mr. Lowe; 2d dam by Soothsayer; 3d dam by Buzzard; 4th dam sister to Bangtail by Highflyer; 5th dam Catharine by Young Marske; 6th dam Gentle Kitty by Silvio; 7th dam by Dorimond; 8th dam Portia by Regulus; 9th dam by Hutton's Spot; 10th dam by Fox Cub; 11th dam by Bay Bolton.

AUSTRALIAN, a rich chestnut, with black legs, 16 hands high, bred in 1858, and imported by A. Keene Richards, Esq., of Scott county, Ky. Owned by A. J. Alexander, Esq., Kentucky. By West Australian; 1st dam Emilia by Young Emilius; 2d dam Persian by Whisker; 3d dam Variety by Selim; 4th dam Sprite by Bobtail; 5th dam Catharine by Woodpecker. Catharine was the dam of Golumpus, the sire of Catton, that sired Trustee, and Gallopade, the dam of Reel, the dam of Lecomte, Prioress and Starke; 6th dam Camilla by Trentham; 7th dam Coquette by Compton Barb; 8th dam sister to Regulus by Godolphin Arabian; 9th dam Grey Robinson by the Bald Galloway; 10th dam by Snake, son of Lister Turk; 11th dam Old Wilkes by Old Hautboy; 12th dam Miss D'Arcy's Pet mare; 13th dam a Royal mare.

AUTOCRAT, g. c., foaled 1822, by Grand Duke, bred by Lord Derby, imported into New York in 1831, by William Jackson, Esq., of Tennessee. 1st dam Olivetta by Sir Oliver; 2d dam Scotina by Delpini; 3d dam Scota by Eclipse; 4th dam Harmony by Herod; 5th dam Rutilia (sister to dam of Highflyer and Mark Antony) by Blank; 6th dam by Regulus; 7th dam by Sore-

heels; 8th dam by Makeless; 9th dam Christopher D'Arcy's Royal mare.

AYSGARTH, b. c., foaled 1856, bred by Mr. Ridley, purchased by Mr. R. Wardle for Gen. S. R. Garth, of South Carolina. By Barton; 1st dam by Inheritor; 2d dam Gin by Juniper; 3d dam Princess Jemima by Remembrancer; 4th dam by Ormond; 5th dam by Anvil; 6th dam Queen Mab by Eclipse; 7th dam by Tartar; 8th dam by Mogul; 9th dam by Sweepstakes; 10th dam (sister to Sloven) by Bay Bolton; 11th dam by Curwen Bay Barb; 12th dam by Old Spot; 13th dam by White-legged Lowther Barb; 14th dam Vintner mare.

BABRAHAM, b. c., foaled about 1759, by Fearnought. We cannot find this horse. He stood in Virginia in 1765, owned by William and George Evans. 1st dam Silver (imported by Captain William Evans) by Belsize Arabian.

BABRAHAM, b. c., foaled in 1775, by Wildair, in English Stud Book, Mr. Bacon's Sir Harry, bred by Sir J. Kaye, stood in Virginia in 1783, by Augustine Willis. 1st dam by Babraham; 2d dam by Sloc; 3d dam Coughing Polly by Bartlett's Childers; 4th dam by Counsellor; 5th dam by Snake; 6th dam by Luggs; 7th dam by Davill's Old Woodcock.

BABRAHAM, b. c., foaled about 1760, imported into South Carolina, and stood at Mr. Arthur Middleton's on Ashley river. By Babraham; 1st dam by Second; 2d dam by Starling; 3d dam by Greyhound; 4th dam by Soreheels; 5th dam Miss D'Arcy's Pet mare.

BADGER, g. c., imported by Governor Eden, of Maryland, previous to the Revolutionary War; by Lord Chedworth's Bosphorus. We cannot find this horse. 1st dam by Black-and-all-Black; 2d dam by Devonshire or Flying Childers.

BAJAZET, br. c., foaled 1754, by Bajazet, owned by ———. 1st dam by Old Crab; 2d dam by Hobgoblin, 3d dam by Whitefoot; 4th dam Moonah Barb mare.

BALROWNIE, b. c., foaled 1850, by Annandale, bred by Mr. W. I'Anson, and imported by Capt. Cornish, the property of James Watson, of New York. Died 1866. 1st dam Queen Mary (Blink Bonny's dam) by Gladiator; 2d dam by Plenipotentiary; 3d dam Myrrha by Whalebone; 4th dam Gift by Young Gohanna; 5th dam sister to Grazier by Sir Peter Teazle; 6th dam sister to Aimator by Trumpator; 7th dam by Herod;

8th dam by Snap; 9th dam by Gower stallion; 10th dam by Childers.

BAREFOOT, ch. c., foaled 1820, by Tramp, bred by Mr. Watt, sent to America by Admiral Sir Isaac Coffin of the British navy in 1828, landed in Massachusetts. Died fall 1840. 1st dam Rosamond, by Buzzard; 2d dam Roseberry, sister to Huby, by Phenomenon; 3d dam Miss West, by Matchem; 4th dam by Regulus; 5th dam by Crab, 6th dam by Childers; 7th dam by Basto.

BARONET, b. c., foaled 1785, by Vertumnus, bred by Sir W. Vavasour, imported into New York. 1st dam Penultima by Snap; 2d dam sister to Nabob by Cade; 3d dam sister to Drudge by Crab; 4th dam sister to Blaze by Childers; 5th dam Confederate filly by Grey Grantham; 6th dam by Duke of Rutland's Black Barb; 7th dam by Bright's Roan.

BASHAW, b. c., foaled 1768 by Wildair, bred by James De Lancey of New York. 1st dam by Cub (imported); 2d dam by Second; 3d dam by Starling; 4th dam sister to Vane's Little Partner by Partner; 5th dam by Greyhound; 6th dam by Makeless; 7th dam by Brimmer; 8th dam by Place's White Turk; 9th dam by Dodsworth; 10th dam Layton Barb mare.

BACHELOR, also called Jack the Batchelor, foaled 1753, by Blaze, bred by Mr. Thompson, and imported into this country in 1762, under the above name, owned by James Gibson of Virginia, 1764. We cannot find this horse. This horse is in the list of studs for 1762. See English Racing Calendar. 1st dam by Gallant; 2d dam by Smiling Tom.

BAY BOLTON, b. c., by Old Bay Bolton (in England). Cannot find this horse. 1st dam imp. Blossom by Sloe; 2d dam by Regulus.

BAY COLT (afterward called Hamilton), foaled 1793, by Highflyer; bred by Lord Grosvenor, imported by Mr. Barksdale, of London, for James Strange, Esq., of Manchester, Va. 1st dam by Eclipse; 2d dam Vauxhall Snap's dam by Young Cade; 3d dam by Bolton Little John; 4th dam Mr. Durham's Favorite, by a son of Bald Galloway; 5th dam of Lord Portmore's Daffodil, by a foreign horse of Sir T. Gascoigne.

BAY RICHMOND, b. c., foaled 1769, bred by Sir L. Dundas. This horse was first imported into Jamaica, where he ran in the name of Sarpedon. By Feather; 1st dam Matron by Cullen Arabian; 2d dam by Bartlett's Childers; 3d dam Warlock Gallo-

way by Snake; 4th dam sister to the Carlisle gelding by the Bald Galloway; 5th dam Wharton mare, by Lord Carlisle's Turk; 6th dam by Bald Galloway; 7th dam by Byerly Turk.

BEAU, g. c., foaled —, by Cartouch, owned by Mr. Maguire in Ireland. First dam Bretts mare, said to be Greyhound. See English Racing Calendar for 1754, page 198. This horse ran in Ireland.

BEDFORD, b. c., foaled 1792, by Dungannon, bred by Lord Grosvenor, imported by Colonel Hoopes, of Virginia. 1st dam Fairy by Highflyer; 2d dam Fairy Queen by Young Cade; 3d dam Routh's Black Eyes by Crab; 4th dam Warlock Galloway by Snake; 5th dam sister to Carlisle gelding by Bald Galloway; 6th dam Wharton mare by Lord Carlisle's Turk; 7th dam by Bald Galloway; 8th dam by Byerly Turk.

BELSHAZZAR, ch. c., foaled 1830, by Blacklock, bred by Mr. Watt, and imported 1838 by Thomas Flintoff, of Tennessee. 1st dam Manuella by Dick Andrews; 2d dam Mandane by Pot-8-o's; 3d dam Young Camilla by Woodpecker; 4th dam Camilla by Trentham; 5th dam Coquette by the Compton Barb; 6th dam sister to Regulus by Godolphin Arabian; 7th dam Grey Robinson by the Bald Galloway; 8th dam by Old Snake; 9th dam Old Wilkes by Old Hautboy.

BERGAMOTTE, b. c., foaled 1788, by Highflyer, bred by Lord Clermont. 1st dam Priestess by Matchem; 2d dam by Gower stallion; 3d dam by Regulus; 4th dam by Hip; 5th dam Large Hartley mare by Mr. Hartley's blind horse; 6th dam Flying Whig, by Williams' Woodstock Arabian; 7th dam by St. Victor Barb; 8th dam by Why-not (son of the Fenwick Barb); 9th dam Royal mare.

BILLET, br. c., foaled 1865, bred by Mr. James Smith, imported in Illinois by S. Powers. By Voltigeur. 1st dam Calcutta by Flateatcher; 2d dam Miss Martin by St. Martin; 3d dam Wagtail by Whisker; 4th dam by Soreerer; 5th dam by Sir Soloman; 6th dam by Young Marske; 7th dam by Phœnomenon; 8th dam Calliope by Slouch; 9th dam Lass of the Mill by Oronooka; 10th dam by Traveler; 11th dam Miss Makeless by Young Greyhound; 12th dam by Partner; 13th dam by Woodcock; 14th dam by Croft's Bay Barb; 15th dam by Makeless; 16th dam by Brimmer; 17th dam Dicky Pierson; 18th dam Burton Barb mare.

BLACK PRINCE, bl. c., foaled 1760, by Babraham, bred by Mr. Bethell, imported into the State of New York by Mr. Aaron Ramsey. 1st dam Riot by Regulus; 2d dam by Blaze; 3d dam by Fox; 4th dam by Darley's Arabian; 5th dam, dam of Woodcock and Castaway by a son of Brimmer; 6th dam by Chesterfield's Arabian; 7th dam by Hatton Barb mare dam of Grisewood's Partner.

BLAZE, imported into Virginia in 1794, by Hugh Nelson. By Blaze. We cannot find this horse. Blaze is also said to be by Vandal. There were two Vandals in England, one by Skyscraper, foaled 1796; the other in 1801 by John Bull. Neither could be his sire. 1st dam by Truncheon; 2d dam by Regulus; 3d dam by Eastby Snake; 4th dam by Croft's Partner; 5th dam by Egyptian; 6th dam by Grey Woodstock.

BLINKIRON, br. c., foaled 1869, bred by Mr. Blinkiron, imported by Mr. D. D. Withers, New York. By Saunterer. 1st dam Feodorowna by Kingston; 2d dam Empress by Emilius; 3d dam Mangel Wurzel by Merlin; 4th dam Morel by Sorcerer; 5th dam Hornby Lass by Buzzard; 6th dam Puzzle by Matchem; 7th dam Princess by Herod; 8th dam Julia by Blank; 9th dam Spectator's dam by Partner; 10th dam by Bay Bolton; 11th dam by Darley's Arabian; 12th dam by Byerly Turk; 13th dam by Taffolet Barb; 14th dam by Place's White Turk; 15th dam Natural Barb mare.

BLOSSOM, gr. c., foaled 1793, by Bordeaux, bred by Mr. Vernon. 1st dam Sister Lambinos by Highflyer; 2d dam by Eclipse; 3d dam Vauxhall's dam by Young Cade; 4th dam by the Bolton Little John; 5th dam Mr. Durham's Favorite by a son of the Bald Galloway; 6th dam the dam of Lord Portmore's Daffodil by a foreign horse of Sir T. Gascoigne's.

BLUSTER, br. c., foaled 1808, by Orlando, bred by Mr. Forrest, and imported into Virginia about the year 1816, by Mr. Dunlop of London. Stood near Nashville, Tenn., in 1825. The Pegasus Mare was bred by Mr. Broadhurst, in 1799, out of one of his Highflyer mares, and sold when a foal or yearling to Colonel Thornton with several others answering that description. Mr. Forrest supposed it to be one out of Diddler's dam. Died in Tennessee, 1828, aged 20. 1st dam by Pegasus (Bay); 2d dam by Highflyer (dam of Diddler); 3d dam by Goldfinder; 4th dam Lady Bolingbroke by Squirrel; 5th dam Cypron (Herod's dam)

by Blaze; 6th dam Selima by Bethell's Arabian; 7th dam by Graham's Champion; 8th dam by Darley's Arabian; 9th dam by Merlin.

BOASTER, br. c., foaled 1795, by Dungannon, bred by Mr. Golding, imported into Virginia in the fall of 1811, by Mr. Bell. Died in Tennessee, 1819, aged 24. 1st dam by Justice; 2d dam Marianne by Squirrel; 3d dam Miss Meredith by Cade; 4th dam Little Hartley Mare by Bartlett's Childers; 5th dam Flying Whig by Williams' Woodstock Arabian; 6th dam by the St. Victor Barb; 7th dam by Why-not (son of the Fenwick Barb); 8th dam Royal mare.

BOLTON, b. c., foaled 1752, by Shock, bred by Mr. Meredith, the property of Mr. Lightfoot, of Charles City County, Va. 1st dam sister to Miss Partner by Partner; 2d dam by Makeless; 3d dam by Brimmer; 4th dam by Place's White Turk; 5th dam by Dodsworth; 6th dam Layton Barb mare.

BONNIE SCOTLAND, b. c., foaled 1853, by Iago, bred by Mr. W. Fanson, and imported by Capt. Cornish, the property of Reber & Kutz, Lancaster, Ohio. 1st dam Queen Mary (Blink Bonny's dam) by Gladiator; 2d dam by Plenipotentiary; 3d dam Myrrha by Whalebone; 4th dam Gift by Young Gohanna; 5th dam sister to Grazier by Sir Peter Teazle; 6th dam sister to Aimator by Trumpator; 7th dam by Herod (sister to Postmaster); 8th dam by Snap; 9th dam by Gower stallion; 10th dam by Childers.

BONNYFACE, also called Master Stephen, b. c., foaled 1768, by a son of Regulus, bred by Mr. C. Blake, said to have been imported by Mr. French, of Virginia. We cannot find this horse. 1st dam the Fen mare by Hutton's Royal colt; 2d dam by Blunderbuss; 3d dam Old Thornton mare by Place's White Turk; 4th dam Barb mare.

BORROCK BILLY, ch. c., foaled 1753, bred by Mr. Holme, imported into South Carolina. By Cade. 1st dam by Eastby Snake; 2d dam by Partner; 3d dam by Croft's Egyptian; 4th dam Grey Woodcock by Woodcock; 5th dam Pet Mare by Wastell's Turk; 6th dam by Hautboy; 7th dam (Trumpet's dam).

BOSPHORUS, b. c., foaled 1759, imported into South Carolina by Capt. Parker, 1767. By Bosphorus. 1st dam by Tartar; 2d dam by Regulus; 3d dam by Old Cade; 4th dam by Bay Bolton.

BOSQUET, bl. c., foaled 1855, bred by Mr. Robinson, purchased in England, 1860, by Mr. R. Wardle, for Gen. S. R. Gist, of South Carolina. By Game Boy. 1st dam Miss Betsey by Muley Moloeh; 2d dam Bavarian by Tramp; 3d dam Comely by Comus; 4th dam Anticipation by Benningbrough; 5th dam Expectation by Herod; 6th dam by Skim; 7th dam by Janus; 8th dam Spinster by Crab; 9th dam Widdrington Mare by Partner; 10th dam sister to Squirrel's dam by Bloody Buttocks; 11th dam by Greyhound; 12th dam by Makeless; 13th dam by Brimmer; 14th dam by Place's White Turk; 15th dam by Dodsworth; 16th dam Layton Barb mare.

BRAHMA, g. h., foaled 1833, bred by Mr. Meynell, imported into Canada by H. P. Simmons, Esq. By Solyman (son of Selim). 1st dam Scrambler by Waxy; 2d dam Gipsej by Trumpator; 3d dam sister to Postmaster by Herod; 4th dam by Snap; 5th dam by the Gower stallion; 6th dam by Childers.

BRILLIANT, g. c., foaled 1791, by Phenomenon, bred by Mr. Garforth, and imported into Virginia 1796, by Col. Tayloe. 1st dam Faith by Paolet; 2d dam Atalanta by Matchem; 3d dam Lass of the Mill by Oroonoko; 4th dam sister to Clarke's Lass of the Mill by Traveler; 5th dam Miss Makeless by Young Greyhound; 6th dam by Partner; 7th dam by Woodcock (dam of the Lambton Miss Doe); 8th dam by Croft's Bay Barb (grandam of the imp. mare, Mary Grey); 9th dam Desdemona's dam by Makeless; 10th dam by Brimmer; 11th dam by Dicky Pearson (son of Dodsworth); 12th dam by Burton Barb mare.

BRUNSWICK, imported into Virginia before the Revolution, owned by James Macdonald in 1771; by Oroonoko. We cannot find this horse, and cannot find any Babraham mare that ever had a foal by Oroonoko. 1st dam by Babraham; 2d dam by Flying Childers.

BRUTUS, r. c., foaled 1748, by Regulus, bred by Mr. Martindale, imported (it is believed) into South Carolina. 1st dam Miss Layton (Lodge's roan mare) by Partner; 2d dam by a colt of Lord Cardigan's by the Duke of Richmond's Turk; 3d dam by Why-not; 4th dam by Mr. Wilkinson's bay Arabian; 5th dam Natural Barb mare, bought by Mr. Wilkinson of Lord Arlington (Secretary of State to Charles the Second) to whom she was a present from the Emperor of Morocco.

BRYAN O'LYNN, br. c., foaled 1796, by Aston, bred by Mr. Baker,

and imported into Warren county, N. C., by Governor James Turner in 1803. 1st dam by Le Sang; 2d dam by Regulus; 3d dam sister Bay Brocklesby by Partner; 4th dam Brocklesby by Greyhound; 5th dam by Brocklesby Betty by Curwen Bay Barb; 6th dam Leedes Hobby mare, by the Lister Turk.

BUCEPHALUS, br. c., foaled 1758, by Sir Matthew Wetherton's Locust, imported into Virginia before the Revolution. We cannot find this horse. 1st dam by Cade; 2d dam by Partner; 3d dam by Makeless; 4th dam by Brimmer; 5th dam by Place's White Turk; 6th dam by Dodsworth; 7th dam by Layton Barb mare.

BUFFCOAT, dun c., foaled 1742, by Godolphin Arabian, bred by Lord Godolphin. He died in Virginia in 1757. 1st dam Silver Locks by the Bald Galloway; 2d dam by Akaster Turk; 3d dam by Leedes; 4th dam by Spanker.

BULLE ROCK, foaled in 1718, imported into Virginia before the Revolution in 1730. We cannot find this horse, and give it as stated below, he being foaled before the issue of either the Stud Book or Racing Calendar. By Darley Arabian. He was owned by Samuel Patton and Samuel Gist, of Virginia. 1st dam by Byerly Turk; 2d dam Lister Turk; 3d dam Natural Barb mare.

BUZZARD, ch. c., foaled 1787, bred by Mr. Bullock, imported into Virginia by Colonel Hoomes, and afterward brought to Kentucky by Benjamin Graves. By Woodpecker. Died in Kentucky in 1811, aged 24. 1st dam Misfortune by Dux; 2d dam Curiosity, sister to Angelica, by Snap; 3d dam by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam the dam of the two True Blues.

BY THE SEA, ch. c., foaled 1868, imported by Mr. A. Belmont, New York, in his mother's belly. By Thormanby, by dam imported Bernice by Stockwell (which see).

CADE, h., foaled 1756, bred by Mr. Warren, imported into South Carolina 1762. By Old Cade. He stood at Mr. Williamson's in 1763, near Rantowles Bridge, at £35. 1st dam Silvertail by Henage's Whitenose; 2d dam by Rattle; 3d dam by Darley's Arabian; 4th dam Old Child mare by Gresley's bay Arabian; 5th dam Vixen by Helmsley's Turk; 6th dam Dodsworth's dam.

CAMEL, b. c., foaled 1830, by Camel, bred by James Barbour, of Virginia, imported with his dam. 1st dam imp. Phantomia by

Phantom ; 2d dam by Walton ; 3d dam Allegranti by Pegasus ; 4th dam Orange Squeezer by Highflyer ; 5th dam Mop Squeezer by Matchem ; 6th dam Lady by Sir C. Turner's Sweepstakes ; 7th dam, dam of Shuttle by Patriot ; 8th dam by Crab ; 10th dam sister to Sloven by Bay Bolton ; 11th dam by Curwen's Bay Barb ; 12th dam by Spot ; 13th dam by White-legged Lowther Barb ; 14th dam Old Vintner mare.

CANNON, b. c., foaled 1789, by Dungannon, bred by his Majesty George the Fourth. 1st dam Miss Spindleshanks by Omar ; 2d dam by Starling ; 3d dam by Godolphin Arabian ; 4th dam by Stanyan's Arabian ; 5th dam by Pelham's Barb ; 6th dam by Spot ; 7th dam by White-legged Lowther Barb ; 8th dam Old Vintner mare.

CANWELL, b. c., foaled 1859 ; bred by Lord Newport. Imported into Canada, 1863. By Stockwell. 1st dam May Bell by Hetman Platoff ; 2d dam by Sultan ; 3d dam Salute by Muley ; 4th dam Dulcamara by Waxy ; 5th dam Witchery by Sorcerer ; 6th dam Cobbea by Skyscraper ; 7th dam by Woodpecker ; 8th dam Heinel by Squirrel ; 9th dam by Blank ; 10th dam by Cullen Arabian ; 11th dam Grieswood's Lady Thigh by Partner.

CARDINAL PUFF, b. c., bred by Lord Grosvenor. Imported by Samuel Harrison, of Anne Arundel County, Md., by Cardinal Puff. We cannot find this horse. 1st dam by Bandy ; 2d dam by Matchem.

CARLO, b. c., foaled 1795, by Balloon, bred by Sir J. Honeywood, imported into Philadelphia by Robert Waln, Esq. He stood at a Mr. Duckett's in 1809. 1st dam sister to Peter Pindar by Javelin ; 2d dam Sweetheart by Herod ; 3d dam by Snap ; 4th dam by Regulus ; 5th dam Crimps dam by Snip ; 6th dam Lady Thigh by Partner ; 7th dam by Bloody Buttocks ; 8th dam by Greyhound ; 9th dam by Makeless ; 10th dam by Brimmer ; 11th dam by Place's White Turk ; 12th dam by Dods-worth ; 13th dam Layton Barb mare.

CARVER, b. c., foaled 1770, by Young Snap. Imported in 1774 by Dr. Charles Mayle, Norfolk County, Virginia. 1st dam by Blank ; 2d dam by Babraham ; 3d dam by Ancaster Starling ; 4th dam by Grasshopper ; 5th dam by Sir M. Newton's Arabian ; 6th dam by Pert ; 7th dam St. Martins ; 8th dam by Sir E. Hale's Turk (cannot find this horse).

CENTINEL, ch. c., foaled 1758, by Blank, bred by the Duke of

Ancaster, and imported into South Carolina. Died 1784. 1st dam Naylor by Cade; 2d dam Spectator's dam by Partner; 3d dam Bonny Lass by Bay Bolton; 4th dam by Darley's Arabian; 5th dam by Byerly Turk; 6th dam by Taffolet Barb; 7th dam by Place's White Turk; 8th dam Natural Barb mare.

CETUS, b. c., foaled 1827, by Whalebone, bred by Mr. Dilly, imported by F. P. Corbin, of Virginia. 1st dam Lamia (sister to Quail) by Gohanna; 2d dam Certhia by Woodpecker; 3d dam by Trentham; 4th dam Cunegonde by Blank; 5th dam by Cullen Arabian; 6th dam by Patriot; 7th dam by Gander; 8th dam by brother to Grantham; 9th dam by Pulliene's Chestnut Arabian; 10th dam by Spanker.

CHANCE, b. c., foaled 1797, by Lurcher, bred by Mr. Wentworth, and imported by Col. John Tayloe into Virginia. Died in Virginia, 1820, aged 23. 1st dam Recovery by Hyder-Ally; 2d dam Perdita by Herod; 3d dam Fair Forester by Sloe; 4th dam by Forester; 5th dam by Partner; 6th dam by Croft's Bay Barb; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by Dicky Pierson (son of Dodsworth); 10th dam Burton Barb mare.

CHARIOT, b. c., foaled 1789, by Highflyer; bred by Mr. Clifton; imported into Virginia by Mr. Thweat, and by him sold to Messrs. James & Henry Lyne, Granville County, N. C., in 1802. 1st dam Potosi by Eclipse; 2d dam by Blank; 3d dam by Godolphin Arabian; 4th dam by Snip; 5th dam Spinster (the Widdington Mare) by Partner; 6th dam sister to Squirrel's dam by Bloody Buttocks; 7th dam by Greyhound; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk; 11th dam by Dodsworth; 12th dam Layton Barb mare.

CHATEAU MARGAUX, br. c., foaled 1822, by Whalebone; bred by Lord Egremont, and owned by J. Avery & A. T. B. Merritt, Hick's Ford, Virginia, 1835, imported 1834, by Messrs. Merritt & Co. 1st dam Wasp (sister to Scorpion) by Gohanna; 2d dam by Highflyer; 3d dam Chanticleer's dam by Eclipse; 4th dam Rosebud by Snap; 5th dam Miss Belsea by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

CHESTERFIELD, br. c., first called New Zealand, foaled 1836, bred by Lord Chesterfield, and imported to Illinois by Col. Oakley. By

imported Priam. 1st dam Worthless by Walton; 2d dam Altisidora by Dick Andrews; 3d dam Mandane by Pot-8-o's; 4th dam Young Camilla by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by the Compton Barb; 7th dam sister to Regulus by Godolphin Arabian; 8th dam Grey Robinson by Bald Galloway; 9th dam by Snake; 10th dam Old Wilkes by Old Hautboy.

CHILDERS, b. c., imported into Virginia about the year 1751, by John Tayloe, Sen., of Mt. Airy. By Blaze (son of Flying Childers). We can find no produce of Fox by Blaze, nor of Fox by Bald Galloway. 1st dam by Fox; 2d dam by Bald Galloway.

CITIZEN, b. c., foaled 1785, by Pacolet; bred by Mr. Gorwood. Sent to the West Indies, afterward imported into North Carolina by General Stephen Wright Carney, of Halifax County, and landed at Portsmouth, Va., in the ship Gosport, on the 26th day of September, 1803, then 18 years old. Died in Tennessee, 1809, aged 24. 1st dam Princess by Turk; 2d dam Fairy Queen by Young Cade; 3d dam Routh's Black Eyes by Crab; 4th dam Warlock Galloway by Snake; 5th dam sister to Cariisle Gelding by The Bald Galloway; 6th dam Wharton mare by Lord Cariisle's Turk; 7th dam by Bald Galloway; 8th dam by Byerly Turk.

CLARET, b. c., foaled 1830, by Chateau Margaux, bred by Mr. Wilson, and owned or stood by Wyatt Cardwell, Charlotte Court House, Va., 1835, imported 1834, by Merritt & Co. 1st dam by Partisan; 2d dam Silvertail by Gohanna; 3d dam by Orville; 4th dam Selin's dam by Alexander; 5th dam by Highflyer; 6th dam by Alfred; 7th dam by Engineer; 8th dam Bay Malton's dam by Cade; 9th dam Lass of the Mill by Traveler; 10th dam Miss Makeless by Young Greyhound; 11th dam by Partner; 12th dam Miss Doe's dam by Woodcock; 13th dam by Croff's Bay Barb; 14th dam Chestnut Thornton by Makeless; 15th dam Old Thornton by Brimmer; 16th dam by Dicky Pierson; 17th dam Burton Barb mare.

CLIFDEN, b. c., foaled 1787, by Alfred, bred by Sir J. Lade, and imported into Virginia in 1800, by Dr. William Thornton, of Washington City. 1st dam sister to Mulberry by Florizel; 2d dam Teresa by Matchem; 3d dam Brown Regulus by Regulus; 4th dam Miss Starling Junior by Starling; 5th dam by

- Partner; 6th dam by Croft's Bay Barb; 7th dam by Makeless; 8th dam by Dicky Pierson (son of Dodsworth); 9th dam Burton Barb mare.
- CLIFTON, b. c. (formerly called Grinder), foaled 1797, by Abbe Thulle, bred by Mr. Clifton. Said to have been imported into Maryland. 1st dam Eustatia by Highflyer; 2d dam Wren by Woodpecker; 3d dam Papillon (Sir Peter Teazle dam) by Snap; 4th dam Miss Cleveland by Regulus; 5th dam Midge by a son of Bay Bolton; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam the dam of the two True Blues.
- CLOCKFAST, g. c., foaled 1774, by Gimerack, bred by Lord Grosvenor, imported into Virginia in the ship Theodorick, by Capt. McNab. 1st dam Miss Ingram by Regulus; 2d dam Miss Doe by Sedbury; 3d dam Miss Mayes by Bartlett's Childers; 4th dam by Counsellor; 5th dam by Snake; 6th dam by Luggs; 7th dam by Davill's Old Woodcock.
- CLOWN, b. c., foaled 1785, by Bordeaux, bred by Mr. Vernon, sent to the West Indies, and imported into Orange County, North Carolina, by Messrs. Cain & Rea. 1st dam by Eclipse; 2d dam Chrysis by Careless; 3d dam Snappina by Snap; 4th dam by Moore's Partner; 5th dam by Childers; 6th dam Miss Belvoir by Grey Grantham; 7th dam by Paget Turk; 8th dam Betty Percival by Leede's Arabian; 9th dam by Spanker.
- COCK-A-HOOP, ch. c., foaled 1856, bred by Mr. A. Gray, imported by R. Ten Broeck, Esq., 1860. By The Confessor. Died on the passage. 1st dam Delia by Dick; 2d dam Lady Di by Actæon.
- CŒUR DE LEON, b. c., foaled 1789, by Highflyer, bred by Mr. Turner, and imported into Virginia by Col. John Hoomes. Died 1809, aged 20 years. 1st dam Dido by Eclipse; 2d dam by Spectator; 3d dam by Blank; 4th dam Lord Leigh's Diana by Second; 5th dam Mr. Hanger's brown mare by Stanyan's Arabian; 6th dam Gipsy by King William's Notongued Barb; 7th dam by Makeless; 8th dam Royal mare.
- COLUMBUS, b. c., foaled 1835; imported in his mother's belly by R. D. Shepherd, Va. By Columbus; dam by Catton; 2d dam (Kilnocky's dam) by Sancho. (See Catton mare.)
- COMMODORE, b. c., imported into New York in the ship Samuel Robinson. Capt. Choate, from Greenock, in Scotland, by C. H. Williams, Esq. By Caleb Quotem. Mary Brown, the reported dam of Commodore, was foaled 1805, but we can find no prod-

uce of Mary Brown in the Stud Book, by Caleb Quotem. The pedigree is given as found in Edgar, no date of foaling or year of importation is given; the pedigree is correct from Mary Brown back to the dam of the two True Blues. Said to have been foaled 1820. 1st dam Mary Brown by Guilford; 2d dam Vixen by Pot-8-o's; 3d dam Cypher by Squirrel; 4th dam by Regulus; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam the dam of the two True Blues.

COMUS, (Berners) b. or br. c., foaled 1829, by Comus, bred by Lord Berner, and imported by E. H. Boardman, Huntsville, Ala., in 1837. 1st dam Rotterdam by Juniper; 2d dam Spotless by Walton; 3d dam by Trumpator; 4th dam by Highflyer; 5th dam Otheothea by Otho; 6th dam by Snap; 7th dam by Regulus; 8th dam Wildair's dam by Steady; 9th dam by Partner; 10th dam by Greyhound; 11th dam Chestnut Layton by Makeless; 12th dam Bay Layton by Counsellor; 13th dam by Brimmer; 14th dam Trumpet's dam by Place's White Turk; 15th dam by Dodsworth; 16th dam Layton Barb mare.

CONSOL, b. c., foaled 1828, by Lottery, bred by Mr. Walker, and imported into America by E. H. Boardman, of Alabama, in 1835. Consol died 1839. 1st dam by Cerberus; 2d dam Merlin's dam by Delpini; 3d dam Tripple Cyder by King Fergus; 4th dam Sylvia by Young Marske; 5th dam Ferret by a brother to Silvio; 6th dam Regulus; 7th dam by Lord Morton's Arabian; 8th dam by Mixbury; 9th dam by Mulso Bay Turk; 10th dam by Bay Bolton; 11th dam by Coneyskins; 12th dam by Hutton's Grey Barb; 13th dam by Byerly Turk; 14th dam by Bustler.

CONSTERNATION, br. c., foaled 1841, by Confederate, bred by Mr. Cawood, and imported in June, 1846, by C. J. Abbott, Esq., and recently the property of John P. Welch, of Oregon. 1st dam Curiosity by Figaro; 2d dam by Waxy; 3d dam Bizarre by Peruvian; 4th dam Violante by John Bull; 5th dam sister to Skyscraper by Highflyer; 6th dam Everlasting by Eclipse; 7th dam Hyæna by Snap; 8th dam Miss Belsea by Regulus; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam, dam of the two True Blues.

CONTRACT, ch. c., foaled 1823, by Catton, bred by Lord Scarborough, and imported by William Jackson into New York in 1829. 1st dam Helen by Hambletonian; 2d dam Susan by Overton; 3d

dam Drowsy by Drone; 4th dam Old England mare by Cullen Arabian; 5th dam Miss Cade by Cade; 6th dam Miss Makeless by a son of Greyhound; 7th dam by Partner (sister to Wilkie's mare); 8th dam by Woodcock; 9th dam by Croft's Barb; 10th dam by Makeless; 11th dam by Brimmer; 12th dam by Dicky Pierson; 13th dam Burton Barb mare.

CORMORANT, b. c., foaled 1787, by Woodpecker, bred by Mr. Fox, and imported into Virginia by the late Colonel John Hoomes. 1st dam Nettle-top by Squirrel; 2d dam Indiana's dam by Bajazet; 3d dam by Regulus; 4th dam by Blank; 5th dam by Lonsdale Arabian; 6th dam Bonny Lass by Bay Bolton; 7th dam by Darley's Arabian; 8th dam by Byerly Turk; 9th dam by Taffolet Barb; 10th dam by Place's White Turk; 11th dam Natural Barb mare.

CORONET, b. c., foaled 1825, by Catton, bred by Mr. F. Lumley. He stood at Somerville, Tenn., in 1839, at Edward Haskins'. 1st dam by Paynator; 2d dam Violet by Shark; 3d dam by Siphon; 4th dam Mr. Quick's Charlotte by Blank; 5th dam by Crab; 6th dam by Dyer's Dimple; 7th dam by Bethell's Cast-away; 8th dam by Why-not; 9th dam Royal mare.

CRAB, foaled in 1736, bred by Mr. Routh, and imported into America about the year 1746. He died in Virginia, in 1750. By Crab. 1st dam by Counsellor; 2d dam by Coneyskins; 3d dam by Hutton's Arabian.

CRAWFORD, g. c., bred by His Royal Highness the Duke of Cumberland; imported into Virginia, by Robert Ruffin, of Prince George county. We cannot find this horse. By Cumberland Arabian. 1st dam by Partner; 2d dam by Snake; 3d dam by Lyster Turk.

CRAWLER, b. c., foaled 1792, by Highflyer, bred by the Duke of Grafton; imported into the State of Tennessee. 1st dam Harriet by Matchem; 2d dam Flora by Regulus; 3d dam by Bartlett's Childers; 4th dam by Bay Bolton; 5th dam by Belgrade Turk.

CREEPER, b. c., foaled 1768, by Tandem, bred by Lord A. Hamilton; imported into the State of New York. 1st dam Harriet by Matchem; 2d dam Flora by Regulus; 3d dam by Bartlett's Childers; 4th dam by Bay Bolton; 5th dam by Belgrade Turk.

CREOLE, bl. c., foaled 1750, bred by the Marquis of Rockingham; by Ancaster Starling. First dam the dam of Dapple. For pedigree of Creole (also called Negro), see English Racing Calendar for 1754, page 177.

CRUISER, b. c., foaled 1852, bred by Lord Dorchester, imported into Ohio by Mr. J. S. Rarey. By Venison. Died 1866. 1st dam by Little Red Rover; 2d dam Eclat by Edmund; 3d dam Squib by Soothsayer; 4th dam Berenice by Alexander; 5th dam Brunette by Amaranthus; 6th dam Mayfly by Matchem; 7th dam by Ancaster Starling; 8th dam by Grasshopper; 9th dam by Sir M. Newton's Arabian; 10th dam by Pert; 11th dam by St. Martin; 12th dam by Sir E. Hale's Arabian; 13th dam the Oldfield mare.

CUB, ch. c., foaled 1739, by Fox, bred by Mr. Greville, and imported into Virginia. 1st dam Warlock Galloway by Snake; 2d dam sister to Carlisle Gelding by the Bald Galloway; 3d dam by Byerly Turk.

CUMBERLAND, bl. c., foaled 1836, bred by Mr. Stirling, imported by Com. R. F. Stockton, New Jersey. By Camel. 1st dam Matilda by Orville; 2d dam by Sorcerer; 3d dam Matilda by Whiskey; 4th dam sister to Toby by Highflyer; 5th dam by Matchem; 6th dam by Dainty Davy; 7th dam by son of Mogul; 8th dam by Crab; 9th dam by Bay Bolton; 10th dam by Curwen Bay Barb.

CYNTHIUS, ch. c., foaled 1799, by Acacia, bred by Mr. Garforth. 1st dam Yarico by King Fergus; 2d dam Atalanta by Matchem; 3d dam Lass of the Mill by Oroonoko; 4th dam sister to Clark's Lass of the Mill by Old Traveler; 5th dam Miss Makeless by Young Greyhound; 6th dam by Partner; 7th dam, dam of the Lambton Miss Doe by Woodcock; 8th dam by Croft's Bay Barb; 9th dam by Makeless; 10th dam by Brimmer; 11th dam by Dicky Pierson; 12th dam Burton Barb mare.

DABSTER, c. c., foaled 1735, by Hobgoblin, and imported into Virginia about 1741. We cannot find this horse. 1st dam by Spanker; 2d dam by Hautboy.

DAGHEE, ch. c., foaled —, by Muley, bred by —, imported into Canada by Com. Barrie, R. N., afterward brought to the United States, and stood in New Jersey in 1835. First dam by Sheik (Arabian). Not down in the English Stud Book.

DANCING MASTER, b. c., foaled 1788, by Woodpecker, bred by Lord Derby, imported into South Carolina. 1st dam Madcap by Snap; 2d dam Miss Meredith by Old Cade; 3d dam Little Hartley mare by Bartlett's Childers; 4th dam Flying Whig by William's Woodstock Arabian; 5th dam by St. Victor Barb; 6th dam by Why-not (son of the Fenwick Barb); 7th dam Royal mare.

DARE DEVIL, b. c., foaled 1787, by Magnet, bred by the Duke of Grafton, imported by Col. Hoomes, of Virginia, in the ship Rebecca, from London, in 1795. 1st dam Hebe by Chrysolite; 2d dam Proserpine (sister to Eclipse) by Marske; 3d dam Spiletta by Regulus; 4th dam Mother Western by Smith's son of Snake; 5th dam by Lord D'Arcy's Old Montague; 6th dam by Hautboy; 7th dam by Brimmer.

DARLINGTON, b. c., foaled 1787, bred by Mr. Wetherston, of Thorpe, near Bernard Castle, Yorkshire, Eng., by Clothier, imported by Mr. Hoomes in 1792. We cannot find this horse. No doubt correct pedigree. 1st dam by Highflyer; 2d dam by Little John; 3d dam by Snake.

DAVID (called Young David in the English Stud Book), b. c., foaled 1756, by the Gower Stallion, bred by Lord Gower, and imported into Virginia about the year 1763. 1st dam by Fox-Cub; 2d dam by Mr. Honeywood's Young True Blue; 3d dam sister to Mr. Pelham's Little George by the Curwen Barb.

DENIZEN, ch. c., foaled 1836; imported in his mother's belly by E. H. Boardman, Alabama. By Eng. Actacon; dam Imp. Design by Tramp. (See Imp. Design.)

DERBY, b. c., foaled 1831, bred by Lord Derby; imported by R. D. Shepherd, Va. By Sir Peter Lely. Derby was purchased and taken to Kentucky, and died the property of Hon. Henry Clay. 1st dam Urganda (also imported) by Milo; 2d dam by Sorcerer; 3d dam by Sir Solomon; 4th dam by Young Marske. (See Imported Urganda.)

DE BASH, b. c., foaled 1792, by King Fergus, bred by Sir C. Turner, imported into Massachusetts by Mr. Jones. 1st dam by Highflyer; 2d dam Madcap by Snap; 3d dam Miss Meredith by Old Cade; 4th dam Little Hartley mare by Bartlett's Childers; 5th dam Flying Whig by Woodstock's Arabian; 6th dam by St. Victor Barb; 7th dam by Why-not (son of the Fenwick Barb); 8th dam Royal mare.

DIOMED, ch. c., foaled 1777, by Florizel, bred by Sir C. Bunbury, and imported into Virginia in 1799, when 22 years of age. He died the property of Col. Hoomes in 1808, aged 31 years. 1st dam sister to Juno by Spectator; 2d dam sister to Horatius by Blank; 3d dam by Childers; 4th dam Miss Belvoir by Grey Grantham; 5th dam by Paget Turk; 6th dam Betty Percival by Leede's Arabian; 7th dam by Spanker.

DION, b. c., foaled 1795, by Spadille, bred by Mr. Garforth, imported into Virginia the fall of 1801, by Col. Hoomes. 1st dam Faith by Pacolet; 2d dam Atalanta by Matchem; 3d dam Lass of the Mill by Oroonoko; 4th dam sister to Clark's Lass of the Mill by Traveler; 5th dam Miss Makeless by Young Greyhound; 6th dam by Partner; 7th dam, dam of Miss Doe by Woodcock; 8th dam by Croft's Bay Barb; 9th dam Desdemona's dam by Makeless; 10th dam by Brimmer; 11th dam by Dicky Pierson; 12th dam Burton Barb mare.

DONCASTER, bl. c., foaled 1834, by Longwaist, bred by Mr. Nowell, and imported in 1835, a yearling, by Captain William J. Minor, of Natchez, Miss. 1st dam Young Lady Ern by Muley; 2d dam Lady Ern by Stamford; 3d dam sister to Repeater by Trumpator; 4th dam Demirep by Highflyer; 5th dam Brim by Squirrel; 6th dam Helen by Blank; 7th dam by Crab; 8th dam sister to Partner by Jigg; 9th dam sister to Mixbury by Curwen's Bay Barb; 10th dam by Old Spot; 11th dam by White-legged Lowther Barb; 12th dam Old Vintner mare.

DON QUIXOTE, ch. c., foaled 1784, by Eclipse, bred by Mr. Taylor, and imported into Virginia. 1st dam Grecian Princess by Williams' Forester; 2d dam by the Coalition colt (son of the G. Arabian); 3d dam by Bustard; 4th dam Lord Leigh's Charming Molly by Second; 5th dam Mr. Hanger's brown mare by Stanyan's Arabian; 6th dam Gipsy by King William's No-tongued Barb; 7th dam by Makeless; 8th dam Royal mare.

DORMOUSE, ch. c., foaled 1753, by Dormouse, bred by Lord Chedworth. 1st dam Diana by Whitefoot; 2d dam Silverlocks by the Bald Galloway; 3d dam by Akaster Turk; 4th dam by Leedes; 5th dam by Spanker.

DOTTERREL, g. c., foaled 1756, bred by Sir John Pennington, and said pedigree given by him (P. N. Lee, of Virginia). By Changing. This horse stood in Westmoreland county, Va., in 1766.

1st dam by a son of Wynn's Arabian; 2d dam by a son of Lonsdale Arabian; 3d dam by Black Arabian; 4th dam by Curwen's Bay Barb; 5th dam by Burton Barb mare.

DOVE, g. c., foaled —, imported by Dr. Thomas Hamilton, of Prince George county, Md. By Young Cade. Thos. Good, of Virginia, stood him in 1787. We cannot find him. He was imported in 1761 or 1762. He ran in 1763, at Annapolis, Md. 1st dam by Teazer; 2d dam by Gardiner.

DRAGON, ch. c., foaled 1787, by Woodpecker, bred by the Duke of Bedford; imported into Virginia by Col. Hoomes. He died in Tennessee in 1812, aged 25 years. 1st dam Juno by Spectator (sister to the dam of Diomed); 2d dam by Blank (sister to Horatius); 3d dam by Childers; 4th dam Miss Belvoir by Grey Grantham; 5th dam by Pajet Turk; 6th dam Betty Percival by Leede's Arabian; 7th dam by Spanker.

DRIVER, b. c., foaled 1806, by Driver, bred by Mr. Bruhl; imported into Virginia by Dr. William Thornton, of Washington city, D. C. 1st dam by Dorimant; 2d dam Muse by Herod; 3d dam by Shepherd's Crab; 4th dam Miss Meredith by Cade; 5th dam Little Hartley mare by Bartlett's Childers; 6th dam Flying Whig by William's Woodstock Arabian; 7th dam by St. Victor Barb; 8th dam Why-not (son of the Fenwick Barb); 9th dam Royal mare.

DRONE, b. c., foaled 1777, by Herod, bred by Mr. Pantan; imported into Massachusetts or Connecticut. He stood in Litchfield, Conn., and in Dutchess Co., N. Y. 1st dam Lilly by Blank; 2d dam Peggy by Cade; 3d dam sister to Widrington mare by Partner; 4th dam sister to Squirrel's dam by Bloody Buttocks; 5th dam by Greyhound; 6th dam by Makeless; 7th dam by Brimmer; 8th dam by Place's White Turk; 9th dam by Dods-worth; 10th dam Layton Barb mare.

DRUID, ch. c., foaled 1780, by Pot-8-o's, bred by Lord Grosvenor, and imported into Virginia, in 1800, by Col. Hoomes. 1st dam Maid of the Oaks by Herod; 2d dam Rarity by Matchem; 3d dam Snapdragon by Snap; 4th dam by Regulus; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam, dam of the two True Blues.

DUNGANNON, b. c., foaled 1786, by Dungannon, bred by Mr. Graham, and imported by Colonel Tayloe, of Virginia, in 1799. 1st dam Flirtilla by Conductor; 2d dam Flirt by Squirrel; 3d

dam Helen by Blank; 4th dam by Crab; 5th dam sister to Partner by Jigg; 6th dam sister to Mixbury by Curwen's Bay Barb; 7th dam by Old Spot; 8th dam by White-legged Lowther Barb; 9th dam Old Vintner mare.

EAGLE, b. c., foaled 1796, by Volunteer, bred by Sir F. Standish, and imported into Virginia, the fall of 1811, by Mr. Bell. Died in Kentucky, 1826, aged 30. 1st dam by Highflyer; 2d dam by Engineer; 3d dam by Cade; 4th dam Lass of the Mill by Traveler; 5th dam Miss Makeless by Young Greyhound; 6th dam by Partner; 7th dam (dam of the Lambton Miss Doe) by Woodcock; 8th dam by Croft's Bay Barb; 9th dam (Desdemona dam) by Makeless; 10th dam by Brimmer; 11th dam by Dicky Pierson; 12th dam Burton Barb mare.

ECLIPSE, b. c., foaled 1747, by Partner, bred by Mr. Crofts; imported by Col. Harris, of Virginia, and called sometimes "Harris' Eclipse." He died on Manherrin river, Va., in 1771, aged 24 years. We do not vouch for the accuracy of the following pedigree; the mare had seven colts by Partner, 1734, '37, '40, '43, '45, '46 and '47. We have taken the last foal as the colt. 1st dam bay Bloody Buttocks by Bloody Buttocks; 2d dam by Greyhound; 3d dam by Makeless; 4th dam by Brimmer; 5th dam by Place's White Turk; 6th dam by Dodsworth; 7th dam Layton Barb mare.

ECLIPSE, ch. c., foaled 1778, by Eclipse, bred by Sir J. Shelley. This horse was imported and owned by Richard B. Hall, of Prince George county, Md., and was called Hall's Eclipse. 1st dam Phoebe by Regulus; 2d dam by Cottingham; 3d dam by Snake; 4th dam by Bald Galloway; 5th dam by Lord Carlisle's Turk.

ECLIPSE, b. c., foaled 1855, by Orlando, bred by Mr. Greville, imported by R. Ten Broeck, and owned by Frank Morris, Esq., of New York. 1st dam Gaze (sister to Gasser) by Bay Middleton; 2d dam Flycatcher by Godolphin; 3d dam sister to Cobweb by Phantom; 4th dam Filagree by Soothsayer; 5th dam Web by Waxy; 6th dam Penelope by Trumpator; 7th dam Prunella by Highflyer; 8th dam Promise by Snap; 9th dam Julia by Blank; 10th dam Spectator's dam by Partner; 11th dam Bonny Lass by Bay Bolton; 12th dam by Darley's Arabian; 13th dam by Byerly Turk; 14th dam by Taffolet Barb; 15th dam by Place's White Turk; 16th dam Natural Barb mare.

ECLIPSE, ch. c. (called Northern Eclipse), imported, consigned to Messrs. Wallace & Muir, Annapolis, Md. By O'Kelly's Eclipse. 1st dam Amaryllis by Adolphus; 2d dam by Cub; 3d dam (A. La Greque's dam) by Allworthy; 4th dam by Bolton Starling; 5th dam Dairy Maid by Bloody Buttocks; 6th dam Bay Brocklesby by Old Partner; 7th dam Brocklesby by Greyhound; 8th dam Brocklesby Betty by Curwen's Bay Barb; 9th dam Mr. Leedes' Hobby mare by The Lister Turk.

EMANCIPATION, b. c., foaled 1827, by Whisker, bred by Mr. Riddell, and imported into Virginia, 1835, by Messrs. Merritt & Co. 1st dam by Ardrossan (Beeswing's dam); 2d dam Lady Eliza by Whitworth; 3d dam X Y Z's dam by Spadille; 4th dam Sylvia by Young Marske; 5th dam Ferrett by brother to Silvio; 6th dam by Regulus; 7th dam by Lord Morton's Arabian; 8th dam by Mixbury; 9th dam by Mulso's Bay Turk; 10th dam by Bay Bolton; 11th dam by Coneyskins; 12th dam by Hutton's Grey Barb; 13th dam by Byerly Turk; 14th dam by Bustler.

EMANCIPATION COLT, ch. c., foaled 1836; imported in New York. By Emancipation before his importation; dam Rosalind by Paulowitz, foaled in England before her importation. (See imported Rosalind.)

EMU, b. c., foaled 1832, bred by Mr. Hunter; imported by Thomas Flintoff, Esq., of Nashville, Tenn. By Picton. 1st dam Cuirass by Oiseau; 2d dam Castanea by Gohanna; 3d dam Grey Skin by Woodpecker; 4th dam Silver's dam by King Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Old Ebony by Basto; 9th dam the Massey mare.

ENGLISHMAN, b. c., foaled 1812. The property of Walter Bell, of Virginia; imported in his mother's belly. By imp. Eagle. 1st dam by Pot-oooooooo (sister to Timidity); 2d dam by Pegasus; 3d dam by Highflyer; 4th dam Smallbones by Justice; 5th dam by Pangloss; 6th dam Riddle by Wolseley Barb; 7th dam Lady Augusta by Spot; 8th dam by Crab; 9th dam sister to Partner by Jigg; 10th dam sister to Mixbury by Curwen's Bay Barb; 11th dam by Old Spot; 12th dam by White-legged Lowther Barb; 13th dam Old Vintner mare.

ENVOY, b. c., foaled 1833, by Memnon, bred by Mr. Mott; stood at Lewis K. Grigsby's, Winchester, Ky., in 1839. 1st dam Zarina

by Morisco; 2d dam Ina by Smolensko; 3d dam Morgiana by Coriander; 4th dam Fairy by Highflyer; 5th dam Fairy Queen by Young Cade; 6th dam Routh's Black Eyes by Crab; 7th dam Warlock Galloway by Snake; 8th dam sister to Carlisle gelding by the Bald Galloway; 9th dam Wharton mare by his Turk; 10th dam by Bald Galloway; 11th dam by Byerly Turk.

ESCAPE (called Horns formerly, and so entered in English Stud Book), ch. c., foaled 1798, and imported into Virginia by Col. Hoopes. By Precipitate. Died 1807. 1st dam by Woodpecker; 2d dam by Sweetbriar; 3d dam (Buzzard's dam) Misfortune by Dux; 4th dam Curiosity, sister to Angelica by Snap; 5th dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

ESPERSYKES, br. c., foaled 1837, bred by Mr. Allen; imported by Thomas Alderson, Esq., Nashville, Tenn. By imported Behazar. 1st dam by Capsicum; 2d dam Acklam Lass by Prime Minister; 3d dam Young Harriet by Camillus; 4th dam Harriet by Precipitate; 5th dam Young Rachel by Volunteer; 6th dam Rachel by Highflyer; 7th dam (sister to Tandem) by Syphon; 8th dam by Regulus; 9th dam by Snip; 10th dam by Cottingham; 11th dam Warlock Galloway by Snake.

EUGENIUS, ch. c., foaled 1770, bred by the Duke of Ancaster. By Chrysolite. 1st dam Mixbury by Regulus; 2d dam Little Bowes by brother to Mixbury; 3d dam Bowes by Hutton's Barb; 4th dam by Byerly Turk; 5th dam by Selaby Turk; 6th dam Mr. Place's mare by Hautboy; 7th dam sister to Morgan Dun by a son of the Helmsley Turk; 8th dam by Dods-worth; 9th dam by Burton Barb.

EXPEDITION, ch. c., foaled 1795, bred by Lord Egremont, and imported into New York. By Pegasus. He stood in New Jersey in 1802. 1st dam Active by Woodpecker; 2d dam Laura by Whistle-Jacket; 3d dam Pretty Polly by Starling; 4th dam sister to Lord Leigh's Diana by Second; 5th dam Mr Hanger's brown mare by Stanyan's Arabian; 6th dam Gipsev by King William's Notongued Barb; 7th dam by Makeless; 8th dam Royal mare.

EXPRESS, b. c., foaled 1785, bred by Mr. Barton. By Postmaster. 1st dam by Syphon; 2d dam by Matchem; 3d dam by Snip;

4th dam by Regulus; 5th dam Parker's Lady Thigh by Partner; 6th dam Bay Bloody Buttocks by Bloody Buttocks; 7th dam by Greyhound; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk; 11th dam by Dodsworth; 12th dam Layton Barb mare.

EXTON, b. c., foaled 1791, by Highflyer, bred by Mr. Addy. 1st dam Io by Spectator; 2d dam by Blank; 3d dam Lord Leigh's Diana by Second; 4th dam Mr. Hanger's brown mare by Stanyan's Arabian; 5th dam Gipsev by King William's Notongued Barb; 6th dam by Makeless; 7th dam Royal mare.

FAIRFAX ROAN, alias Strawberry, alias Strawberry Roan, r. c., foaled 1764, bred by Mr. Simpson; imported (it is believed) by Lord Fairfax into Virginia during the Revolutionary war. By Adolphus. 1st dam by Mr. Smith's Tartar (a son of Croft's Partner); 2d dam by Midge (son of Snake); 3d dam by Hip.

FALLOWER, c., foaled 1761, bred by Duke of Grafton. Imported into South Carolina 1766, by Mr. Fenwick. By Blank. 1st dam by Partner; 2d dam by Bloody Buttocks; 3d dam by Greyhound; 4th dam by Makeless; 5th dam by Brimmer; 6th dam by Place's White Turk; 7th dam by Dodsworth; 8th dam Layton Barb mare.

FAZZOLETTO, JR., b. c., foaled 1859, imported in his mother's belly, by Mr. Keene Richards, Scott Co., Ky., by Eng. Faggoletto, dam imp. Emilia by Young Emelius. (See Emilia.)

FEARNOUGHT, b. c., foaled 1755, bred by Mr. Warren, and imported into Virginia in March, 1764, by Col. John Baylor. He died in Greenville County, Va., the fall of 1776, aged 21 years. By Regulus. 1st dam Silvertail by Mr. Heneage's Whitenose; 2d dam by Rattle; 3d dam by Darley's Arabian; 4th dam Old Child mare by Sir T. Gresley's bay Arabian; 5th dam Mr. Cook's Vixen by the Helmsley Turk; 6th dam Dodsworth's dam Royal mare.

FELLOW, ch. c., foaled 1757, imported into Pennsylvania, the exact date not known, or by whom imported. By Cade. 1st dam by Duke of Bolton's Goliah; 2d dam by Wilkinson's Turk; 3d dam by Cupid. (See Pick.)

FELT, b. c., foaled 1826, by Langar, bred by Lord Sligo, and imported in 1835, by Merritt & Co., of Virginia. 1st dam Steam by Waxy Pope; 2d dam Miss Stavelv by Shuttle; 3d dam by Drone; 4th dam by Matchem; 5th dam Jocasta by Croft's

Forester; 6th dam Milksop by Cade; 7th dam Miss Partner by Partner; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk; 11th dam by Dodsworth; 12th dam Layton Barb mare.

FELT HORSE, ch. c., foaled 1836, imported in New York in 1838, by Felt, before his importation. First dam imported Vaga; he was foaled in England. (See imported Vaga.)

FIAT, br. c., foaled 1863, bred by Maj. Green Thompson, imported into Canada 1865. By the Judge. 1st dam by Van Tromp; 2d dam by Bay Middleton; 3d dam Nitocris by Whisker; 4th dam Manuella by Dick Andrews; 5th dam Mandane by Pot-S-o's; 6th dam Young Camilla by Woodpecker; 7th dam Camilla by Trentham; 8th dam Coquette by the Compton Barb; 9th dam sister to Regulus by the Godolphin Arabian; 10th dam Grey Robinson by the Bald Galloway; 11th dam by Snake; 12th dam Old Wilkes by Old Hautboy.

FIGURE, b. c., foaled 1757, by Grey Figure; imported by Dr. Hamilton in the year 1765. 1st dam Young Mariamne by Crab; 2d dam Mariamne by Partner.

We cannot find this colt. He ran at Annapolis, in 1766, winning a race at four heats; he ran several other races. We doubt the correctness of the pedigree on the dam's side. There is no Mariamne by Partner, but in vol. 1, page 427, Mariamne foaled 1748, by Lord Portmore's Victorious. We think the following his correct pedigree: 1st dam by Partner; 2d dam by Richardson's Merlin; 3d dam by Makeless; 4th dam by Burford Bull; 5th dam by Devonshire Arabian.

FIREBRAND, ch. c., foaled 1802, by Buzzard, bred by the Duke of Grafton, and imported by Gen. John McPherson, of South Carolina. Said to have died on his passage. 1st dam Fanny (sister to King Fergus) by Eclipse; 2d dam Tuting's Polly by Othello; 3d dam Fanny by Tartar; 4th dam by Starling; 5th dam by Childers; 6th dam Lilliput's dam by Wilkinson's Barb; 7th dam Mr. Milbank's Bald Peg.

FIRETAIL, b. c., foaled 1795, by Phœnomenon, bred by Mr. Welburn; imported by Messrs. Cain & Rea, of Orange County, N. C., in 1801; 1st dam Columbine by Espersykes; 2d dam by Babraham Blank; 3d dam Tipsey by Starling; 4th dam Switch by Lonsdale Arabian; 5th dam by Cyprus; 6th dam Crab's dam by Basto; 7th dam sister to Mixbury by the Curwen Bay Barb;

8th dam by Curwen Spot; 9th dam White-legged Lowther Barb; 10th dam Old Vintner mare.

FLAG OF TRUCE, br. c., by imported Sober John. First dam imported Spanish mare Creeping Kate. Ran successfully up to 1767; stood that year at Mr. Peter Sinkler's, St. Stephen Parish, S. C., at £35.

FLATTERER, b. c., foaled 1831, by Muley, bred by Sir M. Wood, and imported in 1835. Stood at Samuel Mim's, Fayetteville, N. C., in 1839. 1st dam Clare by Marmion; 2d dam Harpalice by Gohanna; 3d dam Amazon by Driver; 4th dam Fractious by Mercury; 5th dam by Woodpecker; 6th dam Everlasting by Eclipse; 7th dam Hyana by Snap; 8th dam Miss Belsea by Regulus; 9th dam by Bartlett's Childers; 10th dam Honeywood's Arabian; 11th dam, dam of the two True Blues.

FLEXIBLE, b. c., foaled 1822, by Whalebone, bred by Lord Egremont, and imported in 1835, by Merritt & Co., of Virginia. 1st dam Themis by Sorcer; 2d dam Hanna by Gohanna; 3d dam Humming-bird by Woodpecker; 4th dam Camilla by Trentham; 5th dam Coquette by the Compton Barb; 6th dam sister to Regulus by Godolphin Arabian; 7th dam Gray Robinson by Bald Galloway; 8th dam by Snake; 9th dam Old Wilkes by Old Hautboy.

FLIMNAP, b. c., foaled 1765, by South, bred by Sir J. Moore, and imported into South Carolina. 1st dam by Cygnet; 2d dam by Cartouch; 3d dam Ebony by Childers; 4th dam Old Ebony by Basto; 5th dam Massey mare by Mr. Massey's black Barb.

FLORIZEL, br. c., by Florizel, imported by Messrs. Ringold & Co. The above horse was said to have been the property of Walter Hillen, Esq., of Georgetown, D. C., and called Hillen's Florizel. We can find the Alfred mare, but no produce, but presume the following is correct, as Fairy Queen had the filly by Alfred in 1778. It is not stated when Florizel was foaled or by whom imported. 1st dam by Alfred; 2d dam Fairy Queen by Young Cade; 3d dam Routh's Black-Eyes by Crab; 4th dam Warlock Galloway by Snake; 5th dam sister to Carlisle Gelding by the Bald Galloway; 6th dam Wharton mare by Lord Carlisle Turk; 7th dam by Bald Galloway; 8th dam by Byerley Turk.

FLY-BY-NIGHT, br. c., foaled 1853, by The Flying Dutchman, bred by M. Bowes, and imported by Col. John L. White, of Pittsylvania Court House, Va., in January, 1858. 1st dam The Flap-

per by Touchstone; 2d dam Mickleton Maid by Velocipede; 3d dam Maid of Lune by Whisker; 4th dam Gibside Fairy by Hermes; 5th dam Vicissitude by Pipator; 6th dam Beatrice by Sir Peter Teazle; 7th dam Pyrrha by Matchem; 8th dam Duchess by Whitenose; 9th dam Miss Slamerkin by Young True Blue; 10th dam by Oxford's Dun Arabian; 11th dam D'Arcy's Black-legged Royal mare.

FLYING CHILDERS, ch. c., foaled 1838; imported by Major Cook, New Jersey, with his dam, by Buskin, son of Tramp; dam imp. Prunella by Comus. (See imp. Prunella by Comus.)

FOP, g. c., foaled 1832, by Stumps, bred by Mr. Cooke, and imported into Tennessee, by L. J. Polk, Esq. 1st dam by Fitz James; 2d dam by Windle; 3d dam by Anvil; 4th dam Virago by Snap; 5th dam by Regulus; 6th dam sister to Black-and-all Black by Crab; 7th dam Miss Slamerkin by Young True Blue; 8th dam by Lord Oxford's Dun Arabian; 9th dam D'Arcy's Blacklegged Royal mare.

FORRESTER, — c., foaled —, by Magog (son of Matchem). He stood in Kentucky, 1803. Not down in the Stud Book. First dam by Barry's Forrester.

FREDERICK, ch. c., foaled 1810, by Selim, bred by Mr. Bell, and imported by Mr. Bell in the fall of 1811. 1st dam by Pot-8-o's (the dam of Englishman); 2d dam by Pegasus; 3d dam by Highflyer; 4th dam Small Bones by Justice; 5th dam by Pangloss; 6th dam Riddle by Wolsely Barb; 7th dam Lady Augusta by Spot; 8th dam by Crab; 9th dam sister to Partner by Jigg; 10th dam sister to Mixbury by Curwen's Bay Barb; 11th dam by Old Spot; 12th dam by White-legged Lowther Barb; 13th dam Old Vintner mare.

FRIAR, b. c., foaled 1759, bred by Sir J. Moore, imported into South Carolina, 1766, stood at Mr. Thomas Boone's Pon Pon, and up to 1774 at Beach Hill. By South. 1st dam by Babraham; 2d dam by Golden Ball; 3d dam Bushey Molly by Hampton Court Childers; 4th dam Lord Halifax's Bushey Molly by Chestnut Lytton Arabian, 5th dam Lord Halifax's Farmer mare by the Chillaby Barb; 6th dam Sir W. Ramden's Byerly Turk mare; 7th dam by Spanker.

FYLDE, b. c., foaled 1824, by Antonio, bred by Mr. Clifton, and imported by Messrs. Avery Merritt and Townes, into Virginia in August, 1832. Fylde got crippled in landing from the ship.

1st dam Fadladinida by Sir Peter Teazle; 2d dam Fanny by Diomed; 3d dam Ambrosia by Woodpecker; 4th dam Ruth by Blank (sister to Highflyer's dam); 5th dam by Regulus; 6th dam by Soreheels; 7th dam by Makeless; 8th dam Christopher D'Arcy's Royal mare.

GABRIEL, b. c., foaled 1790, by Dorimant, bred by Mr. Hull, and imported or consigned to Col. Tayloe, of Virginia, in 1799. Died in Virginia, 1800, aged 10 years. 1st dam by Highflyer; 2d dam by Snap; 3d dam by Chalkstone's dam by Shepherd's Crab; 4th dam Miss Meredith by Cade; 5th dam Little Hartley mare by Bartlett's Childers; 6th dam Flying Whig by Woodstock Arabian; 7th dam by St. Victor Barb; 8th dam by Why-not (son of the Fenwick Barb); 9th dam Royal mare.

GENIUS, b. c., foaled 1753, by Babraham, bred by Mr. Keck; (stood in New York.) 1st dam Aura by the Stamford Turk; 2d dam by brother to Conqueror; 3d dam sister to Snip by Childers; 4th dam sister to Soreheels by Basto; 5th dam sister to Mixbury by the Curwen Bay Barb; 6th dam by Curwen Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.

GIFT, b. c., foaled 1768, by Cadormus, bred by Mr. Lord, and imported by Colonel Dangerfield, of Kent county, Va. 1st dam imported Cub mare's dam by Second; 2d dam by Starling; 3d dam sister to Vane's Little Partner by Partner; 4th dam by Greyhound; 5th dam by Makeless; 6th dam by Brimmer; 7th dam by Place's White Turk; 8th dam by Dodsworth; 9th dam Layton Barb mare.

GLENCOE, ch. c., foaled 1831, by Sultan, bred by Lord Jersey, and imported by James Jackson, of Florence, Ala., in 1836. 1st dam Trampoline by Tramp; 2d dam Web by Waxy; 3d dam Penelope by Trumpator; 4th dam Prunella by Highflyer; 5th dam Promise by Snap; 6th dam Julia by Blank; 7th dam Spectator's dam by Partner; 8th dam Bonny Lass by Bay Bolton; 9th dam by Darley's Arabian; 10th dam by Byerly Turk; 11th dam by Taffolet Barb; 12th dam by Place's White Turk; 13th dam Natural Barb mare.

GLENELG, b. c., foaled 1866, bred by Mr. R. W. Cameron, owned by Mr. A. Belmont, New York. By Citadel (son of Stockwell); dam Bapta by Kingston (which see).

GLENEVIS, br. c., foaled in 1866. Bred by Colonel Angerstein, England. Imported by R. W. Cameron, Esq., of Clifton, Staten

Island, in 1866. Got by Oulston, dam Volucris by Voltigeur; 2d dam by The Doctor; 3d dam Gray Araby by Talisman; 4th dam Bay Araby by Camel; 5th dam Bay Bess by Sultan; 6th dam by Napoleon, Arabian; 7th dam by Hippomenes; 8th dam by Quicksilver; 9th dam by Doge.

GLENGARY, b. c., foaled 1866, bred by Mr. Lane, imported by Mr. L. W. Jerome, New York. By Thormanby: dam Carbine by Rifleman; 2d dam Troica by Lanercost; 3d dam Siberia by Brutandorf; 4th dam by Blucher; 5th dam Opal by Sir Peter; 6th dam Olivia by Justice; 7th dam Cypher by Squirrel; 8th dam by Regulus; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam, dam of the two True Blues, a Byerly mare.

GOUTY, b. c., foaled 1796, by Sir Peter Teazle, bred by Sir F. Standish, and imported in 1806, by Robert Rives, of Nelson county, Virginia. 1st dam Yellow mare by Tandem; 2d dam Perdita by Herod; 3d dam Fair Forester by Sloe; 4th dam by Forester; 5th dam by Partner; 6th dam by Croft's Bay Barb; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by son of Dodsworth; 10th dam Burton Barb mare.

GRANBY, b. c., foaled 1759, by Blank, bred by Mr. Wildman (also called Marquis of Granby). 1st dam by Crab; 2d dam by Cyprus Arabian; 3d dam by Commoner; 4th dam by Makeless; 5th dam by Brimmer; 6th dam by Dicky Pierson; 7th dam by Burton Barb mare.

GREYHOUND, b. c., foaled 1794, by Sweetbriar, bred by Mr. Wentworth. 1st dam Miss Green by Highflyer; 2d dam Harriet by Matchem; 3d dam Flora by Regulus; 4th dam by Bartlett's Childers; 5th dam by Bay Bolton; 6th dam by Belgrade Turk.

HAMBLETON, b. c., foaled 1791, by Dungannon, bred by Mr. Hutchison, and imported by William Lightfoot, of Sandy Point, Va. 1st dam by Snap; 2d dam Young Marske's dam by Blank; 3d dam Bay Starling by Bolton Starling; 4th dam Miss Meynell by Partner; 5th dam by Greyhound; 6th dam by Curwen's Bay Barb; 7th dam by Lord D'Arcy's Arabian; 8th dam by Whiteshirt; 9th dam Old Montague mare.

HAMPTON COURT, b. c., foaled 1864, bred by Mr. Greville; imported by R. W. Cameron, Esq., New York. By Young Melbourn.

1st dam Durindana by Orlando, dam of Mantrap, Miss Palmerston and Dundee; 2d dam Despatch by Defence (dam of Hermes, Milo and Ronconi); 3d dam Nannette (sister to Glaucus) by Partizan; 4th dam Nanine by Selim; 5th dam Bizarre by Peruvian (dam of Scarpa); 6th dam Violante by John Bull (dam of Hetman and Finesse); 7th dam sister to Skyscraper by Highflyer; 8th dam Everlasting by Eclipse; 9th dam Hyæna by Snap; 10th dam Miss Belsea by Regulus; 11th dam by Bartlett's Childers; 12th dam by Honeywood's Arabian; 13th dam the dam of the two True Blues.

HARKFORWARD, b. c., foaled in 1840, by Economist, bred by Mr. Ferguson, and imported by Judge Alexander Porter, Oak Lawn, near Franklin, La., in the spring of 1841. 1st dam Harkaway's dam by Nabocklish; 2d dam Miss Tooley by Teddy the Grinder; 3d dam Lady Jane by Sir Peter Teazle; 4th dam Paulina by Florizel; 5th dam Captive by Matchem; 6th dam Calliope by Slouch; 7th dam Lass of the Mill by Oroonoko; 8th dam by Old Traveler; 9th dam Miss Makeless by Greyhound; 10th dam by Partner; 11th dam, dam of the Lambton Miss Doe by Woodcock; 12th dam by Croft's Bay Barb; 13th dam Desdemona's dam by Makeless; 14th dam by Brimmer; 15th dam by Dicky Pierson; 16th dam Burton Barb mare.

HARTINGTON, b. c., foaled 1859, bred by Mr. Robinson; imported by R. W. Cameron, Esq., New York. By Voltigeur: dam Countess of Burlington by Touchstone; 2d dam Lady Emily by Muley Moloch; 3d dam Caroline by Whisker; 4th dam Gibside Fairy by Hermes; 5th dam Vicissitude by Pipator; 6th dam Beatrice by Sir Peter; 7th dam Pyrrha by Matchem; 8th dam Duchess by Whitenose; 9th dam Miss Slamerkin by Young True Blue; 10th dam by Lord Oxford's Dun Arabian; 11th dam D'Arcy's Black-legged Royal mare.

HECTOR, bl. c., foaled 1745, by Lath, bred by Lord Hartington, and imported by Col. Marshall. 1st dam by Childers (sister to Snip); 2d dam sister to Soreheels by Basto; 3d dam sister to Mixbury Galloway by Curwen's Bay Barb; 4th dam by Old Spot; 5th dam by White-legged Lowther Barb; 6th dam Old Vintner mare.

HEDGEFORD, br. c., foaled 1825, by Filho da Puta, bred by Mr. Mytton. Imported by William Jackson, New York, 1832. Died 1840 in Kentucky. 1st dam Miss Craige by Orville; 2d dam

Marchioness by Lurcher; 3d dam Miss Cogden by Phœnomenon; 4th dam by Young Marske; 5th dam by Silvio; 6th dam Mr. Hutton's Daphne by Regulus; 7th dam Brandy Nan by Sedbury; 8th dam by Starling; 9th dam, dam of Hutton's Spot by a son of his Grey Barb; 10th dam by Conneyskins; 11th dam by Hautboy.

HERALD, ch. c., foaled 1839, bred by Col. Wade Hampton, South Carolina. Imported in his mother's belly by English Plenipotentary; dam imp. Delphine by Whisker. (See Delphine.)

HERCULES, b. c., foaled 1857, bred by Mr. J. B. Shepherd. Sent to California, 1863. By Kingston. 1st dam daughter of Toscar by Bay Middleton; 2d dam Malvina by Oscar; 3d dam Spotless by Walton; 4th dam by Trumpator; 5th dam by Highflyer; 6th dam Otheothea by Otho; 7th dam by Snap; 8th dam by Regulus; 9th dam Wildair's dam by Steady; 10th dam by Partner; 11th dam by Greyhound; 12th dam Chestnut Layton by Makeless.

HERO, b. c., foaled 1747, by Blank, the property of the Duke of Bridgewater. First dam by Godolphin Arabian. See E. R. C. for 1762, page —.

HEROD, g. c., foaled 1792, by Young King Herod, and imported into Virginia by Col. Hoomes (it is supposed), and called Hilton's King Herod. He is not in the Stud Book. He was said to be imported in 1796. 1st dam by Conductor; 2d dam by Florizel; 3d dam by Matchem.

HIBISCUS, br. c., foaled 1834, by Sultan, bred by Lord Exeter, and imported in 1840, by Mr. Freyer, South Carolina. 1st dam Duchess of York by Waxy; 2d dam Moses' dam by Gohanna; 3d dam Grey Skim by Woodpecker; 4th dam by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Ebony by Basto; 9th dam Massey mare by Mr. Massey's Black Barb.

HIGHFLYER (Cragg's), br. c., foaled 1782, by Highflyer, bred by Lord Egremont. He sired Lee Boo and other good runners. Imported 1778 into Virginia. 1st dam Angelica by Snap; 2d dam by Regulus; 3d dam by Bartlett's Childers; 4th dam by Honeywood's Arabian; 5th dam the dam of the two True Blues.

HIGHLANDER, g. c., foaled 1783, by Bordeaux, bred by Mr. Douglas. Imported into New York 1794. 1st dam Tetotum by Matchem; 2d dam Lady Bolingbroke by Squirrel; 3d dam

Cypron (Herod's dam) by Blaze; 4th dam Selima by Bethell's Arabian; 5th dam by Graham's Champion; 6th dam by Darley's Arabian; 7th dam by Merlin.

HILLSBOROUGH, b. c., foaled 1858; imported with his dam by Mr. A. Keene Richards, Kentucky. By Stockwell; dam imp. mare by Lanercost; 2d dam The Nun by Catton. (See imp. Lanercost mare.)

HOB-OR-NOB, b. c., foaled 1747, by Goliah, run by Mr. Reynolds. First dam by Bald Galloway. He is not down in the Stud Book. See English Racing Calendar, 1754, page 242, for the years 1758 and 1759, for 1758 page 42, for 1759 page 32. It appears in 1758, page 116, that Mr. Reynolds' Hob-or-Nob was by Babraham.

HONEST JOHN, br. c., foaled 1794, by Sir Peter Teazle, bred by Mr. Milbanke, and imported by Dr. James Tate, of Philadelphia, Pa. 1st dam by Magnet (sister to Windlestone); 2d dam by Le Sang; 3d dam by Rib; 4th dam Mother Western by Smith's son of Snake; 5th dam by Montagne; 6th dam by Hantboy; 7th dam by Brimmer.

HOOTON, b. c., foaled 1840, bred by Mr. Worthington; imported into United States by ———. Stood in Kentucky. By Despot. 1st dam by Catton; 2d dam Melrose by Pilgarlick; 3d dam by Whisker; 4th dam by Orville; 5th dam Otterington's dam by Expectation; 6th dam by Spadille; 7th dam Grog's dam by Alfred; 8th dam by Locust; 9th dam by Changeling; 10th dam by Cade.

HUGH LUPUS, b. c., foaled 1836, bred by Mr. Mostyn, and imported to New Orleans, La. By Priam. 1st dam Her Highness by Moses; 2d dam Princess Royal by Castrel; 3d dam Queen of Diamonds by Diamond; 4th dam by Sir Peter Teazle; 5th dam Lucy by Florizel; 6th dam Frenzy by Eclipse; 7th dam by Engineer; 8th dam by Blank; 9th dam Lass of the Mill by Traveler; 10th dam Miss Makeless by Young Greyhound; 11th dam by Old Partner; 12th dam Miss Doe's dam by Woodcock; 13th dam by Croft's Bay Barb; 14th dam Desdemona's dam by Makeless; 15th dam by Brimmer; 16th dam by Dicky Pierson; 17th dam Burton Barb mare.

HURRAH, b. c., foaled 1862, bred by Rawcliff Stud Co. Imported by John Reber, Esq., Lancaster, Ohio. By Newminster: dam Jovial by Bay Middleton; 2d dam (sister to Grey Momus) by

Comus; 3d dam by Cervantes; 4th dam Emma by Don Cosack; 5th dam Vesta by Delpini; 6th dam Faith by Paolet; 7th dam Atalanta by Matchem; 8th dam Lass of the Mill by Oroonoko; 9th dam by Old Traveler; 10th dam Miss Makeless by Young Greyhound; 11th dam by Old Partner; 12th dam by Woodcock; 13th dam by Croft's Bay Barb; 14th dam by Makeless; 15th dam by Brimmer; 16th dam by Dicky Pierson; 17th dam Burton Barb mare.

IOTA, b. c., foaled 1854; bred by Mr. J. Milner. Sent to New Orleans, 1859. By Storm or Maroon. 1st dam Beta by Voltair; 2d dam by Raphael; 3d dam sister to Rosette by Benningbrough; 4th dam Rosamond by Tandem; 5th dam Tuberoze by Herod; 6th dam Grey Starling by Starling; 7th dam Coughing Polly by Bartlett's Childers; 8th dam by Counsellor; 9th dam by Snake; 10th dam by Luggs; 11th dam by Davill's Old Woodcock.

JACK ANDREWS, b. c., foaled 1794, by Joe Andrews, bred by Mr. Lord, and imported by William Lightfoot, Sandy Point, Va. 1st dam by Highflyer; 2d dam by Cardinal Puff; 3d dam by Tatler; 4th dam by Snip; 5th dam by Godolphin Arabian; 6th dam by Frampton's Whiteneck; 7th dam by Pelham Barb.

JACK OF DIAMONDS, b. c., foaled —, by the Cullen Arabian, bred by —, and imported by Gen. Spotswood, of Virginia. He was a dark bay horse, with a spot in the shape of a diamond in his face. We cannot find him in the Stud Book. He stood at Solomon Dunn's, in Virginia, 1763. 1st dam by Darley Arabian; 2d dam by Byerly Turk; 3d dam by Taffolet Barb; 4th dam by Place's White Turk; 5th dam Natural Barb mare.

JANUS, ch. c., foaled 1746, by Old Janus (son of the Godolphin Arabian out of the Little Hartley mare), bred by Mr. Swymmer, imported into Virginia about the year 1752. He was the property of John Goode, Sr., of Mecklenburgh county, Va., who agreed to give £150, Virginia currency, for him, provided he was safely delivered at his stable, in the winter of 1779 or 1780, being in the 34th year of his age. Janus started for the stable of Mr. Goode, as aforesaid, and progressed as far as the stable of Col. Haynes, where he died in 1780. This colt is not laid down in the Stud Book or Racing Calendar. He was foaled before the issue of either. No doubt a correct pedigree. 1st dam by Fox; 2d dam by the Bald Galloway.

JOHN BULL, b. c., foaled 1833, by Chateaux Margaux, purchased by Mr. Tattersall for Captain R. F. Stockton, and imported in 1834, when a yearling. We do not doubt this pedigree, but in vol. 3, page 305, of the English Stud Book, this mare has no foal credited for 1833. Her last foal was to Sultan, in 1831, and note at the bottom states that she was sent to Germany. 1st dam by Woful; 2d dam sister to Brandon by Benningbrough; 3d dam Miss Tomboy by Highflyer; 4th dam by Shakespeare; 5th dam Barbara by Snap; 6th dam Miss Vernon by Cade; 7th dam sister to Spinster by Partner; 8th dam sister to Squirrel's dam by Bloody Buttocks; 9th dam by Greyhound; 10th dam by Makeless; 11th dam by Brimmer; 12th dam by Place's White Turk; 13th dam by Dodsworth; 14th dam Layton Barb mare.

JOHN BULL, ch. c., foaled 1789, by Fortitude, bred by Lord Grosvenor, imported by ———. 1st dam Xantippe (sister to Don Quixote) by Eclipse; 2d dam Grecian Princess by William's Forester; 3d dam by the Coalition Colt; 4th dam by Bustard.

JOLLY ROGER (in the English Stud Book, Roger of the Vale), ch. c., foaled 1741, bred by Mr. Craddock, imported by ———. He died at James Belford's, Greenville county, Va., in 1772, aged 31 years. By Roundhead. 1st dam sister to Wilkie mare by Croft's Partner; 2d dam by Woodcock; 3d dam by Croft's Bay Barb; 4th dam by Makeless; 5th dam by Brimmer; 6th dam by Dicky Pierson; 7th dam Burton Barb mare.

JONAH, b. c., foaled 1795, by Escape, bred by Mr. Baker; imported by Gov. James Turner, of North Carolina, who transferred him to Mr. Caleb Bush, about 1803. 1st dam Lavender by Herod; 2d dam by Snap; 3d dam Miss Roan (Sweetwilliam's dam) by Cade; 4th dam Madam by Bloody Buttocks; 5th dam sister to Matchem's dam by Partner; 6th dam by Makeless; 7th dam by Brimmer; 8th dam by Place's White Turk; 9th dam by Dodsworth; 10th dam Layton Barb mare.

JORDON, ch. c., foaled 1833, by Langar, bred by the Duke of Cleveland, and imported in 18—, by ———. 1st dam Matilda by Comus; 2d dam Julianna by Gohanna; 3d dam Platina by Mercury; 4th dam by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Ebony by Basto; 9th dam Massey mare by Mr. Massey's Black Barb.

- JULIUS CÆSAR** (Mr. Cross'), bred by Mr. Crofts, foaled 1757. By Young Cade. 1st dam by Snip; 2d dam by Lonsdale Arabian.
- JUNIUS**, bl. c., foaled 1754, by Starling, bred by Mr. Williams; imported in 1759. 1st dam by Crab; 2d dam by Monkey (brother to Mixbury); 3d dam by Basto; 4th dam by Curwen's Bay Barb; 5th dam by Curwen's Spot; 6th dam by White-legged Lowther Barb; 7th dam Old Vintner mare.
- JUNIPER**, b. c., foaled 1752, by Babraham, bred by Mr. Gorges, and imported by Col. Syme, of Virginia, in 1761. 1st dam Aura by Stamford Turk; 2d dam by brother to Conqueror; 3d dam sister to Snip by Childers; 4th dam sister to Sorcheels by Basto; 5th dam sister to Mixbury Galloway by Curwen's Bay Barb; 6th dam by Curwen's Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.
- JUSTICE**, ch. c., said to have been foaled in 1752, by Regulus, bred by William Manby, of Gloucestershire, England; imported into Virginia. We find Sweepstakes, but no produce given; likely a correct pedigree. For pedigree of Sweepstakes, see E. S. B., vol. 1, page 433. He was imported into Virginia, and stood in Prince George county, in 1761. 1st dam Duke of Bolton's Sweepstakes by Oxford's Dun Arabian; 2d dam by Bay Bolton; 3d dam by Basto.
- JUSTICE**, b. c., foaled 1759, by Blank, bred by Lord Bolingbroke. 1st dam Aura by Stamford Turk; 2d dam by brother to Conqueror; 3d dam sister to Snip by Childers; 4th dam sister to Sorcheels by Basto; 5th dam by the Curwen Bay Barb; 6th dam by Curwen's Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.
- JUSTICE**, b. c., foaled 1782, bred by Mr. Fenwicke; imported into South Carolina by Major Butler. By Justice. 1st dam Miss Timms by Matchem; 2d dam by Squirt; 3d dam (Lot's dam) by Mogul; 4th dam Camilla by Bay Bolton; 5th dam Old Lady by Pullcin's chestnut Arabian; 6th dam by Rockwood; 7th dam by Bustler.
- KILTON**, ch. c., foaled 1831, by Figaro, bred by Mr. Russel, and imported by Thomas H. Perkins, of Boston, Mass., in 1834. The Stud Book states that this colt died a foal. 1st dam by Blacklock; 2d dam Selina by Delpini; 3d dam by Beningbrough; 4th dam by Highflyer; 5th dam Sincerity by Matchem; 6th

dam Papillon by Snap; 7th dam Miss Cleveland by Regulus; 8th dam Midge by a son of Bay Bolton; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam, dam of the two True Blues.

KING ERNEST, b. c., foaled 1869, bred by Sir L. Newman, imported by Mr. D. D. Withers, New York. By King Tom: dam Ernestine by Touchstone; 2d dam Lady Geraldine by The Colonel; 3d dam Nurse by Neptune; 4th dam Otis by Bustard; 5th dam by Election; 6th dam by Highflyer; 7th dam by Eclipse; 8th dam Rosebud by Snap; 9th dam Miss Belsea by Regulus; 10th dam by Bartlett's Childers; 11th dam by Honeywood's Arabian; 12th dam the dam of the two True Blues.

KING OF CYMRU, b. c., foaled 1847, bred by Sir W. W. Wynn; imported and owned by Capt. McKinnon, of Wisconsin. By Touchstone. 1st dam Merganser by Merchant; 2d dam Showcler by Scud; 3d dam Goosander by Hambletonian; 4th dam Rally by Trumpator; 5th dam Fancy, sister to Diomed by Florizel; 6th dam by Spectator; 7th dam by Blank; 8th dam by Childers; 9th dam Miss Belvoir by Grey Grantham; 10th dam by Paget Turk; 11th dam Betty Percival by Leede's Arabian; 12th dam by Spanker.

KING HIRAM, — c., foaled —, by Clay Hall (son of Clay Hall Marske). We find no produce of Yarico or Rockingham mare, but presume the pedigree to be correct. 1st dam by Rockingham; 2d dam Yarico (dam of Little Flyer) by Eclipse; 3d dam Fidget by Spectator; 4th dam Gandy, sister to Chrysolite by Blank; 5th dam by Crab; 6th dam by Childers; 7th dam Miss Belvoir by Grey Grantham; 8th dam by Paget Turk; 9th dam Betty Percival by Leede's Arabian; 10th dam by Spanker.

KING WILLIAM, b. c., foaled 1777, by Herod, bred by Mr. A. Smith, and imported by Mr. Skinner, of Hartford, Conn. 1st dam Madcap by Snap; 2d dam Miss Meredith by Cade; 3d dam Little Hartley mare by Bartlett's Childers; 4th dam Flying Whig, by William's Woodstock Arabian; 5th dam by St. Victor Barb; 6th dam by Why-not (son of the Fenwick Barb); 7th dam Royal mare.

KING WILLIAM, ch. c., foaled 1781, by Florizel, bred by Mr. Vernon, and imported by Dr. Norris, Chester county, Pa., in 1795. 1st dam Milliner by Matehem; 2d dam Cassandra by Blank; 3d dam sister to Snip by Childers; 4th dam sister to Soreheels by

Basto; 5th dam by Curwen's Bay Barb; 6th dam by Curwen's Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.

KNIGHT OF ST. GEORGE, br. c., foaled 1851, by Irish Birdcatcher, bred by Mr. Disney, and imported by A. Keene Richards, of Scott county, Ky. 1st dam Maltese by Hetmann Platoff; 2d dam Water Witch by Sir Hercules; 3d dam Mary Anne by Waxy Pope; 4th dam Witch by Sorcerer; 5th dam by Precipitate; 6th dam Diddler's dam by Highflyer; 7th dam by Goldfinder; 8th dam by Lady Bolingbroke by Squirrel; 9th dam Herod's dam by Blaze; 10th dam Selima by Bethell's Arabian; 11th dam by Graham's Champion; 12th dam by Darley's Arabian; 13th dam by Merlin.

KNOWSLEY, b. c., foaled 1795, by Sir Peter Teazle, bred by Mr. Walker; imported into Virginia, 1802, by William Lightfoot. 1st dam Capella by Herod; 2d dam Miss Cape by Regulus; 3d dam Blackeyes by Crab; 4th dam Warlock Galloway by Snake; 5th dam sister to Carlisle gelding by Bald Galloway; 6th dam Wharton mare by Lord Carlisle's Turk; 7th dam by Bald Galloway; 8th dam by Bald Galloway.

KOULI KHAN, b. c., foaled 1772, by the Vernon Arabian, bred by Lord March. 1st dam Rosemary by Blossom; 2d dam by Ancester Starling; 3d dam by Grasshopper; 4th dam by Sir M. Newton's Arabian; 5th dam by Old Pert; 6th dam by St. Martin's; 7th dam by Sir E. Hale's Turk; 8th dam the Old Field mare.

LANGFORD, br. c., foaled 1833, by Starch, bred by Mr. Corbin, and imported by Com. Stockton, of New Jersey. 1st dam Peri by Wanderer; 2d dam Thalestris by Alexander; 3d dam Rival by Sir Peter Teazle; 4th dam Hornet by Drone; 5th dam Manilla by Goldfinder; 6th dam Mr. Goodrick's Old England mare; 7th dam by Cullen's Arabian; 8th dam Miss Cade by Cade; 9th dam Miss Makeless by a son of Greyhound; 10th dam by Partner; 11th dam Miss Doe's dam by Woodcock; 12th dam by Croft's Bay Barb; 13th dam Desdemona's dam by Makeless; 14th dam by Brimmer; 15th dam by Dicky Pierson; 16th dam Burton Barb mare.

LAPDOG, b. c., foaled 1823, by Whalebone, bred by Lord Egremont, and imported by James Jackson, Alabama, in 1835. 1st dam by Canopus; 2d dam by Young Woodpecker; 3d dam Frac-

tions by Merenry; 4th dam by Woodpecker; 5th dam Everlasting by Eclipse; 6th dam Hyæna by Snap; 7th dam Miss Belsea by Regulus; 8th dam by Bartlett's Childers; 9th dam Honeywood's Arabian; 10th dam, dam of the two True Blues.

LAPIDIST, b. c., foaled 1849, by Touchstone, bred by Col. Peel, and imported by Mr. John Simpson into Canada, in 1858; now the property of Philo C. Bush, of New York. 1st dam Io by Taurus; 2d dam Arethissa by Quiz; 3d dam Persepolis by Alexander; 4th dam sister to Tickle Toby by Alfred; 5th dam Caelia by Herod; 6th dam Proserpine (sister to Eclipse) by Marske; 7th dam Spiletta by Regulus; 8th dam Mother Western by Smith's son of Snake; 9th dam by D'Arcy's Old Montague; 10th dam by Hautboy; 11th dam by Brimmer.

LATH, bred by Mr. Vernon, foaled 1763, by Shepherd's Crab, and imported (it is said) by James Delancey, of New York, in 1768. He could not have been imported that year, as he ran in England in 1770, at Warwick. Appears in the Stud Book, vol. 1, page 57, as Protector. 1st dam Crazy by Lath; 2d dam by Childers; 3d dam Basto mare (sister to Sorcheels by Basto); 4th dam sister to Mixbury Galloway by Curwen Bay Barb; 5th dam by Curwen's Spot; 6th dam by White-legged Lowther Barb; 7th dam Old Vintner mare.

LAWYER, THE, — c., foaled 1852, bred by Mr. Woffinden; imported into California by William Hood, Esq., 1854. By Flatcatcher. 1st dam Royalty (first called Mrs. Wright) by Bay Middleton; 2d dam Hoyden by Tomboy; 3d dam Roebana by Velocipede; 4th dam Miss Garforth by Walton; 5th dam by Hyacinthus; 6th dam Zara by Delpini; 7th dam Flora by King Fergus; 8th dam Atalanta by Matchem; 9th dam Lass of the Mill by Oronoko; 10th dam by Old Traveler; 11th dam Miss Makeless by Young Greyhound; 12th dam by Old Partner; 13th dam by Woodcock; 14th dam by Croft's Bay Barb; 15th dam Desdemona's dam by Makeless; 16th dam by Brimmer; 17th dam by Dicky Pierson; 18th dam Burton Barb mare.

LEAMINGTON, br. c., foaled 1853; bred by Mr. Halford, of England; imported by R. W. Cameron, Esq., Clifton, Staten Island, N. Y.; sired by Faugh-a-Ballagh. 1st dam by Pataloon; 2d dam Daphne by Laurel; 3d dam Maid of Honor by Champion; 4th dam Etiquette by Orville; 5th dam Boadecia by Alexander; 6th dam Brunette by Amaranthus; 7th dam Mayfly by Matchem; 8th dam by Ancaster Starling; 9th dam by Grass-

hopper; 10th dam by Sir M. Newton's Arabian; 11th dam by Pert; 12th dam by St. Martin's; 13th dam by Sir E. Hale's Arabian; 14th dam the Old Field mare.

LEVIATHAN (formerly called Mezereon), ch. c., foaled 1823, bred by Painter, and imported by James Jackson & Co., into Alabama, 1830. By Muley. 1st dam by Windle; 2d dam by Anvil; 3d dam Virago (Saltram's dam) by Snap; 4th dam by Regulus; 5th dam sister to Black-and-all-Black by Crab; 6th dam Miss Slammerkin by Young True Blue; 7th dam by Oxford Arabian; 8th dam Miss D'Arcy's Black-legged Royal mare.

LIGHT INFANTRY, bred by Richard Gulston, of Clandon, in Surrey, England. We give his pedigree as found in Edgar. By Eclipse (foaled 1779). See E. R. C. for 1783, page 154. 1st dam by Feather; 2d dam by Childers; 3d dam by Partner; 4th dam by Bloody Buttocks; 5th dam by Greyhound; 6th dam by Makeless; 7th dam by Brimmer; 8th dam by Place's White Turk; 9th dam Layton Barb mare.

LOCHIEL, b. c., foaled 1856, bred by ———; imported by R. W. Cameron, Esq. By Sweetmeat. 1st dam The Mitre by Cowl; 2d dam Red Rose by Rubini; 3d dam Sweetbriar by Sultan; 4th dam Antiope by Whalebone; 5th dam Amazon by Driver; 6th dam Fractious by Mercury; 7th dam by Woodpecker; 8th dam Everlasting by Eclipse; 9th dam Hyæna by Snap; 10th dam Miss Belsea by Regulus; 11th dam by Bartlett's Childers; 12th dam by Honeywood's Arabian; 13th dam Byerly mare, dam of the two True Blues.

LOFTY (first called Deputy), b. c., foaled 1753, by Godolphin Arabian, bred by Mr. Panton. He stood at Thomas Good's, Chesterfield county, Virginia, in 1762. 1st dam Spinster (the Widdington mare) by Partner; 2d dam sister to Squirrel's dam by Bloody Buttocks; 3d dam by Greyhound; 4th dam by Makeless; 5th dam by Brimmer; 6th dam by Place's White Turk; 7th dam by Dodsworth; 8th dam Layton Barb mare.

LOFTY, h., by Snap; was imported into South Carolina, and stood at Mr. Arthur Middleton's, on Ashley River, in 1772.

LONGWAISTE, b. c., foaled 1834, bred by Mr. Nowell; imported by Capt. W. J. Minor, Mississippi. By Longwaiste: dam by Muley; 2d dam Lady Ern by Stamford; 3d dam by Trumpator; 4th dam Demiremp by Highflyer; 5th dam Brim by Squirrel; 6th dam Helen by Blank; 7th dam by Crab; 8th dam sister to Partner.

LONSDALE, b. c., by Jolly Roger (son of the Gower stallion in England). We give his pedigree as found in American Turf Register, which states that Lonsdale and his dam were both imported into Virginia. 1st dam by Monkey; 2d dam Lonsdale's black Arabian; 3d dam Lonsdale's bay Arabian; 4th dam by Coneyskins; 5th dam by Dodsworth; 6th dam D'Arcy's Royal mare.

LUDFORD, ch. c., foaled 1832, bred by F. R. Price; imported 1839. By Wamba. Know nothing of him in America. 1st dam Idalia by Peruvian; 2d dam Musidora by Meteor; 3d dam Maid of All Work by Highflyer; 4th dam by Syphon; 5th dam by Regulus; 6th dam by Snip; 7th dam by Cottingham; 8th dam Warlock Galloway by Snake.

LURCHER, b. c., foaled 1832, by Greyleg, bred by Mr. Mills; imported by A. J. Davie, Esq., North Carolina. 1st dam Harpalice by Gohanna; 2d dam Amazon by Driver; 3d dam Fractious by Mercury; 4th dam by Woodpecker; 5th dam Everlasting by Eclipse; 6th dam Hyæna by Snap; 7th dam Miss Belsea by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the two True Blues.

LUZBOROUGH, br. c., foaled 1820, by Williamson's Ditto, bred by Mr. Meynell, and imported into Virginia, 1832, by Messrs. Avery, Merritt & Townes. Died in Georgia, 1840. 1st dam by Dick Andrews; 2d dam Eleanor by Whiskey; 3d dam Young Giantess (dam of Sorcerer) by Diomed; 4th dam Giantess by Matchem; 5th dam Molly Longlegs by Babraham; 6th dam by Cole's Foxhunter; 7th dam by Partner; 8th dam sister to Roxana by the Bald Galloway; 9th dam sister to Chanter by Lancaster Turk; 10th dam by Leede's Arabian; 11th dam by Spanker.

LYCURGUS, ch. c., foaled 1767 by Blank, bred by the Duke of Ancaster. Lycurgus was full brother to the imported mare, Bonny Lass. 1st dam Bonny Lass by Snip; 2d dam by Lath; 3d dam by Eastby Snake; 4th dam Grey Wilkes (sister to Clumsy) by Hautboy.

MAGIC, ch. c., foaled 1794, by Volunteer, bred by Lord Sackville, and imported by Gov. James Turner, of Warren county, N. C. 1st dam Marcella by Mambrino; 2d dam Medea by Sweetbriar; 3d dam Angelica by Snap; 4th dam by Regulus; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam, dam of the two True Blues.

MAGNETIC NEEDLE, b. c., foaled 1787, by Magnet; imported from England, December, 1793. This horse stood near Trenton, N. J., in 1794. 1st dam sister to dam of Euphrosyne and Thalia by Sweetbriar; 2d dam Rarity by Matchem; 3d dam Snapdragon by Snap; 4th dam by Regulus; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam, dam of the two True Blues.

MAGNUM BONUM, r. c., foaled 1773, by Matchem, bred by Mr. Bethell, and imported by Freeman Kelborn, of Hartford, Conn. 1st dam by Swift; 2d dam by Regulus; 3d dam Dairy Maid by Bloody Buttocks; 4th dam Bay Brocklesby by Partner; 5th dam by Greyhound; 6th dam by Brocklesby Betty by Curwen's Bay Barb; 7th dam Leede's Hobby mare by the Lister Turk.

MANFRED, b. c., foaled 1796, by Woodpecker, bred by Lord Egremont; imported by Col. John Hoomes, of Virginia, and there died. 1st dam by Mercury (sister to Mother Bunch); 2d dam by Highflyer; 3d dam by Snap; 4th dam Miss Middleton by Regulus; 5th dam Camilla by a son of Bay Bolton; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

MANGO, br. c., foaled 1834, by Emilius, bred by Mr. Greville, owned in 1860 by J. & A. Bathgate, Morrisania, N. Y. 1st dam Mustard by Merlin; 2d dam Morel by Sorcerer; 3d dam Hornby Lass by Buzzard; 4th dam Puzzle by Matchem; 5th dam Princess by Herod; 6th dam Julia by Blank; 7th dam Spectator's dam by Partner; 8th dam by Bay Bolton (Bonny Lass); 9th dam by Darley's Arabian; 10th dam by Byerly Turk; 11th dam by Taffolet Barb; 12th dam by Place's White Turk; 13th dam Natural Barb mare.

MARGRAVE, c. c., foaled 1829, by Muley, bred by Mr. Dilley, and imported in 1835, by Merritt & Co., of Virginia. 1st dam by Election; 2d dam Fair Helen by Hambletonian; 3d dam Helen by Delpini; 4th dam Rosalind by Phenomenon; 5th dam Atalanta by Matchem; 6th dam Lass of the Mill by Oroonoko; 7th dam by Old Traveler; 8th dam Miss Makeless by Young Greyhound; 9th dam by Old Partner; 10th dam Lambton's Miss Doe's dam by Woodcock; 11th dam by Croft's Bay Barb; 12th dam Desdemona's dam by Makeless; 13th dam by Brimmer; 14th dam by Dicky Pierson; 15th dam Burton Barb mare.

MARPLOT, foaled —, by Highflyer, bred by Lord Elington; imported into South Carolina. 1st dam by Omar; 2d dam by Godolphin Arabian; 3d dam Blossom by Crab; 4th dam by Childers; 5th dam Miss Belvoir by Grey Grantham; 6th dam by Paget Turk; 7th dam Betty Percival by Leede's Arabian; 8th dam by Spanker.

MASK, an English horse, by Young Babraham, dam by Old Cade, with a pedigree running to the Curwen Bay Barb, was imported into South Carolina, and stood on the Santee in 1771.

MASTER ROBERT, ch. c., foaled 1793, by Star, bred by Col. Hamilton. 1st dam by Young Marske; 2d dam Gentle Kitty's dam by Dorimond; 3d dam Portia by Regulus; 4th dam by Spot; 5th dam by Bay Bolton; 6th dam by Fox Cub; 7th dam by Coneyskins; 8th dam by Hutton's Grey Barb; 9th dam by Royal Colt; 10th dam by Byerly Turk; 11th dam by Bustler.

MATCHEM, b. c., foaled 1773, by Matchem, bred by Lord Grosvenor, and imported into South Carolina by Mr. Gibbs. 1st dam Lady by Sweepstakes; 2d dam, dam of Shuttle and Syphon by Patriot; 3d dam by Crab; 4th dam sister to Sloven by Bay Bolton; 5th dam Curwen's Bay Barb; 6th dam by Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.

MATCHEM, — c., foaled —, imported into South Carolina by Mr. Fenwick. By Bosphorus. 1st dam by Villager; 2d dam by Cullen Arabian; 3d dam Blackeyes by Regulus; 4th dam Routh's Blackeyes by Crab; 5th dam Warlock Galloway by Snake; 6th dam sister to Carlisle gelding by Bald Galloway; 7th dam Wharton mare by Lord Carlisle's Turk; 8th dam by Bald Galloway; 9th dam by Byerly Turk.

MATCHLESS, b. c., foaled 1754, by Godolphin Arabian, bred by Mr. Panton, and imported into South Carolina. 1st dam by Soreheels; 2d dam the dam of Hartley's blind horse by Makeless; 3d dam Christopher D'Arcy's Royal mare.

MEDLEY, g. c., foaled 1776, by Gimcrack, bred by Mr. Medley, and imported into Virginia about 1783 or '4, in the ship Theodorick, Capt. McNabb, by Malcolm Hart, and afterwards called Hart's Medley. Medley was sold by Mr. Hart to James Wilkinson, of Southampton county, Va., and died his property at the Milbrook Plantation, Southampton county, on the Mechanic river, of colic, in 1792. 1st dam Arminda by Snap; 2d dam

Miss Cleveland by Regulus; 3d dam by Midge (by a son of Bay Bolton); 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

MENDOZA, b. c., foaled 1788, by Javelin, bred by Mr. Broadhurst. 1st dam by Paymaster; 2d dam Pomona by Herod; 3d dam Caroline by Snap; 4th dam by Regulus; 5th dam by Hip; 6th dam Babraham's dam by Hartley's blind horse; 7th dam Flying Whig by Williams' Woodstock Arabian; 8th dam by St. Victor Barb; 9th dam by Why-not (son of the Fenwick Barb); 10th dam Royal mare.

MERCER, br. c., foaled 1836, by Emilius, bred by His Majesty, and imported by Capt. R. F. Stockton, New Jersey. 1st dam Young Mouse by Godolphin; 2d dam Mouse by Sir Richard; 3d dam Louisa by Ormand; 4th dam Evelina (Orville dam) by Highflyer; 5th dam Termagant by Tantrum; 6th dam Cantatrice by Sampson; 7th dam by Regulus; 8th dam Marske's dam by Blacklegs; 9th dam by Bay Bolton; 10th dam by Fox Cub; 11th dam by Coneyskins; 12th dam by Hutton's Grey Barb; 13th dam by Hutton's Royal Colt; 14th dam by Byerly Turk; 15th dam by Bustler.

MERMAN, br. c., foaled 1826, by Whalebone, bred by Mr. Payne, and imported by Merritt & Co. into Virginia, 1835. 1st dam Mermaid by Orville; 2d dam by Sir Solomon; 3d dam Miss Brim by Highflyer; 4th dam Brim by Squirrel; 5th dam Helen by Blank; 6th dam by Crab; 7th dam sister to Partner by Jigg; 8th dam sister to Mixbury by Curwen's Bay Barb; 9th dam by Old Spot; 10th dam by White-legged Lowther Barb; 11th dam Old Vintner mare.

MERRYFIELD, br. c., foaled 1808, by Cockfighter, bred by Mr. Jaques; imported into Virginia in 1816, by Mr. Dunlop, of London, formerly of Petersburg, Va. 1st dam by Star; 2d dam by Young Marske; 3d dam Emma by Telemachus; 4th dam A la Grecque by Regulus; 5th dam by Allworthy; 6th dam by Bolton Starling; 7th dam Dairy Maid by Bloody Buttocks; 8th dam Bay Brocklesby by Partner; 9th dam Brocklesby by Greyhound; 10th dam Brocklesby Betty by Curwen's Bay Barb; 11th dam Leede's Hobby mare by the Lister Turk.

MERRY PINTLE, g. c., foaled 1752, by Old England. We cannot find this colt. 1st dam by Old Merry Pintle; 2d dam by Skip Jack; 3d dam daughter of Hackwood.

MERRY TOM, b. c., foaled 1759, by Regulus, bred by Wm. Parker, Newcastle, England. He stood, in 1766, in Prince George county, Virginia. 1st dam by Locust; 2d dam by a son of Flying Childers; 3d dam by Croft's Partner; 4th dam by Croft's Bay Barb; 5th dam by Makeless; 6th dam by Brimmer; 7th dam by Dicky Pierson; 8th dam Burton's Barb mare.

MESSENGER, g. c., foaled 1780, by Mambrino, bred by John Pratt, and died the property of Cornelius W. Van Rantz, of New York, in 1808, aged 28 years. 1st dam by Turf; 2d dam sister to Figurante by Regulus; 3d dam by Starling; 4th dam Snap's dam by Fox; 5th dam Gipsej by Bay Bolton; 6th dam by Duke of Newcastle's Turk; 7th dam by Byerly Turk; 8th dam by Taffolet Barb; 9th dam by Place's White Turk; 10th dam Natural Barb mare.

METEOR, br. c., foaled 1869; imported in his mother's belly by Mr. A. Belmont, 1868. By Adamas: dam imported Beautiful Star by Weatherbit (which see).

MEUX, b. c., foaled 1833, bred by Mr. W. Richardson; imported into Canada by Mr. William Chapman, 1836. By Young Phantom. 1st dam by Cerberus; 2d dam Diana by Kill Devil; 3d dam by Pot-8-o's; 4th dam Maid of All Work by Highflyer; 5th dam sister to Tandem by Syphon; 6th dam by Regulus; 7th dam by Snip; 8th dam by Cottingham; 9th dam Warlock Galloway by Snake; 10th dam sister to Carlisle Gelding by the Bald Galloway.

MEXICAN, b. c., foaled 1775, by Snap, bred by Lord Grosvenor. 1st dam Matchem Middleton by Matchem; 2d dam Miss Middleton by Regulus; 3d dam Camilla by a son of Bay Bolton; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

MICKEY FREE, br. c., foaled 1841, bred by Mr. G. Knox; imported by Ohio Importing Co.; owned by A. Keene Richards, Esq., Scott county, Ky. By Irish Birdcatcher. 1st dam Annie (late Colly) by Wanderer; 2d dam Caroline by Whalebone; 3d dam Marianne by Mufti; 4th dam Maria by Telemachus; 5th dam A la Grecque by Regulus; 6th dam by Allworthy; 7th dam by Bolton Starling; 8th dam Dairy Maid by Bloody Buttocks; 9th dam Bay Brocklesby by Old Partner; 10th dam Brocklesby by Greyhound; 11th dam Brocklesby Betty by Curwen's Bay Barb; 12th dam Mr. Leede's Hobby mare by Lister Turk.

- MOLOCK**, b. c., foaled 1838; imported in his mother's belly by E. H. Boardman, Esq., Alabama. By Muley Moloek: dam Tenier's mare, sister to Puss, by Teniers. (See imported Teniers mare.)
- MONARCH**, — c., foaled —, by Wentworth's Ancaster. Monarch was a full brother to Republican. We cannot find him either in Stud Book or Calendar; he stood at Norfolk, Va., in 1795. 1st dam by Old Royal; 2d dam by Changeling; 3d dam by Bethel's Arabian.
- MONARCH**, b. c., foaled 1834, by imported Priam, bred by His Majesty King William IV, at Hampton Court, and imported by Col. Wade Hampton, of South Carolina, in 1835. 1st dam imported Delphine by Whisker; 2d dam My Lady by Comus; 3d dam the Colonel's dam by Delpini; 4th dam Tipple Cyder by King Fergus; 5th dam Sylvia by Young Marske; 6th dam Ferret by a brother to Silvio; 7th dam by Regulus; 8th dam by Lord Morton's Arabian; 9th dam by Mixbury; 10th dam by Mulso Bay Barb; 11th dam by Bay Bolton; 12th dam by Coneyskins; 13th dam by Hutton's Grey Barb; 14th dam by Byerly Turk; 15th dam by Bustler.
- MONKEY** (Lord Lonsdale's), foaled 1725 by Lord Lonsdale's Bay Arabian, and imported by Nathaniel Harrison, of Brandon, Va., at 22 years of age, in 1747; he died in 1754. 1st dam by Curwen's Bay Barb; 2d dam by Byerly Turk; 3d dam an Arabian mare.
- MORDECAI**, b. c., foaled 1833, by Lottery, bred by Sir R. W. Bulkeley; imported into Tennessee. 1st dam Miss Thomasina by Welbeck; 2d dam Thomasina by Tomboy; 3d dam Violet by Shark; 4th dam by Syphon; 5th dam Charlotte by Blank; 6th dam by Crab; 7th dam by Dyer's Dimple; 8th dam by Why-not; 9th dam Royal mare.
- MORO**, — c., foaled about 1759; imported into South Carolina and owned in 1769 by Mr. Henry Drayton. By Moro (son of the Bolton Starling). 1st dam by Regulus; 2d dam by Rib; 3d dam by Partner; 4th dam by Greyhound; 5th dam by Curwen's Bay Barb.
- MORWICK BALL**, ch. c., foaled 1762, by Regulus, bred by Mr. Vevers, and imported into Virginia. 1st dam by Traveler; 2d dam by Hartley's blind horse.
- MORVEN**, ch. c., foaled 1836, by imported Rowton, bred by His Majesty, and imported by Capt. R. F. Stockton, of New Jersey.

1st dam Nanine (dam of Glaucus) by Selim; 2d dam Bizarre by Peruvian; 3d dam Violante by John Bull; 4th dam sister to Skyscraper by Highflyer; 5th dam Everlasting by Eclipse; 6th dam Hyena by Snap; 7th dam Miss Belsea by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the two True Blues.

MOSCO, br. c., foaled 1746, by Cullen's Arabian, bred by Mr. Williams. 1st dam by Starling; 2d dam by Partner; 3d dam by Makeless; 4th dam by Brimmer; 5th dam by Place's White Turk; 6th dam by Dodsworth; 7th dam Layton Barb mare.

MOUSETRAP, b. c., foaled 1771, by Careless, ran by Mr. Wentworth. He was imported into Virginia about 1778 by Capt. Belcher, and sold by him to Col. John Dawson, of Scotland Neck, Halifax county, N. C. (See English Racing Calendar for 1777, page 166.) 1st dam by Regulus; 2d dam by Liberty; 3d dam by Cade.

MOUSETRAP (Jack Rapp), ch. c., foaled 1787, by Young Marske, bred by Mr. Hutton, and imported into Virginia. 1st dam Gentle Kitty by Silvio; 2d dam by Dorimond; 3d dam Portia by Regulus; 4th dam by Hutton's Spot; 5th dam by Fox Cub; 6th dam by Bay Bolton; 7th dam by Coneyskins; 8th dam Hutton's Grey Barb; 9th dam by Byerly Turk.

MUFTI, b. c., foaled 1783, by Fitz Herod, bred by Mr. Mann, and imported by Col. John Tayloe, of Virginia, in 1801. 1st dam by Infant; 2d dam by Whittington; 3d dam sister to Black-and-all-Black by Crab; 4th dam Miss Slamerkin by Young True Blue; 5th dam by Lord Oxford's Dun Arabian; 6th dam D'Arcy's Royal mare.

NATIVE, ch. c., foaled 1836; imported in his mother's belly, by Capt. W. J. Minor, Mississippi. By The Saddler: dam imp. Novelty by Blacklock. (See imp. Novelty.)

NICHOLAS, colt, foaled 1835; imported with his dam by Mr. R. D. Shepherd, Virginia. By Eng. St. Nicholas: dam imp. Miss Rose by Tramp. (See imp. Miss Rose.)

NIMROD, b. c., foaled —, by King Fergus, bred by Edward Thomson, of Yorkshire, England, and imported by Dr. James Tate, of Philadelphia, in 1788. We cannot find this colt in English Stud Book. 1st dam by Eclipse; 2d dam by Markse; 3d dam by Fortitude; 4th dam by Matchem.

- NOBLE**, — c., bred in South Carolina; by imported Brutus. He ran successfully up to 1767. There was prior to the late civil war a tankard in possession of the Matthews family, won by him. 1st dam imp. by Squirt; 2d dam by Starling; 3d dam by Bethel's Arabian; 4th dam by Champion; 5th dam by Darley's Arabian.
- NONPAREIL**, imported into South Carolina, 1762; was quite a famous horse. Stood, the year of his importation, at Mr. Daniel Huger's, St. John's Parish, at £20.
- NONPLUS**, b. c., foaled 1824, by Catton, bred by Mr. W. Armitage, and imported by Col. Singleton into Charleston, S. C., in 1834. He died in Lexington, Ky., in 1843. 1st dam Miss Garforth by Walton; 2d dam by Hyacinthus; 3d dam Zara by Delpini; 4th dam Flora by King Fergus; 5th dam Atlanta by Matchem; 6th dam Lass of the Mill by Croonoko; 7th dam by Old Traveler; 8th dam Miss Makeless by Young Greyhound; 9th dam by Old Partner; 10th dam Miss Doe's dam by Woodcock; 11th dam by Croft's Bay Barb; 12th dam Desdemona's dam by Makeless; 13th dam by Brimmer; 14th dam by Dicky Pierson; 15th dam Burton Barb mare.
- NORTH BRITTON**, br. c., foaled —, by Alcock's Arabian; imported into Virginia by James Baird, of Greencroft, near Petersburg. We cannot find this colt in English Stud Book. 1st dam by Northumberland Arabian; 2d dam by Hartley's blind horse.
- NORTH STAR**, b. c., foaled in 1768, by Matchem, bred by Sir J. Penman. 1st dam Lass of the Mill by Oroonoko; 2d dam by Traveler; 3d dam Miss Makeless by Young Greyhound; 4th dam sister to Wilkie's mare by Partner; 5th dam Miss Doe's dam by Woodcock; 6th dam by Croft's Bay Barb; 7th dam Desdemona's dam by Makeless; 8th dam by Brimmer; 9th dam by Dicky Pierson; 10th dam Burton Barb mare.
- NORTHUMBERLAND**, gr. c., foaled 17—, by Bustard, bred by Lord Mazarine, and imported with his full sister, Lady Northumberland, into America (it is said) by a Mr. Crow. He is not in English Stud Book. He stood in Philadelphia in 1768, and ran there in 1767, and was defeated by Mr. Galloway's Selim. 1st dam by Crab; 2d dam by Babraham.
- ONBERON**, b. c., foaled (it is said) 1805, by Oberon. We see that Sweepstakes' mare produced the dam of Oberon, but no foals of this mare are given; we think the following correct. 1st

dam by Ranthos; 2d dam by Turner Sweepstakes; 3d dam sister to Hutton's Careless by Regulus; 4th dam Silvertail by Heneage's Whitenose; 5th dam by Rattle; 6th dam by Darley's Arabian; 7th dam Old Child mare by Sir T. Gresley's Bay Arabian; 8th dam Mr. Cook's Vixen by the Helmsley Turk; 9th dam Dodsworth dam (Royal mare).

OBSCURITY, ch. c., foaled 1777, by Eclipse, ran by Lord Milford, and imported into Virginia in 1784. 1st dam by Careless; 2d dam by Cullen Arabian; 3d dam by North Country Diamond; 4th dam by Sir J. Harprier's Barb; 5th dam Old Child mare by Sir T. Gresley's Bay Arabian; 6th dam Mr. Cook's Vixen by the Helmsley Turk; 7th dam Royal mare dam of Dodsworth.

O'KELLY, — c., foaled 1794, by Anvil, bred by ———, and believed to have been imported by Col. John Tayloe, of Virginia. We find no produce of the Eclipse mare; balance of pedigree correct, and presume it is all so. 1st dam by Eclipse; 2d dam sister to Aurelius by Blank; 3d dam Bay Snip by Snip; 4th dam by Godolphin Arabian; 5th dam Frampton's Whiteneck by Curwen's Bay Barb; 6th dam by Old Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.

OLD ENGLAND, b. c., foaled —, by ———. We cannot find this colt. He ran with Selim and Northumberland at Philadelphia, in October, 1767. (See American Turf Register, vol. 1, page 17.)

ONUS, br. c., foaled 1834, by Camel, bred by Mr. Wright; imported by Col. Chas. Oakley, Illinois. 1st dam The Etching by Rubens; 2d dam Lamas by Gohanna; 3d dam sister to Chester by Sir Peter Teazle; 4th dam by Woodpecker; 5th dam by Sweetbriar; 6th dam (Buzzard's dam) Misfortune by Dux; 7th dam Curiosity by Snap; 8th dam by Regulus; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam, dam of the two True Blues.

ORONOKO, bl. c., foaled 1745, by Crab, bred by Lord Portmore, and imported into South Carolina. 1st dam Miss Slamerkin by Young True Blue; 2d dam by Lord Oxford's Dun Arabian; 3d dam D'Arcy's Black-legged Royal mare.

OSCAR, ch. c., foaled —, by Young Snip. We cannot find this colt. He stood in Cumberland county, Va., in 1777. 1st dam by Lord Morton's Arabian; 2d dam by Crab; 3d dam by Bald Galloway; 4th dam by Darley's Arabian; 5th dam Bay Bol-

ton's dam by Makeless; 6th dam by Brimmer; 7th dam by Diamond; 8th dam sister to the dam of Merlin.

OSCAR, br. c., foaled 1795, by Saltram, bred by Mr. Turner, and imported by William Lightfoot, of Sandy Point, Virginia. 1st dam by Highflyer; 2d dam by Herod; 3d dam Miss Middleton by Regulus; 4th dam Camilla by a son of Bay Bolton; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam the dam of the two True Blues.

OTHELLO, or BLACK-AND-ALL-BLACK, bl. c., foaled 1743, by Crab, bred by Mr. Parston, and imported by Gov. Sharpe, of Maryland. Died 1767. 1st dam Miss Slamerkin by Young True Blue; 2d dam by Lord Oxford's Dun Arabian; 3d dam D'Arcy's Black-legged Royal mare.

PACOLET, — c., foaled —, by Sparke, bred by Mr. —; imported, it is believed, by Col. Hopper, of Maryland. We cannot find this colt. 1st dam imp. Queen Mab by Musgrove's Grey Arabian; 2d dam by Hampton Court Childers; 3d dam by Gov. Harrison's Arabian; 4th dam by Chestnut Arabian; 5th dam by Leedes; 6th dam, dam of Crofts' Greyhound.

PAM, c., bred by Mr. Ward, foaled 1757; imported into South Carolina 1764, by Mr. Fenwicke. By Regulus. 1st dam by Cade; 2d dam by Sedbury; 3d dam by Scarborough colt; 4th dam by D'Arcy's Woodcock; 5th dam by Blackatop; 6th dam by Old Smithson; 7th dam by Brimmer; 8th dam by Hautboy.

PANTALOON, b. c., foaled 1778, by Herod, bred by Mr. Fenwicke, and imported into Virginia. 1st dam Nutcracker by Matchem; 2d dam Miss Starling by Starling; 3d dam by Partner; 4th dam by Croft's Bay Barb; 5th dam by Makeless; 6th dam by Dicky Pierson; 7th dam Burton Barb mare.

PARTNER (Moore's), b. c., foaled —, by Partner, bred by the Duke of Bolton; imported 1766, and stood at Wyllie Jones', Northampton county, N. C., on the Roanoke river. 1st dam sister to Starling by Bay Bolton; 2d dam by a son of the Brownlow Turk; 3d dam Old Lady by the Pullein Chestnut Arabian; 4th dam by Rockwood; 5th dam by Bustler.

PARTNER, b. c., foaled —, by Crofts' Partner, bred by Richard Crofts, of Raby, Yorkshire, England. We find no foal by Partner out of a Godolphin Arabian mare, in the Stud Book. 1st dam by Godolphin Arabian; 2d dam by Fox; 3d dam by

Childers; 4th dam by Makeless; 5th dam by Taffolet Barb; 6th dam Natural Barb mare.

PASSAIC, ch. c., foaled 1836, bred by His Majesty at Hampton Court; imported by Com. R. F. Stockton, New Jersey. By Reveller. 1st dam Rachel by Whalebone; 2d dam (Moses' dam) by Gohanna; 3d dam Grey Skin by Woodpecker; 4th dam (Silver's dam) by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Old Ebony by Basto; 9th dam Massey mare by Mr. Massey's Black Barb.

PASSENGER, br. c., foaled 1836; imported by Mr. Corbin, Virginia, with his dam. By Eng. Langar: dam imp. My Lady by Comus. He died 1841.

PAYMASTER, b. c., foaled 1791, by Paymaster, bred by Lord Ossory, and imported by Dr. Norris, of Chester county, Pa. We find the Herod mare in the following pedigree, but she had no foal by Otho which is reported. 1st dam by Otho; 2d dam by Herod; 3d dam by Northumberland Arabian; 4th dam by Starling; 5th dam Miss Mayes by Bartlett's Childers; 6th dam by Counsellor; 7th dam by Snake; 8th dam by Luggs; 9th dam by Davill's Woodcock.

PAYMASTER, b. c., foaled —, imported by Dr. Rylander, of New York. By Homer (son of Old Paymaster). Cannot be found in English Stud Book. 1st dam by Snake; 2d dam by Traveller.

PHAETON, b. c., foaled 1865, bred by Mr. J. Johnstone; imported by Mr. Richard Tenbroeck, Jefferson county, Ky. By King Tom: dam Merry Sunshine by Storm; 2d dam by Falstaff; 3d dam sister to Pompey by Emilius; 4th dam Variation by Bustard; 5th dam Johanna Southcote by Beningbrough; 6th dam Lavinia by Pipator; 7th dam by Highflyer; 8th dam by Cardinal Puff; 9th dam by Tatler; 10th dam by Snip; 11th dam by Godolphin Arabian; 12th dam by Frampton's White-neck; 13th dam by Pelham Barb.

PHARAOH, b. c., foaled 1753, by Moses, bred by Lord Gower, and imported into South Carolina. 1st dam by Godolphin Arabian; 2d dam by a brother to Mixbury; 3d dam by Smockface; 4th dam by Snail; 5th dam by Burford Bull; 6th dam Mr. Wilkinson's mare.

PHENOMENON, ch. c., foaled 1780, by Herod, bred by Sir J. Kaye, and imported in 1803, and died immediately after landing. He

was the sire of imported Restless and Wonder. 1st dam Frenzy by Eclipse; 2d dam by Engineer; 3d dam by Blank; 4th dam Lass of the Mill by Traveler; 5th dam Miss Makeless by a son of Greyhound; 6th dam by Partner; 7th dam Miss Doe's dam by Woodcock; 8th dam by Croft's Bay Barb; 9th dam Desdemona's dam by Makeless; 10th dam Old Thornton by Brimmer; 11th dam by Dicky Pierson; 12th dam Burton Barb mare.

PHIL BROWN, ch. c., foaled 1837, bred by Dr. A. T. B. Merritt, Virginia; imported in his mother's belly. By Glaucus: dam imp. Bustle by Whalebone (which see).

PHILIP, br. c., foaled 1828, by Filho da Puta, bred by Houldsworth; imported into Tennessee. 1st dam Treasure by Camillus; 2d dam by Hyacinthus; 3d dam Flora by King Fergus; 4th dam Atalanta by Matchem; 5th dam Lass of the Mill by Oroonoko; 6th dam by Old Traveler; 7th dam Miss Makeless by Young Greyhound; 8th dam by Old Partner; 9th dam Miss Doe's dam by Woodcock; 10th dam by Croft's Bay Barb; 11th dam Desdemona's dam by Makeless; 12th dam by Brimmer; 13th dam by Dicky Pierson; 14th dam Burton Barb mare.

PHENIX, ch. c., foaled 1798, by Dragon, bred by Mr. Biggs, and imported by Thomas B. Hill, of Halifax county, N. C. Died 1819, aged 21 years. 1st dam Portia by Volunteer; 2d dam sister to Florizel by Herod; 3d dam by Cygnet; 4th dam by Cartouch; 5th dam Ebony by Childers; 6th dam Ebony by Basto; 7th dam the Massey mare.

PLAY OR PAY (first called Mars,) b. c., foaled 1791, by Ulysses, bred by Mr. Parker; the property of Caleb Boush, Princess Anne county, Va.; imported by Col. Hoomes. 1st dam by Herod; 2d dam by Regulus; 3d dam by Rib (Royal George's dam); 4th dam by Snake; 5th dam by Coneyskins; 6th dam by Hutton's Barb; 7th dam by Marshall's Turk; 8th dam by Place's White Turk.

PORTLAND, ch. c., foaled 1834, by Recovery, bred by Mr. R. Turner; imported into South Carolina. 1st dam Caifacaradaddera by Walton; 2d dam by Pipator; 3d dam by Delpini; 4th dam Tuberose by Herod; 5th dam Grey Starling by Starling; 6th dam Coughing Polly by Bartlett's Childers; 7th dam by Counsellor; 8th dam by Snake; 9th dam by Luggs; 10th dam by Davill's Old Woodcock.

PORTO, b. c., foaled —, by Herod, bred by Marquis of Rockingham. We cannot find any produce from the Snap mare, but find the pedigree correct from Latham's Snap dam back. 1st dam by Snap; 2d dam Latham's Snap dam by Cade; 3d dam by Partner; 4th dam by Makeless; 5th dam by Brimmer; 6th dam by Place's White Turk; 7th dam by Dodsworth; 8th dam Layton Barb mare.

PREROGATIVE, — c., foaled —, by Trumpator, imported into America from Jamaica. First dam by Changeling. We cannot find this colt.

PRECIPITATE, ch. c., foaled 1787, by Mercury, bred by Lord Egremont, and imported into Virginia by William Lightfoot, in 1803. 1st dam by Herod; 2d dam Maiden by Matchem; 3d dam by Squirt; 4th dam by Mogul; 5th dam by Bay Bolton; 6th dam by Pullein's chestnut Arabian; 7th dam by Rockwood; 8th dam by Bustler.

PRIAM, b. c., foaled 1827, by Emilius, bred by W. Chifney, and imported in 1837, by Messrs. Merritt, of Virginia. 1st dam Cressida (sister to Eleanor) by Whisky; 2d dam Young Giantess by Diomed; 3d dam Giantess by Matchem; 4th dam Molly Long-Legs by Babraham; 5th dam by Cole's Fox Hunter; 6th dam sister to Cato by Partner; 7th dam sister to Roxana by Bald Galloway; 8th dam sister to Chanter by Ancaster Turk; 9th dam by Leedes' Arabian; 10th dam by Spanker.

PRINCE, b. c., foaled 1773, by Herod, bred by Lord Farnham; imported, it is said, into South Carolina. 1st dam Helen by Blank; 2d dam by Crab; 3d dam sister to Partner by Jigg; 4th dam sister to Mixbury by Curwen's Bay Barb; 5th dam by Old Spot; 6th dam by White-legged Lowther Barb; 7th dam Old Vintner mare.

PRINCE FERDINAND, — c., foaled —, by Herod. 1st dam by Matchem; 2d dam Old Squirt by Squirt; 3d dam Lot's dam by Mogul; 4th dam Camilla by Bay Bolton; 5th dam Old Lady by Pullein's Chestnut Arabian; 6th dam by Rockwood; 7th dam by Bustler.

PRINCE FREDERICK, foaled 1792, by Fortunio; imported by Edward Davis, of Boston, Mass., in 1798. He is not to be found in the Stud Book. He appears in the Racing Calendar of 1795, '96, etc.; ran with success under the name of Frederick. 1st dam by Lexicon; 2d dam by Sportsman.

PUNCH, — c., foaled —, by Herod; the property of Sir John Lade; imported into Philadelphia in 1799 by Wm. Powers. 1st dam by Marske; 2d dam by Cullen Arabian; 3d dam Blackeyes by Regulus; 4th dam Routh's Blackeyes by Crab; 5th dam Warlock Galloway by Snake; 6th dam sister to Carlisle Gelding by the Bald Galloway; 7th dam Wharton mare by Carlisle Turk; 8th dam by Bald Galloway; 9th dam by Byerly Turk.

PUZZLE, b. c., foaled 1831, by Reveller, bred by Mr. W. R. Phillimore; imported by A. J. Davie, North Carolina. 1st dam by Juniper; 2d dam Trimbush by Teddy the Grinder; 3d dam Princess by Sir Peter Teazle; 4th dam by Dungannon; 5th dam by Turf; 6th dam by Herod; 7th dam Golden Grove by Blank; 8th dam Spinster by Partner; 9th dam sister to Squirrel's dam by Bloody Buttocks; 10th dam by Greyhound; 11th dam by Makeless; 12th dam by Brimmer; 13th dam by Place's White Turk; 14th dam by Dodsworth; 15th dam Layton Barb mare.

RANGER, b. c., foaled —, by Martindale's Regulus; bred by Thomas Hutcheson, of Smeaton, Yorkshire, and imported by Dr. Thomas Hamilton, of Prince George's county, Md. 1st dam by Merry Andrew; 2d dam by Steady; 3d dam by Croft's Partner; 4th dam by Greyhound; 5th dam by Makeless; 6th dam by Counsellor; 7th dam by Brimmer; 8th dam by Place's White Turk.

RANTER, b. c., foaled 1755, by Dimple, bred by —; imported by William S. Wadman, in 1762. We cannot find this colt. He stood in Stafford county, Va., in 1763. 1st dam by Crab; 2d dam by Bloody Buttocks.

REGULUS (Burwell's), b. c., foaled 1747, by Regulus, bred by Mr. Blake, and the property of Col. Lewis Burwell, of Stoneland, Mecklenburgh county, Va. 1st dam by Partner; 2d dam by Cupid; 3d dam by Hautboy; 4th dam by Bustler.

REGULUS (Dunmore's) by the Godolphin Arabian, and supposed to have been imported by Lord Dunmore from England. First dam unknown. Cannot find this colt in the Stud Book.

REMUS, — c., foaled —, by the imported Dove. We cannot find this colt, and doubt his pedigree from the way it is given. Betty Leedes was the dam of Flying Childers. 1st dam by Spanker; 2d dam by Flying Childers; 3d dam Betty Leedes by

Careless; 4th dam sister to Leedes by Leedes Arabian; 5th dam Spanker's dam by D'Arcy's Yellow Turk; 6th dam by Lord Fairfax's Morocco Barb; 7th dam Bald Peg by an Arabian; 8th dam Natural Barb mare.

REPUBLICAN, ch. c., foaled —, by Wentworth Ancaster, bred by Sir Clement Cotterell, and imported by Charles Young, of Norfolk, Va. Cannot find this colt. 1st dam by Old Royal; 2d dam by Changeling; 3d dam by Bethell's Arabian.

RESTLESS, b. c., foaled 1788, by Phœnomenon, bred by Lord A. Hamilton, and imported into Virginia by Mr. Lightfoot. Restless is said to have ran four miles, at York, in 1793, in 7:30½. 1st dam Duchess by Le Sang; 2d dam Calliope by Slouch; 3d dam Lass of the Mill by Oroonoko; 4th dam by Traveler; 5th dam Miss Makeless by Young Greyhound; 6th dam by Partner; 7th dam Miss Doe's dam by Woodcock; 8th dam by Croft's Bay Barb; 9th dam Desdemona's dam by Makeless; 10th dam Old Thornton by Brimmer; 11th dam by Dicky Pier-son; 12th dam Burton Barb mare.

REVENGE, b. c., foaled 1791, bred by —; imported and stood in Maryland; he cannot be found in English Stud Book. By Archelaus. 1st dam Lively Lass by Old Pagan; 2d dam by Blank; 3d dam by Doge.

RICHARD, b. c., foaled 1818, by Orville, bred by Lord Jersey, and imported by C. W. Many, of Massachusetts. 1st dam Miss Sophia (Master Henry's dam) by Stamford; 2d dam Sophia by Buzzard; 3d dam Huncamunca by Highflyer; 4th dam Cypher by Squirrel; 5th dam Fribble's dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

RIDDLESWORTH, ch. c., foaled 1828, by Emilius, bred by Lord Jersey, and imported in 1839 by Dr. J. C. Nott, of Alabama. He died at J. L. Bradley's, Lexington, Ky., in 1843. 1st dam Filagree by Soothsayer; 2d dam Web by Waxy; 3d dam Penelope by Trumpator; 4th dam Prunella by Highflyer; 5th dam Promise by Snap; 6th dam Julia by Blank; 7th dam Spectator's dam by Partner; 8th dam Bonnie Lass by Bay Bolton; 9th dam by Darley Arabian; 10th dam by Byerly Turk; 11th dam Taffolet Barb; 12th dam by Place's White Turk; 13th dam Natural Barb mare.

ROBIN REDBREAST, b. c., foaled 1796, by Sir Peter Teazle, bred by Mr. Lockley, and imported, it is said, by Col. Tayloe, of Virginia, in 1800. 1st dam Wren by Woodpecker; 2d dam Pappilon (Sir Peter Teazle's dam) by Snap; 3d dam Miss Cleveland by Regulus; 4th dam Midge by a son of Bay Bolton; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam, dam of the two True Blues.

RODERICK DHU, br. c., foaled 1807, by Sir Peter Teazle, bred by Mr. Clifton, said to have been imported into New York. 1st dam by Young Marske; 2d dam by Matchem; 3d dam by Tarquin; 4th dam Antelope's sister by Young Belgrade; 5th dam by Scarborough colt; 6th dam by Bartlett's Childers; 7th dam by Devonshire Turk; 8th dam by Curwen Barb; 9th dam by Old Spot; 10th dam by Woodcock.

RODNEY, b. c., foaled 1790, bred by Lord Lincoln; imported and stood in Maryland. By Paymaster. 1st dam Nina by Highflyer; 2d dam by Snap (sister to Gnawpost); 3d dam Miss Cranbourne by Godolphin Arabian; 4th dam Miss Western by Sedbury; 5th dam Mother Western by Smith's son of Snake; 6th dam by Montague; 7th dam by Hautboy; 8th dam by Brimmer.

RODOLPH, br. c., foaled 1828, bred by John Scott. Shipped from England, 1833; died on the passage. By Der Frieschutz. 1st dam Frailty by Filho da Puta; 2d dam Agatha by Orville; 3d dam by Star; 4th dam by Young Marske.

ROMAN, b. c., foaled 1815, by Camillus, bred by Mr. Riddell, and imported into Boston or New York, in March, 1823, by F. B. Ogden. 1st dam Leon Forte by Eagle; 2d dam Tamborine by Trumpator; 3d dam Crane by Highflyer; 4th dam Middlesex by Snap; 5th dam Miss Cleveland by Regulus; 6th dam Midge by a son of Bay Bolton; 7th dam by Bartlett's Childers; 8th dam by Honeywood's Arabian; 9th dam, dam of the two True Blues.

ROSCIUS, br. c., foaled 1841, bred by Mr. Jipson; imported into Missouri, 1842, by Capt. J. M. White, and John Evens, Esq. By Gambol (son of Filho-da-Puta). 1st dam by Negotiator (son of Prime Minister); 2d dam by Octavian; 3d dam Miss Cragie by Orville; 4th dam Marchioness by Lurcher; 5th dam Miss Cogden by Phænomenon; 6th dam by Young Marske; 7th dam by Silvio; 8th dam Daphne by Regulus.

ROWTON, ch. c., foaled 1826, by Oisean, bred by Mr. Petre, and imported in 1835 by Messrs. Merritt & Co., of Virginia. Died July, 1841. 1st dam Katharina by Woful; 2d dam Landscape by Rubens; 3d dam Iris by Brush; 4th dam by Herod; 5th dam sister to the Doctor by Goldfinder; 6th dam by Sedley Arabian; 7th dam Vanessa by Regulus; 8th dam by Fox; 9th dam by Bloody Shouldered Arabian; 10th dam by Basset Arabian; 11th dam Arabian mare.

ROYALIST, b. c., foaled 1790, by Saltram, bred by Mr. Bullock, and imported into Tennessee. Died in Tennessee, 1814, aged 24 years. 1st dam by Herod; 2d dam Carina by Marske; 3d dam by Blank; 4th dam Dizzy by Driver; 5th dam by Smiling Tom; 6th dam Miss Hip by Oysterfoot; 7th dam by Merlin; 8th dam by Commoner; 9th dam Coppin mare.

RUBY (called Riddlesworth), foaled 1836; imported in his mother's belly by Thos. Kirkman, Esq., Alabama. By Eng. Emilius: dam imp. Eliza (sister to Defiance) by Rubens. (See imp. Eliza.)

SALTRAM, br. c., foaled 1780, by Eclipse, bred by Mr. Parker, and imported by William Lightfoot, of Virginia, in 1800. 1st dam Virago by Snap; 2d dam by Regulus; 3d dam sister to Black-and-all-Black by Crab; 4th dam Miss Slamerkin by Young True Blue; 5th dam by Lord Oxford's Dun Arabian; 6th dam D'Arcy's Black-legged Royal mare.

SAM PARK, b. c., foaled 1839; imported with his mother by Messrs. Hugh and John Kirkman, Alabama. By The Saddler: dam imported Nanny Kilham by Voltair. (See imp. Nanny Kilham.)

SAMPSON, b. c., foaled 1778, bred by Lord Rockingham, by Tannum. 1st dam by Sampson; 2d dam by the Godolphin colt; 3d dam Flora by Regulus; 4th dam by Bartlett's Childers; 5th dam by Bay Bolton; 6th dam by Belgrade Turk.

SARPEDON, br. c., foaled 1828, by Emilius, bred by General Grosvenor, and imported into America; stood at William G. Skillman's, near Lexington, Ky., 1835. Imported by Merritt & Co., in 1834. 1st dam Icaria by The Flyer; 2d dam Parma by Dick Andrews; 3d dam May by Beningbrough; 4th dam Primrose by Mambrino; 5th dam Cricket by Herod; 6th dam Sophia by Blank; 7th dam Lord Leigh's Diana by Second; 8th dam by Stanyan's Arabian; 9th dam Gipsy by King William's

No-tongued Barb; 10th dam by Makeless; 11th dam Royal mare.

SCOUT, br. c., foaled 1836, by St. Nicholas, bred by Mr. J. Briskham; imported by Col. W. C. Beatty, Esq., of South Carolina. 1st dam Mrs. Walker by Blacklock; 2d dam Primette by Prime Minister; 3d dam Miss Paul by Sir Paul; 4th dam Miss Dunnington by Shuttle; 5th dam Miss Grimstone by Weasel; 6th dam by Ancaster; 7th dam by the Damascus Arabian; 8th dam by Sampson; 9th dam Sophia (sister to Mirza) by the Godolphin Arabian; 10th dam by Hobgoblin; 11th dam by Whitefoot; 12th dam by Leedes; 13th dam Moonah Barb mare.

SCYTHIAN, b. c., foaled 1851, by Orlando, bred by Col. Anson, and imported by R. Aitcheson Alexander, of Woodburn Stud Farm, Spring Station, Woodford county, Ky., in 1857. 1st dam Seythia by Hetman Platoff; 2d dam Princess by Slane; 3d dam sister to Cobweb by Phantom; 4th dam Filagree by Soothsayer; 5th dam Web by Waxy; 6th dam Penelope by Trumpator; 7th dam Prunella by Highflyer; 8th dam Promise by Snap; 9th dam Julia by Blank; 10th dam Spectator's dam by Partner; 11th dam Bonny Lass by Bay Bolton; 12th dam by Darley's Arabian; 13th dam by Byerly Turk; 14th dam by Taffolet Barb; 15th dam by Place's White Turk; 16th dam Natural Barb mare.

SEAGULL, b. c., foaled 1786, by Woodpecker, bred by Mr. Panton; imported into Virginia about 1796, by Col. Hoomes. 1st dam Middlesex by Snap; 2d dam Miss Cleveland by Regulus; 3d dam Midge by son of Bay Bolton; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

SELIM, b. c., foaled 1760, by Bajazet, bred by His Royal Highness the Duke of Cumberland, and imported into Virginia. 1st dam Miss Thigh by Rib; 2d dam Griswood's Lady Thigh by Partner; 3d dam by Greyhound; 4th dam Sophonisba's dam by the Curwen Bay Barb; 5th dam by D'Arcy's Chestnut Arabian; 6th dam by Whiteshirt; 7th dam Montague mare.

SERAB, b. c., foaled 1821, by Phantom, bred by Mr. Batson; imported by Sir Isaac Coffin into Massachusetts, in 1828. (Impotent.) 1st dam Jessy by Totteridge; 2d dam Cracker by Highflyer; 3d dam Nutcracker by Matchem; 4th dam Miss

Starling by Starling; 5th dam by Partner; 6th dam by Crofts' Bay Barb; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by Dicky Pierson; 10th dam Burton Barb mare.

SHADOW, b. c., foaled 1759, by Babraham, bred by Duke of Northumberland, and the property of Thacker Burwell, Esq., of Virginia. 1st dam by Starling; 2d dam Coughing Polly by Bartlett's Childers; 3d dam by Counsellor (sister to Thunderbolt); 4th dam by Snake; 5th dam by Luggs; 6th dam by Davill's Old Woodcock.

SHAKESPEARE, br. c., foaled 1835, by Smolensko, bred by Mr. West, and imported by Merritt & Co. into Virginia, in 1835. 1st dam Charming Molly by Rubens; 2d dam Comedy by Beningbrough; 3d dam Mrs. Jordan by Highflyer; 4th dam Harriet by Matchem; 5th dam Flora by Regulus; 6th dam by Bartlett's Childers; 7th dam by Bay Bolton; 8th dam by Belgrade Turk.

SHAMROCK, ch. c., foaled 1836, by St. Patrick, bred by Mr. Sadler; imported in his mother's belly, in 1835. 1st dam Delight by Reveller; 2d dam Defiance by Rubens; 3d dam Little Folly by Highland Fling; 4th dam Harriet by Volunteer; 5th dam by Alfred; 6th dam Magnolia by Marske; 7th dam by Babraham; 8th dam by Sedbury; 9th dam Ebony by Childers; 10th dam Old Ebony by Basto; 11th dam Massey mare by Mr. Massey's Black Barb.

SHARK, br. c., foaled 1771, by Marske, bred by Mr. Pigot. Died in Virginia, 1795 or '6, aged 24 or '5 years. Marlborough was full brother to Babraham and imported Selima, by Godolphin Arabian. 1st dam by Snap; 2d dam by Marlborough (Warwickshire Wag's dam); 3d dam Natural Barb mare.

SHARPCATCHER, br. c., by Flat Catcher; imported by Kentucky Importing Company, 1860; foaled 1859; bred by Mr. Farrow; owned by A. S. Talbot, Lexington, Ky. 1st dam by Cowl; 2d dam Venus by Hercules (Aphrodite's dam); 3d dam Echo by Emilius; 4th dam by Scud or Pioneer; 5th dam Canary Bird by Whiskey or Sorcerer; 6th dam Canary by Coriander; 7th dam Miss Green by Highflyer; 8th dam Harriet by Matchem; 9th dam Flora by Regulus; 10th dam by Bartlett's Childers; 11th dam by Bay Bolton; 12th dam by Belgrade Turk, etc.

SHOCK, b. c., foaled 1729, by Jigg, bred by Mr. Howe, and imported into Virginia. 1st dam by Snake (sister to Old Country

Wench); 2d dam Grey Wilkes by Hautboy; 3d dam Miss D'Arcy's Pet mare by Pet; 4th dam Sedbury Royal mare.

SHOCK, b. c., foaled —, by Old Shock, bred by —, and imported by Col. Baylor, of Virginia. We cannot find this colt, and find but one colt by Shock out of a Partner mare, Bolton, foaled 1752. 1st dam by Partner; 2d dam by Makeless; 3d dam by Brimmer; 4th dam by Place's White Turk; 5th dam by Dodsworth; 6th dam Layton Barb mare.

SILVER, g. c., foaled 1789, by Mercury, bred by the Duke of Grafton; imported by Mr. Drew, of Halifax county, N. C.; afterward called Drew's Silver. 1st dam by Herod; 2d dam Young Hag by Skim; 3d dam Hag by Crab; 4th dam Ebony by Childers; 5th dam Ebony by Basto; 6th dam Massey mare by Mr. Massey's Black Barb.

SILVER EYE, ch. c., foaled —, bred by —. By Cullen Arabian. We are unable to find Silver Eye. He is described as a pale sorrel horse, with a white face, glass eyes, four white legs above the knees before, and hocks behind. This description was given by a gentleman who saw him in 1762 or 1763. He was imported by Mr. S. Duval. 1st dam by Curwen's Bay Barb; 2d dam Byerly Turk; 3d dam Curwen's Spot; 4th dam White-legged Lowther Barb; 5th dam Old Vintner mare.

SIR HARRY, br. c., foaled 1795, by Sir Peter Teazle, bred by Mr. Cookson, and imported by Mr. Haxall, of Virginia, in 1804. 1st dam Matron by Alfred; 2d dam Pilot's dam by Marske; 3d dam by Regulus; 4th dam Wildair's dam by Steady; 5th dam by Partner; 6th dam by Greyhound; 7th dam Chestnut Layton by Makeless; 8th dam Bay Layton by Counsellor; 9th dam by Brimmer; 10th dam Trumpet's dam by Place's White Turk; 11th dam by Dodsworth; 12th dam Layton Barb mare.

SIR PETER TEAZLE, br. c., foaled 1791, bred by Lord Stamford; imported into Virginia by Hon. John Tayloe. By Sir Peter Teazle. Died 1811. 1st dam Lucy by Conductor; 2d dam Lucy by Spectator; 3d dam by Blank; 4th dam by Childers; 5th dam by True Blue; 6th dam by Cyprus Arabian; 7th dam Bonny Black by Black Hearty.

SIR PETER TEAZLE, r. c., foaled 1802, by Sir Peter Teazle, bred by Mr. Harris; imported into South Carolina by Gen. John McPherson. 1st dam Vivaldi's dam by Mercury; 2d dam Cytherea by Herod; 3d dam Lily by Blank; 4th dam by Cade;

5th dam sister to Widdrington mare by Partner; 6th dam by Bloody Buttocks; 7th dam by Greyhound; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk; 11th dam by Dodsworth; 12th dam Layton Barb mare.

SIR PETER TEAZLE (Young), br. c., foaled in 1801, bred by Mr. Walker, and imported into Virginia, by Colonels Tallmadge and Tayloe. 1st dam by Alexander; 2d dam by Dux; 3d dam Folly by Blank; 4th dam sister to Regulus by Godolphin Arabian; 5th dam Grey Robinson by the Bald Galloway; 6th dam by Snake; 7th dam Old Wilkes by Old Hautboy.

SIR ROBERT, b. c., foaled 1832 or 1833 (Fidalma had two foals in succession, both bay colts, by Bobadil), by Bobadil. 1st dam Fidalma by Waxy Pope; 2d dam Dinarzade by Selim; 3d dam Princess by Sir Peter Teazle; 4th dam by Dunganon; 5th dam by Turf; 6th dam by Herod; 7th dam Golden Grove by Blank; 8th dam Spinster by Partner; 9th dam sister to Squirrel's dam by Bloody Buttocks; 10th dam by Greyhound; 11th dam by Makeless; 12th dam by Brimmer; 13th dam by Place's White Turk; 14th dam by Dodsworth; 15th dam Layton Barb mare.

SIR TATTON, ch. c., foaled 1856, bred by Sir Tatton Sykes; imported into Ohio by James Fullington, Esq. By Daniel O'Rourke. Sir Tatton covered two mares spring of 1860, and died soon after. 1st dam sister to Driffield by Hampton; 2d dam by Comus; 3d dam by Smolensko; 4th dam (sister to Orphan) by Camillus; 5th dam by Gabriel; 6th dam Legacy by King Fergus; 7th dam Mortonia by Herod; 8th dam by Northumberland; 9th dam by Regulus; 10th dam by Lord Moreton's Arabian.

SIR WALTER, — c., foaled —, by Marplot. First dam (imported Citizen's dam) Princess by Turk. Princess by Turk had no foal by Marplot. We think this a spurious pedigree, or else the year of foaling would be given. (See E. S. B., vol. 1, pages 153 and 154.)

SKIM, gr. c., foaled 1746, by Starling, bred by Mr. Routh. 1st dam Miss Mayes by Bartlett's Childers; 2d dam by Counsellor; 3d dam by Snake; 4th dam by Luggs; 5th dam by Davill's Woodcock.

SKIM, c., imported into South Carolina, 1760, then five years old, was by the Cullen Arabian. He ran successfully, and stood at Mr. John Myrants', on the Santee, at £20.

SKYLARK, br. c., foaled 1783, by Highflyer, bred by Mr. Wyndham. 1st dam Chedworth's Snap; 2d dam by Squirt; 3d dam Bajazet's dam by Whitefoot; 4th dam by Leedes; 5th dam Moonah Barb mare.

SKYLARK, br. c., foaled 1826, by Waxy Pope, bred by Mr. Daxon. Imported by Messrs. Merritt, of Virginia. 1st dam Skylark by Musician; 2d dam Pironette by Young Eagle; 3d dam Parisot by Sir Peter Teazle; 4th dam Deceit by Tandem; 5th dam Perdita by Herod; 6th dam Fair Forester by Sloc; 7th dam by Forester; 8th dam by Partner; 9th dam by Croft's Bay Barb; 10th dam by Makeless; 11th dam by Brimmer; 12th dam by a son of Dodsworth; 13th dam Burton Barb mare.

SLENDER, b. c., foaled 1779, by Herod, bred by the Duke of Queensbury. He was full brother in blood to Highflyer, and stood near New York in 1788. 1st dam Ruth (sister to Highflyer's dam) by Blank; 2d dam by Regulus; 3d dam by Soreheels; 4th dam by Makeless; 5th dam Christopher D'Arcy's Royal mare.

SLIM, or SPRIGHTLY, or SLIP, ch. c., foaled 1768, by son of Babraham, bred by Mr. Wildman. 1st dam by Babraham; 2d dam by Sedbury; 3d dam Ebony by Childers; 4th dam Ebony by Basto; 5th dam Massey mare by Mr. Massey's Black Barb.

SLOUCH, ch. c., foaled 1747, by Cade, bred by Sir J. Moore, and imported into South Carolina. 1st dam Little Hartley mare by Bartlett's Childers; 2d dam Flying Whig by William's Woodstock Arabian; 3d dam by St. Victor Barb; 4th dam by Why-not (son of the Fenwick Barb); 5th dam Royal mare.

SLOVEN, bl. c., foaled 1756, by Cub, and imported into New York. We cannot find this colt. 1st dam by the Bolton Starling; 2d dam by Godolphin Arabian; 3d dam by Childers; 4th dam Bonny Black by Black Hearty.

SNAP, br. c., foaled about 1757 or '8; imported into South Carolina by Capt. Parker, 1767. By Snap. 1st dam Vanessa by Regulus; 2d dam by Fox; 3d dam by Bloody Shouldered Arabian; 4th dam by Bassett Arabian; 5th dam an Arab mare.

SNIPE, b. c., foaled 1762, bred by Mr. Vernon; imported into South Carolina, and stood near Jacksonborough in 1772 and '73. By Snap. 1st dam by Blank; 2d dam Dizzy by Driver; 3d dam

by Smiling Tom; 4th dam Miss Hip by Oysterfoot; 5th dam by Merlin; 6th dam by Commoner; 7th dam the Duke of Somerset's Coppin mare.

SOBER JOHN, foaled 1748; imported into Virginia by Col. Baylor. By Rib; balance of pedigree unknown. The following sketch may be found in Heber's English Racing Calendar for 1754, page 187. He ran that year six times, and won the following races: May 23, Wisbech, Norfolk, £50; June 12, Stamford, Lincolnshire, £50.

SOMONOCODRON, b. c., foaled 1830, bred by Mr. Smith; imported into Canada by H. P. Simmons, Esq. By Brutandorf. 1st dam by Traveler; 2d dam by Hambletonian; 3d dam Vesta by Delpini; 4th dam Faith by Pacolet; 5th dam Atalanta by Matchem; 6th dam Lass of the Mill by Oroonoko; 7th dam Lass of the Mill by Traveler; 8th dam Miss Makeless by son of Greyhound; 9th dam by Partner; 10th dam Miss Doe's dam by Woodcock; 11th dam by Crofts' Bay Barb; 12th dam Desdemona's dam by Makeless.

SORROW, ch. c., foaled in 1835, by Defence, bred by Mr. Sadler, and imported with his dam when a suckling, by Col. Wade Hampton, of South Carolina. 1st dam imp. Tears by Woful; 2d dam Miss Stephenson by Scud or Sorcerer; 3d dam sister to Petworth by Precipitate; 4th dam by Woodpecker; 5th dam sister to Juniper by Snap; 6th dam Young Marske's dam by Blank; 7th dam Bay Starling by the Bolton Starling; 8th dam Miss Meynell by Partner; 9th dam by Greyhound; 10th dam by Curwen Bay Barb; 11th dam by Lord D'Arcy's Arabian; 12th dam by Whiteshirt; 13th dam Old Montagu mare.

SOURCROUT, b. c., foaled 1786, by Highflyer, bred by the Duke of Grafton; stood in Tennessee. 1st dam Jewel by Squirrel; 2d dam Sophia by Blank; 3d dam Lord Leigh's Diana by Second; 4th dam Mr. Hanger's Brown mare by Stanyan's Arabian; 5th dam Gipsev by King William's No-tongued Barb; 6th dam by Makeless; 7th dam Royal mare.

SOVEREIGN, b. c., foaled 1836, by Emilius, bred by His Majesty King William IV, at Hampton Court, and imported by Col. Wade Hampton, of South Carolina; late the property of Capt. A. Buford, Bosque Bonita, Stud Farm, Woodford county, Ky. Since dead. 1st dam Fleur-de-Lis by Bourbon; 2d dam Lady Rachel by Stamford; 3d dam Young Rachael by Volunteer;

4th dam Rachael by Highflyer; 5th dam Tandem's sister by Syphon; 6th dam by Regulus; 7th dam by Snip; 8th dam Cottingham; 9th dam Warlock Galloway by Snake; 10th dam sister to the Carlisle gelding by the Bald Galloway.

SPADILLE, b. c., foaled 1784, by Highflyer, bred by Lord A. Hamilton, and imported into Virginia. 1st dam Flora by Squirrel; 2d dam Angelica by Snap; 3d dam by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

SPARK, — c., foaled —, by Honeycomb Punch; imported into Maryland by Gov. Ogle, and was presented to him by Lord Baltimore, who received him as a present from His Royal Highness, Frederick, Prince of Wales. The Wilkes' mare was imported into America by Col. Colville, of Virginia, and called Miss Colville. 1st dam Wilkes' mare (called Miss Colville) by Hautboy; 2d dam by Brimmer.

SPARK (Old), foaled —, bred by —, imported by Benj. Tasker, Esq., Maryland. By Aleppo (son of Darley Arabian). 1st dam by Bartlett's Childers; 2d dam by Old Spark (son of Honeycomb Punch); 3d dam by Coneyskins; 4th dam Sweetlips by Cade; 5th dam by Jigg; 6th dam (dam of Squirt) by Snake.

SPECULATOR, b. c., foaled 1795, by Dragon, bred by the Duke of Bedford, and imported into Virginia by Col. Hoopes, in 1801. 1st dam sister to Sting by Herod; 2d dam Florizel's dam by Cygnet; 3d dam by Cartouch; 4th dam Ebony by Childers; 5th dam Ebony by Basto; 6th dam Mr. Massey's mare by Mr. Massey's Black Barb.

SPORTSMAN, ch. c., foaled about 1757, imported into South Carolina by Messrs. Mansell, Corbett & Co. By son of Blaze out of a Second mare. 1st dam by Golden Ball; 2d dam by Lord Bedford's Arabian; 3d dam by Bay Bolton.

SPREAD EAGLE, b. c., foaled 1792, by Volunteer, bred by Sir F. Standish, and imported into Virginia by Col. Hoopes. Died in Kentucky 1805, aged 13. 1st dam by Highflyer; 2d dam by Engineer; 3d dam by Cade; 4th dam Lass of the Mill by Traveler; 5th dam Miss Makeless by a son of Greyhound; 6th dam by Partner; 7th dam Miss Doe's dam by Woodcock; 8th dam by Crofts' Bay Barb; 9th dam by Makeless; 10th dam by Brimmer; 11th dam by Dicky Pierson; 12th dam Burton Barb mare.

SPRIGHTLY, ch. c., foaled 1763, imported by Messrs. Mansell, Corbett & Co. into South Carolina, 1767. By Sportsman, also imported by the same parties. 1st dam by Cartouch; 2d dam by Old Cade.

STAFFORD, — c., foaled 1833, by Memnon, bred by ———, and imported into New York the spring of 1835, at two years old. He made his first season in South Carolina in 1838, and died in November, 1840. 1st dam by Piscator; 2d dam Mademoiselle Presle by Sir Peter Teazle; 3d dam Nina by Eclipse; 4th dam Pomona by Herod; 5th dam Caroline by Snap; 6th dam by Regulus; 7th dam by Hip; 8th dam by Hartley's blind horse; 9th dam by Flying Whig.

STAR, b. c., foaled 1785, by Highflyer, bred by Richard Taylor, Esq., and imported into South Carolina by General John McPherson. He died in 1811. 1st dam by Snap; 2d dam Riddle (sister to Pumpkin) by Matchem; 3d dam by Squirt; 4th dam Lot's dam by Mogul; 5th dam Camilla by Bay Bolton; 6th dam Old Lady by Pulletin's Chestnut Arabian; 7th dam by Rockwood; 8th dam by Bustler.

STARLING, c., bred by Lord Rockingham, imported into South Carolina about 1767, owned by Wm. Moultrie, St. John's Parish, up to 1772. By Old Starling. 1st dam by the Godolphin Arabian; 2d dam by Childers; 3d dam by True Blue; 4th dam by Cypress; 5th dam Duke of Rutland's famous mare Bonny Black by Black Hearty; 6th dam by Persian stallion.

STARLING, g. c., foaled 1756 (it is said), by Young Starling, bred by Mr. Holme; imported by Messrs. Carlisle & Dalson, of Alexandria, Va. We cannot find the produce of the Regulus mare; the balance of the pedigree from Regulus back is correct, and doubtless the other is. 1st dam by Regulus; 2d dam by Snake; 3d dam by Partner; 4th dam by Crofts' Egyptian; 5th dam Grey Woodcock by Woodcock; 6th dam Pet Mare by Watsell's Turk; 7th dam by Hautboy; 8th dam Trumpet's dam by Place's White Turk; 9th dam by Dodsworth; 10th dam Layton Barb mare.

STARLING, g. c., foaled 1757; imported by Messrs. Carlisle & Dalson, of Alexandria, Va., in the ship Christian. Full brother to the preceding colt.

STARLING, b. c., foaled 1757, by Young Starling. We cannot find this colt. 1st dam by Slipby; 2d dam by Partner; 3d dam by

Greyhound; 4th dam by Wastell's Turk; 5th dam by Old Hautboy; 6th dam by Place's White Turk; 7th dam by Dodsworth; 8th dam Layton Barb mare.

STARLING, g. c., foaled 1800, by Sir Peter Teazle, bred by Mr. Wilson, and imported into Virginia. 1st dam sister to Windlestone by Magnet; 2d dam by Le Sang; 3d dam by Rib; 4th dam Mother Western by Smith's son of Snake; 5th dam by Montague; 6th dam by Hautboy; 7th dam by Brimmer.

STERLING, b. c., foaled 1757, by Young Starling. We cannot find this colt; the pedigree may be correct. 1st dam by Regulus; 2d dam by Roundhead; 3d dam by Partner; 4th dam by Makeless; 5th dam by Brimmer; 6th dam Trumpet's dam by Place's White Turk; 7th dam by Dodsworth; 8th dam Layton Barb mare.

STERLING, called also Starling, g. c., foaled 1762, by the Belsize Arabian, bred by Mr. Simpson, and imported by Capt. William Evans, of Surry county, Va. We cannot find the above colt; the pedigree may be correct. 1st dam by Bowe's Snake; 2d dam by Partner; 3d dam by Nephewson; 4th dam Mr. Shirley's famous mare.

STIRLING, b. c., foaled 1791, by Volunteer, bred by ———, and imported into Virginia, 1799, by Col. Hoomes. 1st dam Harriet by Highflyer; 2d dam by Young Cade; 3d dam Childerkin by Second; 4th dam Snap's dam by Fox; 5th dam Gipse by Bay Bolton; 6th dam by Duke of Newcastle's Turk; 7th dam by Byerly Turk; 8th dam by Taffolet Barb; 9th dam by Place's White Turk; 10th dam Natural Barb mare.

STONE PLOVER, b. c., bred by Lord Spencer, foaled 1850; imported by Thomas Williams, and stood one season in Kentucky; now in Michigan. By Cotherstone. 1st dam Wryneck by Slane; 2d dam Gitana by Tramp; 3d dam Mrs. Fry by Walton; 4th dam Vourneen by Sorcerer; 5th dam Tooee by Buzzard; 6th dam Violet by Shark; 7th dam by Syphon; 8th dam Charlotte by Blank; 9th dam by Crab; 10th dam by Dyer's Dimple; 11th dam by Bethel's Castaway; 12th dam Why-not; 13th dam a Royal mare.

STRAP, b. c., foaled 1800, by Beningbrough, bred by Mr. W. Lee; imported by Mr. Cotton into North Carolina. 1st dam by Highflyer; 2d dam by Tatler; 3d dam by Snip; 4th dam by Godolphin Arabian; 5th dam by Frampton's White-neck by

Curwen's Bay Barb; 6th dam by Old Spot; 7th dam by White-legged Lowther Barb; 8th dam Old Vintner mare.

ST. GEORGE, br. c., foaled 1771, by Dragon, bred by Mr. G. Hanger, and imported (it is said) by Col. Hoomes, of Virginia. 1st dam Sally by Blank; 2d dam Poppet by Black Chance; 3d dam by Looby; 4th dam by Partner; 5th dam by Woodcock; 6th dam by Makeless; 7th dam by Dicky Pierson; 8th dam Burton Barb mare.

ST. GEORGE, b. c., foaled 1789; imported into Virginia (it is said) by Col. J. C. Goode, Virginia. By Highflyer. 1st dam by Eclipse; 2d dam Miss Spindleshanks by Omar; 3d dam by Starling; 4th dam by the Godolphin Arabian; 5th dam by Stanyan Arabian; 6th dam by Pelham Barb; 7th dam by Spot; 8th dam by White-legged Lowther Barb; 9th dam Old Vintner mare.

ST. GILES, ch. c., foaled 1829, by Tramp, bred by Ridsdale, and imported by James Jackson, of Alabama, in 1835. 1st dam Arcot Lass by Ardrossan; 2d dam by Cramlington; 3d dam Floyerkin by Stride; 4th dam Little England's dam by Javelin; 5th dam sister to Toby by Highflyer; 6th dam by Matchem; 7th dam by Dainty Davy; 8th dam by son of Mogul; 9th dam by Crab; 10th dam by Bay Bolton; 11th dam by Curwen's Bay Barb; 12th dam by Old Spot; 13th dam by White-legged Lowther Barb; 14th dam Old Vintner mare.

ST. PAUL, ch. c., foaled 1789, by Highflyer, bred by H. R. II. the Prince of Wales, and imported into Virginia by Wm. Lightfoot, Esq., in 1804. 1st dam Purity by Matchem; 2d dam by Squirt; 3d dam Lot's dam by Mogul; 4th dam Camilla by Bay Bolton; 5th dam Old Lady (Starling's dam) by Pulletin's chestnut Arabian; 6th dam by Rockwood; 7th dam by Bustler.

SWEEPER, bl. c., foaled in 1751, by Sloc; imported and stood in North Carolina. The English Stud Book does not state the year of his foaling; see vol. 1, page 433. 1st dam by Mogul; 2d dam by Partner; 3d dam by Coneyskins.

SWEEPER, br. or bl. c., foaled —, bred —, and imported by —. By Beaver's Driver. We cannot find Sweeper, and think there is an error in the pedigree. Thwaite's Dun mare was the dam of Beaver's Driver, the sire of Sweeper. We suppose this was intended for Sweeper by Sloc, which we give. 1st dam Thwaite's Dun mare by the Ancaster Turk; 2d dam by

the Walpole Barb; 3d dam Miss Belvoir by Grey Grantham; 4th dam by Paget Turk; 5th dam Betty Percival by Leedes' Arabian; 6th dam by Spanker.

SWISS, b. c., foaled 1821, by Whisker, bred by Col. Cradock, and imported in 1835, by F. B. Ogden. 1st dam by Shuttle; 2d dam Lady Sarah by Fidget; 3d dam by Alfred; 4th dam Magnolia by Marske; 5th dam by Babraham; 6th dam by Sedbury; 7th dam Ebony by Childers; 8th dam Ebony by Basto; 9th dam Massey mare by Mr. Massey's Black Barb.

TANNER, b. c., foaled 1757, bred by ———, and imported into St. Mary's county, Md., by Daniel Wolstenholme. By Young Cade. First dam by ———. We cannot find anything beyond what is stated above. This colt was run by Mr. Harrison. (See English Racing Calendar for 1762, page 84.)

TARQUIN, — c., foaled 1720, by the Hampton Court Chestnut Arabian, bred by Mr. Strickland. 1st dam Leedes' mare by Leedes; 2d dam Moonah Barb mare.

TARQUIN, c.; imported into South Carolina, 1763; stood at John Izard's, on Ashley River. By Old Tarquin. First dam an Arabian mare.

TATTERSALL, b. c., foaled 1837, bred by Mr. Tattersall; imported by Capt. Donald Rowe, South Carolina. By Saracen. 1st dam Minnow by Filho da Puta; 2d dam Mervinia by Walton; 3d dam Phantasmagoria by Precipitate; 4th dam Cerberus dam by Herod; 5th dam by Marske; 6th dam by Skim; 7th dam Hag by Crab; 8th dam Ebony by Childers; 9th dam Ebony by Basto; 10th dam Massey mare by his Black Barb.

TELEGRAPH, br. c., foaled 1795, by Sir Peter Teazle, bred by Mr. Baldock. 1st dam Fame by Pantaloon; 2d dam Diomed's dam by Spectator; 3d dam sister to Horatius by Blank; 4th dam by Childers; 5th dam Miss Belvoir by Grey Grantham; 6th dam by Paget Turk; 7th dam Betty Percival by Leedes' Arabian; 8th dam by Spanker.

TENERIFFE, b. c., foaled 1832, bred by Mr. Boothe; imported by Thos. Flintoff, Esq., Nashville, Tenn. By Conqueror. 1st dam by Mulatto; 2d dam by Discount; 3d dam by Stamford; 4th dam by Young Marske; 5th dam by Bosphorus; 6th dam by Rib; 7th dam by Hip; 8th dam Large Hartley mare by Mr. Hartley's blind horse; 9th dam Flying Whig by Woodstock Arabian; 10th dam by St. Victor Barb; 11th dam by Why-not; 12th dam Royal mare.

THE EARL, b. c., foaled 1868; imported in his mother's belly by Mr. A. Belmont, N. Y. By The Marquis: dam imported Fleurdcs-Champs (which see).

TICKLE TOBY, b. c., foaled 1786, bred by Mr. Wastell; the property of Caleb Bonsh, of Princess Anne county, Virginia. By Alfred. 1st dam Caelia by Herod; 2d dam Proserpine by Marske; 3d dam Spiletta by Regulus; 4th dam Mother Western by Smith, son of Snake; 5th dam by Montague; 6th dam by Hautboy; 7th dam by Brimmer.

TOBY, ch. c. (called also Sporting Toby), foaled —, bred by——. By Janus. We cannot find this colt. He was imported into North Carolina, and was the property of Mr. Alston, of that State. 1st dam by Fox; 2d dam by Bald Galloway.

TOBY, b. c., foaled 1786, by Highflyer, bred by Mr. Bullock, and imported by Col. Tayloe, of Virginia. He died on his passage to America. 1st dam by Matchem; 2d dam by Dainty Davy; 3d dam by a son of Mogul; 4th dam by Crab; 5th dam by Bay Bolton; 6th dam by Curwen's Bay Barb; 7th dam by Old Spot; 8th dam by White-legged Lowther Barb; 9th dam Old Vintner mare.

TOM BREEZE, ch. c., foaled 1835, bred by Mr. Thornhill; imported by John Routh, Esq., Natchez, Miss. By St. Patrick. 1st dam Maria by Whisker; 2d dam Gibside Fairy by Hermes; 3d dam Vicissitude by Pipator; 4th dam Beatrice by Sir Peter; 5th dam Pyrrha by Matchem; 6th dam Duchess by Whitenose; 7th dam Miss Slamerkin by Young True Blue; 8th dam by Oxford Dun Arabian; 9th dam D'Arcy's Black-legged Royal mare.

TOM CRIB, ch. c., foaled 1847, by Gladiator, bred by Mr. R. E. Oliver, or Sir R. W. Bulkeley, and imported into America; owned by John Appleton, New York. 1st dam Jemima by Count Porro; 2d dam Mrs. Suggs by Crispin; 3d dam by Totteridge; 4th dam by Sir Peter Teazle; 5th dam Maid of Ely by Tandem; 6th dam Harlot's dam by Herod; 7th dam by Young Cade.

TOM JONES, g. c., foaled 1745, by Partner, bred by Mr. Crofts, and imported by Sir Marmaduke Beckwith, of Virginia, about 1755. 1st dam by True Blue; 2d dam by Cyprns; 3d dam Bonny Black by Black Hearty; 4th dam by a Persian stallion.

TOUCHSTONE, half-bred c., foaled about 1800; stood at Thos. Beans', Pennsylvania. By Clothier (son of Matchem); dam unknown.

TRANBY, br. c., foaled 1826, by Blacklock, bred by Mr. Ridsdale, and imported, in 1835, by Merritt & Co., of Virginia. 1st dam by Orville; 2d dam Miss Grimstone by Weasel; 3d dam by Ancaster; 4th dam by Damascus Arabian; 5th dam by Sampson; 6th dam by Oroonoko; 7th dam sister to Mizra by Godolphin Arabian; 8th dam by Hobgoblin; 9th dam by Whitefoot; 10th dam by Leedes; 11th dam Moonah Barb mare.

TRAVELER (Mr. Coatsworth's), — c., foaled 1746, by Traveler. 1st dam by Bartlett's Childers; 2d dam Mr. Durham's Favorite by a son of Bald Galloway; 3d dam Daffodil's dam by a foreign horse of Sir T. Gascoigne's.

TRAVELER (Moreton's). Various conjectures have arisen respecting the true pedigree of this horse. We give the different pedigrees. Bay colt, foaled about 1748, bred by Mr. Crofts, by Partner. This mare had colt foals by Partner in 1734, '37, '40, '43, '45, '46 and '47. She missed to Partner in 1742 and 1748. This is the true pedigree. 1st dam Bay Bloody Buttocks by Bloody Buttocks; 2d dam by Greyhound; 3d dam by Makeless; 4th dam by Brimmer; 5th dam by Place's White Turk; 6th dam by Dodsworth; 7th dam Layton Barb mare.

TRAVELER (alias Big Ben), b. c., foaled 1781, and imported by William Barksdale, of London, for James Strange, Esq., near Manchester, Virginia, in 1797. By Eclipse. He appears as Mr. Croke's Charlemont. 1st dam by Herod; 2d dam by Blank; 3d dam by Snip; 4th dam by Partner; 5th dam by Bloody Buttocks; 6th dam by Greyhound; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by Place's White Turk; 10th dam by Dodsworth; 11th dam Layton Barb mare.

TRINCULO, b. c., foaled —, by Willeby's Old Trinculo, bred by Mr. R. W. Pearce. We cannot find this colt. 1st dam by Justice; 2d dam by Highflyer; 3d dam by Star Gazer; 4th dam by Amazon.

TRUE BLUE, b. c., foaled 1797, by Walnut, bred by Mr. Hutchison; imported by Governor James Turner, of Warren county, N. C., in 1803. 1st dam by King Fergus; 2d dam Cælia by Herod; 3d dam Proserpine by Marske; 4th dam Spiletta by Regulus; 5th dam Mother Western by Smith, son of Snake; 6th dam by Montague; 7th dam by Hautboy; 8th dam by Brimmer.

TRUFFLE YOUNG, br. c., foaled 1824, by Old Truffle, bred by the Duke of Glaiche, in France, and imported into Virginia by

James Barbour, Minister Plenipotentiary from the United States to the Court of Great Britain, in 1830. We find no produce given out of Helen, but that is doubtless owing to her exportation to France, where this colt was foaled. 1st dam Helen by Whiskey; 2d dam Brown Justice by Justice; 3d dam Xenia by Challenger; 4th dam Xantippe by Eclipse; 5th dam Grecian Princess by William's Forester; 6th dam by the Coalition colt; 7th dam by Bustard; 8th dam Lord Leigh's Charming Molly by Second; 9th dam Mr. Hanger's brown mare by Stan-yan's Arabian; 10th dam Gipsev by King William's No-tongued Arabian; 11th dam by Makeless; 12th dam Royal mare.

TRUSTEE, ch. c., foaled 1829, by Catton, bred by Mr. Ridsdale, and imported, in 1835, by Capt. Stockton, U. S. N., of New Jersey. 1st dam Emma by Whisker; 2d dam Gibside Fairy by Hermes; 3d dam Vicissitude by Pipator; 4th dam Beatrice by Sir Peter Teazle; 5th dam Pyrrha by Matchem; 6th dam Duchess by Whitenose; 7th dam Miss Slamerkin by Young True Blue; 8th dam by Oxford Dun Arabian; 9th dam by D'Arcy's Black-legged Royal mare.

TUP, b. c., foaled 1796, by Javelin, bred by Mr. Bullock. 1st dam Flavia by Plunder; 2d dam Miss Euston by Snap; 3d dam Charmer by Blank; 4th dam by Cartouch; 5th dam by Soreheels; 6th dam by Makeless; 7th dam D'Arcy's Royal mare.

VALENTINE (originally called Tommy Longlegs), b. c., foaled 1823, bred by Mr. Houldsworth, and imported into New York, 1826. By Magistrate. 1st dam Miss Forester (first called Miss Holland) by Diamond; 2d dam by Alexander; 3d dam Captain Absolute's dam by Sweet William; 4th dam Thetis by Chymist; 5th dam Curiosity by Snap; 6th dam by Regulus; 7th dam by Bartlett's Childers; 8th dam by Honeywood's Arabian; 9th dam the dam of the two True Blues.

VALLIANT, dun colt, foaled —, by Dormouse. We cannot find this colt. 1st dam by Old Crab; 2d dam by Crofts' Partner; 3d dam Thwaite's dun mare by the Ancaster Turk.

VALPARAISO, ch. c., foaled 1831, by Velocipede, bred by the Duke of Leeds, and imported in 1840, by Messrs. Shirley & Birch, Kentucky. 1st dam Juliana by Gohanna; 2d dam Platina by Mercury; 3d dam by Herod; 4th dam Young Hag by Skim; 5th dam Hag by Crab; 6th dam Ebony by Childers; 7th dam Ebony by Basto; 8th dam Massey mare by Mr. Massey's Black Barb.

VAMPIRE, — c., foaled 1757, by Regulus, bred by Lord Waldegrave. He stood in Virginia. Edgar states that Vampire was by Wilson's Arabian; but the English Stud Book states he was by Regulus. 1st dam (the dam of Wildair) by Steady; 2d dam by Partner; 3d dam by Greyhound; 4th dam Chestnut Layton by Makeless; 5th dam by Counsellor; 6th dam by Brimmer; 7th dam by Place's White Turk.

VENETIAN, b. c., foaled 1782, bred by Sir James Pennyman, of Yorkshire, England. By Doge. We cannot find this colt. We find two stud colts called Venetian. by Doge, but the dams are differently bred from the above. 1st dam by Old Snap; 2d dam by Dyer's Dimple; 3d dam by Fox.

VENETIAN, ch. c., foaled 1786, bred by Mr. Panton. By Doge. We are inclined to believe this is the pedigree of the Venetian imported. 1st dam Helen by Conductor; 2d dam by Shakespeare; 3d dam by Cade; 4th dam sister to Lodge's Roan mare by Partner.

VICTORY, b. c., foaled 1825, by Waterloo, bred by the Duke of Rutland; stood at Lancaster, Pa., at Edward Parker's, in 1835; imported 1833, by William Jackson. 1st dam Adeline by Soothsayer; 2d dam Elizabeth by Orville; 3d dam Pennytrumpet by Trumpator; 4th dam Young Camilla by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by the Compton Barb; 7th dam sister to Regulus by the Godolphin Arabian; 8th dam Grey Robinson by the Bald Galloway; 9th dam by Snake; 10th dam Old Wilkes, a daughter of Old Hautboy.

VOLNEY, b. c., foaled 1833, by Velocipede, bred by Mr. R. Stephenson; imported into Tennessee. 1st dam by Phantom; 2d dam by Overton; 3d dam Gratitude's dam by Walnut; 4th dam by Ruler; 5th dam Pirancantha by Matchem; 6th dam Prophetess by Regulus; 7th dam Jenny Spinner by Partner; 8th dam by Greyhound; 9th dam Sophonisba's dam by Dyer's Dimple; 10th dam by Curwen's Bay Barb; 11th dam by D'Arcy's Chestnut Arabian; 12th dam by Whiteshirt; 13th dam Montague mare.

VOLUNTEER, ch. c., foaled —, by Volunteer, bred by Col. O'Kelly, and imported by Col. Tayloe, of Virginia, along with Dunganon. We cannot find the Whipcord mare, but find her dam, Miss Wriggle, by Blank. 1st dam by Whipcord; 2d dam by

Blank (Miss Wriggle); 3d dam by Crab; 4th dam by Childers; 5th dam Miss Jigg (sister to Partner) by Jigg; 6th dam sister to Mixbry by Curwen's Bay Barb; 7th dam by Old Spot; 8th dam by White-legged Lowther Barb; 9th dam Old Vintner mare.

WALTON, b. c., foaled 1864, bred by Mr. W. Reeves; imported into America 1868. By Wild Deyrell: dam Alma by Flateacher; 2d dam Miss Gilmour by Physician; 3d dam by Stamford; 4th dam Lady of the Lake by Beningbrough; 5th dam Thatchella by Highflyer; 6th dam by Marske; 7th dam by Regulus; 8th dam by Steady.

WARMINSTER, b. or b. c., foaled 1859, bred by ——; imported by R. W. Cameron, Esq., New York. By Newminster. 1st dam Black Bess by Ratcatcher; 2d dam Polydora by Priam, dam of Polydore and Wrotham; 3d dam Manto by Tiresias (dam of Cassandra); 4th dam by Walton; 5th dam Young Noisette by Diomed; 6th dam Noisette by Squirrel; 7th dam Carina by Marske; 8th dam (Thunder's dam) by Blank; 9th dam Dizzy by Driver; 10th dam by Smiling Tom; 11th dam by Oyster-foot; 12th dam by Merlin; 13th dam by Commoner; 14th dam Coppin mare.

WHALE, b. c., foaled 1830, by Whalebone, bred by Mr. Greville, and imported into Virginia, in 1835, by Merritt & Co. 1st dam Rectory by Octavius; 2d dam Catherine by Woodpecker; 3d dam Camilla by Trentham; 4th dam Coquette by the Compton Barb; 5th dam sister to Regulus by the Godolphin Arabian; 6th dam Grey Robinson by the Bald Galloway; 7th dam by Old Snake; 8th dam Old Wilkes by Old Hautboy.

WHIP, b. c., foaled 1794, by Saltram, bred by Mr. Durand; imported into Virginia, 1801. Died 1825. 1st dam by Herod; 2d dam by Oroonoko; 3d dam Creampot's dam by Cartouch; 4th dam Arabian mare of Sir John Seabright's.

WHIRLIGIG, b. c., foaled 1763, by Capt. ——, bred ——, and imported by Capt. Allen into Philadelphia, Pa., in 1773. He was a successful racer, and stood in North Carolina. We cannot find this colt. 1st dam by Devonshire Blacklegs; 2d dam by Trne Blue; 3d dam by Bloody Shouldered Arabian; 4th dam D'Arcy's Royal mare.

WHITTINGTON, ch. c., foaled 1743, by a brother to Whitenose, bred by the Duke of Marlborough. There has been a doubt about

the true pedigree of this colt. We believe this to be the true pedigree, being the only Whittington, and corresponding to him. 1st dam by Stanyan's Arabian; 2d dam by Curwen's Bay Barb; 3d dam by Marshall's Spot; 4th dam by White-legged Lowther Barb; 5th dam Old Vintner mare.

WILDAIR, b. c., foaled 1753, by Cade, bred by Mr. Swinburne, and imported by James Delancey; sold afterward and reshipped to England, where he was let to mares at 40 guineas each. 1st dam by Steady; 2d dam by Partner; 3d dam by Greyhound; 4th dam Chestnut Layton by Makeless; 5th dam by Counsellor; 6th dam by Brimmer; 7th dam by Place's White Turk.

WILLIAM IV, b. c., foaled 1834, by Tranby, bred by Mr. Shard, and imported into America. He stood at Cincinnati Race Course, Ohio, in 1839, at Geo. N. Sanders & Co's. 1st dam Codicil by Smolensko; 2d dam Legacy by Beningbrough; 3d dam Roxana by Sir Peter Teazle; 4th dam Tulip by Damper; 5th dam by Eclipse; 6th dam Rarity by Matchem; 7th dam Snapdragon by Snap; 8th dam by Regulus; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam, dam of the two True Blues.

WONDER (called Crippled Wonder), ch. c., foaled 1794, by Phenomenon, bred by Lord Fitzwilliam, and imported in the fall of 1803 into Virginia. 1st dam by imp. Diomed; 2d dam Desdemona by Marske; 3d dam Young Hag by Skim; 4th dam by Crab (Hag); 5th dam by Childers (Ebony); 6th dam Ebony by Basto; 7th dam Massey mare by Mr. Massey's Black Barb.

WONDER, b. c., foaled 1786, by Florizel, bred by Mr. Lacey. 1st dam Sackarissa by Matchem; 2d dam Aurora by Duke of Northumberland's Golden Arabian; 3d dam by Snip; 4th dam by Godolphin Arabian; 5th dam by Bald Galloway; 6th dam by Ancaster Turk.

WRANGLER, b. c., foaled 1794, by imported Diomed, bred by Sir Charles Bunbury; imported into Virginia, 1802. 1st dam Fleacatcher by Goldfinder; 2d dam by Squirrel; 3d dam by Ball; 4th dam by Lath; 5th dam sister to Snip by Childers; 6th dam sister to Soreheels by Basto; 7th dam sister to the Mixbury Galloway by Curwen's Barb; 8th dam by Curwen's Spot; 9th dam by White-legged Lowther Barb; 10th dam Old Vintner mare.

YORKSHIRE, b. c., foaled 1834, by St. Nicholas, bred by Mr. Moss, and imported by R. D. Shippard, of Jefferson county, Va.; afterward the property of Hon. Henry Clay, and died the property of his son, John M. Clay, of Ashland, near Lexington, Ky., in 1859, age 27. 1st dam Miss Rose by Tramp; 2d dam by Sancho; 3d dam Blacklock's dam by Coriander; 4th dam Wildgoose (sister to Hyperion) by Highflyer; 5th dam Coheiress by Pot-8-o's; 6th dam Manilla by Goldfinder; 7th dam by Old England; 8th dam by Cullen Arabian; 9th dam by Cade; 10th dam Miss Makeless by Young Greyhound; 11th dam by Partner; 12th dam by Woodcock; 13th dam by Croff's Bay Barb; 14th dam by Makeless; 15th dam by Brimmer; 16th dam by Dicky Pierson; 17th dam Burton Barb mare.

YOUNG FAZZOLETTO, a rich blood bay, with black legs, sixteen hands high, bred and imported by A. Keene Richards, Esq., of Scott county, Ky.; is by Fazzoletto, son of Orlando. 1st dam Emilia by Young Emilius; 2d dam Persian by Whisker; 3d dam Variety by Selim; 4th dam Sprite by Bobtail; 5th dam Catharine by Woodpecker. Catharine was the dam of Golumpus, the sire of Catton that sired Trustee, and Gallopade the dam of Reel, the dam of Lecomte, Prioress and Starke; 6th dam Camilla by Trentham; 7th dam Coquette by the Compton Barb; 8th dam sister to Regulus by Godolphin Arabian; 9th dam Grey Robinson by the Bald Galloway; 10th dam by Snake, son of Lister Turk; 11th dam Old Wilkes by Old Hautboy; 12th dam Miss D'Arcy's Pet mare; 13th dam a Royal mare.

YOUNG FLATCATCHER, called in the English Stud Book *The Lawyer*, br. c., foaled 1856, bred by Mr. S. Cass; purchased in 1860 by Mr. R. Wardle for Gen. S. R. Gist, South Carolina, by Flatcatcher. 1st dam Miss Gilmour by Physician; 2d dam by Stamford; 3d dam Lady of the Lake by Beningbrough; 4th dam Thatchella by Highflyer; 5th dam by Marske; 6th dam by Regulus; 7th dam by Steady.

YOUNG SPOT, ch. c., foaled —, by Old Spot; imported by Mr. Hyde, of Fredericksburgh, Va. We cannot find this colt. 1st dam by Martindale's Regulus; 2d dam by Jigg; 3d dam by Tom Jones; 4th dam by Young Greyhound.

ZINGANEE, b. c., foaled 1825, by Tramp, bred by Lord Exeter, and imported by Messrs. Merritt into Virginia. Died fall 1841. 1st dam Folly by Young Drone; 2d dam Regina by Moorcock;

3d dam Rally by Trumpator; 4th dam Fancy (sister to Diomed) by Florizel; 5th dam by Spectator (sister to Juno); 6th dam sister to Horatius by Blank; 7th dam by Childers; 8th dam Miss Belvoir by Grey Grantham; 9th dam by Paget Turk; 10th dam Betty Percival by Leedes' Arabian; 11th dam by Spanker.

ZINGANEE or PRIAM horse, b. c., foaled 1836, bred by Lord Chesterfield; imported into New Orleans, and purchased by Richard Haile, Esq. By Zinganee or Priam. 1st dam Theresa Panza by Cervantes; 2d dam Gadabout by Orville; 3d dam Minstrel by Sir Peter; 4th dam Matron by Florizel; 5th dam Maiden by Matchem; 6th dam by Squirt; 7th dam by Mogul.

LIST OF IMPORTED MARES.

ACTAËON MARE, ch. f., foaled 1836, bred by King William IV; imported into Indiana by Col. Oakley, 1840. By Actæon. 1st dam Ada (sister to Augusta) by Woful; 2d dam by Rubens; 3d dam Guildford mare by Guildford (son of Highflyer); 4th dam Vulture's dam by Justice; 5th dam Parsley by Pot-8-o's; 6th dam Lady Bolinbroke by Squirrel; 7th dam Herod's dam.

ACTRESS, ch. f., foaled 1836, bred by His Majesty William IV; imported by Col. Wade Hampton, South Carolina. By The Colonel. 1st dam Miss Clifton by Partizan; 2d dam Isis by Sir Peter; 3d dam Ibis by Woodpecker; 4th dam Isabella by Eclipse; 5th dam by Squirrel; 6th dam Ancaster Nancy by Blank; 7th dam Phœbe by Tortoise; 8th dam by Looby; 9th dam by Partner, etc.

ADANA, ch. f., foaled 1832, bred by Mr. Yates; imported by E. H. Boardman, Esq., Alabama. By Sultan. 1st dam Rachel by Whalebone; 2d dam Moses' dam by Gohanna; 3d dam Grey Skim by Woodpecker; 4th dam Silver's dam by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Old Ebony by Basto; 9th dam Massey mare by Massey's Black Barb.

ADELA (The Colonel's Daughter), b. f., foaled 1839; imported by L. J. Polk, Esq., Tennessee. By The Colonel: dam imp. Variella by Blacklock. (See imp. Variella.)

ADRIANA, b. f., foaled 1836, bred by Mr. Ridsdale; imported into South Carolina by Col. Singleton. By Mulatto. 1st dam Octavia by Walton; 2d dam Marcia by Coriander; 3d dam Faith by Pacolet; 4th dam Atalanta by Matchem; 5th dam Lass of the Mill by Oroonoko, etc.

ALARM, b. f., foaled 1820, bred by Lord Grosvenor; imported by C. H. Hall, New York, 28th July, 1824. By Thunderbolt. 1st dam Zadora by Trafalgar; 2d dam Nike by Alexander; 3d dam Nimble by Florizel; 4th dam Rantipole by Blank; 5th dam sister to Careless by Regulus; 6th dam Silvertail by Heneage's Whitenose; 7th dam by Rattle, etc., etc., etc.

ALBERTAZZI (called Fuga) ch. f., bred by Mr. Petit; imported by E. H. Boardman, Esq., Huntsville, Ala., 1837. By Partizan. 1st dam Bravura by Outery; 2d dam Prodigious by Caleb Quotem; 3d dam Fair Forester by Alexander; 4th dam by Sir Peter; 5th dam Maid of Ely by Tandem; 6th dam Harlot's dam by Herod; 7th dam by Young Cade.

ALEXANDRIA, f., foaled 1796, bred by Mr. Kidd; imported by Col. John Hoopes, Bowling Green, Va. By Alexander (son of Eclipse). She cannot be found in Weatherby; the pedigree is unquestionably correct.—S. D. B. 1st dam by Woodpecker; 2d dam by Phlegon; 3d dam by Highflyer, Lord Egremont's Highflyer mare.

ALFRED MARE, ch. f., foaled 1767, bred by Mr. Curzon; imported by Col. Chas. Mayle, Norfolk, Va., before the Revolution. By Alfred. 1st dam by Cade; 2d dam by Lister's Squirrel; 3d dam by Mixbury; 4th dam by Terror; 5th dam by Hutton's Bay Barb; 6th dam Natural Barb mare.

ALFRED MARE, ch. f., foaled about 1780; imported into Virginia by Edward Carter, Esq. By Alfred (brother to Conductor and Dictator). 1st dam by Squirt; 2d dam by Crab.

ALLEGRASTE, b. f., bred and owned by Gov. Jas. Barbour, Virginia; presented to Hon. H. Clay. By imported Young Truffle. First dam imported Phantonia by Phantom (which see).

AMANDA, b. f., foaled 1828, bred by Duke of Grafton; imported by E. H. Boardman, Esq., near Huntsville, Alabama. By Morisco (son of Muley). 1st dam Mantua by Woful; 2d dam Miltonia by Patriot; 3d dam Miss Muston by King Fergus; 4th dam Columbine by Espersykes; 5th dam by Babraham Blank; 6th

dam Topsy by Starling; 7th dam Switch by Lonsdale Arabian; 8th dam by Cyprus Arabian; 9th dam Crab's dam.

AMAZON, b. f., foaled 1836, bred by Sir T. Stanley; imported into Alabama; ran in the name of D. Stephenson, Esq. By Bird-catcher. 1st dam by Rubens; 2d dam Hipped mare by Meteor; 3d dam Petrowna by Sir Peter; 4th dam Georgiana by Sweetbriar; 5th dam Capella by Herod; 6th dam Miss Cape by Regulus; 7th dam Routh's Blackeyes by Crab; 8th dam Warlock Galloway by Snake.

AMAZON, b. f., foaled 1859, by King Tom, bred by Sir Robert Peel; imported by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. Property of M. T. Armant, Lexington, Ky. 1st dam Buzz by Muley Muloch; 2d dam Scandal by Selim; 3d dam by Haphazard; 4th dam by Precipitate; 5th dam Colibri by Woodpecker; 6th dam Camilla by Trentham; 7th dam Coquette by the Compton Barb; 8th dam sister to Regulus by Godolphin Arabian; 9th dam Grey Robinson by the Bald Galloway; 10th dam by Snake (sister to Country Wench); 11th dam Grey Wilkes by Hautboy; 12th dam Miss D'Arcy's Pet mare; 13th dam Sedbury Royal mare.

AMINA, b. f., foaled 1832, bred by Mr. Gardner; imported by E. H. Boardman, Esq., Huntsville, Ala. By Gaberlunzie. 1st dam Luna by Wanderer; 2d dam by Canopus; 3d dam by Teddy the Grinder; 4th dam by Precipitate; 5th dam by Pumpkin; 6th dam Flea Catcher by Goldfinder; 7th dam by Squirrel; 8th dam by Ball, etc.

AMURATH MARE, ch. f., foaled 1842, bred by ——; imported by Messrs. Cammack & Co., New Orleans. By Amurath (son of Langar). 1st dam by Champion; 2d dam by Cestrian; 3d dam Paulina by Orville; 4th dam by Shuttle; 5th dam Hopeful by Sir Peter; 6th dam Play or Pay's dam by Herod.

AMURATH MARE, ch. f., foaled 1842, bred by ——; imported by Messrs. Cammack & Co., New Orleans, La. By Amurath. 1st dam by Recovery (foaled 1836); 2d dam The Nun by Blacklock; 3d dam by Whisker; 4th dam by Orville; 5th dam Otterington's dam by Golumpus; 6th dam by Expectation; 7th dam Calabria by Spadille; 8th dam Grog's dam by Alfred, etc.

ANNA MARIA, ch. f., foaled 1829, bred by ——; imported by Gov. Jas. Barbour, with her dam Phantomia. By English Truffle. (See imported Phantomia.) 1st dam Phantomia by

Phantom; 2d dam by Walton; 3d dam Allegranti by Pegasus; 4th dam Orange Squeezer by Highflyer; 5th dam Mop Squeezer by Matchem.

ANTIGUA, b. f., foaled 1839; imported in her mother's belly by Thos. Flintoff, Esq., Tennessee. By English Sheet Anchor: dam imp. Titsey by Langar. (See imp. Titsey.)

ANVILINA, b. f., foaled 1794 or '6, bred by Mr. O. Kelly, and presented by him to Col. Tayloe, of Virginia. (Sold to Col. Alston, S. C.) Died November, 1812. By Anvil. 1st dam Augusta by Eclipse; 2d dam Hardwicke's dam by Herod; 3d dam by Bajazet; 4th dam by Regulus; 5th dam by Lonsdale Arabian; 6th dam by Bay Bolton; 7th dam by Darley's Arabian.

ARABIAN MARE, foaled —, bred by —; imported by —. By Panton Arabian. 1st dam by the Godolphin Arabian; 2d dam by Snap; 3d dam the Widdrington mare by Partner; 4th dam by Bloody Buttocks; 5th dam by Greyhound; 6th dam by Makeless; 7th dam by Brimmer; 8th dam by Place's White Turk; 9th dam by Dodsworth; 10th dam Layton Barb mare.

ARNICA, br. f., foaled 1862, bred by Capt. Skipworth; imported into Canada, 1868; covered by Lord Clifden. By Cheddington: dam Tutelina by The Cure; 2d dam Telltale by The Nob; 3d dam Premature by Touchstone; 4th dam Frederica by Moses; 5th dam sister to Romana by Gohanna; 6th dam by Sir Peter; 7th dam Nerissa by Volunteer; 8th dam by Herod; 9th dam by Cygnet; 10th dam by Cartouch; 11th dam Ebony by Childers; 12th dam Old Ebony by Basto; 13th dam Massey mare by his Black Barb.

ATTRACTION, b. f., foaled 1861, bred by Mr. Johnstone; imported into Nova Scotia, 1865; covered by Diophantus. By Newminster: dam Helen Faucit by Telemachus; 2d dam Rebecca by Lottery; 3d dam by Cervantes; 4th dam Anticipation by Beningbrough. (For balance of pedigree see Polenta.)

AUGUSTUS MARE, foaled 1837, bred by Mr. Sowerby; imported by —. By Augustus. 1st dam Toso by Rainbow; 2d dam Brown Duchess by Orville; 3d dam Sagana by Sorcerer; 4th dam by Woodpecker; 5th dam Gohanna's dam by Herod; 6th dam Maiden by Matchem.

AURELIA, b. f., foaled 1794, bred by Mr. O. Kelly. By Anvil: dam Augusta by Eclipse. (See Anvilina.)

AU REVOIR, called Belle Boyd in England, ch. f., foaled 1864, bred by Mr. R. C. Naylor; imported and owned by R. W. Cameron, Esq., Clifton Stud Farm, Staten Island, N. Y. By Longbow. 1st dam Heroine by Neasham; 2d dam the Maid of Saragossa by Jereed; 3d dam (sister to Ainderby) by Velocipede; 4th dam Kate by Catton; 5th dam Miss Garforth by Walton; 6th dam by Hyacinthus; 7th dam Zara by Delpini; 8th dam Flora by King Fergus; 9th dam Atalanta by Matchem; 10th dam Lass of the Mill by Oroonoko; 11th dam sister to Clark's Lass of the Mill by Old Traveler; 12th dam Miss Makeless by Young Greyhound; 13th dam by Old Partner; 14th dam (dam of Lambton Miss Doe) by Woodcock; 15th dam by Crofts' Bay Barb; 16th dam (Desdemona's dam) by Makeless; 17th dam by Brimmer; 18th dam by Dicky Pierson (son of Dodsworth); 19th dam Burton Barb mare—stinted to Honiton (son of Stockwell out of Flax) by Surplice.

BABRAHAM, f., foaled —; imported into the United States by ——. By Babraham. 1st dam by Old Starling; 2d dam by Bethell's Arabian; 3d dam by Graham's Champion; 4th dam by Darley's Arabian; 5th dam by Old Merlin.

BABTA, b. f., bred by Sir J. B. Mill, foaled 1858, by Kingston; imported by R. W. Cameron, Esq., New York. 1st dam Alice Lowe by Defence; 2d dam Pet by Gainsborough, dam of Pert, Petulant and Passion; 3d dam by Topsy-Turvy; 4th dam Agnes by Shuttle; 5th dam by Highflyer; 6th dam by Goldfinder; 7th dam Lady Bolingbroke by Squirrel; 8th dam Herod's dam Cypron by Blaze; 9th dam Selina by Bethell's Arabian; 10th dam by Graham's Champion; 11th dam by Darley's Arabian; 12th dam by Merlin.

BAJAZET MARE, bred by Mr. Wildeman; owned in United States by Abm. Barnes, Esq., Maryland. By Bajazet. 1st dam by Babraham; 2d dam by Sedbury; 3d dam Ebony by Childers; 4th dam Ebony by Basto; 5th dam by Massey's Black Barb.

BARBARITY, b. f., foaled 1854, bred by Mr. Brashaw; imported into United States in 1859; owned by F. Morris, Esq. By Simoon. 1st dam by Buzzard; 2d dam Donna Maria by Partizan; 3d dam Donna Clara by Cesario; 4th dam Nimble by Florizel; 5th dam Rantipole by Blank; 6th dam Joan by Regulus; 7th dam Silvertail by Heneage's Whitenose; 8th dam by Rattle; 9th dam by Darley's Arabian.

BASHFUL, b. f., foaled 1831, bred by Lord Oxford; imported by ———. By St. Patrick. 1st dam Spavina by Orville; 2d dam Mirandola by Haphazard; 3d dam Allegretta by Trumpator; 4th dam Young Camilla by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by the Compton Barb; 7th dam sister to Regulus by Godolphin Arabian.

BATTLEDORE MARE, ch. f., foaled 1835, bred by Sir T. Stanley; imported by E. H. Boardman, Esq., Huntsville, Ala. By Battledore. 1st dam Mima by General Mina; 2d dam Maid of Lord by Castrel; 3d dam by Richardson's Marske; 4th dam by Rockingham; 5th dam Butterfly by Eclipse, etc.

BAY MALTON MARE, foaled (it is said) in 1837, bred by ———; imported by J. Maxwell, South Carolina. By Bay Malton. 1st dam by Whisker; 2d dam I'm Sure He Shan't by Coriclanus; 3d dam Warrior's dam by Young Marske; 4th dam by Matchem; 5th dam by Tarquin; 6th dam Antelope's sister by Young Belgrade.

BEAUTIFUL STAR, ch. f., foaled 1865, bred by Mr. J. Watson; imported by Mr. A. Belmont, New York, 1868. Covered by Adamas by Weatherbit: dam Mrs. Dodds by Irish Birdcatcher; 2d dam Sophistry by Voltair; 3d dam Wagtail by Whisker; 4th dam by Sorcerer; 5th dam by Sir Solomon; 6th dam by Young Marske; 7th dam Phenomenon; 8th dam Calliope by Slonch; 9th dam Lass of the Mill by Oroonoko; 10th dam by Traveler; 11th dam Miss Makeless by Young Greyhound. Balance same as Fluke (which see).

BELZONI FILLY, ch. f., foaled 1837, in the United States; owned by E. H. Boardman, near Huntsville, Ala. By Belzoni (brother to Belshazzar). Dam Amanda by Moriseo. (See Amanda.)

BERNICE, ch. f., foaled 1858, bred by Mr. F. Anson. By Stockwell. Imported by Mr. A. Belmont, New York. 1st dam Braxey by Moss Trooper; 2d dam Queen Mary (dam of Balrownie, Bonnie Scotland, Blooming Heather, Blink Bonny, etc., by Gladiator); 3d dam by Plenipotentiary; 4th dam Myrrha by Whalebone; 5th dam Gift by Young Gohanna; 6th dam (sister to Grazier) by Sir Peter; 7th dam (sister to Aimator) by Trumpator; 8th dam (sister to Postmaster) by Herod; 9th dam by Snap; 10th dam by Gower stallion; 11th dam by Childers—stinted to Thormanby.

BERWICKSHIRE LASS, ch. f., foaled 1818; owned by Benejah Gibb, Montreal, Canada. By Competitor (last living son of Eng. Eclipse). 1st dam by Star; 2d dam by Paymaster; 3d dam by Le Sang; 4th dam by Rib; 5th dam (grandam of Eclipse) Mother Western by Smith's son of Snake; 6th dam by Lord D'Arcy's Old Montague; 7th dam by Hautboy; 8th dam by Brimmer.

BETTY BLAZELLA, by Eng. Blaze, dam Jenny Cameron (which see); imported with her dam by Col. J. Tayloe, Sr., of Virginia.

BIRDCATCHER MARE, foaled 1836, bred by Mr. C. Stanly; imported by ———. By Birdcatcher. 1st dam by Phantom; 2d dam Breeze by Soothsayer; 3d dam Blowing by Buzzard; 4th dam Pot-S-o's; 5th dam Maid of All Work by Highflyer; 6th dam sister to Tandem by Syphon.

BIRDCATCHER MARE, b. f., foaled 1837, bred by Sir T. Stanley, by Birdcatcher (by St. Patrick out of Pickpocket's dam); imported into South Carolina by Messrs. Elliott, Condy & Daws. 1st dam by Rubens; 2d dam Hipped Mare by Meteor; 3d dam Petrowna by Sir Peter; 4th dam Georgiana by Sweetbriar; 5th dam Capella by Herod; 6th dam Miss Cape by Regulus; 7th dam Blackeyes by Crab; 8th dam Warlock Galloway by Snake.

BLACK BESS, bl. f., foaled 1833, bred by Mr. Beardsworth; imported by Thos. Alderson, Esq., Nashville, Tenn. By Belzoni. 1st dam Livonia by Smolensko; 2d dam Stella by L'Orient; 3d dam by Ruler; 4th dam Magdalena by Highflyer; 5th dam by Matchem; 6th dam sister to Dainty Davy by Old Traveler; 7th dam Slighted by all by Fox Cub; 8th dam Slighted by Jigg; 9th dam Matchem's grandam.

BLACKLOCK MARE, ———, foaled 1835, bred by Mr. White; imported by A. D. Shepard, Esq., into Louisiana, owned by Messrs. Rouzan & Duplantier. By Young Blacklock. 1st dam Spermacti by Sligo Waxy; 2d dam Miss Cogden by Phœnomenon; 3d dam Miss Cogden by Young Marske; 4th dam Miss Cogden by Silvio; 5th dam Daphne by Regulus, etc., etc.

BLOSSOM, f., foaled ———; imported by Gen. Thos. Nelson, of Yorktown, Va. By Old Sloe (son of Crab); dam by Regulus. Blossom cannot be found in English Stud Book; the pedigree is doubtless correct.—S. D. B.

BOLETAS, b. f., foaled 1832, bred by Mr. J. Day; imported into Virginia by W. B. Stott, Esq., Petersburg. By Fungus. 1st dam Zelinda by Rubens; 2d dam Zuleika by Gohanna; 3d dam Trinidada by Young Woodpecker; 4th dam Platina by Mercury; 5th dam by Herod; 6th dam Young Hag by Skim; 7th dam Hag by Crab; 8th dam Ebony by Childers; 9th dam Old Ebony sister to Brown Betty by Basto.

BONNY LASS, b. f., foaled 1723, bred by Duke of Bolton; imported by ———. By Bay Bolton. 1st dam Darley Arabian; 2d dam by Byerly Turk; 3d dam by Taffolet Barb; 4th dam by Place's White Turk; 5th dam Natural Barb mare. The mare does not again appear in the English Stud Book, and must have been imported when 17 or 18 years old. She produced in United States Young Bonny Lass by imported Jolly Roger. Another report makes her by Blank. This is the true pedigree. 1st dam Bonny Lass by Snip; 2d dam by Lath; 3d dam (Shock's dam) by Snake; 4th dam Grey Wilkes by Hautboy; 5th dam Miss D'Arcy's Pet mare; 6th dam a Sedbury Royal mare.

BRILLIANT MARE, bred in England; imported into Virginia by Mr. Fenwick. Cannot be identified in English Stud Book. By Brilliant. 1st dam by Tartar; 2d dam by Devonshire Childers; 3d dam Bushy Molly by ch. Litton Arabian; 4th dam Farmer Mane by White Barb Chillaby's King William's; 5th dam by Byerly Turk; 6th dam by Spanker.

BRITANNIA, b. f., foaled 1800, in Virginia, bred and owned by Col. Tayloe, Virginia. By Pegasus, in England. First dam imported Peggy by Trumpator. (See Peggy.)

BRITANNIA, br. f., foaled 1834, bred by Mr. Nowell; imported and run with success by Capt. W. J. Minor, Natchez, Miss. By Muley. 1st dam Nancy (the dam of Muley Moloeh) by Dick Andrews; 2d dam Spitfire by Benningbrough; 3d dam by Young Sir Peter (son of Doge); 4th dam by Engineer; 5th dam by Wilson's Arabian; 6th dam by Hutton's Spot.

BRITANNIA, b. f., foaled 1836, bred by King William IV; imported by Col. Wade Hampton, of South Carolina; owned by Messrs. Irby and Fair. By Actæon. 1st dam Scandal by Selim; 2d dam by Haphazard; 3d dam by Precipitate; 4th dam Colebri by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by the Compton Barb; 7th dam sister to Regulus by the Godolphin Arabian.

BRITANNIA 4TH, br., foaled 1859; imported by Kentucky Importing Company. By Flying Dutchman. (Flying Dutchman by Bay Middleton; dam Barbelle, by Saudbeck. Bred by John Osborne, at Leyburn, Yorkshire.) Owned by R. A. Alexander, Kentucky. 1st dam Barbata by the Bard; 2d dam Vitula by Voltaire; 3d dam by Lottery; 4th dam Wagtail by Prime Minister; 5th dam by Orville; 6th dam Miss Grimstone by Weasel; 7th dam by Ancaster; 8th dam by Damascus Arabian; 9th dam by Sampson; 10th dam by Oroonoko; 11th dam Sophia (sister to Mirza) by Godolphin Arabian; 12th dam by Hobgoblin; 13th dam by Whitefoot; 14th dam Leeds; 15th dam Moonah (Barb mare).

BRITANNIA, b. f., foaled 1831, bred by Mr. Beardsworth; imported by W. Wallace Cook, Esq., Philadelphia, Pa. By Lottery. 1st dam Novice by Young Filho-da-Puta; 2d dam by Walton; 3d dam Two Shoes by Asparagus; 4th dam by Mercury; 5th dam by Highflyer; 6th dam by Snap; 7th dam Miss Middleton by Regulus; 8th dam Camilla by son of Bay Bolton; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam of the two True Blues.

BUSIRIS MARE, foaled —, bred by —; imported 1790, and owned by Gen. John McPherson, South Carolina. By Busiris. 1st dam by Bajazet; 2d dam by The King of England's Barb; 3d dam by Hampton Court Childers; 4th dam by the Chestnut Arabian.

BUSTARD MARE, b. f., foaled 1827, bred by Mr. Nowell; imported into Canada by H. P. Simmons, Esq., Ancaster, U. C. By Bustard. 1st dam Bequest by Election; 2d dam Legacy by Benningbrough; 3d dam Roxana by Sir Peter; 4th dam Tulip by Damper; 5th dam by Eclipse; 6th dam Rarity by Matchem; 7th dam Snapdragon by Snap; 8th dam by Regulus; 9th dam by Bartlett's Childers; 10th dam by Honeywood's Arabian; 11th dam of the True Blues.

BUSTLE, f., foaled 1827, bred by Lord Egremont; imported by Dr. A. T. B. Merritt, Virginia, 1836, in foal to English Glaucus. By Whalebone. 1st dam The Odd Trick by Quiz; 2d dam Grey Duchess by Pot-8-o's; 3d dam Duchess by Herod; 4th dam Gaudy by Blank; 5th dam Blossom by Crab; 6th dam by Childers; 7th dam Miss Belvoir by Grey Grantham.

CAIRN-GORM, b. f., foaled 1859, by Cotherstone; bred by Earl Spencer, and imported by Kentucky Importing Company. Cotherstone by Touchstone, dam Emma by Whisker. Owned by R. A. Alexander, Esq. 1st dam Glenluce (Harlestone's dam) by Slane; 2d dam Glencairne (sister to Glencoe) by Sultan; 3d dam Trampoline by Tramp; 4th dam Web by Waxy; 5th dam Penelope by Trumpator; 6th dam Prunella by Highflyer; 7th dam Promise by Snap; 8th dam Julia by Blank; 9th dam Spectator's dam by Partner; 10th dam Bonny Lass by Bay Bolton; 11th dam by Darley's Arabian; 12th dam by Byerly Turk; 13th dam by Taffolet Barb; 14th dam by Place's White Turk; 15th dam a natural Barb mare.

CALEDONIA BRANDER, b. f., foaled 1834, bred by ———; imported into Virginia by W. H. E. Merritt, Esq. by Longwaiste, dam by Orville. She ran in America.

CALISTA BYRD'S, b. f., foaled 1765, bred by Mr. Grieswood; imported by Col. Byrd, of Westover county, Va. By Forester. 1st dam by Crab; 2d dam by Hobgoblin; 3d dam Bajazet by Whitefoot; 4th dam by Leedes; 5th dam Moonah Barb mare.

CAMELITA, br. f., bred by Mr. Nowell, foaled 1834; imported by the Messrs. Corbin, of Virginia. By Bustard. 1st dam Camolina (sister to Camel) by Whalebone; 2d dam by Selim; 3d dam Maiden by Sir Peter; 4th dam by Phenomenon; 5th dam Matron by Florizel; 6th dam Maiden by Matchem; 7th dam by Squirt; 8th dam Lot by Mogul; 9th dam Camilla by Bay Bolton, etc.

CAMEL MARE, br. f., foaled 1835, bred by King William IV; imported. By Camel. 1st dam Codicil by Smolensko; 2d dam Legacy by Benningbrough; 3d dam Roxana by Sir Peter Teazle; 4th dam Tulip by Damper; 5th dam by Eclipse; 6th dam Rarity by Matchem, etc.

CAMEL MARE, br. f., foaled 1837, bred by E. H. Boardman, Esq., near Huntsville, Ala. By Camel (in England); dam Miranda by Woful. (See Miranda).

CAMELLA, b. f., foaled 1864, bred by Baron Rothschild; imported by Mr. A. Belmont. By King Tom. 1st dam Agnes by Pantaloon; 2d dam Black Agnes by Velocipede; 3d dam by Walton; 4th dam Young Noisette by Diomed; 5th dam Noisette by Squirrel; 6th dam Carina by Marske; 7th dam by Blank; 8th dam Ancaster Dizzy by Driver; 9th dam by Smil-

ing Tom; 10th dam by Oysterfoot; 11th dam by Merlin; 12th dam by Commoner; 13th dam Coppin mare. Stinted to North Lincoln.

CAPRICE, b. f., foaled 1833, bred by Mr. Nowell; imported by Messrs. Corbin, of Virginia. By Muley. 1st dam Young Caprice by Waxy; 2d dam Caprice by Walton; 3d dam Vanity by Buzzard; 4th dam Dabchick by Pot-8-o's; 5th dam Drab by Highflyer; 6th dam Hebe by Chrysolite; 7th dam Proserpine sister to Eclipse by Marske.

CASEMATE, ch. f., bred by Mr. Samuel Smith, foaled 1860; imported by R. W. Cameron, Esq., New York. By Chatham. 1st dam Photograph by Woodpigeon (dam of Rancee Agneta and Robert Macaire); 2d dam Camera Obscura (dam of Lens, Caliban, Nntjobber and Ombra) by Elis; 3d dam Diversity by Muley; 4th dam Johanna Southcote by Benningbrough (dam of Vicissitude); 5th dam Lavinia by Pipator; 6th dam by Highflyer (dam of Dick and Jack Andrews); 7th dam Cardinal Puff; 8th dam Tatler; 9th dam Snip; 10th dam Godolphin Arabian; 11th dam Frampton's Whiteneck; 12th dam Pelham Barb. (In foal to Claret.)

CASSANDRA, b. f., foaled 1754, bred by Lord Portmore; imported into Virginia by Col. John Baylor, it is believed. By White-nose. 1st dam Blackleg's mare by Devonshire Blacklegs; 2d dam, dam of Humbertson's Stump by the Holderness Turk; 3d dam by Snake; 4th dam by Diamond.

CASTIANIRA, br. f., bred by Mr. Popham, foaled 1796; imported and owned by Col. John Taylor. By Rockingham. 1st dam Tabitha by Trentham; 2d dam by Bosphorus; 3d dam sister to Grecian Princess by Forester; 4th dam by Coalition Colt; 5th dam by Bustard; 6th dam Ld. Leigh's Charming Molly by Second; 7th dam Hanger's br. mare by Stanyan Arabian; 8th dam Gipsev by King William's No-tongued Barb; 9th dam by Makeless; 10th dam by Royal mare.

CATALANI, bl. f., foaled 1838, bred by Mr. R. Kitching; imported by D. D. Campbell, Esq., New York. By Muley Moloch. 1st dam Catalani by Tiger; 2d dam Wilna by Smolensko; 3d dam Morgiana by Coriander; 4th dam Fairy by Highflyer; 5th dam Fairy Queen by Young Cade; 6th dam Routh's Blackeyes by Crab; 7th dam Warlock Galloway by Snake, etc.

- CATCHFLY, bl. f., foaled 1850, bred by Major Yarbrough; imported into United States in 1857. By Picaroon. Dam Brandy Snap by Muley Moloch. (See Lucious.)
- CATTON MARE, f., foaled 1818, bred by Mr. Milner; sent to United States 1832; covered by Waverly. By Catton. 1st dam Hannah by Sorcerer; 2d dam Amelia by Highflyer; 3d dam Miss Tunis by Matchem; 4th dam by Squirt; 5th dam Lot's dam by Mogul; 6th dam Camilla by Bay Bolton; 7th dam Old Lady by Pallein's chestnut Arabian; 8th dam by Rockwood; 9th dam by Bustler.
- CATTON MARE, ch. f., foaled 1821, bred by Mr. Moss; imported by R. D. Shepherd, Virginia; covered by Columbus. By Catton. 1st dam Kilnocky's dam by Sancho; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Highflyer; 4th dam Coheiress by Pot-8-o's; 5th dam Manilla by Goldfinder; 6th dam Mr. Goodricke's Old England mare by Old England.
- CATTON MARE, foaled 1823, bred by Mr. Humphries; imported by Ad. Sir Isaac Coffin, Bart., into Boston, Mass. By Catton. 1st dam Miss Haworth by Spadille; 2d dam by Clayhall Marske; 3d dam by Herod; 4th dam by Goldfinder; 5th dam by Compton Barb; 6th dam Vanessa by Regulus; 7th dam by Fox; 8th dam by Bloody Shouldered Arabian; 9th dam by Basset Arabian; 10th dam Arabian mare.
- CATTON MARE, b. f., foaled 1831, bred by Lord Scarborough; imported by J. L. Lewis, New Orleans, La.; in foal to Voltair. By Catton. 1st dam Melrose by Pilgarlic; 2d dam by Whisker; 3d dam by Orville; 4th dam Otterington's dam by Expectation; 5th dam Calabria by Spadille; 6th dam Grog's dam by Alfred; 7th dam by Locust; 8th dam by Changeling; 9th dam by Cade, etc., etc.
- CENTAUR MARE, b. f., foaled 1826, bred by Mr. J. Shelly; imported in 1831 and lost on the passage. By Centaur. 1st dam by Sorcerer; 2d dam Tawny by Mentor; 3d dam Jemima by Satellite; 4th dam Waxy's dam by Herod.
- CHAMPION MARE, ch. f., foaled 1832, bred by Mr. James Lea; imported by Messrs. Cammack & Co. into New Orleans, La., November, 1842. Sold to Gen. J. L. Lewis and Charles Claibourne. By Champion (son of Selim). 1st dam by Cestrian; 2d dam Paulina by Orville; 3d dam by Shuttle; 4th dam by Sir Peter; 5th dam by Herod.

CHANCE, ch. f., foaled 1852, bred by Mr. Marson; imported by E. H. Boardman, Esq., Huntsville, Ala. By Patron (son of Partizan). 1st dam Ramona by Whisker; 2d dam Lady Cramfeazer by Stamford; 3d dam Miss Barnet by Waxy; 4th dam by Woodpecker; 5th dam Heinel by Squirrel; 6th dam Principessa by Blank; 7th dam by the Cullen Arabian; 8th dam Grieswood's Lady Thigh by Partner.

CHANCE MARE, b. f., foaled 1812, bred by Mr. Duncombe; imported into Virginia. Owned by Messrs. W. H. E. and Dr. A. T. B. Merritt, Hicksford, Va. By Chance. 1st dam Jemima by Phenomenon; 2d dam Eyebright by Matchem; 3d dam by Snap; 4th dam by Cullen Arabian; 5th dam Lady Thigh by Crofts' Partner; 6th dam by Greyhound; 7th dam Sophonisba's dam by Curwen Bay Barb; 8th dam by Lord D'Arcy's chestnut Arabian; 9th dam Whiteshirt; 10th dam Old Montague mare.

CHARLOTTE, b. f., foaled about 1792, bred by Mr. Hardy; imported by Mr. Harford. By Snap (son of Old Snap). 1st dam by Lightfoot (son of Old Cade); 2d dam by Regulus; 3d dam by Old Cade; 4th dam by Partner.

CHATEAU, b. f., foaled 1835, bred by Mr. Tattersall; imported into South Carolina by Col. R. Singleton, who trained and ran her with some success. By Chateau Margaux. 1st dam Cuirass by Oiseau; 2d dam Castanea by Gohanna; 3d dam Grey Skim by Woodpecker; 4th dam by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Ebony by Basto.

CHEAP, b. f., foaled 1838, bred by Capt. G. Bulkely; imported by Col. Singleton, South Carolina. By Glaucus. 1st dam Christobel by Woful; 2d dam Harriet by Pericles; 3d dam by Selim; 4th dam Pipyline by Sir Peter; 5th dam Rally by Trumpator; 6th dam Fancy (sister to Diomed) by Florizel; 7th dam by Spectator; 8th dam by Blank; 9th dam by Childers; 10th dam Miss Belvoir by Grey Grantham.

CHILDERS MARE, foaled —, bred by —; imported into Virginia, 1748, by Geo. McNaught. By Bartlett's Childers. 1st dam by Godolphin Arabian; 2d dam by Byerly Turk; 3d dam by Taffolet Barb; 4th dam by Place's White Turk.

CICILY JOPSON, see **WEATHERBIT MARE**, p. 652.

CINDERELLA, br. f., foaled 1801, bred by Mr. Harris; imported by Gen. McPherson, South Carolina. By Sir Peter. 1st dam

Vivaldi by Mercury; 2d dam Cytherea by Herod; 3d dam Lilly by Blank; 4th dam Peggy by Cade; 5th dam sister to the Widdrington mare by Crofts' Partner; 6th dam Bay Bloody Buttocks by Bloody Buttocks; 7th dam by Greyhound; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk; 11th dam by Dodsworth; 12th dam by Layton Barb mare.

CINDERELLA, br. f., foaled 1802, bred by ——; imported and owned by Gen. McPherson, South Carolina. By Sir Peter Teazle. 1st dam by Woodpecker; 2d dam by Sweetbriar; 3d dam by Buzzard's dam Misfortune by Dux; 4th dam Curiosity by Snap; 5th dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam True Blues.

CLIFTON LASS, b. f., foaled 1859, by The Cure, bred by John Osborne, Leyburn, Yorkshire; imported 1860, by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. The property of R. A. Alexander, Woodford county, Ky. 1st dam Maid of Clifton by Touchstone; 2d dam Barba by Lanercost; 3d dam Cora by Belshazzar; 4th dam Fanchon (sister to Lapdog) by Whalebone; 5th dam by Canopus; 6th dam by Young Woodpecker; 7th dam Fraction by Mercury; 8th dam by Woodpecker; 9th dam Everlasting (Skyscraper dam) by Eclipse; 10th dam Hyana by Snap; 11th dam Miss Belsea by Regulus; 12th dam by Bartlett's Childers; 13th dam by Honeywood's Arabian; 14th dam Byerly mare, dam of the two True Blues.

CLINK, ch. f., foaled 1835, bred by Mr. Allen; imported by James Jackson, Esq., Huntsville, Ala. By Humphrey Clinker. 1st dam Lady Newton by Oisau; 2d dam by Haphazard; 3d dam by Stamford; 4th dam Alexina by King Fergus; 5th dam Lardella by Young Marske; 6th dam by Cade; 7th dam of Beanfremont by brother to Fearnought; 8th dam Miss Windham by Windham; 9th dam by Belgrade Turk; 10th dam Old Scarborough mare by Makeless; 11th dam by Brimmer.

COLUMBINE, gr. f., foaled 1766, bred by Duke of Cumberland; imported into Maryland, 1769. By Selim. Her pedigree cannot be found in the English Stud Book. 1st dam Young Ebony by Crab; 2d dam Ebony by Childers; 3d dam Old Ebony by Basto; 4th dam Massey by Mr. Massey's Black Barb.

COMFORT, b. f., foaled 1851, bred by Mr. J. Willington; imported by Quincy A. Shaw, Esq., Boston, Mass., 1857. Covered by

West Australian. By Irish Birdeatcher. 1st dam All's Well by Recovery; 2d dam Manes by Spectre; 3d dam Calendulae by Camerton; 4th dam Snowdrop by Highland Fling; 5th dam Daisy by Buzzard; 6th dam Tulip by Damper; 7th dam by Eclipse; 8th dam Rarity by Matchem; 9th dam Snapdragon by Snap; 10th dam by Regulus; 11th dam by Bartlett's Childers; 12th dam by Honeywood's Arabian; 13th dam, dam of the two True Blues.

COMUS MARE, br. f., foaled 1832, bred by Lord Fitzwilliam; sent to America. By Comus. 1st dam Reposada by Amadis; 2d dam Orvillina by Benningbrough; 3d dam Evelina by High-flyer; 4th dam Termagant by Tantrum; 5th dam by Sampson; 6th dam by Regulus; 7th dam Marske's dam.

CONFEDERATE MARE, bl. f., foaled 1831, bred by Lord Fitzwilliam; imported into South Carolina 1834 or 1835. By Confederate. 1st dam Clinkerina by Clinker; 2d dam Pewet by Tandem; 3d dam Termagant by Tantrum; 4th dam Cantatrice by Sampson; 5th dam by Regulus; 6th dam Marske's dam by Black-legs; 7th dam by Bay Bolton; 8th dam by Fox Cub; 9th dam by Coneyskins; 10th dam by Hutton's Grey Barb; 11th dam by Hutton's Royal colt; 12th dam by Byerly Turk; 13th dam by Bustler.

CORA, ch. f., foaled 1842, bred by Mr. James Lea; imported by Messrs. Cammack & Co. to New Orleans, November, 1842. Owned by A. Lecomte & Co., Louisiana. By Muley Moloch. 1st dam Champion mare by Champion; 2d dam by Cestrian; 3d dam Paulina by Orville. (See Champion mare.)

CORINTHIAN MARE, ch. f., foaled 1835, bred by Mr. G. Clark; imported 1837, by R. S. Fay, Esq., Boston, Mass. By Corinthian. 1st dam by Catton; 2d dam Dulcinea by Cervantes; 3d dam Regina by Moorecock; 4th dam Rally by Trumpator; 5th dam Fancy (sister to Diomed) by Florizel; 6th dam by Spectator; 7th dam by Blank; 8th dam by Childers; 9th dam Miss Bellovoir by Grey Grantham; 10th dam by Paget Turk; 11th dam Betty Percival by Leedes' Arabian; 12th dam by Spanker.

COTTAGER MARE, f., foaled —, bred by —; imported by H. N. Cruger, Esq., Virginia. By Cottager. This pedigree is given as represented. Cannot be found in English Stud Book, though doubtless correct.—S. D. B. 1st dam by Telemachus (son of Herod); 2d dam by Trentham; 3d dam by Henricus; 4th dam by Regulus.

CUB MARE, Delaney's mare, foaled in 1762, bred by Mr. Leedes; imported by Col. Delaney, of New York. By Cub. This was one of the most valuable mares ever imported to this country, nearly all of the best horses in America tracing to her either on the dam or sire's side. Among the most noted are Ratler, Childers, Sumpter, Flirtilla, Ivanhoe, Polly Hopkins, Hazim, Inaugural, etc., etc. The grandam of the celebrated Lexington is by Sumpter. 1st dam Amaranthus dam by Second; 2d dam by Starling (dam of Leedes' Flash Fop); 3d dam sister to Vane's Little Partner by Croft's Partner; 4th dam sister to Guy by Greyhound; 5th dam Brown Farewell by Makeless; 6th dam by Brimmer; 7th dam by Place's White Turk; 8th dam by Dodsworth; 9th dam Layton Barb mare.

CUB MARE, gr. f., foaled 1761, bred by Mr. Hodgson; imported by Henry Mitchell, Esq., Virginia, 1765. By Cub. She cannot be identified in English Stud Book. 1st dam by Torrismond; 2d dam by Second; 3d dam by Mogul; 4th dam by Sweepstakes; 5th dam by Bay Bolton; 6th dam by Curwen's Bay Barb; 7th dam by Curwen's Old Spot; 8th dam by White-legged Lowther Barb.

CULLEN ARABIAN MARE, foaled —, bred by —; owned by William Maxwell, Esq., Virginia. By the Cullen Arabian. 1st dam by Curwen's Bay Barb; 2d dam by Byerly Turk; 3d dam by Taffolet Barb; 4th dam by Place's White Turk; 5th dam Natural Barb mare.

CULLEN ARABIAN MARE DUCHESS (called also Diamond), f., foaled 174-, bred by Duke of Cumberland; imported into South Carolina before the Revolution. By Cullen Arabian. 1st dam Grieswood's Lady Thigh by Crofts' Partner; 2d dam by Greyhound; 3d dam Sophonisba's dam by Curwen Bay Barb; 4th dam D'Arcy's chestnut Arabian; 5th dam by White-shirt; 6th dam Montagu mare.

DELIGHT, b. f., foaled 1828, bred by Mr. Sadler; imported by E. H. Boardman, near Huntsville, Ala., 1835. Winner in England. By Reveler; dam Defiance (dam of Design) by Rubens. (See Design.)

DELPHINE, br. f., foaled 1825, bred by Mr. Petre; imported by Col. Wade Hampton, of South Carolina. By Whisker. 1st dam My Lady by Comus; 2d dam The Colonel's dam by Delpini; 3d dam Tipple Cider by King Fergus; 4th dam Silvia by

Young Marske; 5th dam Ferret by brother to Silvio; 6th dam by Regulus; 7th dam by Lord Moreton's Arabian; 8th dam by Mixbury; 9th dam by Mulso Bay Turk; 10th dam by Bay Bolton; 11th dam by Coneyskins; 12th dam Hutton's Grey Barb; 13th dam by Byerly Turk; 14th dam by Bustler.

DESIGN, ch. f., foaled 1827, bred by Mr. Sadler; imported by E. H. Boardman, Esq., Huntsville, Ala., 1835. She was a good racer in England. By Tramp. 1st dam Defiance by Rubens; 2d dam Little Folly by Highland Fling; 3d dam Harriet by Volunteer; 4th dam by Alfred; 5th dam Magnolia by Marske; 6th dam by Babraham; 7th dam by Sedbury; 8th dam Ebony by Childers, etc.

DIAN, b. f., foaled 1785, bred by Lord Cavendish; imported by ——— into Virginia. By Eclipse. 1st dam Diana by Shakespeare; 2d dam by Bajazet; 3d dam by Lonsdale Bay Arabian; 4th dam by Bay Bolton; 5th dam by Darley's Arabian; 6th dam by Byerly Turk; 7th dam by Taffolet Barb; 8th dam by Place's White Turk; 9th dam Natural Barb mare.

DIANA, b. m., foaled 1828, bred by Mr. Gaseoigne; imported by Com. R. F. Stockton, New Jersey. (In foal to Eng. Dr. Syntax.) By Catton. 1st dam Trulla by Sorcerer; 2d dam by Weathercock; 3d dam Cora by Matchem; 4th dam by Turk; 5th dam by Cub; 6th dam by Allworthy; 7th dam by Starling; 8th dam by Bloody Buttocks; 9th dam by Greyhound; 10th dam Brocklesby Betty.

DIANA SYNTAX, b. f., foaled 1838; imported in her mother's belly by Com. Stockton, New Jersey. By Eng. Dr. Syntax: dam imp. Diana by Catton. (See imp. Diana.)

DIOMEDA, f., by Diomed in England. Imported by Col. J. Hoomes, Virginia; died, leaving no produce.

DON COSSACK MARE, f., foaled 1819, bred by Mr. Villiers; imported by M. M. Rawlings, Esq. By Don Cossack. The Don Cossack mare died on the passage, or soon after landing.—S. D. B. 1st dam by Sorcerer; 2d dam by Justice; 3d dam Parsley by Pot-8-o's; 4th dam Lady Bolingbroke by Squirrel; 5th dam by Cypron, King Herod's dam by Blaze; 6th dam Selima by Bethel's Arabian; 7th dam by Graham's Champion; 8th dam by Darley's Arabian; 9th dam by Merlin.

DORIMANT MARE, b. f., foaled 1788, bred by Lord Ossory; imported into America by ———. By Dorimant. 1st dam Muse by

Herod; 2d dam by Shepherd's Crab; 3d dam Miss Meredith by Cade; 4th dam Little Hartley mare by Bartlett's Childers; 5th dam Flying Whig by William's Woodstock Arabian; 6th dam by St. Victor Barb; 7th dam by Why-not (son of Fenwick Barb); 8th dam Royal mare.

DORIS, ch. f., foaled 1834, bred by Lord Stradbroke; imported by A. J. Davie, Esq., North Carolina. By The Colonel. 1st dam Arethissa by Quiz; 2d dam Persepolis by Alexander; 3d dam sister to Tickle Toby by Alfred; 4th dam Caelia by Herod; 5th dam Proserpine (sister to Eclipse) by Marske; 6th dam Spiletta by Regulus, etc., etc.

DUCHESS, br. f., foaled 1801, bred by Duke of Grafton; imported by Hon. John Randolph, Esq., Roanoke, Va. By Grouse (son of Highflyer). 1st dam by Magnet; 2d dam sister to Johnny by Matchem; 3d dam Bay Babraham by Babraham; 4th dam by Partner; 5th dam Grey Brocklesby by Bloody Buttocks; 6th dam Brocklesby by Greyhound; 7th dam Brocklesby Betty by Curwen's Bay Barb; 8th dam Mr. Leedes' Hobby mare by the Lister Turk.

DUCHESS OF YORK, ch. f., foaled 1821, bred by Mr. Moss; imported by R. D. Shepherd, Virginia, after 1835. By Catton. 1st dam by Sancho; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Highflyer; 4th dam Coheiress by Pot-8-o's; 5th dam Manilla by Goldfinder; 6th dam Mr. Goodricke's Old England mare.

EASTERN STAR, b. f., foaled 1868, by Cape Flyaway, bred by the late Lord Derby; imported by A. Belmont, Esq., in 1870. 1st dam Star of India by Longbow; 2d dam Rancee by John O'Gamnt; 3d dam Meancee by Touchstone; 4th dam Ghuznee by Pantaloon; 5th dam Languish (sister to Languid) by Cain; 6th dam Lydia by Poulton; 7th dam Variety by Hyacinthus; 8th dam sister to Swordsman by Weasel; 9th dam —— by Turk; 10th dam —— by Changeling; 11th dam —— by Cade (Mambrino's dam); 12th dam —— by the Bolton Little John; 13th dam Mr. Durham's Favorite by a son of the Bald Galloway; 14th dam (the dam of Lord Portmore's Daffodil) by a foreign horse of Sir T. Gascoigne's.

EBONY, or YOUNG EBONY, foaled about 1766, bred by His Royal Highness the Duke of Cumberland; imported by Jonathan Plowman, Esq., into Maryland, 1762, in foal to Cato, son of

Regulus. She cannot be traced in English Stud Book.—S. D. B. By H. R. H. Duke of Cumberland's Grey Arabian (called Muley). 1st dam by Old Crab; 2d dam by Devonshire Childers; 3d dam by Basto; 4th dam by Duke of Rutland's Black Barb out of the Massey mare.

ELEANOR, br. f., bred by Mr. J. Newton, foaled 1856; imported by R. W. Cameron, Esq., New York. By Voltigeur. 1st dam Themis (dam of Truelove, Nester and Sedbury) by Touchstone; 2d dam Rectitude (dam of Lais, Dr. Cains, Chivalry and Aristides) by Lottery; 3d dam Decision (dam of Brown Stout XXX and Silvio) by Magistrate; 4th dam Remembrance (dam of Baron Bowes and Princess) by Sir Solomon; 5th dam Queen Mab (sister to Mercury) by Eclipse; 6th dam by Tartar; 7th dam by Mogul; 8th dam by Sweepstakes; 9th dam sister to Sloven by Bay Bolton; 10th dam by Curwen's Bay Barb; 11th dam by Spot; 12th dam by White-legged Lowther Barb; 13th dam Old Vintner mare.

ELIZA (sister to Defiance), b. f., foaled 1823, bred by Mr. Sadler; imported by Thomas Kirkman, Esq., Alabama. By Rubens. 1st dam Little Folly by Highland Fling; 2d dam Harriet by Volunteer; 3d dam Lady Sarah's dam by Alfred; 4th dam Magnolia by Marske; 5th dam by Babraham; 6th dam by Sedbury; 7th dam Ebony by Childers; 8th dam Old Ebony by Basto; 9th dam Massey mare by Mr. Massey's Black Barb.

ELIZA, b. f., foaled 1833, bred by Mr. Gifford; imported into South Carolina; owned by Col. Ferguson. By Filho-da-puta. 1st dam Zephyrina by Middlethorpe; 2d dam Pagoda by Sir Peter; 3d dam Rapee by Coriander; 4th dam Matron by Florizel; 5th dam Maiden by Matchem; 6th dam by Squirt; 7th dam by Mogul.

ELIZA, b. f., foaled 1835, bred by His Majesty William IV; imported into South Carolina by Col. Wade Hampton. By Emelius. 1st dam Ada by Woful; 2d dam by Rubens; 3d dam Guildford mare by Guildford (by Highflyer); 4th dam Vulture's dam by Justice; 5th dam Parsley by Pot-8-o's; 6th dam Lady Bolingbroke by Squirrel; 7th dam Herod's dam by Blaze; 8th dam Selima by Bethel's Arabian; 9th dam by Graham's Champion; 10th dam by Darley's Arabian; 11th dam by Merlin.

ELLA, b. f., foaled 1842, bred by Mr. J. Forster, sold to go to New Orleans, August, 1859; covered by Roland and Black Doctor.

By Pontifex. 1st dam by Dash; 2d dam by Blacklock; 3d dam Cottage Girl by Thunderbolt; 4th dam by Worthy; 5th dam Young Camilla by Woodpecker; 6th dam Camilla by Trentham; 7th dam Coquette by Compton Barb; 8th dam sister to Regulus by Godolphin Arabian; 9th dam Grey Robinson by Bald Galloway; 10th dam by Snake; 11th dam Old Wilkes by Old Hautboy.

ELTHAM LASS (imported), b. f., foaled 1859, bred by Wm. Blenkiron, at Middle Park, Eltham; owned by R. A. Alexander, Esq. By Kingston. 1st dam by Pyrrhus the First; 2d dam Palmyra (Tadmor's dam) by Sultan; 3d dam Hester by Camel; 4th dam Monimia by Muley; 5th dam by Precipitate (sister to Petworth); 6th dam by Woodpecker; 7th dam by Snap out of Young Marske's dam; 8th dam by Blank; 9th dam Bay Starling by Bolton Starling; 10th dam Miss Mcynell by Partner; 11th dam by Greyhound; 12th dam by Curwen's Barb; 13th dam by D'Arcy's Chestnut Arabian; 14th dam by Whiteshirt; 15th dam Old Montagu mare.

EMANCIPATION MARE, b. f., foaled 1835, bred by Mr. Painter; imported into South Carolina, in foal to Discount, by Emancipation (before his importation). 1st dam by Sligo; 2d dam Zarina by Morisco; 3d dam Jura by Smolensko; 4th dam Morgiana by Coriander; 5th dam Fairy by Highflyer; 6th dam Fairy Queen by Young Cade; 7th dam Routh's Blackeyes by Crab; 8th dam Warlock Galloway by Snake, etc.

EMELIUS MARE, b. f., foaled 1837, bred by Mr. Thornhill; imported by Col. Wade Hampton, South Carolina. By Emelius. 1st dam Menever by Merlin; 2d dam by Walton; 3d dam Lisette by Hambletonian; 4th dam Constantia by Walnut; 5th dam Contessina by Young Marske; 6th dam Tuberoze by Herod; 7th dam Grey Starling by Starling; 8th dam Coughing Polly by Bartlett's Childers; 9th dam by Counsellor; 10th dam by Snake; 11th dam by Luggs; 12th dam by Davill's Old Woodcock.

EMILIA, b. f., foaled 1840, bred by Mr. Hague; imported by A. Keene Richards, Esq., Scott county, Ky., 1858. By Young Emelius (son of Emelius out of Shoveler). 1st dam Persian by Whisker; 2d dam Variety by Selim or Soothsayer; 3d dam Sprite by Bobtail; 4th dam Catherine (sister to Colibri) by Woodpecker; 5th dam Camilla by Trentham; 6th dam Co-

quette by Compton Barb; 7th dam sister to Regulus by Godolphin Arabian; 8th dam Grey Robinson by Bald Galloway; 9th dam Old Wilkes by Old Hautboy.

EMILY, b. f., foaled 1834, bred by His Majesty William IV; imported by Col. Wade Hampton, South Carolina. She raced successfully in the United States. By Emelius. 1st dam Elizabeth by Rainbow; 2d dam Belvoirina by Stamford; 3d dam sister to Silver by Mercury; 4th dam by Herod; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers; 8th dam Ebony by Basto.

EMMY, b. f., foaled 1825, bred by Mr. Yates; imported into South Carolina by Col. Wade Hampton, 1835; covered by Camel. By Magistrate. 1st dam Emmeline by Waxy; 2d dam Sorcery by Sorcerer; 3d dam Cobbea by Skyscraper; 4th dam by Woodpecker; 5th dam Heinel by Squirrel; 6th dam by Blank; 7th dam by Cullen Arabian; 8th dam Grieswood's Lady Thigh by Partner; 9th dam by Greyhound; 10th dam Sophonisba's dam by Curwen's Bay Barb.

EQUITY, b. f., foaled 1835, bred by Mr. Foulis; imported by Messrs. Hugh and John Kirkman, Tennessee. By Humphrey Clinker. 1st dam Justicia by Servantes; 2d dam Lady Rachel by Stamford; 3d dam Young Rachel by Volunteer; 4th dam Rachel by Highflyer; 5th dam sister to Tandem by Syphon; 6th dam by Regulus; 7th dam by Snip; 8th dam by Cottingham; 9th dam Warlock Galloway by Snake.

FAIR CHARLOTTE, b. f., foaled 1808, bred by Mr. Durand; imported into Virginia. By Teddy the Grinder. 1st dam by Precipitate; 2d dam Colibri by Woodpecker; 3d dam Camilla by Trentham; 4th dam by Compton Barb; 5th dam sister to Regulus by the Godolphin Arabian; 6th dam Grey Robinson by Bald Galloway; 7th dam by Snake; 8th dam Old Wilkes by Old Hautboy.

FAIR RACHEL, ch. f., foaled 1753, bred by Mr. Benjamin Rogers, Middleham, near Epsom; imported by Col. James De Lancey, New York. By Babraham; first dam by Bolton Starling; second dam's name or pedigree could never be ascertained, although she was thoroughbred. Pick says: "She was a mare of great power and strength; had an uncommon share of goodness and lastingness." She won a large number of plates, beating the best horses of her time, and chiefly at high weights,

proving her to be the best plate mare and not inferior to any plate horse of her time.

FALCONET, br. f., bred by Lord Scarborough, foaled 1830; imported into the United States in 1834; owned by Messrs. T. H. and H. Clay, Jr., Kentucky. By Falcon. Bred in 1841 to imported Monarch. 1st dam by Catton; 2d dam Hannah by Sorcerer; 3d dam Amelia by Highflyer; 4th dam Miss Timms by Matchem; 5th dam by Squirt; 6th dam Sol's dam by Mogul; 7th dam Camilla by Bay Bolton; 8th dam Old Lady (Starling's dam) by Pullett's chestnut Arabian; 9th dam by Rockwood; 10th dam by Bustler.

FANTASIE, b. f., foaled 1835, bred by Lord Chesterfield; imported into Louisiana; owned by Fergus Duplantier. By Tramp. 1st dam Petuaria Young (dam of Bamfylde and Carew) by Rainbow; 2d dam Petuaria by Orville; 3d dam Mundane by Pot-8-o's; 4th dam Young Camilla by Woodpecker. (See Adriana.)

FAVORITE, b. f., foaled 1790, bred by Mr. Holt; imported by Col. John Hoopes, Bowling Green, Va., 1796. By Volunteer. 1st dam by Matchem; 2d dam by Dainty Davy; 3d dam by son of Mogul; 4th dam by Crab; 5th dam by Bay Bolton; 6th dam by Curwen's Bay Barb.

FAVORITE, f., foaled —, bred by —; imported by —. By High Eagle (son of Ruler). 1st dam Sweetheart by Matchem; 2d dam Sylph by Regulus; 3d dam by Marske.

FEAR, ch. f., foaled 1830, bred by Mr. E. Peel; imported by —; owned by D. B. Smith, Esq. By Phantom. 1st dam by Hedley; 2d dam Gramarie by Sorcerer; 3d dam by Sir Peter; 4th dam Deceit by Tandem; 5th dam Perdita by Herod; 6th dam Fair Forester by Sloe; 7th dam by Forester; 8th dam by Partner; 9th dam by Crofts' Bay Barb; 10th dam by Makeless; 11th dam by Brimmer; 12th dam by son of Dodsworth; 13th dam Burton Barb mare.

FELUCCA, br. f., foaled 1866, by Buccaneer, bred by Lord Zetland; imported by A. Belmont, Esq., in 1870. 1st dam Revival by Newminster; 2d dam Qui Vive (sister to Vidette) by Voltigeur; 3d dam — by Irish Birdcatcher; 4th dam Nan Darrell by Inheritor; 5th dam Nell by Blacklock; 6th dam Madame Vestris by Comus; 7th dam Lisette by Hambletonian; 8th dam Constantia by Young Marske; 9th dam Tuberose by Herod; 10th dam Grey Starling by Starling; 11th

dam Coughing Polly by Bartlet's Childers; 12th dam sister to Thunderbolt by Counsellor; 13th dam by Snake; 14th dam by Luggs; 15th dam Davill's Old Woodcock stinted to Beadsman.

FILAGREE, b. f., foaled 1859, by Stockwell, bred by Lord Londesborough; imported 1860, by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. The property of Mr. A. Belmont, New York. 1st dam Extasy by Touchstone; 2d dam Miss Wilfred by Lottery; 3d dam (Royal Oak's dam) by Smolensko; 4th dam Lady Mary by Beningborough; 5th dam by Highflyer; 6th dam by Marske (sister to Pontiac); 7th dam A La Grecque by Regulus; 8th dam by Allworthy; 9th dam by Bolton Starling; 10th dam Dairy Maid by Bloody Buttocks; 11th dam Bay Brocklesby by Old Partner; 12th dam Brocklesby by Greyhound; 13th dam Brocklesby Betty by Curwen's Bay Barb; 14th dam Miss Leedes' Hobby mare by the Lister Turk.

FILHO-DA-PUTA MARE, foaled 1833, bred by Sir T. Stanley; imported by E. H. Boardman, Esq., Huntsville, Ala. By Filho-da-Puta. 1st dam by Rubens; 2d dam the Hipped mare by Meteor; 3d dam Petrowna by Sir Peter; 4th dam Georgiana by Sweetbriar; 5th dam Capella by Herod; 6th dam Miss Cape by Regulus; 7th dam Blackeyes by Crab, etc., etc.

FLEET, br. f., foaled 1838, bred by Mr. Stanborough; imported into South Carolina; owned by Mr. R. Singleton, Esq. By Augustus. 1st dam by Orville; 2d dam Sprightly by Whiskey; 3d dam Romance by Gouty; 4th dam Mademoiselle by Diomed; 5th dam Belle by Justice; 6th dam by Marske; 7th dam Susan by Bajazet, etc.

FLEETING MOMENTS, b. f., foaled 1856, bred by Mr. H. Bradshaw; imported by R. W. Cameron, Esq., New York. By Bolingbroke. 1st dam Queen of Cyprus by Liverpool; 2d dam Careful by Orville or Walton; 3d dam Pipylina by Sir Peter; 4th dam Rally by Trumpator; 5th dam Fancy (sister to Diomed) by Florizel; 6th dam sister to Juno by Spectator; 7th dam sister to Horatius by Blank; 8th dam by Childers; 9th dam Miss Belvoir by Grey Grantham; 10th dam by Paget Turk; 11th dam Betty Percival by Leedes' Arabian; 12th dam by Spanker.

FLEUR DES CHAMPS, b. f., foaled 1862, bred by Mr. Williamson; imported by Mr. A. Belmont, New York. By Newminster. 1st

dam Maria by Harkaway; 2d dam Suspicion by Speculation; 3d dam Foam by Langar; 4th dam Steam by Waxy Pope; 5th dam Miss Stavely by Shuttle; 6th dam by Drone; 7th dam by Matchem; 8th dam Jocasta by Cornforth's Forester; 9th dam Milsop by Old Cade; 10th dam Miss Partner by Partner; 11th dam by Makeless; 12th dam by Brimmer; 13th dam by Place's White Turk; 14th dam by Dodsworth; 15th dam Layton Barb mare. Stinted to the Marquis, son of Stockwell.

FLORESTINE, b. f., foaled 1829, bred by Mr. Ridsdale; imported by H. & J. Kirkman, Nashville, Tenn. By Whisker. Died 1854, the property of General Harding. 1st dam Flora (sister to Oisean) by Camillus; 2d dam by Ruler; 3d dam Treecreeper by Woodpecker; 4th dam by Trentham; 5th dam Cunegonde by Blank; 6th dam by Cullen Arabian; 7th dam by Patriot; 8th dam by Gander; 9th dam by brother to Grantham; 10th dam by Pulein's Chestnut Arabian; 11th dam by Spanker.

FLORIDA HEPBURN, br. f., foaled 1836, bred by Mr. Ridsdale; imported by ———. Ran with success by Lovel & Hammond. By Tramp. 1st dam Miss Armstrong by Whisker; 2d dam Stavely Lass by Shuttle or Hambletonian; 3d dam by Drone; 4th dam by Matchem; 5th dam Jocasta by Cornforth's Forester; 6th dam sister to young Cade by Cade; 7th dam Miss Partner by Partner; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Place's White Turk.

FLOUNCE, b. f., foaled 1836, bred in England; imported by E. H. Boardman, Ala. Presented to Hon. H. Clay, by Dr. Mercer. By English Mulatto. First dam imported Florestine by Whisker (which see).

FLUKE, ch. f., foaled 1854, bred by Sir Tatton Sykes; imported 1868 by Mr. A. Belmont, New York; covered by Gladiateur, but missed. By Womersley: dam sister to Grey Momus by Comus; 2d dam by Cervantes; 3d dam Emma by Don Cossack; 4th dam Vesta by Delpini; 5th dam Faith by Paolet; 6th dam Atalanta by Matchem; 7th dam Lass of the Mill by Oroonoko; 8th dam by Traveller; 9th dam Miss Makeless by Young Greyhound; 10th dam by Partner; 11th dam by Woodcock; 12th dam by Crofts' Bay Barb; 13th dam by Makeless; 14th dam by Brimmer; 15th dam by Dickey Pierson; 16th dam Barton Barb mare.

FORRESTER MARE, foaled —, bred by —; imported into United States before the Revolution. By Crofts' Forester. 1st dam by Bartlett's Childers; 2d dam by Honeywood's Arabian; 3d dam, dam of the two True Blues.

FORTUNA (called also Porto Rico), ch. f., foaled 1837, bred by Mr. Saville; imported into Louisiana by Thomas Flintoff, Esq., Nashville, Tenn. By Langar. First dam by Orville. (See Nun's Daughter.)

FRANCES, b. f., foaled 1838, bred by Mr. F. R. Price; imported into South Carolina in ship China, 1838, in foal to Birdcatcher. By Emelius. 1st dam Valve by Bob Booty; 2d dam Wise (sister to Whalebone) by Waxy; 3d dam Penelope by Trumpator; 4th dam Prunella by Highflyer; 5th dam Promise by Snap; 6th dam Julia by Blank; 7th dam Spectator's dam by Partner; 8th dam Bonny Lass by Bay Bolton, etc.

FROLICKSOME FANNY, b. f., foaled 1832, bred by Mr. Kirby; imported into Alabama. By Lottery. 1st dam sister to Catterick by Whisker; 2d dam by Bay Trophonius; 3d dam by Slope; 4th dam Lardella by Young Marske; 5th dam by Cade; 6th dam (Beaufremont's dam) by Tartar; 7th dam by brother to Fearnought; 8th dam Miss Windham by Windham; 9th dam by Belgrade Turk; 10th dam Old Scarborough Maid by Makeless; 11th dam by Brimmer.

FUN, b. f., foaled in 1866. Bred by Mr. Blenkiron, England. Imported by Mr. R. W. Cameron, New York. Got by Stockwell; dam Whimsical by Launcelot; 2d dam Whim by Voltaire; 3d dam Fancy by Osmond; 4th dam by Catton; 5th dam by Hambletonian; 6th dam by Shuttle; 7th dam by Drone; 8th dam Catharine by Young Marske; 9th dam Gentle Kitty by Silvio; 10th dam by Dorimond; 11th dam Portia by Regulus; 12th dam by Hutton's Spot; 13th dam by Fox-cub; 14th dam by Bay Bolton; 15th dam by Coneyskins; 16th dam by Hutton's Gray Barb; 17th dam by Royal colt; 18th dam by the Byerley Turk; 19th dam by Bustler.

FURY, ch. f., foaled 1837, bred by Lord Chesterfield; imported by Col. Wade Hampton, South Carolina. She raced successfully in the United States. By Priam, before his importation. 1st dam sister to Ainderby by Velocipede; 2d dam Kate by Catton; 3d dam Miss Garforth by Walton. (See imported Ainderby.)

GABRIELLE, ch. f., foaled 1820, bred by Duke of Grafton; imported by E. H. Boardman, Esq., Huntsville, Ala. By Partizan. 1st dam Coquette by Dick Andrews; 2d dam Vanity by Buzzard; 3d dam Dabchick by Pot-8-o's; 4th dam Drab by Highflyer; 5th dam Hebe by Chrysolite; 6th dam Prosperine (sister to Eclipse) by Marske.

GALLOPADE, gr. f., foaled 1828, bred by Col. King; imported into Canada, 1836; owned by James Jackson, Esq., Alabama. By Catton. 1st dam Camilina by Camillus; 2d dam by Smolensko; 3d dam Miss Cannon by Orville; 4th dam by Weathercock; 5th dam Cora by Matchem; 6th dam by Turk; 7th dam by Cub; 8th dam by Allworthy; 9th dam by Starling; 10th dam by Bloody Buttocks; 11th dam by Greyhound; 12th dam Brocklesby Betty by Curwen's Bay Barb; 13th dam Mr. Leedes' Hobby mare by Lister Turk.

GAMENUT MARE, foaled about 1815 or '16; imported by Allen J. Davie, Esq., North Carolina. By Gamenut. 1st dam Allegranti by Pegasus; 2d dam Orange Squeezer by Highflyer; 3d dam Mop Squeezer by Matchem; 4th dam Lady by Sir Charles Turner's Sweepstakes; 5th dam by Patriot; 6th dam by Crab; 7th dam sister to Sloven by Bay Bolton; 8th dam by Curwen's Bay Barb.

GASTERIA, b. f., foaled 1796, bred by Mr. Broadhurst; imported by Col. John Hoopes, Bowling Green, Va., 1798. By Balloon. Gasteria was sold to Alexander Shepherd, Esq., Culpepper, Va. 1st dam by Marske; 2d dam Cremona by Regulus; 3d dam by Traveler; 4th dam by Hip; 5th dam by Snake; 6th dam the Duke of Rutland's Black Barb; 7th dam by Blunderbus; 8th dam Lord D'Arcy's Gray Royal mare.

GAZELLE, gr. f., foaled 1838, bred by Mr. Osbaldeston; imported into South Carolina and sold by Mr. Poreher to Col. Fitzsimons; in foal to the Saddler. By Velocipede. 1st dam by Minos; 2d dam Aquilina by Eagle; 3d dam Marybella by Walnut; 4th dam Maria by Telemachus; 5th dam A-la-Grecque by Regulus; 6th dam by Allworthy; 7th dam by Bolton Starling; 8th dam Dairy Maid by Bloody Buttocks; 9th dam Bay Brocklesby by Old Partner; 10th dam Brocklesby by Greyhound; 11th dam Brocklesby Betty by Curwen's Bay Barb; 12th dam Mr. Leedes' Hobby mare by Lister Turk.

GENISTA, b. f., foaled 1863, bred by Lord Falmouth; imported and owned by R. W. Cameron, Esq., Clifton Stud Farm, Staten Island, N. Y. By King Tom. 1st dam Scrubbing Brush by Touchstone; 2d dam The Broom by Van Tromp; 3d dam Miss Martin by Voltaire; 4th dam Miss Iris by Blucher; 5th dam Iris by Sir Peter; 6th dam Isabella by Eclipse; 7th dam Isabel's dam by Woodpecker; 8th dam by Squirrel; 9th dam An-caster Nancy by Blank; 10th dam Phebe by Tortoise; 11th dam by Looby; 12th dam by Partner; 13th dam by Woodcock; 14th dam by Makeless; 15th dam by Brimmer; 16th dam by Dicky Pierson; 17th dam Burton Barb mare—stinted to Buck-enham.

GIRL OF MY HEART, b. f., foaled 1868, bred by Mr. Cookson; imported by Mr. A. Belmont, New York. By Skirmisher: dam imported Fluke by Wormersly (which see).

GIRTH, bl. f., foaled in South Carolina, 1839; imported in her mother's belly; owned and raised by W. H. Sinkler, Esq., South Carolina. By The Saddler. 1st dam Gazelle by Velocipede; 2d dam by Minos. (See Gazelle.)

GLORIANA, b. f., foaled 1833, bred by Mr. Painter; imported by Samuel Field, Esq.; owned by Alfred Seton, Esq., Westchester county, N. Y. By Memnon. 1st dam Kamschatka by Master Henry; 2d dam Passamaquoddy by Lignum Vitæ; 3d dam Hind by Sir Peter; 4th dam Paulina by Florizel; 5th dam Cap-tive by Matchem; 6th dam Calliope by Slouch; 7th dam Ata-lanta's dam Lass of the Mill by Oroonoko; 8th dam Lass of the Mill by Traveler; 9th dam Miss Makeless by Young Grey-hound; 10th dam by Partner; 11th dam Miss Doe's dam by Woodcock; 12th dam by Crofts' Bay Barb; 13th dam Desde-mona's dam by Makeless.

GODOLPHIN ARABIAN MARE, foaled —, bred by —; owned 1766 by John Walker, Esq., Virginia. By The Godolphin Ara-bian. 1st dam by Darley's Arabian; 2d dam by Byerly Turk; 3d dam by Taffolet Barb; 4th dam by Place's White Turk; 5th dam Natural Barb mare.

GOLDWIRE, br. f., foaled 1823, bred by Lord Egremont; imported into Kentucky, 1835, by Thos. H. & H. Clay, Jr. By Whale-bone. 1st dam by Gohanna; 2d dam Amazon by Driver; 3d dam Fractions by Mercury; 4th dam by Woodpecker; 5th dam Everlasting by Eclipse; 6th dam Hyæna by Snap; 7th dam

Miss Belsea by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the Two True Blues.

GUNILDA (called also *Virago*), gr. f., foaled 1777, bred by Mr. Tempest; imported by ———. By Star. She was the dam of the celebrated race mare *Virago*, by imported Shark, for whose daughter *Selima* by Spread Eagle, Col. Tayloe, of Virginia, is said to have given one-half of Sir Archy and \$400 in money.—S. D. B. 1st dam *Virago* by the Panton Arabian; 2d dam *Crazy* by *Lath*; 3d dam sister to *Snip* by *Childers*; 4th dam sister to *Soreheels* by *Basto*; 5th dam sister to *Mixbury* by *Curwen's Bay Barb*; 6th dam by *Curwen Spot*; 7th dam by *White-legged Lowther Barb*; 8th dam *Old Vintner* mare.

GUTTY (sister to *Chatean Margaux*), b. f., foaled 1824, bred by Lord Egremont; imported by Thos. Kirkman, Esq., Alabama. By *Whalebone*. 1st dam *Wasp* by *Gohanna*; 2d dam by *Highflyer*; 3d dam *Chanticleer's* dam by *Eclipse*; 4th dam *Rosebud* by *Snap*; 5th dam *Miss Belsea* by *Regulus*. (See *Chateau Margaux*.)

HACKABOUT, b. f., foaled 1794, bred by Mr. Moore; imported by Col. John Hoomes, Bowling Green, Va., 1798. By *Escape*. Sold to Col. John Dangerfield. 1st dam sister to *Tandem* by *Syphon*; 2d dam by *Regulus*; 3d dam by *Snip*; 4th dam by *Cottingham*; 5th dam *Warlock Galloway* by *Snake*; 6th dam sister to the *Carlisle gelding* by the *Bald Galloway*.

HARLOT, f., bred by ———, foaled ———; imported into South Carolina by Col. Talmadge. By a son of *Herod*. 1st dam by *Snap*; 2d dam *Lord Bertie's Harlot* by *Blank*; 3d dam by *Rib*; 4th dam by the *Wynn Arabian*; 5th dam by *Governor*; 6th dam by *Alcock's Arabian*; 7th dam by *Grasshopper*; 8th dam sister to *Gentleman's* dam.

HEADS OR TAILS, b. f., foaled 1831, bred by Sir G. Pigot; imported into United States; owned by T. H. & Henry Clay, Jr., Kentucky. By *Lottery*. 1st dam *Active* by *Partizan*; 2d dam *Eleanor* by *Whiskey*; 3d dam *Young Giantess* by *Diomed*; 4th dam *Giantess* by *Matchem*; 5th dam *Molly Long-Legs* by *Babraham*; 6th dam by *Cole's Foxhunter*; 7th dam sister to *Cato* by *Partner*.

HELEN, br. f., foaled 1836, bred by Lord Chesterfield; imported into South Carolina by Col. R. Singleton. By *Priam* (before his

importation). She was trained and ran in the United States. 1st dam Malibran by Rubens; 2d dam Bolter's dam by Trumpator; 3d dam by Highflyer; 4th dam Otheothea by Otho; 5th dam by Snap; 6th dam by Regulus; 7th dam Wildair's dam by Steady; 8th dam by Partner; 9th dam by Greyhound; 10th dam Chestnut Layton by Makeless.

HER MAJESTY, ch. f., foaled 1835, bred by King William IV; imported by Col. Wade Hampton, South Carolina. By The Colonel. 1st dam Peri (the dam of Sir Hercules) by Wanderer; 2d dam Thalestris by Alexander; 3d dam Rival by Sir Peter; 4th dam Hornet by Drone; 5th dam Manilla by Goldfinder; 6th dam by Old England; 7th dam by Cullen Arabian; 8th dam by Cade; 9th dam Miss Makeless by a son of Greyhound.

HIGHFLYER MARE, f., foaled —; imported by Col. John Tayloe, Virginia. By Highflyer. 1st dam by Star; 2d dam by Pantton's Arabian; 3d dam by Old Crab; 4th dam by Shock; 5th dam Little Hartley mare by Childers; 6th dam out of dam of Large Hartley mare by Flying Whig by Woodstock Arabian. (See Selima.)

HOURI, called Annot Lisle, ch. f., foaled 1837, bred by Mr. R. G. Lumley; imported into the United States; owned by Hon. D. F. Kenner, Louisiana. By Langar. Was trained and ran successfully in the United States. 1st dam Annot Lyle by Ashton (son of Walnut); 2d dam Lauria by Gohanna; 3d dam Certhia by Woodpecker; 4th dam by Trentham; 5th dam Cunengonde by Blank. (See Florestine.)

HIPPONA, br. f., foaled 1802, bred by Lord Egremont; imported by General McPherson into South Carolina. By Sir Peter. 1st dam by Woodpecker; 2d dam by Sweetbriar; 3d dam Buzzard dam by Dux; 4th dam Curiosity by Snap; 5th dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

HOKEE POKEE MARE, b. f., foaled 1836, bred by Mr. Forth; imported by Messrs. Nott, Ferne and Major Huger, Mobile, Ala. By Hokee Pokee. 1st dam by Seud or Pioneer; 2d dam Canary Bird by Whiskey or Sorcerer; 3d dam Canary by Coriander; 4th dam Miss Green by Highflyer; 5th dam Harriet by Matchem; 6th dam Flora by Regulus.

HOKEE POKEE MARE, ch. f., foaled 1836, bred by Mr. Gratwicke; sent to America to Dr. J. C. Nott. By Hokee Pokee. 1st dam

- by Phantom; 2d dam sister to Election by Gohanna; 3d dam Chestnut Skim by Woodpecker; 4th dam Silver's dam by Herod; 5th dam Young Hag by Skim, etc.
- HOPE**, No. 1, f., said to have been imported by Dr. Tate, of Philadelphia. By Volunteer. She cannot be found in Weatherby; nothing is known concerning her pedigree.—S. D. B. 1st dam by Herod; 2d dam by Snap.
- HOPE**, No. 2 (called Lady Hope), ch. f., foaled 1826, bred by Mr. Rawlinson; imported by E. H. Boardman, Huntsville, Ala. By Rubens. 1st dam by Haphazard; 2d dam Promise by Walton; 3d dam Parasol by Pot-8-o's; 4th dam Prunella by Highflyer; 5th dam Promise by Snap; 6th dam Julia by Blank; 7th dam Spectator's dam Partner, etc.
- HYACINTH**, ch. f., foaled 1836, bred by Mr. Hurd; imported into North Carolina by A. J. Davie, Esq. By Barytes. 1st dam Zafra by Partizan; 2d dam Zada by Sir Peter; 3d dam Alexina by King Fergus. (See Clink's pedigree.)
- INVALID**, br. f., foaled 1822, bred by Sir T. Mostyn; imported by Messrs. Corbin, Virginia. By Whisker. 1st dam Helen by Hambletonian; 2d dam Susan by Overton; 3d dam Drowsy by Drone; 4th dam Old England mare by Old England; 5th dam by Cullen Arabian; 6th dam Miss Cade by Cade; 7th dam Miss Makeless by son of Greyhound (out of Farewell); 8th dam by Partner; 9th dam Miss Doe's dam by Woodcock; 10th dam by Crofts' Bay Barb; 11th dam Desdemona's dam by Makeless, etc.
- INVERCAULD**, br. f., foaled 1866; imported in mother's belly by Mr. R. W. Cameron, New York. By St. Albans: dam Eleanor by Voltigeur. (See imp. Eleanor.)
- INVERLOCKY**, b. f., foaled 1866, bred by Sir J. Hanmer; imported by R. W. Cameron, Esq., Staten Island, N. Y. By Old Calabar. 1st dam Veronica by Cruiser; 2d dam Speedwell by Physician; 3d dam by Wanton or Don Juan; 4th dam (sister to Benedick) by Remembrancer; 5th dam Beatrice by Sir Peter; 6th dam Pyrrha by Matchem; 7th dam Duchess by Whitenose; 8th dam Miss Slamerkin by Young True Blue; 9th dam by Oxford Dun Arabian; 10th dam D'Arcy's Black-legged Royal mare.
- INVERNESS**, b. f., foaled 1866, bred by Mr. R. C. Naylor; imported by R. W. Cameron, Esq., Staten Island, N. Y. By Macaroni. 1st dam Elfrida by Faugh-a-Ballagh; 2d dam Espoir by Liver-

pool; 3d dam Esperance by Lapdog; 4th dam Grisette by Merlin; 5th dam Coquette by Dick Andrews; 6th dam Vanity by Buzzard; 7th dam Dabchick by Pot-8-o's; 8th dam Drab by Highflyer; 9th dam Hebe by Chrysolite; 10th dam Proserpine (sister to Eclipse) by Marske; 11th dam Spiletta by Regulus; 12th dam Mother Western by Smith's son of Snake; 13th dam by Lord D'Arcy's Old Montagu; 14th dam by Hautboy; 15th dam by Brimmer.

INVERUGLASS, br. f., foaled 1866, bred by Sir J. Hanmer; imported by R. W. Cameron, Esq., Staten Island, N. Y. By Old Calabar. 1st dam Juniper by Bay Middleton; 2d dam The Fawn by Venison; 3d dam Cecelia by Comus; 4th dam Miss Maltby by Filho-da-Putá; 5th dam Mrs. Maltby by Cervantes; 6th dam Legacy by King Fergus; 7th dam Mortonia by Herod; 8th dam by Northumberland; 9th dam (Ferret's dam) by Regulus; 10th dam by Lord Morton's Arabian; 11th dam by Mixbury; 12th dam by Mulso Bay Turk; 13th dam by Bay Bolton; 14th dam by Coneyskins; 15th dam by Hutton's Grey Barb; 16th dam by Byerly Turk; 17th dam by Bustler.

ISABEL, b. f., foaled 1830, bred by Mr. Dyson; imported into New York in ship *Ira*, 1833. By Blacklock. 1st dam by Filho-da-Putá; 2d dam by Dick Andrews; 3d dam Miss Watt by Delpini; 4th dam by Trumpator; 5th dam Demirep by Highflyer; 6th dam Brim by Squirrel; 7th dam Helen by Blank; 8th dam by Crab; 9th dam sister to Partner.

ISABELLA, br. f., foaled 1802, bred by Lord Clermont; imported by Gen. McPherson into South Carolina; owned by O'Brien Smith, Esq. By Trumpator. 1st dam Demirep (sister to Noble) by Highflyer; 2d dam Brim by Squirrel; 3d dam Helen by Blank; 4th dam by Crab; 5th dam sister to Partner by Jigg.

ISABELLA, ch. f., foaled 1819, bred by Mr. Ferguson; imported by Admiral Sir Isaac Coffin into New York, January, 1830. By Comus. In foal to Lottery when imported. 1st dam by Shuttle; 2d dam by Oberon; 3d dam by Phenomenon; 4th dam Calliope by Slouch; 5th dam Lass of the Mill by Oroonoko; 6th dam by Traveler; 7th dam Miss Makeless by son of Greyhound.

JACK SPIGOT MARE, f., foaled —, bred by Mr. Riddell; sent to the United States in 1839. By Jack Spigot. 1st dam Jeanne

D'Arc by Comus; 2d dam by Pipator; 3d dam by Delpini; 4th dam Tuberose by Herod; 5th dam Grey Starling by Starling; 6th dam Coughing Polly by Bartlett's Childers; 7th dam by Counsellor.

JANETTE, b. f., foaled 1791, bred by Mr. Harris; imported into Virginia by Col. John Hoopes, Bowling Green, Va., 1798. By Mercury. 1st dam by Highflyer; 2d dam Miranda by Snap; 3d dam Miss Middleton by Regulus; 4th dam Camilla by son of Bay Bolton; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam, dam of the two True Blues.

JANE WELLINGTON, b. f., owned by John Miller, Esq., Richmond, Va.; foaled soon after her dam's landing at Norfolk, Va. By Sweet Robin, an Irish horse, dam by Merryfield. She cannot be found in English Stud Book.

JAVELINA, f., by Javelin in England; imported by Col. J. Hoopes, Virginia. Died leaving no produce.

JENNY CAMERON, f.; imported by Col. John Tayloe, of Virginia, prior to the Revolution; said to be by son of Fox. A certificate of Col. Tayloe, dated 1773, makes her by Cuddy (son of Fox), out of Mr. Witty's famous mare Cabbage-wise; neither can be substantiated in English Stud Book. 1st dam Miss Belvoir by Grey Grantham; 2d dam by Paget Turk; 3d dam Betty Percival by Leedes' Arabian; 4th dam by Spanker.

JENNY DISMAL, f.; imported by Col. Baylor, before the Revolution; said to have been gotten by the famous plate horse Old Dismal, son of the Godolphin Arabian, her dam by Lord Godolphin's Whitefoot. She cannot be identified in the English Stud Book.

JENNY MILLS, ch. f., foaled 1825, bred by Mr. Watts; imported by L. J. Polk, of Tennessee, 1838. In foal by Plenipotentiary. By Whisker. 1st dam Hornsea's dam by Cerberus; 2d dam Miss Cranfield by Sir Peter; 3d dam by Pegasus; 4th dam sister to Sir Sidney by Paymaster; 5th dam Pomona by Herod; 6th dam Caroline by Snap; 7th dam by Regulus; 8th dam by Hip; 9th dam by Hartley's blind horse; 10th dam Flying Whig by Woodstock Arabian.

JESSICA, ch. f., foaled 1832, bred by ———; imported into Kentucky by Messrs. T. H. & H. Clay, Jr. By Velocipede. 1st dam by Sancho; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Highflyer; 4th dam Coheiress by Pot-8-o's;

5th dam Manilla by Goldfinder; 6th dam Mr. Goodricke's Old England mare.

JERUSALEM, b. f., bred by Mr. A. Johnston, foaled 1856, by Jericho; imported by R. W. Cameron, Esq., of New York; covered by St. Albans. 1st dam Selina by Orlando; 2d dam the Ladye or Silverkeld Well by Velocipede; 3d dam Emma (dam of Trustee, Mundig and King or Kelton) by Whisker; 4th dam Gibside Fairy by Hermes; 5th dam Vicissitude by Pipator; 6th dam Beatrice by Sir Peter Teazle; 7th dam Pyrrha by Matchem; 8th dam Duchess by Whitenose; 9th dam Miss Slammerkin by Young True Blue; 10th dam by Oxford Dun Arabian; 11th dam D'Arcy's Black-legged Royal mare.

KILL DEVIL, bl. f., foaled 1833, bred by Mr. Beardsworth; imported by Thos. Flintoff, Esq., Nashville, Tenn. By Belzoni. 1st dam Livonia by Smolensko; 2d dam Stella by L'Orient; 3d dam by Ruler; 4th dam Magdalena by Highflyer; 5th dam by Matchem; 6th dam sister to Dainty Davy by Old Traveler; 7th dam Slighted-by-All by Fox Cub; 8th dam by Jigg; 9th dam Matchem's grandam.

KING TOM MARE, b. f., foaled 1859, by King Tom; bred by Capt. J. H. Shepworth, Brigg, Lincolnshire; imported by Messrs. Dudley & Bruce, agents of Kentucky Importing Company. This filly died on board the ship Lancaster, in the port of Liverpool. 1st dam Little Cassino by Inheritor; 2d dam Maid of Team Valley's dam by Waverly; 3d dam Swiss dam by Shuttle; 4th dam Lady Fidget by Fidget; 5th dam by Alfred; 6th dam Magnolia by Marske; 7th dam by Babraham; 8th dam by Sedbury; 9th dam Ebony by Childers; 10th dam Old Ebony (sister to Brown Betty) by Basto; 11th dam Massey mare by Mr. Massey's Black Barb.

KITTY BULL, ch. f., bred by Lord Grosvenor; imported by General Hampton into South Carolina; foaled 1796. By John Bull. 1st dam Isabella by Eclipse; 2d dam Isabel's dam by Squirrel; 3d dam Aneaster Nancy by Blank; 4th dam Phœbe by Tortoise; 5th dam by Looby; 6th dam by Partner; 7th dam by Woodcock; 8th dam by Makeless; 9th dam by Brimmer; 10th dam by Dickv Pierson; 11th dam Burton Barb mare.

KITTY FISHER, gr. f.; imported before the Revolution; said to have been bred by Marquis of Granby; imported by Carter Braxton, Esq. By Cade. First dam by the Cullen Arabian,

out of the famous mare Bald Charlotte. She cannot be found in English Stud Book. She was unquestionably thorough-bred, and raced well in America.

LA BAYADERE, b. f., foaled 1831, bred by Lord Chesterfield; imported into Canada, 1836, by H. P. Simmons, Esq. By Leviathan. 1st dam Dahlia by Phantom; 2d dam by Waxy; 3d dam Mose's dam by Gohanna; 4th dam Grey Skin by Woodpecker; 5th dam Silver's dam by Herod; 6th dam Young Hag by Skim; 7th dam Hag by Crab; 8th dam Ebony by Childers; 9th dam Old Ebony by Basto; 10th dam Massey mare by Mr. Massey's Black Barb.

LADY BULL, b. f., foaled 1796, bred by Sir C. Bunbury; imported by Col. John Hoopes, Bowling Green, Va., 1799. By John Bull. 1st dam by Pumpkin; 2d dam Fleacatcher by Goldfinder; 3d dam by Squirrel; 4th dam by Ball; 5th dam by Lath; 6th dam sister to Snip. She ran in America, but left no produce. Only one colt is said to have been foaled to her by imported Stirling, which died.

LADY BUNBURY, b. f., foaled 1802, bred by Sir Charles Bunbury; imported by Hon. John Randolph, Roanoke, Va. By Trumpator. 1st dam Theopha by Highflyer; 2d dam Plaything by Matchem; 3d dam Vixen by Regulus; 4th dam by Hutton's Spot; 5th dam by Fox Cub; 6th dam by Bay Bolton; 7th dam by Coneyskins; 8th dam by Hutton's Grey Barb; 9th dam by Byerly Turk; 10th dam by Bustler.

LADY ELIZABETH, b. f., foaled 1868, bred by Ld. Londesborough; imported by Jas. R. Smith, Jr., Esq., New York. By Atherstone: dam imported Wombat by West Australian. (See imp. Wombat.)

LADY EMILY, b. f., foaled 1826, bred by Mr. Udney; sent to United States in 1836, covered by St. Patrick. By Emelius. 1st dam Antiope by Whalebone; 2d dam Amazon by Driver; 3d dam Fractious by Mercury; 4th dam by Woodpecker; 5th dam Everlasting by Eclipse; 6th dam Hyena by Snap; 7th dam Miss Belsea by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam Mr. Bowe's Byerly mare, dam of the two True Blues.

LADY FLY, b. f., foaled 1829, bred by Mr. Dilly; imported by Hugh Kirkman, Esq., Alabama. By Bustard. 1st dam Brown

Duchess by Orville; 2d dam Sagana by Sorcerer; 3d dam by Woodpecker; 4th dam by Herod.

LADY G. (Lady Gascoigne), ch. f., foaled 1804, bred by Sir Thomas Gascoigne; imported by Hon. John Randolph, Roanoke, Va., 1815. By Hambletonian. She was the dam of Magician in England. 1st dam Golden Locks by Delpini; 2d dam Violet by Sharke; 3d dam by Syphon; 4th dam Quick's Charlotte by Blank; 5th dam by Crab; 6th dam by Dyer's Dimple; 7th dam by Bethel's Castaway; 8th dam by Why-not; 9th dam by Royal mare.

LADY GREY, gr. f., foaled 1803, bred by Lord Egremont; imported by ———. By Gohanna. 1st dam Greyskim by Woodpecker; 2d dam Silver's dam by Herod; 3d dam Young Hag by Skim; 4th dam Hag by Crab; 5th dam Ebony by Childers; 6th dam Ebony by Basto; 7th dam Massey mare.

LADY MOSTYN, br. f., foaled 1831, bred by Sir Thomas Mostyn; imported by F. P. Corbyn, Esq., Virginia; sold to Com. R. F. Stockton, New Jersey. By Teniers. 1st dam Invalid by Whisker; 2d dam Helen by Hambletonian; 3d dam Susan by Overton; 4th dam Drowsy by Drone; 5th dam by Old England; 6th dam by Cullen Arabian; 7th dam Miss Cade by Cade; 8th dam Miss Makeless by son of Greyhound.

LADY NORTHUMBERLAND, f., foaled ———, bred by ———; imported by Hon. John Tayloe, Mount Airy, Va. By Northumberland. She cannot be found in Weatherby; her pedigree is doubtless correctly given. 1st dam by Shakespeare; 2d dam by Regulus; 3d dam by Parker's Snip; 4th dam by Old Partner; 5th dam by Bloody Buttocks; 6th dam by Greyhound; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by Place's White Turk; 10th dam by Dodsworth; 11th dam Layton's Barb mare.

LADY SCOTT, br. f., foaled ———, bred by ———; imported by R. D. Shepherd, Virginia; owned by John M. Clay, Esq., Lexington, Ky. By Ardrossan. 1st dam Dodo by Viscount; 2d dam Brilliante by Whiskey; 3d dam by Diomed; 4th dam by Imperator; 5th dam Othoethea by Otho; 6th dam by Snap; 7th dam by Regulus; 8th dam Wildair's dam by Steady.

LADY SHEFFIELD, ch. f., foaled 1837, bred by Mr. Turner; imported into South Carolina. By Recovery. Dam Primrose by Comus. (See Primrose.)

LADY SYKES, gr. f., foaled 1850, bred by Sir Tatton Sykes; imported by James Fullington, Esq., 1857; owned by E. M. Bennett, Woodstock, Ohio. By Slight-of-Hand. 1st dam Wicket by Stumps; 2d dam by Phantom; 3d dam sister to Consul by Camillus; 4th dam by Shuttle; 5th dam Eliza by Highflyer; 6th dam Augusta by Eclipse; 7th dam by Herod; 8th dam by Bajazet; 9th dam by Regulus; 10th dam by Lonsdale Arabian; 11th dam by Bay Bolton; 12th dam by Darley's Arabian.

LANERCOST MARE, b. f., foaled 1844, bred by Mr. Foljambe; imported 1858 by A. Keen Richards, Esq., Scott county, Ky. By Lanercost. 1st dam The Nun by Catton; 2d dam by Paynator; 3d dam sister to Zodiac by St. George; 4th dam Abigail by Woodpecker; 5th dam Firetail by Eclipse; 6th dam by Blank; 7th dam by Cade; 8th dam Spectator's dam by Partner; 9th dam Bonny Lass by Bay Bolton; 10th dam by Darley's Arabian; 11th dam by Byerly Turk; 12th dam by Taffolet Barb; 13th dam by Place's White Turk; 14th dam Natural Barb mare.

LANGAR MARE, ch. f., foaled 1836, bred by Lord Chesterfield; imported into South Carolina by Col. Singleton. By Langar. 1st dam by Whisker; 2d dam Tramp's dam by Gohanna; 3d dam Fraxinella by Trentham; 4th dam by Woodpecker; 5th dam Everlasting by Eclipse. (See Lady Emily.)

LANGAR MARE, ch. f., foaled 1836, bred by Mr. Gratwicke; imported by Col. Wade Hampton, South Carolina. Owned by John Manning, Esq. By Langar. 1st dam the Balkan by Blacklock; 2d dam Mrs. Fry by Walton; 3d dam Vourneen by Sorcerer; 4th dam Tovee by Buzzard; 5th dam Violet by Shark; 6th dam by Syphon; 7th dam Quick's Charlotte by Blank; 8th dam by Crab, etc., etc.

LANGAR MARE, f., foaled 1837 or '38, bred by ———; imported by ———. By Langar. 1st dam by Blacklock; 2d dam Marchesa (sister to My Lady) by Comms. (See My Lady.)

LANGAR MARE, b. f., foaled 1838, bred by Mr. Bowers; imported by J. M. Rozan, Esq., Louisiana. By Langar. 1st dam by Waxy, Lady Stafford's dam; 2d dam Bizarre by Peruvian; 3d dam Violante by John Bull; 4th dam sister to Skyscraper by Highflyer; 5th dam Everlasting by Eclipse; 6th dam Hyena by Snap; 7th dam Miss Belsea by Regulus.

L'ANGLAISE, b. f., foaled 1859, by Hobbie Noble, bred by Her Majesty, Hampton Court; imported by Messrs. Dudley &

Bruce, agents of Kentucky Importing Company, 1860. The property of J. S. Watson, Esq., Valley Brook Farm, N. J. 1st dam Peri by Irish Birdcatcher; 2d dam Perdita by Langar; 3d dam Delenda by Gohanna; 4th dam Carthage by Driver (sister to Hannibal); 5th dam Fractions by Merenry; 6th dam by Woodpecker; 7th dam Everlasting by Eclipse (dam of Sky-scrafer; 8th dam Hyena by Snap; 9th dam Miss Belsea by Regulus; 10th dam by Bartlett's Childers; 11th dam by Honeywood's Arabian; 12th dam Byerly mare (dam of the two True Blues).

LAPDOG MARE, b. f., foaled 1836, bred by Mr. R. Prince; imported by Col. Singleton, South Carolina. By Lapdog. 1st dam Mis-chance by Merlin; 2d dam by Haphazard; 3d dam Web by Waxy, etc., etc. (See Glencoe.)

LAPDOG MARE, b. f., foaled 1836, bred by Lord Lowther; imported by Drs. Nott & Ferne into Mobile, Ala. By Lapdog. 1st dam Pomona by Vespasian; 2d dam by Walton; 3d dam Young Giantess by Diomed; 4th dam Giantess by Matchem; 5th dam Molly Long-legs by Babraham; 6th dam by Cole's Fox Hunter; 7th dam Partner; 8th dam Roxana by the Bald Galloway; 9th dam sister to Chanter by the Ankaster Turk; 10th dam by Leedes' Arabian; 11th dam by Spanker.

LIKENESS, ch. f., foaled 1834, bred by Mr. Batson; imported by A. J. Davie, North Carolina. By Sir Peter Lely. She was trained and run in the United States with some success by R. H. Long, Esq., Alabama. 1st dam Worthless by Walton; 2d dam Altisidora by Dick Andrews; 3d dam Mundane by Pot-8-o's; 4th dam Young Camilla by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by Compton Barb; 7th dam sister to Regulus by Godolphin Arabian.

LILLY, b. f., foaled 1834, bred by His Majesty; imported by Col. Wade Hampton, South Carolina. Given to Col. Fludd. By The Colonel. 1st dam Fleur de Lis by Bourbon; 2d dam Lady Rachael by Stamford; 3d dam Young Rachael by Volunteer. (See imported Sovereign.)

LITTLE JANE, b. f., foaled 1840, bred by Mr. J. Osborne; imported by ———. By Liverpool or The Mole. 1st dam by Cerberus; 2d dam Diana by Kill Devil; 3d dam by Pot-8-o's; 4th dam Maid of all Work by Highflyer; 5th dam sister to Tandem by

Syphon; 6th dam by Regulus; 7th dam by Snp; 8th dam by Cottingham; 9th dam Warlock Galloway by Snake.

LOTTERY MARE, b. f., foaled 1832, bred by Mr. Kirby; imported into South Carolina; owned by Col. Singleton. By Lottery. 1st dam by Whisker; 2d dam by Bay Trophonius; 3d dam by Slope; 4th dam Lardella by Young Marske; 5th dam by Cade; 6th dam Beaufremont's dam by brother to Fearnought, etc.

LOTTERY MARE, b. f., foaled 1834, bred by Mr. J. Richardson, of New York; imported by Rezin D. Shepherd, Esq., Virginia; owned by Henry Shepherd, Esq. By Lottery. 1st dam sister to Goshawk by Merlin; 2d dam Coquette by Dick Andrews. (See Gabriella.)

LOUP GAROU MARE, b. f., foaled 1859, by Loup Garou, bred by Mr. Simpson Diss, Cambridgeshire; imported 1860, by Messrs. Dudley & Bruce, agents of Kentucky Company. Lately the property of D. F. Kenner, Louisiana. 1st dam Kitty Fishington by Amphion; 2d dam Shield by Defence; 3d dam Arabella by The Colonel; 4th dam Isabella by Comus; 5th dam Shepherdess by Shuttle; 6th dam by Buzzard; 7th dam Ann of the Forest by King Fergus; 8th dam Miss West by Matchem; 9th dam by Regulus; 10th dam by Crab; 11th dam by Childers; 12th dam by Basto.

LUCIOUS, br. f., foaled 1856, bred at the Swalcliffe stud; imported into Boston, Mass., 1860; covered by Wild Dayrell. By Sweetmeat. 1st dam Kilmeny by Picaroon; 2d dam Brandy Snap by Muley Moloch; 3d dam Belinda by Blacklock; 4th dam Wagtail by Prime Minister; 5th dam by Orville; 6th dam Miss Grimstone by Weasel; 7th dam by Ancaster; 8th dam by Damascus Arabian; 9th dam by Sampson; 10th dam by Oroonoko; 11th dam Sophia (sister to Mirza).

LUCY, b. f., foaled 1829, bred by Mr. Bolton King; imported by Col. Wade Hampton, South Carolina (covered by Camel before leaving England), 1837. By Cain. 1st dam by Bustard (son of Castrel); 2d dam by Walton; 3d dam Gipseby by Guildford; 4th dam America by Imperator, etc., etc.

LUNA, b. f., foaled 1824, bred by Mr. James Moon; sent to America, 1839; covered by Onus. By Wanderer. 1st dam by Canopus; 2d dam by Teddy-the-Grinder; 3d dam by Precipitate; 4th dam by Pumpkin.

LURLINE, br. f., foaled 1860, bred by Mr. Hilton; imported into Nova Scotia, 1865; covered by Diophantus. By Gemma di Vergy: dam Repartee by Pantaloon; 2d dam Retort by Camel; 3d dam Banter by Master Henry; 4th dam Bodicea by Alexander; 5th dam Brunette by Amaranthus; 6th dam Mayfly by Matchem; 7th dam by Ancaster Starling; 8th dam by Grasshopper; 9th dam by Newton's Arabian; 10th dam by Pert; 11th dam by St. Martin; 12th dam by Sir E. Hale's Arabian; 13th dam the Oldfield mare.

MADCAP, b. f., foaled 1793, bred by Mr. O. Kelly; imported into the United States in 1794, by Col. Tayloe, Virginia. By Anvil. 1st dam Madcap by Eclipse; 2d dam by Blank; 3d dam by Blaze; 4th dam by Young Greyhound; 5th dam by Curwen's Bay Barb.

MAGGY LAUDER, f., foaled —, bred by —; imported by Captain Campbell. By Cripple. First dam Lord D'Arcy's Royal mare.

MAID OF HONOR, b. f., yearling, bred by Her Majesty, at Hampton Court, foaled 1864; imported by R. W. Cameron, Esq., New York. By Newminster. 1st dam Himalaya (dam of Imans and Hydaspes) by Bay Middleton; 2d dam Moodkee by Venison; 3d dam Young Defiance by Saracen; 4th dam Defiance by Rubens' dam of Defence, Delight, Dauntless and Design; 5th dam Little Folly by Highland Fling (dam of Eliza and Triumph); 6th dam Harriet by Volunteer (dam of Usquebaugh and Flash); 7th dam Lady Sarah's dam by Alfred; 8th dam Magnolia by Marske; 9th dam by Babraham; 10th dam by Sedbury; 11th dam by Childers.

MAID OF ORLEANS, b. f., foaled 1840, bred by —; imported by —; owned, 1843, by J. W. Walsh, Esq. By Stockport. 1st dam sister to Ellis by Langar; 2d dam Olympia by Sir Oliver; 3d dam Scotilla by Anvil; 4th dam Scota by Eclipse; 5th dam by Herod; 6th dam Rutilia by Blank; 7th dam by Regulus; 8th dam by Soreheels; 9th dam by Makeless; 10th dam Christopher D'Arcy's Royal mare.

MAID OF ROYSTON, foaled 1864, bred by Mr. Kruckenberg; imported into Canada 1868; covered by Claret. By Knight of the Kars: dam Henham Lass by The Flying Dutchman; 2d dam La Bonne by Alpheus; 3d dam Boarding School Miss by Plenipotentary; 4th dam Marpessa by Muley; 5th dam Clare by Mar-

mion; 6th dam Harpalice by Gohanna; 7th dam Amazon by Driver; 8th dam Fractious by Mercury; 9th dam by Woodpecker; 10th dam Everlasting by Eclipse; 11th dam Hyæna by Snap; 12th dam Miss Belsea by Regulus; 13th dam by Bartlett's Childers; 14th dam Byerly mare, dam of two True Blues.

MAID OF WIRREL, ch. f., foaled 1833, bred by Sir T. Stanly; imported by ———. By Battledore. 1st dam Maid of Lord by Castrel; 2d dam by Richardson's Marske; 3d dam by Rockingham; 4th dam Butterfly by Eclipse; 5th dam by Lord Portmore's Highlander; 6th dam by Babraham; 7th dam Puss by Steady.

MALIBRAN, ch. f., foaled ———, bred by Sir L. Glynn; imported into Alabama by E. H. Boardman, Esq.; covered by Glauens; owned by Charles McLaren, Alabama. By Muley. 1st dam Prima Donna by Soothsayer; 2d dam Tippitywitchet by Waxy; 3d dam Hare by Sweetbriar; 4th dam by Justice; 5th dam by Chymist; 6th dam by South; 7th dam sister to Sir James Lowther's Babraham.

MAMBRINA, ch. f., foaled 1785, bred by Lord Grosvenor; imported into South Carolina in 1787. By Mambrino. 1st dam sister to Naylor's Sally by Blank; 2d dam by Ward; 3d dam by Merlin; 4th dam by Pert; 5th dam by St. Martin's.

MAMBRINO MARE, br. f., foaled 1834, bred by Lord Fitzwilliam; imported into South Carolina by Mr. Porcher; owned by W. J. Taylor, Esq. By Mambrino. 1st dam Clinkerina by Clinker; 2d dam Pewet by Tandem; 3d dam Termagant by Tantrum; 4th dam Cantatrice by Sampson; 5th dam by Regulus; 6th dam Marske's dam by Hutton's Blacklegs.

MANGO, ch. f., foaled 1836; imported in her dam's belly by H. & J. Kirkman, Nashville, Tenn. By English Taurus. First dam imported Pickle by Emelius. (See Pickle.) She ran in United States successfully.

MANIA, f., foaled 1827, bred by Mr. Ellis; imported into South Carolina: owned by R. M. Deveaux. By Figaro. 1st dam Maniac by Shuttle; 2d dam Offa's Dyke's dam by Benningbrough; 3d dam Expectation by Herod; 4th dam by Skim; 5th dam by Janns; 6th dam Spinster by Crab; 7th dam the Widdrington mare by Partner; 8th dam sister to Squirrel's dam by Bloody Buttocks; 9th dam by Greyhound; 10th dam by Makeless;

- 11th dam by Brimmer; 12th dam by Place's White Turk; 13th dam by Dodsworth; 14th dam Layton Barb mare.
- MARCHESA**, b. f., foaled 1835, bred by Mr. Ridsdale; imported into Louisiana, and owned by John Routh, Esq. By Tramp. Dam Marchesa (sister to My Lady) by Comus. (See My Lady.)
- MARGRAVINE**, ch. f., foaled 1835, bred by Mr. Arrowsmith; imported in foal to Langar, 1841, by J. M. Rouzan, Esq., New Orleans, La. By Margrave (before his importation). 1st dam (sister to Memnon) by Whisker; 2d dam Mannella by Dick Andrews; 3d dam Mandane by Pot-8-o's; 4th dam Young Camilla by Woodpecker. (See Likeness.)
- MARIA BLACK**, br. f., foaled 1834, bred by Mr. W. Turner; imported by H. A. Tayloe, Louisiana; owned by James L. Bradley, Esq., Lexington, Ky. By Filho-da-Puta. 1st dam by Smolensko; 2d dam by Sir Peter; 3d dam by Mambrino; 4th dam Marigold by Herod; 5th dam Toy (sister to Paolet) by Blank; 6th dam Whiteneck by Crab; 7th dam by Godolphin Arabian; 8th dam by Conyer's Arabian; 9th dam Curwen's Bay Barb; 10th dam by Marshall's Spot; 11th dam White-legged Chestnut Lowther Barb; 12th dam Vintner mare.
- MARIGOLD**, ch. f., foaled 1829, bred by Mr. Yates; imported into South Carolina. By Cain. 1st dam Matilda by Orville; 2d dam by Sorcerer; 3d dam Matilda by Whisker; 4th dam (sister to Toby) by Highflyer; 5th dam by Matchem; 6th dam Dainty Davy; 7th dam by Son of Mogul; 8th dam by Crab; 9th dam by Bay Bolton; 10th dam by Curwen's Bay Barb.
- MARITANA**, bl. f., foaled 1853, bred by ———; imported into Canada by Sheriff Grange. By Flateatcher. 1st dam by Voltair; 2d dam Rowena by ———.
- MARY GRAY**, gr. f., foaled 1742, bred by Mr. Crofts; imported into the United States in 1746. By Roundhead. 1st dam Ringbone by Crofts' Partner; 2d dam by Crofts' Bay Barb; 3d dam by Makeless; 4th dam by Brimmer; 5th dam by Dick̄ Pierson; 6th dam Burton Barb mare.
- MATILDA ROUTH**, b. f., foaled 1835, bred by Mr. Thornhill; imported by ———; owned by John Routh, Esq., Louisiana. By Merchant. 1st dam Medelina (dam of Esprit and Muzee) by Cervantes; 2d dam Mary by Sir Peter; 3d dam by Diomed; 4th dam Desdemona by Marske; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers, etc.

MAUD, b. f., foaled 1859, by Stockwell; bred by Lord Londesborough; imported by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. The property of John Hunter, Esq., New York. 1st dam Countess of Albermarle by Lanercost; 2d dam (sister to Hornsea) by Velocipede; 3d dam by Cerberus; 4th dam Miss Cranfield by Sir Peter Teazle; 5th dam by Pegasus; 6th dam by Paymaster; 7th dam Pomona by Herod; 8th dam Caroline by Snap; 9th dam by Regulus; 10th dam by Hip; 11th dam Large Hartley, by Hartley's blind horse; 12th dam Flying Whig by William's Woodstock Arabian; 13th dam by St. Victor Barb; 14th dam by Why-not (a son of Fenwick Barb); 15th dam Royal mare.

MEDORA (called also Pomona), b. f., foaled 1832, bred by Lord Fitzwilliam; imported into South Carolina by Col. Singleton. By Chateau Margaux (before his importation). 1st dam Marianne by Sorcerer; 2d dam Thomasina by Timothy; 3d dam Violet by Shark; 4th dam by Syphon; 5th dam Charlotte by Blank; 6th dam by Crab; 7th dam by Dyer's Dimple; 8th dam by Why-not; 9th dam Royal mare.

MELROSE, f., foaled 1845, bred by Mr. Lane Fox; imported by A. Kean Richards, Scott county, Ky. By Melbourne. 1st dam Clarkia by Muley Moloch; 2d dam sister to Righton, by Palmerin (son of Amadis, out of own sister to Orville); 3d dam Oceana by Cerberus; 4th dam by Benningbrough; 5th dam Jenny Mole by Carbuncle; 6th dam by Prince T'Quassaw; 7th dam by Regulus; 8th dam by Partner.

MEMNON MARE, b. f., foaled 1833, bred by Mr. Painter; imported by ———, in ship China, to Charleston, S. C. By Memnon. 1st dam Eleanor by Muley; 2d dam by Sancho; 3d dam by Sir Harry; 4th dam by Florizel; 5th dam Nosegay by Justice; 6th dam Nosegay by Snap; 7th dam Flora by Young Cade; 8th dam Midge by son of Bay Bolton; 9th dam by Childers.

MERMAID, f., foaled ———, bred by Wm. Haxall, Virginia, who imported her mother Promise. By Waxy. Dam imported Promise by Buzzard (which see).

MERRY LASS (called also Lovely Lass), f.; imported by Peter Randolph, Virginia. Pedigree cannot be identified.

MILLINER, b. f., foaled 1836, bred by Mr. Thornhill; imported by Col. Wade Hampton, S. C. By Merchant. 1st dam Surprise by Scud; 2d dam Manfreda by Williamson's Ditto; 3d dam

Tawny by Mentor; 4th dam Jemima by Satellite; 5th dam Waxy's dam (Maria) by Herod; 6th dam Lisette by Snap; 7th dam Miss Windsor by Godolphin Arabian; 8th dam sister to Wyvill's Volunteer by Young Belgrave; 9th dam by Bartlett's Childers.

MIRANDA, b. f., foaled 1827, bred by Mr. Ryan; imported by E. H. Boardman, Huntsville, Ala., with br. filly, foal by Camel, and covered by Glaucus. By Woful. 1st dam by Benningbrough; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Highflyer; 4th dam Coheiress by Pot-8-o's; 5th dam Manilla by Goldfinder; 6th dam Mr. Goodrike's Old England mare.

MISFORTUNE, by Pantaloon; imported by Col. J. Hoomes, Virginia. Died leaving no produce.

MISS ACCIDENT, b. f., foaled 1835, bred by Mr. Ridsdale; imported by J. G. Winter, Esq., Georgia. By Tramp. First dam Florestine by Whisker. (See Florestine.) She was trained and ran in America.

MISS ANDREWS, b. f., foaled 1826, bred by Lord Scarborough; imported into Kentucky by Messrs. T. H. & H. Clay, Jr. By Catton. 1st dam by Dick Andrews; 2d dam by Sir Peter; 3d dam Play or Pay's dam by Herod; 4th dam by Regulus; 5th dam Royal George's dam by Rib; 6th dam by Snake; 7th dam by Coneyskins; 8th dam by Hutton's Barb.

MISS BENNINGTON, f., foaled —, bred by —; imported by Dr. Wm. Thornton, Washington, D. C. By Escape. 1st dam by Lord Percy's Ali-Bey; 2d dam by King Herod; 3d dam by Old Snap; 4th dam (Chalkstone dam) by Crab; 5th dam Miss Meredith by Cade; 6th dam Little Hartley mare by Bartlett's Childers; 7th dam Flying Whig by William's Woodstock Arabian; 8th dam by St. Victor Barb.

MISS CLINKER, b. f., foaled 1835, bred and owned by Col. J. B. Richardson, of South Carolina. By Humphrey Clinker. First dam imported Mania by Figaro. (See Mania.)

MISS COLVILLE, f., said to have been the dam of Spark, who was presented to Gov. Ogle, of Maryland, by Lord Baltimore, who received her as a present from Frederick, Prince of Wales. By Old Hautboy. First dam by Brimmer. Pedigree cannot be authenticated from English Stud Book. Spark by Honey-

comb Punch. Miss Colville imported by Col. Colville, Virginia, and named in this country.

MISS GOLBOURN, br. f., foaled 1831, bred by Mr. R. Turner; imported by E. H. Boardman, Esq., Huntsville, Ala., in foal to Langar. By Lottery. Miss Golbourn was killed by lightning, August, 1844. 1st dam The Nun by Blacklock; 2d dam by Whisker; 3d dam by Orville; 4th dam Otterington's dam. (See The Nun's daughter.)

MISS ROCKINGHAM, br. f., foaled 1839, bred by Mr. Theobald; imported by M. M. Rawlings, Esq. By Rockingham. 1st dam by Don Cossack; 2d dam by Sorcerer; 3d dam by Justice; 4th dam Parsley by Pot-8-o's; 5th dam Lady Bolingbroke by Squirrel; 6th dam Cypron by Blaze; 7th dam Selima by Bethel's Arabian; 8th dam by Graham's Champion; 9th dam by Darley's Arabian; 10th dam by Merlin.

MISS ROSE, b. f., foaled 1826, bred by Mr. Moss; imported by R. D. Shepherd, Virginia, 1834. By Tramp. 1st dam by Sancho; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Highflyer; 4th dam Coheiress by Pot-8-o's; 5th dam Manilla by Goldfinder; 6th dam Old England mare by Old England; 7th dam by Cullen Arabian; 8th dam Miss Cade by Cade; 9th dam Miss Makeless by son of Greyhound out of Farewell; 10th dam by Partner; 11th dam Miss Doe's dam by Woodcock; 12th dam by Crofts' Bay Barb; 13th dam Desdemona's dam by Makeless.

MISS SUSAN DODGE, b. f., foaled 1836; imported into Alabama, and owned by Col. John Crowell. By Tramp. First dam by Whisker.

MISS WEST, ch. f., foaled 1822, bred by Mr. C. Day; imported by Messrs. Ogden & Corbin. By Rubens. 1st dam Snowdrop by Highland Fling; 2d dam Daizy by Buzzard; 3d dam Tulip by Dampier; 4th dam by Eclipse; 5th dam Rarity by Matchem.

MISS WINDMILL, by Highflyer in England; imported by Col. J. Hoomes, Virginia. Died leaving no produce.

MOLL BRAZEN, gr. f., foaled 1761, bred by Mr. Hodgson, of Todcaster, in Yorkshire; imported before the Revolution by Henry Mitchell, Esq., Virginia. By Cub (son of Old Fox). 1st dam by Torrismond; 2d dam by Second; 3d dam by Mogul; 4th dam by Sweepstakes; 5th dam by Bay Bolton; 6th dam by

Curwen's Bay Barb; 7th dam by Curwen's Old Spot; 8th dam by White-legged Lowther Barb.

MOLL IN THE WAD, foaled 1797, bred by Sir F. Standish; imported by Col. John Tayloe, Virginia, or Col. John Hoomes. By Sir Peter Teazle. 1st dam Yellow Mare by Tandem; 2d dam Perdita by Herod; 3d dam Fair Forester by Sloe; 4th dam by Forester; 5th dam by Partner; 6th dam by Crofts' Bay Barb; 7th dam by Makeless; 8th dam by Brimmer; 9th dam by son of Dodsworth; 10th dam Burton Barb mare.

MONKEY MARE, b. f., foaled —, bred by Sir John Ramsden, Bart.; imported into Virginia by Col. John Hoomes, Bowling Green. By Monkey. 1st dam by Lonsdale, black Arabian; 2d dam by Lonsdale, bay Arabian; 3d dam by Coneyskins; 4th dam by Dodsworth; 5th dam Royal mare.

MULATTO MARE, b. f., foaled 1854, bred by Lord Fitzwilliams; imported into the United States about 1835 or '6. By Mulatto. 1st dam Leonella by Cervantes; 2d dam Sally by Sir Peter; 3d dam by Diomed; 4th dam Desdemona by Marske; 5th dam Young Hag by Skim; 6th dam by Crab; 7th dam by Childers.

MULATTO MARE, b. f., foaled 1837, bred by Lord Stanley; imported into South Carolina by Mr. Porcher and sold to P. McRea. By Mulatto. 1st dam Olinda by The Colonel; 2d dam Linda by Waterloo; 3d dam Cresida by Whiskey (dam of Priam, see him).

MY LADY, b. f., foaled 1818, bred by Mr. Wyville; imported by Mr. Corbin, Virginia, about 1836. By Comus. 1st dam the Colonel's dam by Delpini; 2d dam Tipple Cider by King Fergus; 3d dam Sylvia by Young Marske; 4th dam Ferret by brother to Silvio (son of St. George); 5th dam by Regulus; 6th dam by Lord Moreton's Arabian; 7th dam by Mixbury; 8th dam by Mulso Bay Turk; 9th dam by Bay Bolton; 10th dam by Coneyskins; 11th dam by Hutton's Grey Barb; 12th dam by Byerly Turk; 13th dam by Bustler.

MYRTLE, ch. f., foaled 1834, bred by Mr. Theobald; imported by Messrs. H. & J. Kirkman, Nashville, Tenn., 1836. By Mamaluke (winner of Derby, 1827; 2d in St. Leger same year). 1st dam Bobadilla by Bobadil. (Bobadilla won gold Cup at Ascot, and Drawing-room Stakes at Goodwood, 1828); 2d dam Pythoness by Sorcerer; 3d dam Princess by Sir Peter; 4th dam by Dungannon; 5th dam by Turf; 6th dam by Herod; 7th dam

Golden Grove by Blank; 8th dam Spinster (the Widdrington mare) by Crofts' Partner; 9th dam Bay Bloody Buttocks by Bloody Buttocks; 10th dam by Greyhound; 11th dam by Makeless; 12th dam by Brimmer; 13th dam by Place's White Turk; 14th dam by Dodsworth; 15th dam Layton Barb mare.

NAMELESS, b. f., foaled 1825, bred by Mr. Alanson; imported into New York, 1829, by Charles Green, Esq. By Filho-da-Putá. 1st dam sister to Rosetta by Young Woodpecker; 2d dam Equity by Dungannon; 3d dam by Justice; 4th dam by Regulus; 5th dam by Starling; 6th dam Snap's dam by Fox; 7th dam Gipseý by Bay Bolton, etc.

NANCY BYWELL, b. f., foaled about 1761, bred by Mr. Hopper; imported by Mr. Mitchell, of Charles county, Md.; owned by Col. Lloyd. By Matchem (son of Cade). Her pedigree cannot be found in English Stud Book, but is doubtless correct. She raced successfully in 1770, '1, '2 and '3, and is the only nag which ever beat Fitzhugh's Regulus and De Lancy's Lath. 1st dam by Goliah (son of Old Fox). 2d dam by Red Rose; 3d dam by Curwen's Old Spot; 4th dam by Hip; 5th dam by Dodsworth; 6th dam Layton Barb mare.

NANNY KILHAM, b. f., foaled 1834, bred by Mr. L. Hesseltime; imported by Hugh & John Kirkman, Nashville, Tenn. In foal to The Saddler. By Voltair. Died 1854, the property of Gen. W. G. Harding. 1st dam Bolus' dam by Comus; 2d dam Lisette by Hambletonian; 3d dam Constantia (sister to Game-nut) by Walnut; 4th dam Contessina by Young Marske; 5th dam Tuberoze by Herod; 6th dam by Starling; 7th dam Conghing Polly by Bartlett's Childers; 8th dam by Counsellor; 9th dam by Snake; 10th dam by Luggs; 11th dam by Davill's Old Woodcock.

NELL GWYNN, b. f., foaled 1827, bred by Mr. Meynell; imported by Capt. W. J. Minor, Natchez, Miss. In foal to Rowton. By Tramp. 1st dam by Benningbrough; 2d dam sister to Star by Highflyer; 3d dam by Snap; 4th dam Riddle by Matchem; 5th dam by Squirt; 6th dam Lot's dam by Mogul; 7th dam Camilla by Bay Bolton; 8th dam Old Lady by Pulein's Chestnut Arabian; 9th dam by Rockwood; 10th dam by Bustler.

NELLIE JAMES, ch. f., foaled 1867; imported by Mr. A. Belmont, New York. By Dollar. 1st dam Fleur des Champs (Dollar

by Flying Dutchman, out of Payment by Slane); 2d dam Receipt by Rowton. (See Fleur des Champs.)

NETTY, ch. f., foaled 1831, bred by Mr. Moss; imported into Virginia by ———. By Velocipede. 1st dam Miss Rose by Tramp; 2d dam by Sancho; 3d dam Blacklock's dam by Coriander; 4th dam Wildgoose by Highflyer; 5th dam Coheirress by Pot-8-o's; 6th dam Manilla by Goldfinder; 7th dam Mr. Goodricke's Old England mare.

NORTHUMBERLAND MARE, foaled —, bred by ———; owned by Col. Thompson, New York. By Northumberland. 1st dam by Snap; 2d dam Gipsej by Bay Bolton; 3d dam by Newcastle Turk; 4th dam by Byerly Turk.

NOVELTY, br. f., foaled 1823, bred by Mr. Watt; imported by Capt. W. J. Minor, Natchez, Miss., 1836. In foal to English Saddler. Died 1840. By Blacklock. 1st dam Washerwoman by Walton; 2d dam L'Huile de Venus by Whiskey; 3d dam by Pot-8-o's; 4th dam Maid of all Work by Highflyer; 5th dam sister to Tandem by Syphon; 6th dam by Regulus; 7th dam by Snip.

NOVICE, b. f., foaled 1846, bred by Mr. Hussey; owned, 1847, by Mr. Samuel Fitzgerald, New York. By Cotherstone. 1st dam The Abbess by Ranvilles; 2d dam Zeal by Partizan; 3d dam Zaida by Sir Peter; 4th dam Alexina by King Fergus; 5th dam Lardella by Young Marske; 6th dam by Cade; 7th dam Beau-fremont's dam by brother to Fearnought; 8th dam Miss Windham by Windham; 9th dam by Belgrade Turk; 10th dam by Makeless; 11th dam by Brimmer.

NUN'S DAUGHTER, br. f., foaled 1834, bred by Mr. R. Turner; imported by E. H. Boardman, Huntsville, Ala. By Filo-da-Puta. 1st dam The Nun by Blacklock; 2d dam by Whisker; 3d dam by Orville; 4th dam Otterington's dam by Expectation; 5th dam Calabria by Spadille; 6th dam Grog's dam by Alfred; 7th dam by Locust; 8th dam by Changeling; 9th dam by Cade.

OCTAVIUS MARE, b. f., foaled 1827, bred by Lord Scarborough; imported into America, 1832; covered by Catton. By Octavius. 1st dam by Whisker; 2d dam by Orville; 3d dam Otterington's dam by Expectation; 4th dam Calabria by Spadille; 5th dam Grog's dam by Alfred; 6th dam by Locust; 7th dam by Changeling; 8th dam by Cade.

OLYMPUS FILLY, br. f., foaled 1835, bred by Sir J. Gerard; imported by Capt. Langford into Alabama. By Olympus. 1st

dam Sarah by Whisker; 2d dam Jenny Wren by Young Woodpecker; 3d dam Lady Cow by John Bull; 4th dam by Drone; 5th dam Lardella by Young Marske.

OLYMPUS MARE, b. f., foaled 1833, bred by R. Turner, Esq.; imported by E. H. Boardman, Esq., Huntsville, Ala. By Olympus. 1st dam Caifacaratadadera by Walton; 2d dam by Pipator; 3d dam by Delpini; 4th dam Tuberosa by Herod; 5th dam by Starling; 6th dam Coughing Polly by Bartlett's Childers.

OLYMPUS MARE, b. f., foaled 1837, bred by Mr. Worthington; imported into Charleston, S. C., 1839, by Messrs. Elliott, Condy & Daw. By Olympus. Weatherly gives the foal to Bustard mare, 1837, as a male, but presume it is an error. 1st dam by Bustard; 2d dam General Mina's dam by Williamson's ditto; 3d dam Young Rachael by Volunteer; 4th dam Rachael by Highflyer; 5th dam sister to Tandem by Syphon; 6th dam by Regulus; 7th dam by Snip.

ONLY THAT, br. f., foaled 1830, bred by Sir J. Gerard; imported by ———. By Partizan. 1st dam Scribe by Woful; 2d dam Scratch by Selim; 3d dam by Haphazard; 4th dam by Precipitate; 5th dam Colibri by Woodpecker.

ORLEANA, b. f., foaled 1834, bred by Mr. Nowell; imported by Capt. W. J. Minor, Natchez, Miss. By Bustard. 1st dam Lanreola by Orville; 2d dam Laurel-leaf by Stamford; 3d dam sister to Druid by Pot-8-o's; 4th dam Maid of the Oaks by Herald; 5th dam Rarity by Matchem; 6th dam Snapdragon by Snap; 7th dam by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the two True Blues.

ORPHAN, b. f., foaled 1832, bred by Mr. Painter; imported by Mr. J. L. Lewis, New Orleans, La. In foal to Dick. By Belzoni. Dam Leviathan's dam by Windle. (See Leviathan.)

ORVILLE MARL, b. f., foaled 1815, bred by Gen. G. L. Gower; imported by Messrs. Elliott, Condy & Daws. In foal to English horse Shrigley. By Orville. 1st dam Mirth by Trumpator; 2d dam Hoity Toity by Highflyer; 3d dam by Goldfinder; 4th dam Lady Bolingbroke by Squirrel; 5th dam Cypron the dam of King Herod.

OSCAR MARE, foaled ———, bred by ———; imported by Thomas Norfleet, Virginia. By Oscar, before his importation. 1st

dam Melissa by Trumpator; 2d dam Seafowl (sister to Seagull) by Woodpecker; 3d dam Middlesex by Snap; 4th dam Miss Cleveland by Regulus; 5th dam Midge by son of Bay Bolton; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

OVER CAST, br. f., foaled 1861, bred by Mr. Farrow; imported into Nova Scotia 1865; covered by Diophantus. By Tadmor. Dam by Falstaff; 2d dam sister to Pompey by Emilius; 3d dam Variation by Bustard; 4th dam Johanna Southcote by Benningbrough; 5th dam Lavinia by Pipator; 6th dam by Highflyer; 7th dam by Cardinal Puff; 8th dam by Tatler; 9th dam by Snip; 10th dam by Godolphin Arabian; 11th dam by Frampton's Whiteneck; 12th dam by Pelham Barb.

PACOLET MARE (called Molly Pacolet), f., foaled 1768, bred by Duke of Ancaster. Said to have been imported into Pennsylvania by Mr. Hiltzheimer, Philadelphia. By Pacolet. 1st dam Whiteneck by Crab; 2d dam by Godolphin Arabian; 3d dam by Conyer's Arabian; 4th dam by Curwen's Bay Barb; 5th dam by Marshall's Spot; 6th dam by White-legged Chestnut Lowther Barb; 7th dam Vintner mare.

PANOLA, ch. f., foaled 1835, bred by ———; imported by Lucius J. Polk, Esq., Tennessee. By Muley. 1st dam by Comus; 2d dam by Election; 3d dam Fair Helen by Hambletonian. (See imported Margrave's pedigree.)

PAYMASTER MARE, f., foaled 17—, bred by ———; imported by Dr. Norris; owned by Col. Smock. By Paymaster. 1st dam by Highflyer; 2d dam by Snip; 3d dam Miss Cranbourne by Godolphin Arabian; 4th dam Miss Western by Sedbury; 5th dam Mother Western by Smith's Son of Snake; 6th dam by Montagu; 7th dam by Hautboy; 8th dam by Brimmer.

PEGGY, b. f., foaled 1788, bred by Lord Clermont; imported by Col. John Tayloe, Virginia. By Trumpator. Many of the best racers in America descended from this mare. 1st dam Peggy (sister to Postmaster) by Herod; 2d dam by Snap; 3d dam by Gower Stallion; 4th dam by Childers.

PENELOPE, ch. f., foaled 1837, bred by Col. White; imported by Col. Wade Hampton, South Carolina, 1839. By Plenipotentiary. 1st dam Brazil by Ivanhoe; 2d dam Velvet by Oiseau; 3d dam Wire (sister to Webb) by Waxy. (See Rachel and Riddlesworth.)

PERA (sister to Galata), b. f., foaled 1826, bred by Lord Exeter; imported into Virginia by Dr. A. T. B. Merritt. By Sultan. 1st dam Advance by Pioneer; 2d dam by Buzzard; 3d dam sister to Champion by Pot-8-o's; 4th dam Huncamunca by High-flyer; 5th dam Cypher by Squirrel; 6th dam by Regulus; 7th dam by Bartlett's Childers; 8th dam by Honeywood's Arabian; 9th dam, dam of the two True Blues.

PERCY MARE, br. f., foaled 1832, bred by Mr. G. Clark; sold to go to America. By Percy. 1st dam by Orville; 2d dam by Pipator.

PETWORTH, ch. f., foaled 1796, bred by Lord Egremont; imported to Virginia by Hon. John Tayloe. By Dragon. 1st dam Everlasting by Eclipse; 2d dam Hyæna by Snap; 3d dam Miss Belsea by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

PETER LELY MARE (sister to Fernhurst), ch. f., foaled 1833, bred by Mr. R. Turner; imported by E. H. Boardman, Esq., Huntsville, Ala. By Sir Peter Lely. 1st dam (sister to Sophy) by Comus; 2d dam by Camillus; 3d dam Helen by Delpini; 4th dam Rosalind by Phœnomenon; 5th dam Atalanta by Matchem; 6th dam Lass of the Mill by Oroonoko; 7th dam by Old Traveler; 8th dam Miss Makeless by Young Greyhound; 9th dam by Old Partner; 10th dam Miss Doc's dam by Woodcock; 11th dam by Crofts' Bay Barb, etc.

PHANTOMIA, b. f., foaled —, bred by —; imported by Gov. Jas. Barbour, Virginia, 1829; covered by Camel. By Phantom. 1st dam by Walton; 2d dam Allegranti by Pegasus; 3d dam Orange-squeezer by Highflyer; 4th dam Mop-squeezer by Matchem; 5th dam Lady by Turner's Sweepstakes; 6th dam Shuttle and Syphon's dam by Patriot; 7th dam by Crab; 8th dam (sister to Sloven) by Bay Bolton; 9th dam by Curwen's Bay Barb; 10th dam by Spot; 11th dam by White-legged Lowther Barb; 12th dam Old Vintner mare.

PHILADELPHIA, b. f., foaled 1808, bred by Mr. Dundas; imported by Hon. John Randolph, Roanoke, Va. By Washington. 1st dam Miss Totteridge by Dungannon; 2d dam Marcella by Mambrino; 3d dam Medea by Sweetbriar; 4th dam Angelica by Snap; 5th dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

PICCOLINA, b. f., foaled 1833, bred by Sir G. Heathcote; imported by W. B. Scott, Petersburg, Va. By Partizan. She died on the passage to America. 1st dam Espagnolle by Orville; 2d dam Barrosa by Vermin; 3d dam Nike by Alexander; 4th dam Nimble by Florizel; 5th dam Rantipole by Blank; 6th dam Joan (sister to Careless by Regulus). (See Alarm.)

PICKLE, b. f., foaled 1831, bred by Mr. Gully; imported by James Jackson and T. Kirkman, Esqrs., Alabama. In foal to Taurus. By Emelius. 1st dam Mustard by Merlin; 2d dam Morel by Sorcerer; 3d dam Hornby Lass by Buzzard; 4th dam Puzzle by Matchem; 5th dam Princess by Herod; 6th dam by Blank; 7th dam Spectator's dam by Partner; 8th dam Bonny Lass by Bay Bolton; 9th dam by Darley Arabian; 10th dam by Byerly Turk; 11th dam by Taffolet Barb; 12th dam by Place's White Turk; 13th dam Natural Barb mare.

PIROUETTE, ch. f., foaled 1829, bred by Sir T. Mostyn; imported by Mr. F. P. Corbin, Virginia. By Teniers. She ran in United States. 1st dam Mercandotte by Muley; 2d dam Petworth by Precipitate; 3d dam by Woodpecker; 4th dam (sister to Juniper) by Snap; 5th dam Young Marske's dam by Blank; 6th dam Bay Starling by Bolton Starling; 7th dam Miss Meynell by Partner; 8th dam by Greyhound; 9th dam by Curwen's Bay Barb.

PLACENTIA, b. f., foaled 1813, bred by Gen. Grosvenor; imported from Gibraltar; owned by Charles H. Hall, New York. By Dick Andrews. Died 1821. 1st dam Azalia by Benningbrough; 2d dam Gilliflower by Highflyer; 3d dam by Goldfinder; 4th dam (sister to Grasshopper) by Marske; 5th dam by Cullen Arabian; 6th dam Blackeyes by Regulus; 7th dam Routh's Blackeyes by Crab; 8th dam Warlock Galloway by Snake.

PLEDGE, ch. f., foaled 1826, bred by ——, at Farnsfield; imported by L. J. Polk, Tennessee. Covered by the Colonel. By Filhoda-Putta. 1st dam by Comus; 2d dam (sister to Zodiac) by St. George; 3d dam Abigail by Woodpecker; 4th dam Firetail by Eclipse; 5th dam by Blank; 6th dam by Cade; 7th dam Spectator's dam by Partner; 8th dam Bonny Lass by Bay Bolton, etc. (See Plenty.)

PLENTY, b. f., foaled 1832, bred by Mr. Thornhill; imported by E. H. Boardman, Esq., Huntsville, Ala. In foal to English St.

Patrick. By Emelius. 1st dam Mangel Wurzel by Merlin; 2d dam Morel by Sorcerer; 3d dam Hornby Lass by Buzzard; 4th dam Puzzle by Matchem; 5th dam Princess by Herod; 6th dam Julia by Blank; 7th dam Spectator's dam by Partner; 8th dam Bonny Lass by Bay Bolton; 9th dam by Darley's Arabian; 10th dam by Byerly Turk; 11th dam by Taffolet Barb; 12th dam by Place's White Turk; 13th dam Natural Barb mare.

POLENTA, ch. f., foaled 1869, by Maccaroni, bred by Mrs. Wilkinen; imported by A. Belmont, Esq., in 1870. 1st dam (sister to Donna del Lago) by Lord of the Isles; 2d dam Shot by Bird-catcher; 3d dam Wasp by Muley Moloeh; 4th dam by Emilius; 5th dam Bee in a Bonnet by Blacklock; 6th dam Maniac by Shuttle; 7th dam Anticipation by Bessingbrough; 8th dam Expectation by Herod; 9th dam by Skim; 10th dam by Janus; 11th dam Spinster by Crab; 12th dam Spinster (the Widdrington mare) by Partner; 13th dam (sister to Squirrel's dam) by Bloody Buttocks; 14th dam by Greyhound; 15th dam by Makeless; 16th dam by Brimmer; 17th dam by Place's White Turk; 18th dam by Dodworth; 19th dam Layton Barb mare.

POLLY HOPKINS, American bred, was sent to England and bred there. She, with her produce, the property of Com. R. F. Stockton, New Jersey, were brought back to United States. By Virginian. 1st dam by imported Archduke; 2d dam by imported Stirling; 3d dam by imported Obscurity; 4th dam Old Slamerkin by imported Wildair; 5th dam De Laney's imported Cub mare by Cub (which see).

POLLY MOSS, b. f., foaled 1835, bred by ———; imported by R. D. & Henry Shepherd, Shepherdstown, Va., 1837. By St. Nicholas. 1st dam by Tramp; 2d dam by Sancho; 3d dam Blacklock's dam by Coriander; 4th dam by Highflyer. (See Sally of the Valley.)

POMONA, b. f., foaled about 1803; imported by Wm. Haxall, Esq., Petersburg, Va. By Worthy (brother to Waxy). 1st dam Comedy by Buzzard; 2d dam Huncamunca by Highflyer; 3d dam Cypher by Squirrel; 4th dam Fribbles' dam by Regulus; 5th dam by Bartlett's Childers, etc., etc.

POMONA, b. f., foaled 1832, bred by Lord Fitzwilliam; sold to Col. Singleton, of South Carolina, 1833. By Chateau Margaux.

1st dam Marianne by Sorcerer; 2d dam Thomasina by Timothy; 3d dam Violet by Shark; 4th dam by Syphon; 5th dam Charlotte by Blank; 6th dam by Crab; 7th dam by Dyer's Dimple; 8th dam by Why-not; 9th dam Royal mare.

POPPINJAY MARE, b. f., foaled 1808, bred by Sir J. Shelly; imported by Hon. John Randolph, Roanoke, Va. By Popinjay. 1st dam by Precipitate; 2d dam Fizzle's dam by Highflyer; 3d dam Tiffany by Eclipse; 4th dam Laburnam's dam Young Hag by Skim; 5th dam Hag by Crab; 6th dam Ebony by Childers, etc.

POSSESSION, b. f., foaled 1836, bred and imported by E. H. Boardman, Esq., into Alabama. By Bay Malton. 1st dam Polly Oliver by Sir Oliver; 2d dam by Hambletonian; 3d dam Constantia by Sir Peter; 4th dam by Mungo; 5th dam by Latham's Snap; 6th dam Sappho by Regulus; 7th dam Lodge's Roan mare by Partner, etc.

POTESTAS, f., foaled 1843, bred by Mr. Batson; imported into New York, 1861, covered by a half-bred horse. By Plenipotentiary. 1st dam Acacia by Phantom; 2d dam Augusta by Woful; 3d dam by Rubens; 4th dam Guildford Nan by Guildford; 5th dam by Justice; 6th dam Parsley by Pot-8-o's; 7th dam Lady Bolingbroke by Squirrel; 8th dam Herod's dam by Blaze; 9th dam Selima by Bethel's Arabian; 10th dam by Graham's Champion; 11th dam by Darley's Arabian; 12th dam by Merlin.

POT-8-o's MARE (Constable's), ch. f., foaled 1792, bred by Lord Grosvenor; imported by William Constable, of New York. By Pot-8-o's. 1st dam by Gimerack; 2d dam Snap Dragon by Snap; 3d dam by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

POT-8-o's MARE (Bell's), foaled 1802, bred by ———; imported into Virginia about 1811; owned by Mr. Collen, Tarborough, North Carolina. By Pot-8-o's. 1st dam by Pegasus; 2d dam by Highflyer; 3d dam Smallbones by Justice; 4th dam by Panglos; 5th dam Riddle by the Wolesley Barb; 6th dam Lady Augusta by Spot; 7th dam by Crab; 8th dam (sister to Partner) by Jigg; 9th dam (sister to Mixbury).

PRECIPITATE MARE, b. f., foaled 1802, bred by Mr. Watt; imported by Mr. Parkinson, Virginia. By Precipitate. 1st dam by Highflyer; 2d dam by Goldfinder; 3d dam Lady Bolingbroke by

Squirrel; 4th dam (Herod's dam) by Blaze; 5th dam Selima by Bethel's Arabian; 6th dam by Graham's Champion; 7th dam by Darley's Arabian; 8th dam by Merlin.

PRIAM MARE, b. f., foaled 1834, bred by His Majesty; imported by Col. Wade Hampton, of South Carolina. By Priam (before his importation). 1st dam (sister to Spermaceti) by Whalebone; 2d dam (sister to Wanderer) by Gohanna; 3d dam Catherine by Woodpecker; 4th dam Camilla by Trentham; 5th dam Coquette by Compton Barb.

PRIAM MARE, or **BETSEY RANSOM 2d** (which see), ch. f., foaled 1836, bred in England, and imported by R. L. Stevens, Esq., New York. By Priam (before his importation). Dam Betsey Ransom by Virginian; bred in United States, but sent to England to be bred.

PRIMA, b. f., foaled 1834, bred by Lord Chesterfield; imported into South Carolina, in ship China, 1848, in foal to English Discount. By imported Priam. 1st dam Dahlia by Phantom; 2d dam by Waxy; 3d dam Moses' dam by Gohanna; 4th dam Grey Skim by Woodpecker; 5th dam Silver's dam by Herod; 6th dam Young Ifag by Skim.

PRIMULA, f., foaled 1827, bred by Mr. Humble; imported by W. H. & Dr. A. T. B. Merritt, Virginia. By Cervantes. 1st dam Cowslip by Cockfighter; 2d dam Brown Javelin by Javelin; 3d dam Young Maiden by Highflyer; 4th dam Maiden by Matchem; 5th dam by Squirt; 6th dam (Lot's dam) by Mogul; 7th dam Camilla by Bay Bolton; 8th dam Old Lady by Pullein's Chestnut Arabian; 9th dam by Rockwood; 10th dam by Bustler.

PRIMROSE, f., foaled and imported, before the Revolution, into Virginia. By Wyville Belgrade Turk. English Racing Calendar, 1746. 1st dam by Lord D'Arcy's Woodcock; 2d dam by a Barb horse out of Barb mare.

PRIMROSE, f., foaled 1821, bred by Mr. Humble; imported by Lucius J. Polk, Tennessee; covered by English Glancus. By Comus. 1st dam Cowslip by Cockfighter; 2d dam Brown Javelin by Javelin; 3d dam Young Maiden by Highflyer; 4th dam Maiden by Matchem; 5th dam Mr. Pratt's celebrated mare by Squirt; 6th dam (Lot's dam) by Mogul; 7th dam Camilla by Bay Bolton; 8th dam Old Lady by Pullein's Chestnut Arabian; 9th dam by Rockwood; 10th dam by Bustler.

- PROMISE**, f., foaled 1803, bred by Mr. Goodisson; imported by Wm. Haxall, Esq., Petersburg, Va. In foal to English Waxy. By Buzzard. 1st dam by Precipitate; 2d dam Lady Harriet by Mark Anthony; 3d dam Georgiana by Matchem; 4th dam by Snap; 5th dam by Cullen Arabian; 6th dam Grisewood's Lady Thigh by Partner; 7th dam by Greyhound; 8th dam Sophonisba's dam by Curwen's Bay Barb; 9th dam by Lord D'Arcy's Chestnut Arabian; 10th dam by Whiteshirt; 11th dam Old Montagu mare.
- PRUNELLA**, ch. f., foaled 1833, bred by His Majesty William IV; imported by Com. R. F. Stockton, New Jersey. By Comus. 1st dam by Partizan; 2d dam Pawn by Trumpator; 3d dam Prunella by Highflyer; 4th dam Promise by Snap; 5th dam Julia by Blank; 6th dam Spectator's dam by Partner, etc.
- PSYCHE**, gr. f., foaled 1802, bred by Lord Derby; imported by Gen. McPherson, South Carolina. By Sir Peter. 1st dam Bab by Bourdeaux; 2d dam Speranza by Eclipse (sister to Saltram, which see).
- PUNCHINELLA**, f., foaled —, bred by —; imported into District of Columbia, 1808. By Punch. Nothing is known of this mare; her pedigree cannot be found in Weatherby.—S. D. B. 1st dam by Craig's Highflyer; 2d dam by Galloway's Selim.
- PUSSY**, b. f., foaled 1864, bred by Mr. Goodchild; imported and owned by R. W. Cameron, Esq., Clifton Stud Farm, Staten Island, N. Y. By Diophantus. 1st dam Agapemone (sister to Aphrodite) by Bay Middleton; 2d dam Venus by Sir Hercules; 3d dam Echo by Emelius; 4th dam by Scud or Pioneer; 5th dam Canary Bird by Whiskey or Sorcerer; 6th dam Canary by Coriander; 7th dam Miss Green by Highflyer; 8th dam Harriet by Matchem; 9th dam Flora by Regulus; 10th dam by Bartlett's Childers; 11th dam by Bay Bolton; 12th dam by Belgrade Turk. Stinted to Skirmisher.
- QUEEN ANN**, bl. f., foaled 1840, bred by —. She was owned and run in the United States by J. Chambers, of Louisiana. By Camel. Dam by Langar. Produce and balance of pedigree unknown to author.—S. D. B.
- QUEEN MAB**, f., foaled and imported prior to the Revolution by Gov. Ogle. By Musgrove's Grey Arabian. 1st dam by Hampton Court Childers; 2d dam by Gov. Harrison's Arabian; 3d

dam by Chestnut Arabian; 4th dam by Leedes; 5th dam by Barb mare Sluzey.

QUEEN, THE, ch. f., foaled 1835, bred by His Majesty William IV; imported by Col. Wade Hampton, of South Carolina. By Priam, before his importation. Dam Delphine (imported) by Whisker. (See Delphine.) She was trained and ran with success in the United States.

RABECCA, b. f., foaled 1832, bred by Mr. C. Day; imported by John C. Beasley, Esq., of Tennessee. By Godolphin. 1st dam Jewess by Moses; 2d dam Calendulae by Camerton; 3d dam Snowdrop by Highland Fling; 4th dam Daisy by Buzzard; 5th dam Tulip by Damper; 6th dam by Eclipse; 7th dam Rarity by Matchem; 8th dam Snapdragon by Snap; 9th dam by Regulus; 10th dam by Bartlett's Childers; 11th dam by Honeywood's Arabian; 12th dam, dam of the two True Blues.

RACHEL, ch. f., foaled 1829, bred by Lord Jersey; imported by E. H. Boardman, Huntsville, Ala. By Partizan. 1st dam Filagree by Soothsayer; 2d dam Web (sister to Whisker) by Waxy; 3d dam Penelope by Trumpator. (See Riddlesworth.)

RADISH, b. f., foaled 1787, bred by Lord Grosvenor; imported into United States by ———. By Pot-8-o's. 1st dam Rarity by Matchem; 2d dam Snapdragon by Snap; 3d dam by Regulus; 4th dam by Bartlett's Childers; 5th dam by Honeywood's Arabian; 6th dam, dam of the two True Blues.

RAVEN'S WING, br. f., foaled 1834, bred by Mr. Johnson; imported into New Orleans, 1838. Sold there to James Porter, Esq. By Olympus. 1st dam Proserpine by Rhodamanthus; 2d dam by Sir Peter; 3d dam Eaton Lass by Pot-8-o's; 4th dam by Highflyer; 5th dam by Snap; 6th dam Chalkstone's dam by Shepherd's Crab; 7th dam Miss Meredith by Cade; 8th dam Little Hartley mare by Bartlett's Childers; 9th dam the dam of Large Hartley mare Flying Whig.

RECOVERY MARE, f., foaled 1838, bred by ———; imported by R. D. Shepherd, Virginia. By Recovery. Dam Sally of the Valley by Tramp. (See Sally of the Valley.)

REFUGEE, br. f., foaled 1827, bred by Duke of Richmond; imported by Messrs. Jackson & Kirkman, Alabama. By Wanderer. 1st dam by Orville; 2d dam, dam of Selim by Alexander. (See imported Sessions.)

- REVENUE MARE**, bl. f., foaled 1836, bred by Mr. L. Haseltine; imported into New Orleans, 1838. Covered by Warlabay Baylock; sold to Hon. A. Barrow, of Louisiana. By Revenue. 1st dam Eliza by Filbo-da-Putta; 2d dam by Vermin; 3d dam by Benningbrough; 4th dam Eustatia by Highflyer; 5th dam Wren by Woodpecker; 6th dam Sir Peter's dam by Snap; 7th dam Miss Cleveland by Regulus; 8th dam Midge by son of Bay Bolton, etc.
- RINGLET**, b. f., foaled 1853, bred by Lord Uxbridge; imported by A. J. Davie, North Carolina, 1837. Covered by English Glaucus. By The Colonel. 1st dam Adeline by Soothsayer; 2d dam Elizabeth by Orville; 3d dam Pennytrumpet by Trumpator; 4th dam Young Camilla by Woodpecker; 5th dam Camilla by Trentham; 6th dam Coquette by Compton Barb; 7th dam sister to Regulus by the Godolphin Arabian.
- ROCK MARE**, ch. f., foaled 1755, bred by ———; imported and sold in Maryland, 1762, in ship Christian. By Old Rock. 1st dam by Snake; 2d dam, dam of Slider by Partner; 3d dam by Crofts' Egyptian; 4th dam Grey Woodcock.
- ROCK MARE**, own sister to above, foaled 1757; imported and sold in Maryland, 1762. These mares by Old Rock cannot be found in English Stud Book.
- RODORA**, ch. f., foaled 1835, bred by Lord Derby; imported into United States by ———. By imported Felt. 1st dam Roseleaf by Whisker; 2d dam Rosalba by Milo; 3d dam sister to Rubens by Buzzard; 4th dam by Alexander; 5th dam by Highflyer; 6th dam by Alfred; 7th dam by Engineer; 8th dam Bay Malton's dam by Cade; 9th dam Lass of the Mill by Old Traveler.
- ROSALIND**, b. f., foaled 1825, bred by Mr. Yates; imported by Messrs. Ogden & Corbin, Virginia. By Paulowitz. 1st dam Isidora by Blucher; 2d dam Zora by Selim; 3d dam Zoraida by Don Quixote; 4th dam Lady Cow by John Bull; 5th dam by Drone; 6th dam Lardella by Young Marske.
- ROSALIND**, b. f., foaled 1859, by Barnton; bred by Her Majesty at Hampton Court; imported, 1860, by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company; the property of Major T. G. Bacon, South Carolina. 1st dam sister to Bay Rosalind by Orlando; 2d dam Elopement by Velocipede; 3d dam Scandal by Selim; 4th dam by Haphazard; 5th dam

by Precipitate; 6th dam Colibri by Woodpecker; 7th dam Camilla by Trentham; 8th dam Coquette by the Compton Barb; 9th dam sister to Regulus by Godolphin Arabian; 10th dam Grey Robinson by the Bald Galloway; 11th dam Snake by Old Wilkes; 12th dam by Old Hautboy; 13th dam by Miss D'Arcy's Pet mare; 14th dam Sedbury Royal mare.

ROSINA, f., foaled 1781, bred by Mr. Peirse; imported into United States about 1799, by ———. By Amaranthus. 1st dam Tuberosa by Herod; 2d dam Grey Starling by Starling; 3d dam Congling Polly by Bartlett's Childers; 4th dam sister to Thunderbolt by Counsellor; 5th dam by Snake; 6th dam by Luggs; 7th dam by Davill's Old Woodcock.

RULER MARE, b. f., imported and owned by Col. John Tayloe, Virginia. She cannot be identified in Weatherby's English Stud Book. By Ruler. 1st dam by Turk; 2d dam by Snake.

SACRIFICE, f., foaled 1855, bred by ———; imported and owned by K. W. Sears, Esq., of Boston, Mass. By Melbourne. 1st dam Sacrifice by Voltaire; 2d dam Virginia by Rowton; 3d dam Pucellae by Muley; 4th dam Medora by Selim; 5th dam by Sir Harry; 6th dam by Volunteer; 7th dam by Herod; 8th dam Golden Grove by Blank; 9th dam Spinster by Partner; 10th dam by Bloody Buttocks; 11th dam by Greyhound; 12th dam by Makeless; 13th dam by Brimmer; 14th dam by Place's White Turk; 15th dam by Dodsworth; 16th dam Layton Barb mare.

SALLY OF THE VALLEY, ch. f., foaled 1825, bred by ———; imported by R. D. Shepherd, Esq., Virginia. By Tramp. 1st dam by Sancho; 2d dam Blacklock's dam by Coriander; 3d dam Wildgoose by Hightlyer; 4th dam Coheiress by Pot-8-o's; 5th dam Manilla by Goldfinder; 6th dam Mr. Goodricke's Old England mare by Old England.

SALORTA, b. f., foaled 1859, by Vindex; bred by Capt. J. H. Shepworth, Brig Lincolnshire; imported 1860, by Messrs. Dudley & Bruce, agents Kentucky Importing Company; property of Z. Ward, Versailles, Ky. 1st dam Sontag (Nunco's dam) by The Nob; 2d dam Harmony (Rosalind's dam) by Reveller; 3d dam by Seymour; 4th dam Grameric's dam by Sir Peter Teazle; 5th dam Deceit by Tandem; 6th dam Perdita by Herod; 7th dam Fair Forester by Sloe; 8th dam by Forester; 9th dam by Partner; 10th dam by Croft's Bay Barb; 11th dam by Make-

less; 12th dam by Brimmer; 13th dam by a son of Dodsworth; 14th dam Burton Barb mare.

SAMPSON MARE, foaled —, bred by Lord Rockingham; imported by —. By Sampson. 1st dam Plover by the Godolphin colt; 2d dam Fly by Crofts' Partner; 3d dam by Greyhound; 4th dam (Sophonisba's dam) by Curwen's Bay Barb; 5th dam by D'Arcy's Chestnut Arabian; 6th dam by Whiteshirt; 7th dam Old Montagu mare.

SANDBECK MARE, b. f., foaled 1834, bred by Mr. Poyntz; imported by E. H. Boardman, Huntsville, Ala. By Sandbeck. 1st dam Ursula by Cervantes; 2d dam Fanny by Sir Peter; 3d dam by Diomed; 4th dam Desdemona by Marske; 5th dam Young Hag by Skim; 6th dam Hag by Crab; 7th dam Ebony by Childers.

SARAH, b. f., foaled 1834, bred by Gen. Grosvenor; imported into South Carolina by Mr. Fryer. Covered by English Dr. Syntax. By Sarpedon (before his importation). Mare sold to Mr. Sutton, of Charleston, with colt by English Dr. Syntax. 1st dam Frolicksome by Frolic; 2d dam by Stamford; 3d dam Alexina by King Fergus; 4th dam Lardella by Young Marske; 5th dam by Cade; 6th dam Beaufremont's dam by brother to Fearnought; 7th dam Miss Windham by Windham; 8th dam by Belgrade Turk; 9th dam Old Scarborough mare by Makeless; 10th dam by Brimmer.

SCARIFICATOR, ch. f., foaled 1836, bred by Lord Exeter; imported into Alabama; owned by A. M. Jewell, Esq. By Sultan. 1st dam Marinella by Soothsayer; 2d dam Bess by Waxy; 3d dam Vixen by Pot-8-o's; 4th dam Cypher by Squirrel; 5th dam Snapdragon's dam by Regulus; 6th dam by Bartlett's Childers; 7th dam by Honeywood's Arabian; 8th dam, dam of the two True Blues.

SCHUMLA, br. f., foaled 1827, bred by Lord Exeter; imported into Alabama; owned by Jas. Kirkman, Esq., Alabama. By Sultan. 1st dam Bess by Waxy; 2d dam Vixen by Pot-8-o's; 3d dam Cypher by Squirrel; 4th dam by Regulus; 5th dam by Bartlett's Childers; 6th dam by Honeywood's Arabian; 7th dam the dam of the two True Blues.

SELIMA (Tasker's), f., foaled 1746, bred by Lord Craven; imported by Col. Tasker, of Maryland; own sister to Babraham. By the Godolphin Arabian. 1st dam Large Hartley mare by his Blind

horse; 2d dam Flying Whig by William's Woodstock Arabian; 3d dam by St. Victor Barb; 4th dam by Why-not (son of Fenwick Barb).

SESSIONS, br. f., foaled 1826, bred by Lord Egremont; imported into the United States by E. H. Boardman, Esq., Huntsville, Ala., 1835. Stinted to Nimrod. By Wanderer. 1st dam by Orville; 2d dam the dam of Selim and Rubens by Alexander; 3d dam by Highflyer; 4th dam by Alfred; 5th dam by Engineer; 6th dam Bay Malton's dam by Cade; 7th dam Lass of the Mill by Old Traveler.

SHAKESPEARE MARE, b. f., foaled 1836, bred by Mr. C. A. Pelham. Sent to America. By Shakespeare. 1st dam Rosebud by Little John; 2d dam by Whalebone; 3d dam Ransom by Sir Peter; 4th dam Shift by Sweetbriar; 5th dam Black Susan by Snap; 6th dam Lord Bruce's Cade mare by Cade; 7th dam by Belgrade; 8th dam by Clifton Arabian; 9th dam by Tifter.

SHEPHERDESS, b. f., foaled 1835, bred by Mr. White; imported by A. D. Shepherd, Esq., and sold to Rouzan and Duplantier, Louisiana. By Young Blacklock. 1st dam Spermaceti by Sligo Waxy; 2d dam Miss Cogden by Phœnomenon; 3d dam by Young Marske; 4th dam by Silvio; 5th dam Daphne by Regulus, etc., etc.

SILVER, f., foaled —, bred by —; imported by Wm. Surry, Esq., into Virginia, before the Revolution. By The Belsize Arabian. This mare cannot be found in the English Stud Book, but pedigree is doubtless correct. 1st dam by Crofts' Partner; 2d dam (sister to Roxana) by Bald Galloway; 3d dam (sister to Chaunter) by the Ankaster Turk; 4th dam by Leedes' Arabian; 5th dam by Spanker.

SILVER STAR, b. f., foaled 1859, by Kingston; imported by the Kentucky Importing Company in 1860; owned by John R. Viley, Esq., Lexington, Ky. 1st dam Altitude by Cotherstone; 2d dam Latitude (sister to Ellis) by Langar; 3d dam Olympia by Sir Oliver; 4th dam Scotilla by Anvil; 5th dam Scota by Eclipse; 6th dam Harmony by Herod; 7th dam Rutilia by Blank (sister to Highflyer's dam); 8th dam by Regulus; 9th dam by Sorcheels; 10th dam by Makeless; 11th dam Christopher D'Arcy's Royal mare.

SISKIN, b. f., foaled 1863, bred by Mr. Greville; imported into Canada 1868. Covered by Donnybrook, by Muscovite dam Little Finch

by Hornsea; 2d dam Hinda by Sultan; 3d dam Katherina (Rowton's dam) by Woful; 4th dam Landscape by Rubens. (See Rowton.)

SLANE MARE, ch. f., foaled 1859, by Slane; bred by the Rawcliffe Stud Company; imported in 1860, by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. Lately the property of D. F. Kenner, Louisiana. 1st dam Varsoviana (Nemesis' dam) by Ion; 2d dam by Langar; 3d dam sister to Cobweb by Phantom; 4th dam Filagree by Soothsayer; 5th dam Web by Wax; 6th dam Penelope by Trumpator; 7th dam Prunella by Highflyer; 8th dam Promise by Snap; 9th dam Julia by Blank; 10th dam by Partner (dam of Spectator); 11th dam Bonny Lass by Bay Bolton; 12th dam by Darley's Arabian; 13th dam by Byerly Turk; 14th dam by Taffiolet Barb; 15th dam by Place's White Turk; 16th dam a Natural Barb mare.

SLEIGHT-OF-HAND MARE, gr. f., foaled 1850, bred by Sir Tatton Sykes. Sold to America after season 1857. By Sleight-of-Hand. 1st dam Wicket by Stumps; 2d dam by Phantom; 3d dam sister to Consul by Camillus; 4th dam by Shuttle; 5th dam Eliza by Highflyer; 6th dam Augusta by Eclipse; 7th dam by Herod; 8th dam by Bejazet; 9th dam by Regulus; 10th dam by Lonsdale Arabian; 11th dam by Bay Bolton; 12th dam by Darley's Arabian. (See Lady Sykes, which is same mare.)

SNAP MARE, foaled —, bred by —; imported by Wm. Drew, Esq., Virginia. By Snap. 1st dam by Crofts' Partner; 2d dam by Bloody Buttocks.

SNAP MARE, f., foaled —, bred by —; imported, it is said, by Mr. Hartford. Cannot find her in English Stud Book. By Young Snap. 1st dam by Lightfoot (son of Cade); 2d dam by Regulus; 3d dam by Old Cade; 4th dam by Crofts' Partner.

SPATULE, b. f., foaled 1836, bred by Lord Exeter; imported into Alabama; raced by D. Stephenson, Alabama. By Reveller. 1st dam Galata by Sultan; 2d dam Advance by Pioneer; 3d dam by Buzzard; 4th dam sister to Champion by Pot-8-o's; 5th dam Huncamunca by Highflyer; 6th dam Cypher by Squirrel; 7th dam by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the two True Blues.

- SPILETTA**, ch. f., foaled 1856, bred by Mr. H. Robinson; imported by A. Keene Richards, Esq., Scott county, Ky., 1858. By Stockwell. Spiletta is now (1870) owned by A. Belmont, Esq., N. Y. 1st dam Olivia Augusta by Cow1; 2d dam Maria by Belshazzar; 3d dam Melbourne's dam by Cervantes; 4th dam by Golumpus; 5th dam by Paynator; 6th dam sister to Zodiac by St. George. (See Lanercost mare.)
- SPOT MARE**, f., foaled 1762; said to be from Duke of Hamilton's stud, imported prior to the Revolution. By Spot. This pedigree is given as represented; cannot be found in English Stud Book. 1st dam by Cartouch; 2d dam by Old Traveler; 3d dam by Sedbury; 4th dam by Childers out of a Barb mare.
- STATIRA**, ch. f., foaled 1809, bred by Mr. Forth; imported by Hon. John Randolph, Roanoke, Va. By Alexander the Great. 1st dam by Buzzard; 2d dam Rose by Sweetbriar; 3d dam Merlinton by Snap; 4th dam Miss Windsor by Godolphin Arabian; 5th dam sister to Wyvill's Volunteer by Young Belgrade; 6th dam by Bartlett's Childers; 7th dam by Devonshire Chestnut Arabian; 8th dam sister to Somerset's Westbury by Curwen's Bay Barb; 9th dam by Old Spot; 10th dam by Woodcock.
- STARLING MARE**, gr. f., foaled 1755, bred by Duke of Cumberland; said to have been imported by Jos. Anderson, Esq., New York. By Starling. 1st dam by Partner; 2d dam by Gallant's Smiling Tom; 3d dam Traveler's dam by Almanzor; 4th dam Bay Bolton's sister by Grey Hautboy; 5th dam by Makeless; 6th dam by Brimmer; 7th dam by Diamond; 8th dam sister to dam of Old Merlin.
- STAUGHTON LASS**, ch. f., foaled 1825, bred by Col. Lantour; imported by James Jackson, Esq., Alabama. By Blacklock. 1st dam sister to Woodcock by Young Woodpecker; 2d dam Fractious by Mercury; 3d dam by Woodpecker; 4th dam Everlasting by Eclipse; 5th dam Hyæna by Snap; 6th dam Miss Belsea by Regulus; 7th dam by Bartlett's Childers; 8th dam by Honeywood's Arabian; 9th dam, dam of the two True Blues.
- STELLA**, f. foaled in Virginia; imported in her mother's belly, it is believed, by Col. John Baylor, of Virginia. By Shakespeare, in England. Dam Lord Portmore's Cassandra by Whitenose (which see).

- St. NICHOLAS MARE, br. f., foaled 1836, bred by Lord Stanley; imported into Charleston, S. C., by Mr. Porcher, and sold to Col. Fitzsimmons. By St. Nicholas. 1st dam Mysinder by Lottery; 2d dam Columbine by Cervantes; 3d dam Flora by Camillus; 4th dam by Ruler; 5th dam Treecreeper by Woodpecker; 6th dam by Trentham; 7th dam Cunegonde by Blank; 8th dam by Cullen Arabian; 9th dam by Patriot; 10th dam by Gander; 11th dam by brother to Grantham; 12th dam by Pullcin's Chestnut Arabian; 13th dam by Spanker.
- STOLEN KISSES, b. f., foaled 1864, bred by Mr. Eyke; imported and owned by R. W. Cameron, Esq., Clifton Stud Farm, Staten Island, N. Y. By Knight of the Kars. 1st dam Defamation (Saccharometer's dam) by Iago; 2d dam Caricature by Pantaloon; 3d dam Pasquinade by Camel; 4th dam Banter by Master Henry; 5th dam Bodicea by Alexander; 6th dam Brunette by Amaranthus; 7th dam Mayfly by Matchem; 8th dam by the Ancaster Starling; 9th dam by Grasshopper; 10th dam by Sir M. Newton's Arabian; 11th dam by Pert; 12th dam by St. Martins; 13th dam by Sir E. Hale's Arabian; 14th dam the Oldfield mare.
- STUMP'S MARE, br. f., foaled 1838, gotten in England; imported in her mother's belly by E. H. Boardman, Esq., Huntsville, Ala. By English Stumps. Dam the Nun's Daughter by Filho-da-puta (which see).
- STUMP'S MARE VENETIA, gr. f., foaled 1836, bred by Mr. Cookes; imported by Messrs. Ogden; owned by L. J. Polk, Esq., Tennessee. By English Stumps. Dam imported Variella, sister to Voltair by Blacklock. (See Variella.)
- SULTAN MARE, br. f., foaled 1835, bred by His Majesty; imported by Messrs. Ogden & Corbin. By Sultan. Dam Rachael by Whalebone. (See Adana, her sister.)
- SULTAN MARE, ch. f., foaled 1836, bred by Lord Exeter; imp. by Messrs. Nott & Fearne, Mobile, Ala. By Sultan. 1st dam Marinella by Soothsayer; 2d dam Bess by Waxy; 3d dam Vixen by Pot-8-o's; 4th dam Cypher by Squirrel; 5th dam by Regulus; 6th dam Snapdragon by Snap; 7th dam by Bartlett's Childers; 8th dam by Honeywood's Arabian; 9th dam, dam of the two True Blues.
- SUNNY SOUTH, ch. f., foaled 1858, by Irish Birdcatcher; imported by the Kentucky Importing Company in 1860; owned by Col.

J. J. O'Fallon, St. Louis, Mo. 1st dam Equal by The Cure; 2d dam Equation by Emilius; 3d dam Maria by Whisker; 4th dam Gibside Fairy by Hermes; 5th dam Vicissitude by Pipator; 6th dam Beatrice by Sir Peter Teazle; 7th dam Pyrrha by Matchem; 8th dam Fenwick's Duchess by Whitenose; 9th dam Miss Slamerkin by Young True Blue; 10th dam by Lord Oxford's Arabian; 11th dam D'Arcy's Black-legged Royal mare.

SWEETBRIAR, ch. f., foaled 1785, bred by Duke of Cumberland; imp. by Gen. Spotswood, Virginia. By Sweetbriar. 1st dam Dido by Eclipse; 2d dam by Spectator; 3d dam by Blank; 4th dam Lord Leigh's Diana by Second; 5th dam Hanger's Brown mare by Stanyan Arabian; 6th dam Gipsev by King William's No-tongued Barb; 7th dam by Makeless; 8th dam Royal mare.

SWEETBRIAR, ch. f., foaled 1837, bred by Mr. Humble; imported with her dam by L. J. Polk, Esq., Tennessee. By Recovery. 1st dam Primrose by Comus; 2d dam Cowslip by Cockfighter; 3d dam Brown Javelin by Javelin; 4th dam Young Maiden by Highflyer. (See imported Primrose.)

SWEETEST WHEN NAKED, gr. f., foaled 1787; imported in her mother's belly, the property of Alexander Spotswood, Esq., Virginia, and Col. J. Tayloe. By Tattersall's Highflyer. Dam Gunilda, called also Virago, imported by Star. (See Gunilda.)

SYMMETRY, ch. f., foaled, it is said, 1799, bred by Lord Clermont; imported into Virginia 1805, by Messrs. Gibson & Jefferson. By Trumpator. 1st dam Young Doxy by Imperator; 2d dam Doxy by Herod; 3d dam Impudence by Eclipse; 4th dam Modesty by Cade; 5th dam by Crab; 6th dam Lord Portmore's Abigail by Young Greyhound; 7th dam Warlock Galloway by Snake, etc.

TADMOR MARE, b. f., foaled 1859, by Tadmor, bred by Mr. Simpson Diss, Cambridgeshire; imported by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. This filly died August 10th, 1860, at Liverpool, from congestion of the lungs. 1st dam Fair Geraldine by Footstool; 2d dam Arethusa by Elis; 3d dam Aunt Bliss by Woful; 4th dam Mandoline by Waxy; 5th dam Penny Trumpet by Trumpator; 6th dam Young Camilla (sister to Colibri) by Woodpecker; 7th dam Camilla by Trentham; 8th dam Coquette by the Compton Barb; 9th dam sister to Regulus by Godolphin Arabian; 10th dam Grey Robinson by the Bald Galloway; 11th dam by

Snake; 12th dam Grey Wilkes by Hautboy; 13th dam Miss D'Arcy's Pet mare; 14th dam Sedbury Royal mare.

TADMOR MARE, b. f., foaled 1859, bred by Mr. Simpson, imported by Kentucky Importing Company, 1860. Died on the passage. By Tadmor. 1st dam Southdown (Alarm's dam) by Defence; 2d dam Feltona by X Y Z; 3d dam Janetta by Benningbrough; 4th dam by Drone; 5th dam Contessina by Young Marske; 6th dam Tuberosa by Herod; 7th dam Grey Starling by Starling; 8th dam Coughing Polly by Bartlett's Childers; 9th dam by Counsellor (sister to Thunderbolt); 10th dam by Snake; 11th dam by Luggs; 12th dam Davill's Old Woodecock.

TARGET, ch. f., foaled 1858. By Rifleman. Imported by A. Keene Richards; owned by A. J. Alexander. 1st dam Melrose by Melbourne; 2d dam Clarkia by Muley Moloeh; 3d dam sister to Righton by Palmerin; 4th dam Oceanea by Cerberus; 5th dam by Benningbrough (Dr. Syntax's dam); 6th dam Jenny Mole by Carbuncle; 7th dam by Prince T'Quassaw; 8th dam Sultana by Regulus; 9th dam by Partner; 10th dam by Gallant's Smiling Tom; 11th dam Traveler's dam by Almanzor; 12th dam sister to Bay Bolton by Grey Hautboy; 13th dam by Makeless; 14th dam by Brimmer; 15th dam by Diamond; 16th dam sister to the dam of Old Merlin by Bustler.

TARTAR MARE, imported by Mr. Fenwick, Virginia; cannot be traced in English Stud Book. By Tartar. 1st dam by Young Sweepstakes; 2d dam by Mogul; 3d dam by Bay Bolton; 4th dam by Pullein's Chestnut Arabian; 5th dam by Lockwood; 6th dam by Bustler.

TEARS, ch. f., foaled 1823, bred by Mr. R. Wilson; imported into South Carolina, 1835, by Col. Wade Hampton, with colt foal at her side, and covered by Defence. By Woful. 1st dam Miss Stephenson by Seud or Sorcerer; 2d dam sister to Petworth by Precipitate; 3d dam by Woodpecker; 4th dam sister to Juniper by Snap; 5th dam Young Marske's dam by Blank; 6th dam Bay Starling by Bolton Starling; 7th dam Miss Meywell by Partner; 8th dam by Greyhound; 9th dam by Curwen's Bay Barb; 10th dam by Lord D'Arcy's Arabian; 11th dam by Whiteshirt; 12th dam Old Montagu mare.

TENIERS MARE, (sister to Puss) ch. f., foaled 1833, bred by Mr. Mostyn; imported by E. H. Boardman, Huntsville, Ala. By Teniers. 1st dam Cora by Peruvian; 2d dam by Alexander;

3d dam Berrington by Sweet William; 4th dam by Herod; 5th dam Flora by Squirrel; 6th dam Angelica by Snap; 7th dam by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam, dam of the two True Blues.

THE COLONEL'S DAUGHTER, b. f., bred by Mr. Tattersall; imported by L. J. Polk, Esq., Tennessee. By The Colonel. Dam Variella by Blacklock. (See Variella.)

THETIS, b. f., foaled 1852, bred by Mr. Ikin; imported into Ohio by J. S. Rarey, Esq. By Van Tromp. Covered by Newminster. 1st dam Poll Maggot by Voltair; 2d dam by Whisker; 3d dam Louisa by Orville; 4th dam Thomasiana by Timothy; 5th dam Violet by Sharke; 6th dam by Syphon; 7th dam Charlotte by Blank; 8th dam by Crab; 9th dam by Dyer's Dimple; 10th dam by Why-not; 11th dam Royal mare.

TIRESIAS' MARE, br. f., (sister to Scheme), foaled 1826, bred by Lord Lowther; imported by Dr. A. T. B. Merritt, Hicksford, Va. By Tiresias. 1st dam by Haphazard; 2d dam by Precipitate; 3d dam Colibri by Woodpecker; 4th dam Camilla by Trentham; 5th dam Coquette by the Compton Barb, etc.

TITSY, ch. f., foaled 1832, bred by Mr. Gifford; imported into Louisiana by Thomas Flintoff, Esq., Nashville, Tenn. In foal to English Sheet Anchor. By Langar. 1st dam Zephyrina by Middlethorpe; 2d dam Pagoda by Sir Peter; 3d dam Rupee by Coriander; 4th dam Matron by Florizel; 5th dam Maiden by Matchem; 6th dam by Squirt; 7th dam Lot's dam by Mogul; 8th dam Camilla by Bay Bolton; 9th dam Old Lady Starling's dam by Pullein's Chestnut Arabian; 10th dam by Rockwood; 11th dam by Bustler.

TOM BOY MARE, b. f., foaled 1837, bred by ———; imported by James Jackson, Esq., Huntsville, Ala.; purchased at his sale by Rufus K. Polk, Esq., Tennessee. By Tom Boy. 1st dam by Wanton or Don Juan; 2d dam sister to Benedick by Remembrance; 3d dam Beatrice by Sir Peter; 4th dam Pyrrha by Matchem; 5th dam Duchess by Whitenose; 6th dam Miss Slamerkin by Young True Blue; 7th dam by Oxford Dun Arabian; 8th dam D'Arcy's Black-legged Royal mare.

TRAMP MARE, b. f., foaled 1835, bred by Mr. Ridsdale; imported into Louisiana; owned by J. Routh, Esq. By Tramp. Dam Marchesa by Comus. (See My Lady, her sister.)

- TRANBY MARE, b. f., foaled 1835, bred by His Majesty; imported by Col. Singleton, South Carolina. By Tranby, before his importation. 1st dam Elfrida by Whalebone; 2d dam by Selim; 3d dam Maiden by Matchem. (See Titsy.)
- TRANBY MARE, b. f., foaled 1835, bred by His Majesty; imported by Col. Wade Hampton, South Carolina. By Tranby, before his importation. 1st dam by Whalebone; 2d dam sister to Wanderer by Gohanna; 3d dam Catharine by Woodpecker; 4th dam Camilla by Trentham; 5th dam Coquette by Compton Barb.
- TRAPES (*nee* SPECK), b. f., foaled 1825, bred by Lord Strathmore; imported by the Messrs. Merritt, Virginia. By Tramp. 1st dam Remembrance by Sir Solomon; 2d dam Queen Mab by Eclipse; 3d dam by Tartar; 4th dam by Mogul; 5th dam by Sweepstakes; 6th dam by Bay Bolton; 7th dam by Curwen's Bay Barb; 8th dam by Old Spot; 9th dam by White-legged Lowther Barb; 10th dam Vintner mare.
- TRIFLE, b. f., foaled 1826, bred by Lord Derby; imported into Louisiana by A. D. Shephard; owned by Messrs. Rouzan & Bro., Louisiana. By Filho-da-Putá. 1st dam sister to Spartan by Milo; 2d dam Pamela by Whiskey; 3d dam Lais by Diomed; 4th dam Grace by Snap; 5th dam Pussy by Regulus; 6th dam by Traveler; 7th dam by Hartley's blind horse.
- TRINKET, ch. f., foaled 1831, bred by Sir F. Johnson; imported by Lucius J. Polk, Esq., Nashville, Tenn. By Godolphin. Dam Filagree by Soothsayer. (See Riddlesworth.)
- TRUMPATOR MARE, b. f., foaled 1837, bred by Mr. Haffenden; imported into New Orleans, 1838; sold there to F. Duplantier, Esq. By Trumpator. 1st dam Ringdove by Bobadil; 2d dam by Dick Andrews; 3d dam Eleanor by Whiskey; 4th dam Young Giantess dam of Sorcerer by Diomed; 5th dam Giantess by Matchem; 6th dam Molly Longlegs by Babraham; 7th dam by Cole's Foxhunter; 8th dam by Partner, etc.; 9th dam sister to Roxana by the Bald Galloway.
- TRUMPETTA, br. f., foaled 1797, bred by Mr. Powell; imported by Col. John Hoopes, of Virginia. By Trumpator. 1st dam sister to Lambinos by Highflyer; 2d dam by Eclipse; 3d dam Vauxhall's dam by Young Cade; 4th dam by Bolton Littlejohn; 5th dam Durham's Favorite by son of Bald Galloway; 6th dam Daffodil's dam by Sir T. Gascoigne's foreign horse.

- TULIP**, ch. f., foaled 1836, bred by ———; imported into North Carolina by A. J. Davie, Esq. By St. Patrick. 1st dam Manca by Merlin; 2d dam Specie by Scud; 3d dam Quail by Gohanna; 4th dam Certhia by Woodpecker; 5th dam by Trentham; 6th dam Cunegonde by Blank.
- TUNICA**, b. f., foaled 1835, bred by Mr. Nowell; imported by L. J. & R. K. Polk, Esqrs., of Tennessee. By Muley. 1st dam Calypso by Sorcerer; 2d dam Houghton Lass by Sir Peter (dam of English Comus); 3d dam Alexina by King Fergus; 4th dam Lardella by Young Marske. (See imported Sarah.)
- TURPIN MARE**, ch. f., foaled 1764; imported into South Carolina, 1767, by Capt. Parker. By Turpin (son of Smale's Childers). 1st dam by Babraham; 2d dam by Partner.
- URGANDA**, br. f., foaled 1821, bred by Lord Derby; imported by Samuel Ragland, Esq., Madison county, Ala. By Milo. 1st dam by Sorcerer; 2d dam by Sir Solomon; 3d dam twin sister to Lilliputian by Young Marske; 4th dam by Phœnomenon; 5th dam Calliope by Slouch; 6th dam Lass of the Mill by Oroonoko; 7th dam by Traveler; 8th dam Miss Makeless.
- VAGA**, ch. f., foaled 1822, bred by Mr. Vevers; imported by Messrs. Ogden & Corbin; owned by Messrs. L. J. & R. K. Polk, Tennessee. By Lismahago. 1st dam Lady Byron by Sir Utric; 2d dam by Dungannon; 3d dam Miss Euston by Snap; 4th dam by Blank; 5th dam by Cartouch; 6th dam Soreheels mare by Soreheels; 7th dam by Highflyer, etc.
- VAMP**, br. f., foaled 1825, bred by Lord Sligo; imported by E. H. Boardman, Esq., Alabama. By Langar. Dam Wire, sister to Web by Waxy. (See Rachel by Partizan.)
- VARIALETTA**, ch. f., foaled 1838; imported, with her dam Variella, by L. J. Polk, Tennessee. By the Colonel. 1st dam Variella by Blacklock; 2d dam by Phantom; 3d dam by Overton; 4th dam Gratitude's dam by Walnut. (See imported Variella.)
- VARIELLA** (sister to Voltair), br. f., foaled 1829, bred by Mr. Stephenson; imported by Lucius J. Polk, Esq., Maury county, Tenn. By Blacklock. 1st dam by Phantom; 2d dam by Overton; 3d dam Gratitude's dam by Walnut; 4th dam by Ruler; 5th dam Piracantha by Matchem; 6th dam Prophetess by Regulus; 7th dam Jenny Spinner by Partner; 8th dam by Greyhound; 9th dam Sophonisba's dam by Curwen's Bay Barb; 10th dam by

- D'Arcy's Chestnut Arabian; 11th dam by Whiteshirt; 12th dam Old Montagu mare.
- VARNISH, or VANISH, b. f., foaled 1833, bred by Mr. Houldsworth; imported by Capt. Langford into Mobile, 1837. By Vanish. 1st dam Elephant's dam by Shuttle; 2d dam by Oberon; 3d dam Engraver's dam by Stride; 4th dam sister to Sharper by Ranthos, etc.
- VELOCIPEDE MARE, ch. f., foaled 1834, bred by ———; imported into Virginia; owned and raced by Jas. M. Seldon, Esq. By Velocipede. Dam by Walton.
- VENETIA, g. f., foaled 1836, bred and imported by Messrs. L. J. & R. K. Polk, Tennessee. By English Stumps. Dam imported Variella by Blacklock. (See Variella and Stump's mare.)
- VICTORIA, br. f., foaled about 1800; imported into Virginia by Hon. John Tayloe. By Buzzard. She died 1807, leaving no produce. 1st dam by Metaphysician; 2d dam Nancy Dawson by Damper; 3d dam Luna by Herod; 4th dam Proserpine (sister to Eclipse) by Marske; 5th dam Spiletta by Regulus; 6th dam Mother Western by Smith's son of Snake.
- VICTORIA, br. f., foaled 1834, bred by Mr. Boardman; imported by H. C. Cammack, New Orleans. By Bay Malton. 1st dam Polly Oliver by Sir Oliver; 2d dam by Hambletonian; 3d dam Constantia by Sir Peter; 4th dam by Mungo; 5th dam by Latham's Snap; 6th dam Sappho by Regulus; 7th dam Lodge's Roan mare by Partner.
- VICTORIA, ch. f., foaled 1837, bred by Mr. Wright; imported into Illinois by Col. Chas. Oakley; owned by W. W. & F. M. Morton, Morgan county. By Cain. 1st dam Ada (sister to Augusta) by Woful; 2d dam by Rubens; 3d dam Guildford Nan by Guildford; 4th dam Vulture's dam by Justice; 5th dam Parsley by Pot-8-o's; 6th dam Lady Bolingbroke by Squirrel; 7th dam Herod's dam Cypron by Blaze; 8th dam Selima by Bethel's Arabian; 9th dam by Graham's Champion; 10th dam by Darley's Arabian; 11th dam by Merlin.
- VOLANTE, f., foaled 1797, bred by Mr. Kingsman; imported by Col. J. Hoomes, Bowling Green, Va. By Volunteer, son of Eclipse. 1st dam Lava by Sulphur; 2d dam by Blank; 3d dam by Lord Cedworth's Foxhunter; 4th dam by brother to Mixbury; 5th dam by Smockface; 6th dam by Lord Wharton's Old Snail;

7th dam by Burford Bull; 8th dam Wilkinson mare by Brimmer; 9th dam Layton Barb mare.

VOLANTE, b. f., foaled 1833, bred by Mr. Ridsdale; imported by John Routh, Esq., Louisiana. By Velocipede. 1st dam Charity by Tramp; 2d dam Euphrosyne's dam by Shuttle; 3d dam by Drone; 4th dam Contessina by Young Marske; 5th dam Tuberoze by Herod; 6th dam Grey Starling by Starling; 7th dam Coughing Polly by Bartlett's Childers, etc.

WALTON MARE, b. f., foaled 1823, bred by Mr. Barker; sent to America in 1834, with bay foal by St. Nicholas, and covered by him. By Walton. 1st dam by Wizard; 2d dam Remembrance by Sir Solomon; 3d dam Queen Mab by Eclipse; 4th dam by Tartar; 5th dam by Mogul; 6th dam by Sweepstakes; 7th dam sister to Sloven by Bay Bolton; 8th dam by Curwen's Bay Barb; 9th dam by Old Spot; 10th dam by White-legged Lowther Barb; 11th dam Old Vintner mare.

WATERLOO MARE, ch. f., foaled 1834, bred by His Majesty; imported into South Carolina. By Waterloo. 1st dam by Comus; 2d dam Lady Frances by Mr. Teazle; 3d dam by Volunteer; 4th dam Storace by Tandem; 5th dam Perdita by Herod; 6th dam Fair Forester by Sloe; 7th dam by Forester; 8th dam by Partner; 9th dam by Crofts' Bay Barb; 10th dam by Makeless; 11th dam by Brimmer; 12th dam by son of Dodsworth; 13th dam Burton Barb mare.

WATERWITCH, b. f., foaled 1828, bred by Lord Warwick; imported by —— into Virginia. By Whalebone. 1st dam Niobe by Sir David; 2d dam by Buzzard; 3d dam Totterella by Dunggannon; 4th dam Marcella by Mambrino; 5th dam Medea by Sweetbriar; 6th dam Angelica by Snap; 7th dam by Regulus; 8th dam by Bartlett's Childers; 9th dam by Honeywood's Arabian; 10th dam the dam of the two True Blues.

WAXY MARE, f., foaled between 1801 and '6, bred by Sir J. Poole; imported by T. Bland, Virginia, and owned by James Jackson, Esq. By Waxy. 1st dam Mother Shipton by Anvil; 2d dam Jemima by Satellite; 3d dam Maria by Herod; 4th dam Lisette by Snap; 5th dam Miss Windsor by Godolphin Arabian; 6th dam sister to Wyvill's Volunteer by Young Belgrade; 7th dam by Bartlett's Childers.

WEATHERBIT MARE, or **CICILY JOPSON**, br. f., foaled 1859, bred by Mr. John Osborne; imported by Kentucky Importing Com-

pany; purchased by Jas. A. Grinstead, Esq., Lexington, Ky. By Weatherbit, 1867, sired to Lightning. 1st dam Cestrea by Faugh-a-Ballagh; 2d dam by Liverpool; 3d dam Rachel by Muley; 4th dam by Comus; 5th dam (Margrave's dam) by Election; 6th dam Fair Helen by Hambletonian; 7th dam Helen by Delpini; 8th dam Rosalind by Phenomenon; 9th dam Atalanta by Matchem; 10th dam Lass of the Mill by Oronoko; 11th dam by Old Traveler; 12th dam Miss Makeless by Young Greyhound; 13th dam by Old Partner; 14th dam by Woodcock (dam of the Lambton Miss Doe); 15th dam by Crofts' Bay Barb (grandam of the Ancaster Starling); 16th dam by Makeless; 17th dam by Brimmer; 18th dam by Dicky Pierson (son of Dodsworth); 19th dam Burton Barb mare.

WEATHER WITCH (imp.), ch. f., foaled 1858, bred by John Osborne, at Leyburn, Yorkshire, and imported by Kentucky Importing Company. Weatherbit by Sheet Anchor, dam Miss Letty by Priam. By Weatherbit. 1st dam by Birdeatcher; 2d dam Colocynth by Physician; 3d dam Camelina (sister to Camel) by Whalebone; 4th dam by Selim; 5th dam Maiden by Sir Peter; 6th dam by Phenomenon; 7th dam Matron by Florizel; 8th dam Maiden by Matchem; 9th dam by Squirt; 10th dam Lot's dam by Mogul; 11th dam Camilla by Bay Bolton; 12th dam Old Lady (Starling's dam) by Pullein's Chestnut Arabian; 13th dam by Rockwood; 14th dam by Bustler.

WENONA (imp.), br. f., foaled 1859, bred by Her Majesty at Hampton Court; owned by R. A. Alexander, Esq., Kentucky. By Flying Dutchman. 1st dam Bay Cecelia by Orlando; 2d dam Hersey by Glaucus; 3d dam Hester by Camel; 4th dam Monimia by Muley; 5th dam sister to Petworth by Precipitate; 6th dam Woodpecker mare, her dam sister to Juniper; 7th dam by Snap; 8th dam by Blank, dam of Young Marske; 9th dam Bay Starling by Bolton Starling; 10th dam Miss Maynell by Partner; 11th dam by Greyhound; 12th dam by Curwen's Barb; 13th dam by D'Arcy's Chestnut Arabian; 14th dam by Whiteshirt; 15th dam Old Montagu mare.

The Flying Dutchman by Bay Middleton, dam Barbella by Sandbeck; bred by Her Majesty, at Hampton Court.

WEST AUSTRALIAN MARE, b. f., foaled 1859, by West Australian, bred by Lord Londesborough; imported by Messrs. Dudley & Bruce, agents of the Kentucky Importing Company. Late the

property of Hon. D. F. Kenner, of Louisiana. 1st dam The Broom by Van Tromp; 2d dam Miss Martin by Voltair; 3d dam Miss Iris by Blucher; 4th dam Iris by Sir Peter Teazle; 5th dam Isabella by Eclipse; 6th dam by Squirrel; 7th dam Ancester Nancy by Blank; 8th dam Phœbe by Tortoise; 9th dam by Looby; 10th dam by Partner; 11th dam by Woodcock; 12th dam by Makeless; 13th dam by Brimmer; 14th dam by Dicky Pierson; 15th dam by Burton Barb.

WHARNCLIFF, b. f., foaled 1829, bred by Lord Scarborough, sent to Charleston, S. C., 1835; covered by Tramp. By Waverly. 1st dam by Catton; 2d dam Hannah by Sorcerer; 3d dam Amelia by Highflyer; 4th dam Miss Timms by Matchem; 5th dam by Squirt; 6th dam Lot's dam by Mogul; 7th dam Camilla by Bay Bolton; 8th dam Old Lady by Pullein's Chestnut Arabian; 9th dam by Rockwood; 10th dam by Bustler, etc., etc.

WHITEFOOT MARE, foaled about 1732, bred by Sir T. Reed; imported into Virginia by John Gower. By Whitefoot. 1st dam by Bald Galloway; 2d dam Young Kitty Burdett by Old Smales; 3d dam Kitty Burdett by Darley's Arabian; 4th dam Mr. Burdett's Child mare.

WILLIAMSON'S DITTO MARE, b. f., foaled 1822, bred by Mr. N. H. Smith; imported by E. H. Boardman, Esq., Alabama. By Williamson's Ditto. 1st dam by Trumpator; 2d dam Countess by Sir Peter; 3d dam Fame by Pantaloon; 4th dam sister to Juno by Spectator; 5th dam sister to Horatius by Blank; 6th dam by Childers; 7th dam Miss Belvoir by Grey Grantham; 8th dam by Paget Turk; 9th dam Betty Percival by Leedes' Arabian; 10th dam by Spanker, etc.

WILSON ARABIAN MARE, ch. f., foaled 1754, bred by ——; imported and sold in Maryland, 1762, in ship Christian, Capt. Stanly. By Wilson's Chestnut Arabian. 1st dam by Slipby; 2d dam Meynell by Partner; 3d dam by Greyhound; 4th dam Sophonisba's dam by Curwen's Bay Barb; 5th dam by D'Arcy's Chestnut Arabian; 6th dam by Whiteshirt; 7th dam Old Montagu mare.

WOFUL MARE, b. f., foaled 1824, bred by Mr. Burgess; imported by E. H. Boardman, Esq., Alabama. By Woful. 1st dam Allegratta by Trumpator; 2d dam Young Camilla by Woodpecker; 3d dam Camilla by Trentham; 4th dam Coquette by the

Compton Barb; 5th dam sister to Regulus by Godolphin Arabian, etc.

WOODBINE, b. f., foaled 1828, bred by Mr. Wreford; imported by Mr. W. T. Head; owned by Munson Beach, Esq., Ohio. By Middleton. 1st dam Finchley mare by Finchley; 2d dam by Stamford; 3d dam sister to Star by Highflyer; 4th dam by Snap; 5th dam Riddle by Matchem; 6th dam by Squirt; 7th dam by Mogul; 8th dam Camilla by Bay Bolton; 9th dam Old Lady by Pullin's Chestnut Arabian; 10th dam by Rockwood; 11th dam by Bustler.

WOMBAT, br. f., foaled 1858, bred by Lord Londesborough; imported by J. R. Smith, Jr., New York, 1868. By West Australian. Dam by Irish Birdecatcher; 2d dam Mickleton Maid by Velocipede; 3d dam Maid of Lune by Whisker; 4th dam Gibside Fairy by Hermes; 5th dam Vicissitude by Pipator; 6th dam Beatrice by Sir Peter; 7th dam Pyrrha by Matchem; 8th dam Duchess by Whitestone; 9th dam Miss Slamerkin by Young True Blue; 10th dam by Lord Oxford's Dun Arabian; 11th dam D'Arcy's Black-legged Royal mare.

ZEPHYRINA, b. f., foaled 1833, bred by Mr. Gifford; imported by ———. By Filho-da-Putá. 1st dam Zephyrina by Middlethorpe; 2d dam Pagoda by Sir Peter; 3d dam Rupee by Coriander; 4th dam Matron by Florizel; 5th dam Maiden by Matchem; 6th dam by Squirt; 7th dam by Mogul.

ZONE (sister to Zodiac), br. f., foaled 1859, bred by Mr. John Osborne; owned by R. A. Alexander; imported by Kentucky Importing Company. By The Cure. 1st dam Starlight by Kremlin; 2d dam Evening Star by Touchstone; 3d dam Bertha by Rubens; 4th dam Boadicea by Alexander; 5th dam Brunette by Amaranthus; 6th dam Mayfly by Matchem; 7th dam Starling mare by Aneaster Starling; 8th dam by Grasshopper; 9th dam by Newton's Bay Arabian; 10th dam by Pert; 11th dam by St. Martins; 12th dam by Sir E. Hale's Arabian; 13th dam by Old Field mare.

The following were imported by Mr. R. W. Cameron, and thirty-four out of the thirty-nine head lost, December, 1866. Much was expected from the blood stock purchased by Mr. Cameron, in England, for importation to this country. The animals were selected with care, and the high strains, had they survived the storms of the

sea, would have greatly improved and advanced the stock interests of America. It was the largest importation ever attempted, therefore the loss is all the more serious. The horses, thirty-nine in all, were placed on board the screw steamer *Helvetia*, bound from Liverpool to New York, on the 6th of December. We give their names and pedigrees as follows :

Silence, 2 years, b. f., by Knight of Kars, out of Whist.

† Mavourneen, 2 years, b. f., by Newminster, out of Patience, by Lanercost.

Peeress, 4 years, b. f., by Newminster, out of Mainbrace.

Antipodes, 2 years, br. c., by Young Melbourne, out of Aquamarine.

Begum, 3 years, b. f., by Lambton, out of Christabelle.

Mrs. Somerville, 6 years, b. m., by Kingston, out of Altitude ; covered by Macaroni.

May Flower, 9 years, ch. m., by The Nabob, her dam by Faugh-a-Ballagh, out of Julia.

Persian Rose, 8 years, b. or br. m., by Sweetmeat, out of Creeping Rose ; covered by Prime Minister.

Flowery Land, 3 years, b. f., by Promised Land, out of Adulation ; covered by Buckenham.

Bonibelle, 7 years, br. m., by West Australian, out of Gayfield ; covered by Buckenham.

Piano, 4 years, br. f., by Fandango, out of Aspasia ; covered by Port Royal.

Maid of Melrose, 8 years, b. m., by Newminster, out of Belsay ; covered by Skirmisher.

A chestnut mare, 9 years, by a son of Pyrrhus the First and Conspiracy, out of So Nice ; covered by Buckenham.

A brown filly, 3 years, by Leamington, out of Annie Laurie ; covered by Thunderbolt.

Juniper, 10 years, b. m., by Bay Middleton, out of The Fawn ; covered by Underhand.

Veronica, 9 years, b. m., by Cruiser, out of Speedwell ; covered by Underhand.

Surprise, 3 years, ch. f., by St. Albans, out of Twitter ; covered by Bacchus.

Emily de Lona, 7 years, br. m., by Sweetmeat, out of Sangfroid ; covered by Dollar.

Buttress, 6 years, b. m., by Rifleman, dam (foaled in 1852) by Sleight-of-Hand ; out of Galloper's dam ; covered by Newminster.

A chestnut mare, 10 years, by Bandy, out of Danceaway; covered by Dollar.

Mulse, 7 years, b. m., by Yellow Jack, dam by Nutwith, out of Tophano; covered by Optimist.

Carbine, 8 years, b. m., by Rifleman, out of Troica; covered by Dollar.

Rambling Mary, 2 years, ch. f., by St. Albans, out of Rambling Kate; covered by Thormanby.

A bay mare, 8 years, by Hobbie Noble, out of Bangle; covered by Claret.

Lady Cochrane, 4 years, br. f., by Voltigeur, out of Latona; covered by Port Royal.

Lady Well, 10 years, br. m., by Kingston, out of Little Jenny; covered by Underhand.

White Rose of York, 9 years, ch. m., by Connaught Ranger, out of Dame Cossier; covered by Underhand.

Volucris, 8 years, br. m., by Voltigeur, dam by The Doctor, out of Gray Araby; covered by Thunderbolt.

Come Arouse, 10 years, b. m., by Chanticleer, dam by The Saddler, out of Stays; covered by Citadel.

Elfrida, 13 years, br. m., by Faugh-a-Ballagh, out of Espoir; covered by Thormanby.

Birague, 4 years, b. g., by Newminster, out of The Jewess.

A brown yearling filly, by Windhound, out of Casemate.

A bay yearling colt, by St. Albans, out of Jerusalem.

A bay yearling colt, by Marionette, out of Bapta.

A bay colt foal, by Old Calabar, out of Lady Well.

No. I.

PEDIGREE OF ENGLISH ECLIPSE.

ECLIPSE, chestnut colt, bred by His Royal Highness the Duke of Cumberland, in 1764, by Marske.

1st dam, Spiletta, by Regulus.

2d " Mother Western, by Smith's Son of Snake.

3d " " " " Lord D'Arcy's Old Montague.

4th " " " " Hautboy.

5th " " " " Brimmer.

Eclipse was so called, not because he eclipsed all his competitors, but from having been foaled during the great eclipse in 1764.

Marske, br. c., foaled 1750, by Squirt, dam by Blacklegs, her dam by Bay Bolton, Fox Cub, Conneyskins, Hutton's Grey Barb, Hutton's Royal Colt, Byerly Turk, Bustler.

Regulus, foaled 1739, by the Godolphin Arabian, his dam, Grey Robinson, by the Bald Galloway, grandam by Snake, out of Old Wilkes, a daughter of Old Hautboy.

Smith's Sou of Snake, by Snake.

Old Montague.

Hautboy, by White D'Arcy Turk, out of a Royal Mare.

Brimmer, by the Yellow Turk, out of a Royal Mare.

No. II.

PEDIGREE OF IMP. DIOMED, SIRE OF SIR ARCHY.

DIOMED, ch. c., foaled 1777, by Florizel, bred by Sir C. Bunbury, and imported into Virginia in 1799, when 22 years of age. He died the property of Col. Hoomes, in 1808, aged 31 years.

- 1st dam, sister to Juno, by Spectator.
- 2d " " " Horatius, by Blank.
- 3d " " " " " Childers.
- 4th " Miss Belvoir, by Grey Grantham.
- 5th " " " " " Paget Turk.
- 6th " Betty Percival, by Leeds' Arabian.
- 7th " " " " " Spanker.

Florizel, by Herod, dam by Cygnet, her dam by Cartouch, grandam, Ebony, by Childers, out of Old Ebony, by Basto, The Massey Mare.

Spectator, by Crab, dam by Partner, her dam Bonny Lass, by Bay Bolton, Darley's Arabian, Byerly Turk, Taffolet Barb, Place's White Turk, Natural Barb Mare.

Blank, by the Godolphin Arabian, out of the Little Hartley Mare, by Bartlet's Childers, she out of Flying Whig, by William's Woodstock Arabian, St. Victor Barb, Why-not (son of the Fenwick Barb), Royal Mare.

Childers (Flying, or Devonshire), by Darley's Arabian, Betty Leedes, by Careless, Sister to Leedes, by Leedes' Arabian, Spanker, Barb Mare.

Grey Grantham, by the Brownlow Turk.

Paget Turk.

Leedes' Arabian.

Spanker, by the D'Arcy Yellow Turk, his dam by Lord Fairfax's Morocco Barb, out of Bald Peg, who was got by an Arabian, out of a Barb Mare.

No. III.

PEDIGREE OF CASTIANIRA, DAM OF SIR ARCHY.

CASTIANIRA, br. f., bred by Mr. Popham, foaled 1796; imported and owned by Col. John Tayloe, Mt. Airy, Virginia, by Rockingham.

- 1st dam, Tabitha, by Trentham.
- 2d " " " Bosphorus.
- 4th " Sister to Grecian Princess, by Wildman's Forester.
- 5th " " " " " by the Coalition Colt.
- 6th " " " " " " Bustard.
- 7th " Lord Leigh's Charming Molly, by Second.
- 8th " Mr. Hanger's Brown Mare, by Stanyan Arabian.
- 9th " Gypsy, by King William's No-tongued Barb.
- 10th " " " Makeless.
- 11th " Royal Mare.

Rockingham, by Highflyer, out of Purity, by Matchem, her dam by Squirt, she out of Lot's dam, by Mogul; Camilla, by Bay Bolton; Old Lady, by Pulleine's Chestnut Arabian; Rockwood, Bustler.

Trentham, by Sweepstakes, out of Miss South, by South, her dam by Cartouch, out of Ebony, by Childers; Old Ebony, by Basto; The Massey Mare.

Wildman's Forester, by Forester, dam by Looby, out of Margery, by Partner, Woodcock, Makeless, Brimmer, Dicky Pierson, Burton Barb Mare.

Coalition Colt, son of the Godolphin Arabian.

Bustard, by Greyhound, Makeless, Wasted Turk, Hautboy, Brimmer.

Second, by Flying Childers, dam by Basto, Curwen's Bay Barb, Curwen's Spot, White-legged Lowther Barb, Old Vintner Mare.

Stanyan's Arabian.

King William's No-tongued Barb.

Makeless, by the Oglethorpe Arabian.

Royal Mare.

Royal Mares. King Charles the Second sent abroad the Master of the Horse, to procure a number of foreign horses and mares for breeding, and the mares brought over by him (as also many of their produce) have since been called Royal Mares.

No. IV.

PEDIGREE OF IMP. LEVIATHAN.

LEVIATHAN (formerly called Mezercon), ch. c., foaled 1823, bred by Mr Painter, and imported by James Jackson & Co. into Alabama, 1830; by Muley.

1st dam, by Windle.

2d " " Anvil.

3d " " Virago (Saltram's dam), by Snap.

4th " " Regulus.

5th " sister to Black and all Black, by Crab.

6th " Miss Slamerkin, by Young True Blue.

7th " Oxford Arabian.

8th " Miss D'Arcy's Black-legged Royal Mare.

Muley, by Orville, out of Eleanor, by Whiskey, her dam Young Giantess (Sorceress' dam), by Diomed; Giantess, by Matchem; Molly Long-legs, by Abraham; Coles Foxhunter, sister to Cato, by Partner; sister to Roxana, by the Bald Galloway; sister to Chanter, by the Akaster Turk; Leedes' Arabian, Spanker.

Windle, by Beningbrough, out of Mary Ann, by Sir Peter; Young Marske; Matchem; sister to Autelope, by Young Belgrade; Scarborough Colt Mare; Bartlett's Childers; Devonshire Turk; Curwen's Barb; Old Spot; Woodecock.

Anvil, by Herod, dam by Feather, her dam Crazy, by Lath; sister to Snip, by Childers; sister to Soreheels, by Basto; (sister to the Mixbury Galloway) by the Curwen Bay Barb; Curwen Spot; White-legged Lowther Barb; Old Vintner Mare.

Snap, by Snip, dam sister to Slipby, by Fox, her dam Gipse, by Bay Bolton; Duke of Newcastle's Turk; Byerly Turk; Taffolet Barb; Place's White Turk; Natural Barb Mare.

Regulus, by the Godolphin Arabian, dam Grey Robinson, by the Bald Galloway; Snake; Old Wilkes, a daughter of Old Hautboy.

Crab, by Alcock's Arabian, sister to Soreheels, by Basto, see Anvil's pedigree.

Young True Blue, by William's Turk, dam by Byerly.

Oxford Arabian.

Miss D'Arcy's Black-legged Royal Mare.

No. V.

PEDIGREE OF IMP. PRIAM.

PRIAM, bay colt, foaled 1827, by Emilius, bred by Mr. W. Chifney, and imported in 1837, by Messrs. Merritt, of Virginia.

- 1st dam, Cressida (sister to Eleanor), by Whiskey.
- 2d " Young Giantess, by Diomed.
- 3d " Giantess, by Matchem.
- 4th " Molly Long-legs, by Babraham.
- 5th " by Coles' Foxhunter.
- 6th " sister to Cato, by Partner.
- 7th " sister to Roxana, by Bald Galloway.
- 8th " sister to Chantèr, by Akaster Turk.
- 9th " by Leedes' Arabian.
- 10th " " Spanker.

Emilius, by Orville, out of Emily, by Stamford, her dam by Whiskey, out of Grey Dorimant, by Dorimant; Dizzy, by Blank; Dizzy, by Driver; Smiling Tom; Oysterfoot; Merliu; Commoner; Coppin Mare.

Whiskey, by Saltram, out of Calash, by Herod, her dam Teresa, by Matchem; Regulus; sister to the Ancaster Starling, by Starling; Ringbone, by Partner; Croft's Bay Barb; Makeless; Brimmer; Dicky Pierson; Burton Barb Mare.

Diomed pedigree, in full, see No. 2.

Matchem by Cade, dam by Partner, her dam by Makeless; Brimmer; Place's White Turk; Dodsworth; Layton Barb Mare.

Babraham, by the Godolphin Arabian, out of the Large Hartley Mare, by Mr. Hartley's Blind Horse; Flying Whig, by William's Woodstock Arabian; St. Victor Barb; Why-not (son of the Fenwick Barb); Royal Mare.

Cole's Foxhunter, by Brisk (son of Darley's Arabian), out of the Rutland Brown Betty, by Basto, out of the Massey Mare, grandam of Ebony.

Partner, by Jigg, dam sister to Mixbury, by Curwen's Bay Barb; Old Spot; White-legged Lowthier Barb; Old Vintner Mare.

Bald Galloway, by St. Victor's Barb, dam by Why-not, out of a Royal Mare. Akaster Turk.

Leedes' Arabian.

Spanker, by the D'Arcy Yellow Turk, dam by Lord Fairfax's Morocco Barb, out of Bald Peg, by Arabian, out of a Barb Mare.

No. VI.

PEDIGREE OF IMP. GLENCOE.

GLENCOE, ch. c., foaled 1831, by Sultan, bred by Lord Jersey, and imported by James Jackson of Florence, Ala., in 1836.

- 1st dam, Trampoline, by Tramp.
- 2d " Web, by Waxy.
- 3d " Penelope, by Trumpator.
- 4th " Prunella, by Highflyer.
- 5th " Promise, by Snap.
- 6th " Julia, by Blank.
- 7th " Spectator's dam, by Partner.
- 8th " Bonny Lass, by Bay Bolton.
- 9th " " " " Darley's Arabian.
- 10th " " " " Byerly Turk.
- 11th " " " " Taffolet Barb.
- 12th " " " " Place's White Turk. †
- 13th " Natural Barb Mare.

Sultan, by Selim, out of Bacchante, by Williamson's Ditto, her dam, sister to Calomel, by Mercury; Herod; Folly, by Marske; Vixen, by Regulus; Hutton's Spot; Fox's Cub; Bay Bolton; Coneyskin; Hutton's Grey Barb; Byerly Turk; Bustler.

Tramp, by Dick Andrews, dam by Gohauna, her dam Fraxinella, by Trent-ham; Woodpecker; Everlasting, by Eclipse; Hyæna, by Snap; Miss Belsea, by Regulus; Bartlet's Childers; Byerly Turk; the dam of the two True Blues.

Waxy, by Pot-8-o's, out of Maria, by Herod, her dam Lisette, by Snap, out of Miss Windsor, by the Godolphin Arabian; sister to Volunteer, by Young Belgrade; Bartlet's Childers; Devonshire Chestnut Arabian; Sister to Westbury by the Curwen Bay Barb; Old Spot; Woodcock.

Trumpator, by Conductor, out of Brunette by Squirrel, her dam Dove by Matchless; Ancaster Starling; Grasshopper; Sir M. Newton's Bay Arabian; Pert; St. Martin's; Sir J. Hale's Turk; The Oldfield Mare.

Highflyer, by Herod, out of Rachel, by Blank, her dam by Regulus; Sore-heels; Makeless; C. D'Arcy's Royal Mare.

Snap, by Snip, dam sister to Slipby, by Fox, her dam Gypsey, by Bay Bolton; Duke of Newcastle's Turk; Byerly Turk; Taffolet Barb; Place's White Turk; Natural Barb Mare.

Blank, by Godolphin Arabian, out of Little Hartley Mare, by Bartlet's Childers, her dam Flying Whig by William's Woodstock Arabian; St. Victor Barb; Why-not (son of the Fenwick Barb); Royal Mare.

Partner, by Jigg, dam sister to Mixbury by Curwen's Bay Barb; Old Spot, White-legged Lowther Barb; Old Vintner Mare.

Bay Bolton, by Grey Hautboy, dam by Makeless; Brimmer; Diamond; sister to Merlin.

Darley's Arabian.

Byerly Turk.

Taffolet Barb.

Place's White Turk.

Natural Barb Mare.

No. VII.

PEDIGREE OF TRUSTEE.

TRUSTEE, ch. c., foaled 1829, by Catton, bred by Mr. Ridsdale, and imported, in 1835, by Captain Stockton, U. S. N., of New Jersey.

- 1st dam, Emma, by Whisker.
- 2d " Gibside Fairy, by Hermes.
- 3d " Vicissitude, by Pipator.
- 4th " Beatrice, by Sir Peter Teazole.
- 5th " Pyrrha, by Matchem.
- 6th " Duchess, by Whitenose.
- 7th " Miss Slamerkin, by Young True Blue.
- 8th " " " " Oxford's Dun Arabian.
- 9th " " " " D'Arcy's Black-legged Royal Mare.

Catton, foaled 1809, by Golumpus, dam Lucy Gray, by Timothy, her dam Lucy, by Florizel, out of Frenzy, by Eclipse; Engineer; Blank; Lass of the Mill, by Traveller; Miss Makeless, by Young Greyhound; Partner; Woodcock; Crofts' Bay Barb; Makeless; Brimmer; Dicky Pierson; Burton Barb Mare.

Whisker, by Waxy, dam Penelope by Trumpator, her dam Prunella by Highflyer, out of Promise, by Snap; Julia, by Blank; Spectator dam by Partner; Bonny Lass, by Bay Bolton; Darley's Arabian; Byerly Turk; Taffolet Barb; Place's White Turk; Natural Barb Mare.

Hermes, by Mercury, out of Rosina by Woodpecker, her dam Petworth by Herod, out of Golden Grove by Blank; Spinster, by Partner; Bloody Buttocks; Greyhound; Makeless; Brimmer; Place's White Turk; Dodsworth; Layton Barb.

Pipator, by Conductor, dam Brunette by Squirrel, her dam by Matchless; Ancaster Starling; Grasshopper; Sir M. Newton's Bay Arabian; Pert; St. Martins; Sir E. Hales's Turk; The Old Field Mare.

Sir Peter Teazole, by Highflyer, dam Papillon by Snap, her dam Miss Cleveland, by Regulus; Midge, by a son of Bay Bolton; Bartlet's Childers; Honeywood's Arabian; True Blues Dam.

Matchem, by Cade, dam by Partner, her dam by Makeless; Brimmer; Place's White Turk; Dodsworth; Layton Barb Mare.

Whitenose, by the Godolphin Arabian, dam sister to Blaze by Childers; Confederate Filly, by Grey Grantham; Duke of Rutland's Black Barb; Bright Roan; Young True Blue, by William's Turk, dam by Byerly; Oxford Dun Arabian.

D'Arcy's Black-legged Royal Mare.

No. VIII.

PEDIGREE OF AMERICAN ECLIPSE.

AMERICAN ECLIPSE, ch. c., bred by Gen. Nathaniel Coles, at Dosoris, Queens County, Long Island, foaled May 25th, 1814, by Duroc.

1st dam, Miller's Damsel, by Imp. Messenger.

2d " Imp. Mare, by Pot-S-o's.

3d " " " " Gimerack.

4th " Snap Dragon, by Snap.

5th " " " " Regulus.

6th " " " " Bartlet's Childers.

7th " " " " Honeywood's Arabian.

8th " " " dam of the Two True Blues, by Byerly.

Duroc, by Imp. Diomed, dam Amanda, by Grey Diomed, her dam by Virginia Cade; Hickman's Independence; Dolly Fine, by Imp. Silver Eye; Imp. Badger; Forester; Imp. Silver Eye; Imp. Monkey.

Imp. Messenger, by Mambrine, dam by Turf, she out of sister to Figurante by Regulus; by Starling; Snap's dam by Fox; Gipsej, by Bay Bolton; Duke of Newcastle's Turk; Byerly Turk; Taffolet Barb; Place's White Turk; Natural Barb Mare.

Pot-S-o's, by Eclipse, out of Sportmistress, by Warren's Sportsman, her dam Golden Locks, by Oroonoko; Valiant's dam by Crab; by Partner; Thwait's Dun Mare, by Akaster Turk.

Gimerack, by Cripple, out of Miss Elliott, by Gresiwood's Partner, her dam Cælia, by Partner; Bloody Buttocks; Greyhound; Brocklesby Betty, by Curwen's Bay Barb; Leedes' Hobby Mare, by the Lister Turk.

Snap by Snip, dam by Fox, her dam Gipsej by Bay Bolton; Duke of Newcastle's Turk; Byerly Turk; Taffolet Barb; Place's White Turk; Natural Barb Mare.

Regulus, by the Godolphin Arabian, out of Grey Robinson, by the Bald Gal loway; by Snake; Old Wilkes, by Old Hautboy.

Bartlet's Childers, by Darley's Arabian, out of Betty Leedes, by Careless; sister to Leedes, by Leedes' Arabian; Spanker; Barb Mare, which was Spanker's dam.

Honeywood Arabian.

Byerly Turk.

No. IX.

PEDIGREE OF BOSTON.

BOSTON, ch. c., bred by J. Wickham, Richmond, Va., foaled 1833, by Timoleon.

- 1st dam, sister to Tuckahoe, by Ball's Florizel.
- 2d " " " " " Imp. Alderman.
- 3d " " " " " Imp. Clockfast.
- 4th " " " " " Symmes Wildair.
- 5th " Young Kitty Fisher, by Imp. Fearnought.
- 6th " Imp. Kitty Fisher, by Cade.
- 7th " " " " " Cullen Arabian.
- 8th " Bald Charlotte, by Old Royal.
- 9th " " " " " Bethell's Castaway.
- 10th " " " " " Brimmer.

Timoleon, by Sir Archy, dam by Imp. Saltram, her dam by Symmes Wildair; Imp. Driver; Imp. Fearnought; Imp. Fellow (son of Cade); Imp. Vampire.

Ball's Florizel, by Imp. Diomed, dam by Imp. Shark, her dam by Harris' Eclipse; Imp. Fearnought; Imp. Jolly Roger; Imp. Sober John; Imp. Sheek.

Imp. Alderman, by Pot-8-o's, out of Lady Bolingbroke, by Squirrel, her dam Cypron (King Herod's dam), by Blaze; Selima, by Bethell's Arabian; Graham's Champion; Darley's Arabian; Merlin.

Imp. Clockfast, by Gincerack, dam Miss Ingram, by Regulus, her dam Miss Doe, by Sedbury; Miss Mayes, by Bartlet's Childers; by Snake; by Luggs; Daniel's Old Woodcock.

Symmes Wildair, by Imp. Fearnought, dam by Imp. Jolly Roger, her dam Imp. Kitty Fisher, by Cade, which see above.

Imp. Fearnought, by Regulus; out of Silvertail, by Mr. Heneage's White-nose, her dam by Rattle; Darley's Arabian; Old Child Mare, by Sir T. Gresley's Bay Arabian; Mr. Cook's Vixen, by the Helmsley Turk; Dodworth's Royal Mare.

Cade, by the Godolphin Arabian, out of Roxana, by the Bald Galloway, her dam sister to Chanter, by the Akaster Turk, Leedes' Arabian; Spanker.

The Cullen Arabian.

Old Royal by the Holderness Turk; Blunderbuss; Royal Mare.

Bethell's Castaway, by Merlin, sister to Mr. Bethell's Ruffler, by a son of Brimmer's; Dick Burton's Mare, whose pedigree has been long lost.

Brimmer, by the Yellow Turk; Royal Mare.

No. X.

PEDIGREE OF FASHION.

FASHION, ch. f., foaled 1837, bred by Wm. Gibbons, of New Jersey; owned afterwards by Messrs. Reber & Kutz, Lancaster, Ohio, by Imported Trustee.

1st dam, Bonnets O'Blue, by Sir Charles.

2d " Reality, by Sir Archy.

3d " " " Imp. Medley.

4th " " " Mark Anthony.

5th " " " Imp. Janus.

6th " " " Imp. Monkey.

7th " " " Imp. Silver Eye

8th " " " Spanker.

Trustee pedigree, see No. 7.

Sir Charles, by Sir Archy, dam by Imp. Citizen, her dam by Commutation; Imp. Dare Devil; Sally Shark, by Imp. Shark; Betsey Pringle, by Imp. Fear-nought; Imp. Jenny Dismal, by Old Dismal, son of the Godolphin Arabian, her dam by Lord Godolphin's Whitefoot.

Sir Archy, by Imp. Diomed, dam Imp. Castianera, by Rockingham, see Nos. 2 and 4.

Imp. Medley, by Gimerack, dam Arminda, by Snap, her dam Miss Cleveland, by Regulus; Midge; Bartlet's Childers; Honeywood's Arabian; dam of the Two True Blues.

Mark Anthony, by Partner, dam Imp. Septima, by Imp. Othello, her dam Moll Brazen, by Cub; Torrismond; Second; Mogul; Sweepstakes; Bay Bolton; Curwen's Bay Barb; Curwen's Old Spot; White-legged Lowther Barb.

Imp. Janus, by Janus (son of the Godolphin Arabian), dam by Old Fox, grandam by Bald Galloway.

Imp. Monkey, by Lord Lonsdale's Bay Arabian, dam by Curwen's Bay Barb; Byerly Turk; Arabian Mare.

Imp. Silver Eye, by Cullen's Arabian, dam by Curwen's Bay Barb; Byerly Turk; Curwen's Spot; White-legged Lowther Barb; Old Vintner Mare.

Spanker, by D'Arcy's Yellow Turk, dam by Lord Fairfax's Morocco Barb; Bald Peg, by an Arabian; Barb Mare.



