

NATIONAL
REGISTER OF
NORMAN HORSES



LIBRARY
UNIVERSITY of
PENNSYLVANIA




Rittenhouse Quarry

FAIRMAN
ROGERS
COLLECTION
ON
HORSEMANSHIP

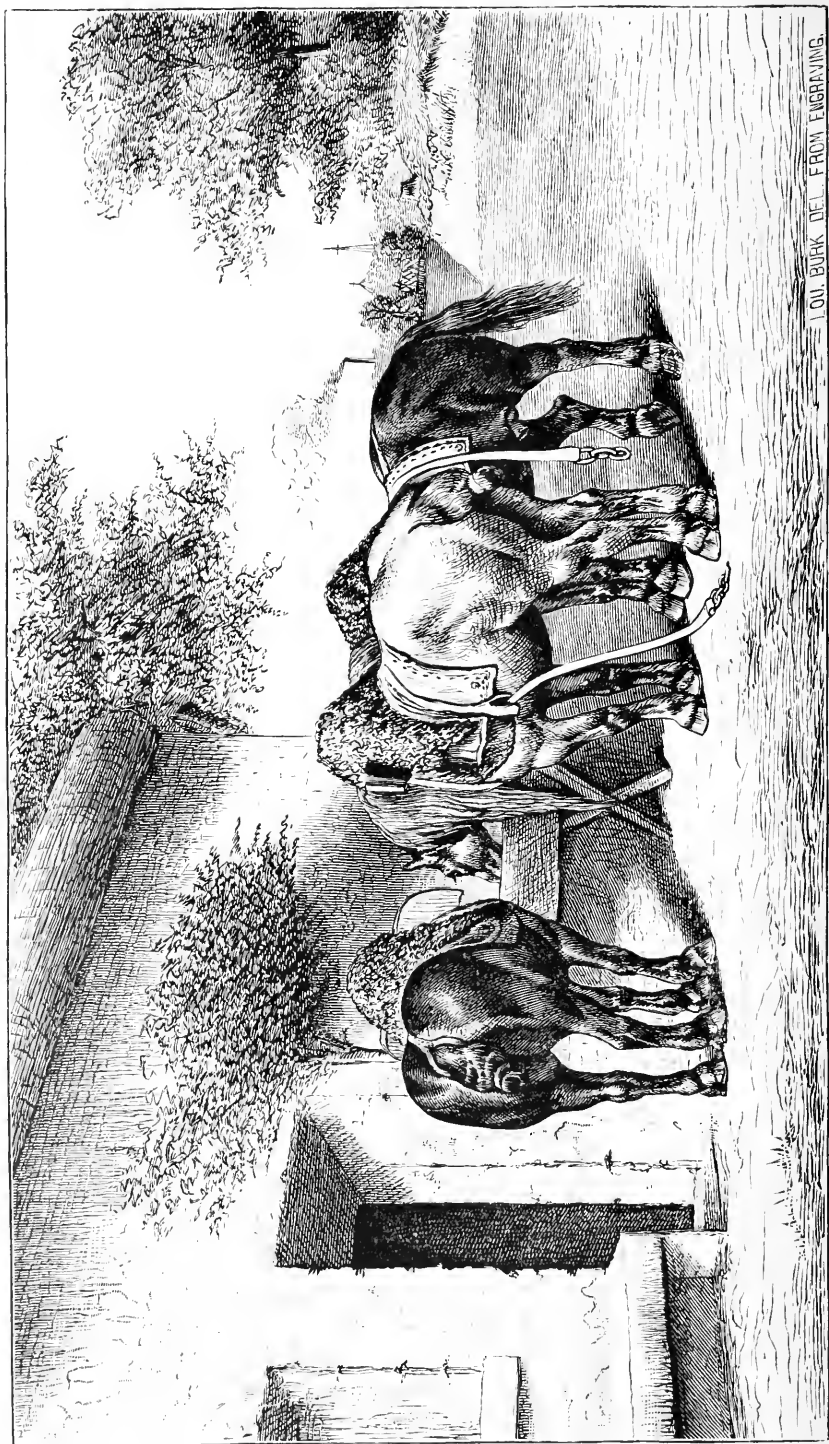






Digitized by the Internet Archive
in 2009 with funding from
Lyrasis Members and Sloan Foundation





L. BURK DEL. FROM ENGRAVING.

NOONING IN NORMANDY.

THE
NATIONAL REGISTER
OF
NORMAN HORSES.

WITH A
GENERAL HISTORY OF THE HORSE-KIND
AND A THOROUGH HISTORY OF
THE NORMAN HORSE.

BY JAMES M. HIATT,

Fine-Stock Editor of the "Chicago Drovers' Journal;" author of the "Voters' Text-Book," the "Political Manual," and several other histories and popular works.

PUBLISHED BY THE
NATIONAL NORMAN HORSE ASSOCIATION.

1881.

(VR) NEW BOLTON
CENTER

636.1541

H522

v. 1

Entered, according to Act of Congress, in the year 1881, by
THE NATIONAL NORMAN-HORSE ASSOCIATION,
in the Office of the Librarian of Congress at Washington, D. C.

PRINTED AND BOUND AT
THE PANTAGRAPH STOCK PRINTING ESTABLISHMENT,
BLOOMINGTON, ILL.

H. J. M.
" "
" "

PUBLISHERS' PREFACE.

In 1880, nearly two hundred of the leading Importers and Breeders of Norman horses, in America, formed themselves into a National Association, with the view of publishing a stud-book in which *all* full-blooded French draught horses can be properly registered, whether such animals be of Augeron, of Breton, of Boulonnais, of Cauchois, of Percheron, or of any other local origin.

The formation of this body was due to the manifest want of an American register of the above description.

The Association having, through its directors, gathered from France the official information required to show what the French draught horse is, employed Mr. James M. Hiatt, the well-known author and journalist, to write for the work an introductory history. A careful examination of that part of the book will surely convince anybody that he is one of the most thoroughly qualified men for such a task that could have been selected.

To the material furnished him he has made many important additions. By drawing upon his large fund of scientific and historical knowledge, and by bestowing upon his labor the fruits of a ripe scholarship, he has greatly enriched what without these contributions would have been dry detail.

He has produced a history of the horse in general, and a special history of the Norman horse, which, as a whole, vastly

excel anything of their kind in the known world. They constitute an authority which will be recognized as a *standard* by future generations. They are profoundly interesting and instructive. They completely settle, once and forever, what should be THE NAME under which importers and breeders of French draught horses, in the United States, should record all their full-bloods.

For the faithfulness and critical thoroughness with which Mr. Hiatt has performed his task he merits the hearty thanks of all Americans who are interested in the great Norman breed. We invite special attention to his admirable work, which will assuredly stand the test of time and of criticism.

The Association has put forth its utmost endeavors to make the registry portion of this volume *complete* in all respects, and feels satisfied that the list of full-blood Normans which it here presents is the fullest and the most accurate that has ever been given to the country. If, however, any omissions or mistakes are hereafter discovered, they will be corrected in the next issue.

NATIONAL NORMAN HORSE ASSOCIATION.

THE AUTHOR'S PREFACE.

In the historic portion of this volume I have done the best I could do under the circumstances. So urgent was the demand for the early appearance of the book that I was unable to take as much time as I should like to have had on a production requiring the exploration of so much territory, the critical examination of so many authorities, and the thorough digestion of so much matter.

I have, however, been able to collate and present *the facts* in which the draught-horse men of the United States are at this time especially interested. These I have presented in fullness, and if they do not always appear in the best possible order they are, nevertheless, here in their verity and in their power.

My thanks are due to the National Norman Horse Association for its cheerful readiness to respond to my every request, and for its prompt attention to all my wants in relation to this undertaking. To the PANTAGRAPH PRINTING ESTABLISHMENT (of Bloomington, Ill.), which prints and binds the "National Register of Norman Horses," and which is one of the best appointed printing houses in America, I am under lasting obligations for the kindness and efficiency with which it has assisted me in many important particulars.

JAMES M. HIATT.

 TABLE OF CONTENTS.

| | PAGE |
|-----------------------------------------------|--------|
| PUBLISHERS' PREFACE | 3 |
| AUTHOR'S PREFACE | 5 |
| GENERAL HISTORY OF THE HORSE-KIND | 7-41 |
| The Piebald Horse | 13 |
| The Bay Horse | 17 |
| The Dun Horse | 28 |
| The White Horse | 33 |
| The Black Horse | 39 |
| HISTORY OF THE NORMAN DRAUGHT HORSE | 43-162 |
| The Norman Horse in France | 59 |
| The Name | 96 |
| The Question Settled | 123 |
| The Norman and his Name in America | 143 |
| THE REGISTER | 165 |

 LIST OF ILLUSTRATIONS.

| | |
|-------------------------------------|---------------------|
| "Nooning in Normandy" | <i>Frontispiece</i> |
| "Returning from the Fair" | 42 |
| Boulonnais Horse | 84 |
| Horse of Normandy | 88 |
| Breton Horse | 92 |
| Percheron Horse | 108 |

ERRATA.

On page 14 in last line of second paragraph, read "1525 B. C." instead of "2080 B. C."

GENERAL HISTORY
OF
THE HORSE-KIND;
COMPRISING AN ACCOUNT OF
THE FIVE PRIMEVAL RACES.

On plains and mountains behold them—see
Them roaming, grazing, wild all, and free.
The scene has changed; see them once again,
Bearing o'er fields of gore fierce, armed men.

—THE AUTHOR.

We have thought it well to precede our account of the Norman horse with a general presentation of the *genus equus* so far as it relates to the domestic horse. In so doing we hope, by the aid of science and history, to be able, not only to deepen the interest of the reader in that noble animal which has been the companion of man from the dawn of civilization to the present time, but to properly open the way for those facts and views which we shall offer respecting the origin and character of the special breed whose American representatives it is the object of this book to record.

Linnæus, the distinguished Swede, placed the *genus equus* (horse-kind) among the *belluæ* (beasts), and made it, in his zoölogical classification, the sixth order of the mammalia. The group is most distinctly characterized, and is markedly different from all other genera (kinds) in the peculiar form of certain organs, such as the feet, the stomach, &c., which are so constantly alike in the several classes of the genus,—the horse, the ass, the quagga, the zebra, the dauw,—and so unlike those of surrounding families as to render generic identification very easy, but specific divisions, upon an anatomical basis, very difficult.

These facts led Storr, Illiger, Baron Cuvier, and other eminent naturalists, to admit all the solidungular (solid-hoofed) varieties into one species, which they have designated by the terms *equidæ* (horse-like animals) and *solipeds* (solid-footed animals).

Gmelin seems to be one of the few men of note who have attempted to anatomically divide this great family; and he did so by first including within it, under the specific name of *equus bisulcus* (cloven-footed horse), the gnu, which is now universally regarded as a variety of the lama, and, consequently, as belonging wholly to another genus.

Some years ago, Mr. Gray, in the *British Zoological Journal*, essayed a separation of *solipeds* into two distinct genera, taking for his first the *equus caballus* (the horse proper), and for his second the asinine variety, the latter embracing the *hemionus* (the common ass), the zebra, the quagga, &c. With pertinent acuteness and marked ability, he drew a line of distinction which not only he, but Mr. Bell, who strongly supported his views, held to be sufficiently wide to serve his purpose. He cited the callosities on the hind legs of the ass and their absence on those of the horse; the long hair up to the root of the tail in the one case and the mere brush hanging pendant in the other; the characteristic color-marks which distinguish the humbler from the prouder form. But with all this he did not succeed in convincing the scientific world that the differences he pointed out are structural and unexceptionable to the extent required to constitute two genera.

It should, however, be borne in mind that all classifications are largely based upon inferential evidence, and are adopted chiefly for convenience. The most profound scientists have not yet satisfactorily established the limits of a genus; nor have they clearly defined a species. The known fertility of certain hybrids—as, for instance, those derived from crossing the sheep and the goat, the camel and the dromedary, the wolf and the dog—and the procreating power of the offspring of these hybrids, tending as it does, through the special fitness of its possessors for the reception of additional foreign blood, to the absorption of specific distinctions and the formation of new races, present difficulties which constantly and seriously threaten the permanency of any systematic arrangement.

Moreover, the extraordinary prepotency of the sires of first produce, everywhere observed by practical horsemen, involves a highly significant problem, whose solution has yet scarcely been approached, and whose bearings upon the question of family boundaries are of the utmost importance. The most remarkable illustration of this pre-influential force to be found on the pages of modern history, occurred in England several years ago, and was recorded in the *Philosophic Transactions* of 1821. In that case Lord Morton procured a mule by breeding a mare that had never been bred before, and that was seven-eighths Arabian and the other eighth homogeneous common stock, to a quagga. The foal was strongly marked by its little South-African father. Five years afterwards the mare was sold to Sir Gore Ousley, who obtained from her in three successive years a filly and two male colts—all sired by a black, thoroughbred Arab, and *every one* of them plainly exhibiting the peculiar marks of the quagga in the character of the mane, the color of the coat, and the stripes on the neck, on the shoulders, on the joints of the limbs. And what may seem most surprising, is the fact that the last of the three was more quagga-like in appearance than the mule itself. It should be observed that all the younglings obtained by Sir Gore Ousley were fifteen-sixteenths *pure Arabian*, and the remaining sixteenth *homogeneous blood*.

Occurrences of the foregoing description show a decided tendency on the part of nature to prefer, in certain contingencies, the propagation of strange forms, and suggest the probability of a far greater plurality of original species of common types than has hitherto been recognized.

It is true that hybrids procured by crossing the domestic horse with the common ass, have rarely, if ever, been endowed with progeneritiveness; but it would appear reasonable that such is the dominance of the true equine element in the hippotigrine races* of Southern Africa, and such their affinities to one another that if it had been the lot of civilized man to deal mainly or exclusively with *them* he would eventually have succeeded in so amalgamating them as to produce an animal little inferior to the domestic horse—obtaining the qualities of draught in the

*Races striped like the tiger, and very properly classed by Buffon and Col. Hamilton Smith as *equite* of the hippotigrine form.

quagga, those of speed in the zebra, and those of family pony in the dauw.

With respect to *equus caballus* (the true horse) of modern naturalists, there is evidence other and stronger than that implied in the facts just narrated, to justify the conclusion that he, together with many of his present cotemporaries, is traceable to a variety of osculatory (closely-approaching) forms which originally existed severally distinct.

The first witness speaks from the rocks. The organic remains of the horse have been discovered in all the strata of the quaternary formation of every quarter of the globe except Arabia and Africa. In the eastern hemisphere, from beyond the Indus to the west of Ireland, from the polar regions of Siberia to the country south of the Himalayas, his fossilized bones have been found, along with those of gigantic deers, oxen, elephants, rhinoceroses, tigers, bears, and hyenas—in limestone caverns, in fresh water deposits, in the Eppesheim sand. France, Germany, and the British Isles have—no doubt because they were most industriously worked—furnished a prodigious number of these long-stored relics. During recent years David Dale Owen and other eminent geologists have shown us the horse in the anteglacial era of North and South America.

There is one part of our continent (Mexico) which for a good while was regarded as being destitute of equine fossils; but quite lately they have been unearthed in *that* section.

It is, however, to be observed that all the horse-remains thus far discovered upon our continent belong to a race to which the earth now contains no parallel in size,—an extinct race of enormous proportions, in full keeping with the American mammoth who was its cotemporary.

Two things in connection with all these discoveries are worthy of special notice: First, the bones of *equus caballus*, wherever they have been found in the Old World, whence come all our domestic breeds, may easily be traced through successive formations, from the nethermost deposits of the quaternary period up to the present vegetable mold; Second, they are, in that hemisphere, universally of such proportions as to show the size of the animals to which they belonged to have been about the same as that of the average of the unimproved races of our time.

These facts plainly signify that the Asiatic and the European horse survived the wreck of ages, while their former cotemporaries, the Siberian mammoth, the British elephant, the cave bear, the cave hyena, and the great Irish elk, passed forever from existence with the mighty terrestrial revolutions which preceded the appearance of man.

Now, when it is added that the regions in which the *wild progenitors* of all our various breeds formerly existed, and in some cases continue to exist, are *the very same* that were occupied by their quaternary predecessors, we are naturally brought to the conclusion that those breeds are not all of *one* primitive origin, but have come from a *variety* of forms which, though similar, were, nevertheless, distinct; for the reason that between some of these regions and some others there has never been any natural means of communication.

Our second witness is summoned from certain recognized facts respecting the present zoölogical distribution. It is well known to every student of natural history that several kinds of undomesticated quadrupeds must always have been in those locations which they now inhabit. Take, for example, wild sheep. These animals, though they are all regarded as belonging to one genus, are found in a great variety of forms and sizes in Asia, Africa, and the Mediterranean islands. They formerly existed in Spain, and are now to be seen in many parts of Western North America. No one has yet even thought of claiming that human means and instrumentalities have ever been employed in their transportation. Nevertheless, we find them in regions to which, without man's assistance, they never could have gone, unless at the date of their migration the surface of the earth was very different from what it is at this time;—so different, in fact, as to necessitate the subsequent formation of the Mediterranean sea, the aquatic separation of this country from Europe, that of the East Indies from Asia, and that of England, Ireland, and Scotland from their continental neighbors.

How the genus in question could have survived the dire effects of the extreme climatic alterations which must have supervened upon these changes, is a problem whose solution we opine few would be anxious to undertake.

What is here said respecting the circumstances of wild sheep is equally applicable to those of several other mammalia,

including the great equine family, various tribes of which were in many instances anciently found untamed in places so inaccessible as to demand, in order to the establishment of their identity with all other tribes of their kind, causes quite as violent and unphilosophic as those just supposed.

It seems, therefore, only the part of reason and common sense to admit, with regard to the horse, as with regard to several of his present coteremporaries, the primary existence of a number of separate forms of a common type, whose structural affinities were such as to render them fusable into one race. Wild sheep, in all their varieties of build and size, have proven that they possess this fusability, by the readiness with which they have produced fertile hybrids when crossed with any of the tame breeds of any part of the world.

There is, to be sure, such a thing as a law of sterility. That law, however, is clearly marked, as both observation and experience have shown, by exceptional modifications; and in view of the fact that the domestic animals have in all ages exhibited the capacity to adapt themselves to the manifold changes of food and climate to which man has subjected them, we are justified in drawing the line of reproductive commixture nowhere this side of heterogeneous bounds.

We now come to the consideration of

THE ORIGINAL STOCKS,

or species, of our present horses, as they existed before domesticity had wrought in them the alterations and improvements under which they generally appear at this time. These stocks were five in number,—the bay, the gray, the dun,* the piebald (Tangum), the black. And let it be here observed that nature, when she had things all her own way, palpably distinguished each of the principal divisions, into which she separated the horse kingdom, by the most marked differences of color, which, until they were disturbed by man, were as fixed and as constant as those which characterize the various species of other genera in the wild state.

These original stocks are found in Asia and Europe, and are the ones from which are derived all the horses with which the

*There are reasons, as will appear in subsequent pages, for believing that the dun stock, though constituting one type, had several different origins.

civilized world has any practical acquaintance. Commencing at the most easterly point of the residence of the Asiatic primeval races, we present, first,

THE PIEBALD HORSE.

This animal, whose attractive livery, compactness and symmetry of form, litheness of action, grace of movement, sureness and fleetness of foot, were the theme of the great poets and historians of the classic age, is among the most distinctly marked of his kind. On the lofty plateau of Thibet, fully three miles above the general level of the surrounding regions, he has roamed in aboriginal freedom from time immemorial, though he has been found in neighboring quarters. There, abundantly supplied with both pasture and water, and well protected on all sides by rugged mountain redoubts, he has to such an extent eluded the pursuit of the Tartar hunter as to maintain up to the present moment a strong numerical representation in the wild state.

The piebald, or Tangum, as he is called in the country to which he is indigenous, from the Tangustan mountains of Bootan, is, in his native home, about eleven hands high, well proportioned, very muscular,—is spirited, active, with small, hard hoofs, clean limbs, solid bone, fine head, thin, arched neck, deep breast, round barrel, large girth-measure, and short coupling. The hair of his coat is nearly five inches long, and exhibits on a white ground, and in regularly corresponding order, large, deep bay spots. He has ever been, when left to himself, the most clanish of horses,—refusing to mix with any other race, and resolutely preserving his peculiar distinctions through untold ages.

The period at which the Tangums were drawn upon to further the ends of human progress, greatly antedates the oldest trustworthy records; but thousands of them are brought vividly before us in the epic legends that mark the dawn of the heroic era of Greece. The one important fact which we derive from the mythical account of the Centaurs is that of the appearance of a nation of riders who were so securely seated upon their clouded steeds, that to the highly imaginative mind of remote antiquity, they appeared to be a part of them.

These marvelous equestrians undoubtedly constituted the first Aryan hordes, who issued from Central Asia, and moving by the

north of the Black Sea, and crossing the lower Danube, made themselves masters of Thrace and Thessaly, and their horses the historic breed of those regions.

The date of this irruption can not be given with accuracy; but we know that it was almost immediately followed by another which, originating in a more southerly quarter of the East, brought up in Asia Minor, and which was composed of people to whom tradition gave the name of Amazons, on account, no doubt, of their being led by martial queens,—people who were both charioteers and riders, and to whom we shall hereafter have occasion to again refer. Both movements are synchronous with the poetic period of Hellenic history, and transpired not long before Sesostriis drove the Shepherd Kings out of Egypt and invaded Syria, Arabia, Armenia, and Babylonia,—an achievement which Egyptian hieroglyphics show to have been accomplished in the year 2080 B. C.

All the light obtainable from the evidence of the Oriental languages, from the sacred annals of the Jews, from the epic legends of India and of Europe, points directly to the epoch comprising these three events as the one during which the domestic horse makes his first appearance west of the Hellespont. Horses there were, and thousands of them, too, long ere this, as we shall hereafter see, ranging in the rich valleys of the Rhine, of the Seine, of the Upper Danube, and through the whole stretch of the Netherlands; but they were utter strangers to the curb and the rein.

The advent of the Centaurs having, as before remarked, made the Tangums the historic equine stock of the states of Thrace and Thessaly, they soon spread all over Greece, and, subsequently throughout Rome. We hear of them frequently in the writings of the classic authors of those countries. Homer evidently points to both their speed and their colors in the words "*aiolopolon pokilodermonos.*" In Alexander's immortalized war-horse, Bucephalus, which he bought out of Philonicus's breeding pastures at Pharsalia, at a cost of sixteen talents, we have a splendid impersonation of their superior saddle qualities. The Latin writer, Statius, in noticing them, fully recognizes their Centaur origin, in the expression, "*Centaurica dicunt semina,*" and graphically portrays their beautiful coats and their agile movements. Virgil, who wrote in the Augustan

age, glowingly alludes to them in describing the Trojan games of the Roman youth, and sufficiently admits their antiquity, even in *his* day, by drawing from them the component elements of the Ardean and the Volscian horse.

During the decline of the great iron empire, the piebalds, from a new quarter, entered the domain of European civilization. To the number of half a million, and bearing as many fierce Tartars under the leadership of Attila, they left the plains of Hungary, in 451 A. D., and piercing through Germany and France, climbed the Alps and descended into the heart of Italy. The savage Mongol tribes who made this extraordinary incursion were originally from Central Asia, the proper habitat of the Tangum. Strange to say, they were prevented from sacking the Eternal City and induced to return peaceably to their homes through the intervention of Bishop Leo. But before they departed an equestrian portrait of their redoubtable chief was produced from the life, and Raphael's celebrated Vatican fresco painting of Attila on horseback has perpetuated to the present time a faithful representation of both the Tartar king and his charger. It may be mentioned in this connection that other Latin artists, notably Titian and Guido, have left us excellent portrayals of the piebalds in their pictures of Aurora, taking for their models the animals reared in the vicinity of ancient Ardea.

We know that the Tangums were, in the eighth century, spread throughout Western Europe; for we find Paul Warnefried, in the time of Charlemagne, speaking of them as being the best cavalry horses in the world.*

But, long anterior to this, the war-like Scythians of High Asia had, by their hireling service of ancient Eastern monarchs, and by their plundering invasions of China, Armenia, Persia, Syria, Judea, and Arabia, introduced the piebalds into those countries.

So we hear the Prophet Zachariah saying, "I saw by night, and behold a man riding upon a red horse, and he stood among the myrtle trees that were in the bottom; and behind him were there RED HORSES, SPECKLED, AND WHITE."—Zach. i. 8. We also learn from the Persian historian, Mickhoud, that the Caliph Munstasem, at the time he was building Samarah, "raised a

*Warnefried's praise did not have the effect to induce the formers of the Frankish war horse to use the stock of the Tangum in the production of that celebrated animal

mound by means of 130,000 pied horses,—each horse carrying a sack of earth to the spot.” This mound was, by Mathek, the son and successor of Mustasem, made the site of a famous tower.

The ancient Pagan poets of the Orient frequently speak of the piebald. In the seventh century the Moslem hero, Zohara, being a prisoner in the Persian camp, escaped upon a piebald horse, and joining his command, materially aided in the memorable victory won by the Saracens at Kadesia.

Thus we see how, by the year 800 A. D., through the early colonizing movements of the Aryans (the Indo-Europeans), the mercenary service and the predatory wars of the Tartars, the primeval Tangum stock of the high table-lands of Thibet was, after its domestication, distributed throughout the domains of both the Asiatic and the European civilization of antiquity.

In 1241 we again hear of it in the Tartar army, when Peter Kahn pierced Russia and Poland, and defeated and slew Duke Henry II., of Silesia, at Wahlstatt.

Of course, during the dominance of imperial Rome the Tangums were taken into all the outlying provinces of that power, including Spain and the British Isles. From Europe, upon the opening of the new world, they made their way to America; and, now, we see them daily in every part of the Union. Here they are, to-day, exhibiting, in the main, the same distinguishing marks and characters which their untamed ancestry showed in the mountains of Central Asia prior to the first outpouring of the primitive Aryans (the Centaurs of the European epic legends), notwithstanding their incessant crossings with other breeds for a period of nearly four thousand years.

Such remarkable constancy indicates original distinctness of family divisions.

The Tangum is very strong,—very compactly built. It stands on rigid pasterns, has solid hoofs and vigorous tendons. It is endowed with remarkable powers of endurance, and is renowned for its intelligence and tractable spirit. It is a true mountain animal. Its superior edneability and its attractive colors make it the circus horse of our time as it was the circus horse of Rome in the age of the Cæsars.

THE BAY HORSE.

Connected with the earliest movements of Eastern civilization, as the Tangum was with the earliest movements of Western civilization; the first in the world, of his kind, to be improved and ennobled by an intelligent system of breeding, the bay horse presents us with one of the most interesting of histories,—a history in glancing at which we shall learn much that is well worth remembering.

The original habitat of this stock comprises the plains east of the Caspian sea, and includes the Sea of Aral, the greater part of the extent of the Syr, or Jaxartes, and of the Amoo, or Oxus river. On the north it embraces a considerable area of the Kirghiz steppes, and on the south a large portion of Turkistan. Its boundaries are very nearly, if not quite, those of the supposed seat of the ancient Aryans—the parent human stock of the Hindoos, the Persians, and all the Indo-Germanic and Indo-Celtic, or European nations, including Greeks, Romans, Gauls, Germans, Scandanavians, Britons, &c.

In the fossil remains of the quaternary deposits, in Oriental traditions, in the sacred writings which compose the Persian Zend-Avesta and the Hindoo Shasters, in European history, and in what modern travelers have both *seen* and *heard* throughout all quarters of Eastern Europe and Central Asia, we have evidence abundantly sufficient to establish the fact that the “red horse” of Zachariah was indigenous to this presumed primitive cradle of our branch of mankind; that here, some time away back in the prehistoric past, he was first subdued and brought into domesticity. Large droves of bay horses, in the wild state, have frequently been seen during the present century, either within or near the limits of their aboriginal residence.

The Tartars, who often come across them, call them Tarpan. From an orderly Cossack of Western Tartary, Col. Hamilton Smith,* of England, obtained, a few years ago, a descriptive account of these animals, which we think fully worthy of reproduction in these pages :

*Col. Hamilton Smith is the greatest natural historian that Europe ever produced. His works, not only on the horse, but on nearly all other kinds of the lower animals, and on the human species, constitute one of the most instructive libraries in the world's literature.

“The Tarpan,” said the Cossack, “form large herds, which are subdivided into smaller troops. Each of the lesser divisions is headed by a stallion, while each of the great divisions is under the command of a sultan-stallion. They are *unmixed*, excepting toward the borders of China.

“They prefer open, elevated steppes (plains), and always proceed in lines or files, usually with the head to windward, moving slowly forward while grazing, the stallions leading, and each occasionally going around his own troop. Young stallions are often at some distance, and single, because they are expelled by the older ones till they can form a troop of young mares of their own. Their heads are seldom observed to be down for any length of time. They utter now and then a kind of snort, with a low neigh, somewhat like a horse expecting its oats, yet distinguishable, by the voice, from any domestic species, excepting the woolly Calmuck breed. They have a remarkably piercing sight, the point of a Cossack spear, at a great distance on the horizon, seen behind a bush, being sufficient to make a whole herd halt. But this is not a token of alarm. The horses soon resume their march, till some young stallion on the skirts begins to blow with his nostrils, moving his ears in all directions with great rapidity, and trots or scampers forward to reconnoiter, bearing the head very high and the tail out. If his curiosity is satisfied he stops and begins to graze; but if he takes alarm, he flings up his croup, turns round, and with a peculiarly shrill neighing warns the herd, which immediately wheels and gallops off at an amazing rate, with the stallions in the rear, stopping and looking back repeatedly, while the mares and foals disappear as if by enchantment, because with unerring tact they select the first swell of ground or ravine to conceal themselves till they re-appear at a great distance, generally in a direction to preserve the lee side of the apprehended danger. Although bears and wolves occasionally prowl after a herd, they will not venture to attack it, for the sultan-stallion will immediately meet the enemy, and rising on his haunches strike him down with the fore feet; and should he be worsted, which is seldom the case, another stallion becomes the champion; and in the case of a troop of wolves, the herd forms a close mass, with the foals within, and the stallions charge in a body, which no troop of wolves will venture to encounter. Carniver-

ous animals, therefore, must be content with aged and injured stragglers.

“The sultan-stallion is not, however, to retain the chief authority for more than one season without opposition from others, who rise in the confidence of youthful strength to try by battle whether there shall not be a change of leadership; and the defeated party, whoever he may be, is driven from the herd in exile.

“These animals are found in the greatest purity on the Karakoum, south of the Lake of Aral and the Syr river, near Kusneh, and on the banks of the Tour, in the territory of the Kalkas; on the Mongolian deserts and in the solitudes of the Gobi. Within the Russian frontier there are, however, a few adulterated herds in the vicinity of the fixed settlements, distinguishable by the variety of their colors and a selection of residence less remote from human habitations.

“Real Tarpan are not larger than ordinary mules. Their color is invariably *tan*, Isabel, or mouse, being all shades of the same livery, and varying in depth only by the growth or decrease of a whitish surcoat, longer than the hair, increasing from midsummer till midwinter, and shedding in May. During the cold season this surcoat is long, heavy, and soft, lying so close as to feel like a bear's fur. At that time it is entirely grizzled. In summer much of this overcoat falls away, leaving only a certain quantity on the back and the loins. The head is small, the forehead greatly arched, the ears far back, the eyes small and malignant. The chin and the muzzle are beset with bristles; the neck is rather thin, crested with a thick, rugged mane which, like the tail, is black, as are also the pasterns which are long. The leg bones are small and clean; the feet small, long, and hard. The tail, descending only to the hocks, is furnished with coarse and rather curly or wavy hair close up to the crupper. The croup is as high as the withers. The voice of the Tarpan is loud, and shriller than that of a domestic horse, and the action, standing, and general appearance of the animal resembles somewhat that of a vicious mule.”

The foregoing statement from one who has often, in his lifetime, been an eye-witness to the facts he so graphically narrates, is one of inestimable value. In it we observe that the Tarpan is not, like the Tangum, strictly a mountain animal.

We also observe, from the variety of shades of color and the modified character and appearance of the droves in Eastern Russia, that he has, in the aboriginal state, evidently intermixed with domestic races. This circumstance is rendered all the more probable by his making his home most of the time on the open plains, while the chromatic, no less than the structural effects, which have followed crossing him with the gray, the black, &c., since his domestication, show that he is not so tenacious of livery as his Thibetian congener.

In fact, it appears that throughout the whole animal kingdom solid colors yield more readily than those of a variegated character. Thus we see that among the bovine species the unmixed deep red of the Devon is more easily modified by interbreeding with other stocks of cattle than the white-faced, white-breasted, line-necked livery of the Hereford.

In the case of the bay horse, however, we have not the decided evidence of independent existence that we meet in the natural history of the piebald and in that of some other varieties. The geographical isolation of his primitive home was never so complete, nor has he in non-domestication shown that persistent clanishness which we have noticed in the Tangum. Nevertheless the red is the most tenacious of all the plain colors.

The Tarpan, having been subjugated during some unknown period of the prehistoric ages, make their first historic appearance in the southerly movements of those renowned Asiatic shepherds known as Hyksos.* These bold, enterprising descendants of the Aryan division of the Caucasian family migrated at a very early date from the primal seat of their ancestry,—the valleys of the Jaxartes and the Oxus,—and settled in Upper Armenia, a region lying to the south of the Caucasian mountains. From this quarter, in the year 2080 B. C., mounted upon bay horses, they swept down upon Lower Egypt, and, capturing Memphis, made themselves masters of that part of the land of the pyramids. Afterwards they destroyed the government at Thebes, and thenceforward, for five hundred and fifty-three years, ruled the whole country. In 1525

**Hyksos*—A designation derived from *Halk*, the name of a short, loose coat, belted around the waist, and resembling what among the pioneers of the western states of America was once styled a wamus, or hunting-shirt. Hyksos was not only applied to the shepherds, but to Upper Armenia, their original residence.

B. C., they were expelled by the native Theban prince, Sesotris, who, availing himself of the steeds of which he despoiled them,—though in their flight they saved many,—pursued them into Syria, where they escaped him and found refuge in Hauran, east of the upper stretch of the river Jordan. But this great conqueror, flushed with the success of his arms, continued his victorious career northward and eastward, penetrating Mesopotamia, Assyria, Media, Bactria; and having vanquished every power that lay in his path, returned to the valley of the Nile, covered with glory, to be acknowledged the sovereign of the realm whose native inhabitants he had freed from a foreign yoke, and to which he had added several tributary provinces in Asia.

From the time of the expulsion of the Shepherd Kings the bay stock became an object of special attention in Egypt, which, being then the greatest power and possessing the highest civilization on the globe, was the *first* to adopt and steadily pursue, as a government, an efficient system of breeding. This is unmistakably shown in the hieroglyphics and outline pictures of the period, which appear upon numerous temples and tombs; for among these representations there are many which indicate animals under official care,—animals which were equal in size and symmetry to the best Arabian breeds of to-day, and which were attended by government grooms, who rubbed their limbs and performed other services now so common in Eastern studs.

The Egyptian monarchy, having experienced the value of the horse in war, established breeding farms in various parts of its domains, and by its munificent patronage and wise supervision during several centuries, made a grand improvement in the bays, producing families of renown, of which a few scattered fragments were found even at the time of the Moslem conquests.

But from 1200 B. C. the prestige of Egypt began to decline. In 525 B. C. it was conquered and made tributary to Persia by Cambyses, the son and successor of Cyrus. Upon the fall of the Persian empire and the rise of the Macedonian, it came under the Greek yoke, in 332 B. C. In the year 30 B. C. it exchanged the scepter of the Ptolemies for that of Rome.

From the day of its first subordination to other powers Egypt began to neglect the systematic propagation of horses; and finally, when it became a mere province of the empire of the Cæsars, it wholly dropped that important industry.

But, fortunately, the destiny of the bays had not been left entirely in the hands of the Egyptians. The flying Hyksos in their retreat to Hauran sowed the seed of their noble stock among the Canaanites, from whom, in subsequent years, the remnants of the Jewish tribes of Dan and Manasseh, who had escaped Babylonian captivity, drew the animals with which they made their way to Yemen, the southwestern corner of Arabia, where they were hospitably received, and incorporated with the native community. These fugitive Israelites were the means of originally introducing among the Arabs that blood, in the full development of whose qualities the latter were eventually to immortalize their name.

It seems well at this point to mention the evident fact that, prior to the equestrian invasion of Egypt by the Shepherds of Upper Armenia, horses were unknown, not only to the former country, but also to Arabia. In addition to the utter absence of proof, either geological or historic, of the existence of any indigenous wild horse in those parts of the Old World, it is significantly true that we hear nothing of the domestic horse in them till in the annals of the children of Abraham we learn that Joseph, holding the position of premier under one of the Pharaohs, "went up with horses and chariots" to bury his father, Jacob, in the cave of Machpelah,—an event which occurred soon after the flight of the pastoral rulers; that in all the traditions and hieroglyphic records antedating the Aryan conquest of Egypt, there is not the slightest intimation of the knowledge of a single individual of the true horse-kind; that the Arabian peninsula, consisting mainly of broad sandy deserts, and having for untold ages prior to the time of Sesostris been occupied by nomadic tribes who in grazing camels, sheep, and goats, brought every available pasture into requisition, was destitute of the natural conditions of wild-horse occupancy; that while from the first dim streakings of the earliest traditional daybreak of the Orient the inhabitants of High Asia were essentially an equestrian people,—transacting all their business, both local and general, on horseback,—those of the greater part of the country which gave birth to the religion of Islam were camel-riders down to the Christian era, the Bedouin land-pirates, who frequently entered Persia and other adjacent regions on pillaging expeditions, and the tribes of the lower part of Yemen, being about the only ones

who used horses; that in the commencement of the Hebrew monarchy, when Saul gained a signal victory over the Arabs, the spoils yielded plenty of camels, asses, &c., but *no horses*.

As for Palestine, the Mosaic prohibition, "But he shall not multiply horses to himself,"—Deut. xvii. 16.,—disallowed forever the rearing or the owning of horses in that land. But Solomon over-rode this injunction, and having, to use a current commercial expression, gotten up "a corner" on the horse trade in Judea, became one of the most extensive equine importers and shippers of his day. It would appear that the extraordinary wisdom of that prince was very largely of a business character.

Resuming our narrative of the distribution of the bays during the centuries following the expulsion of the Hyksos, we discover that they must have found their way at a comparatively early period into Asia Minor, for it was upon them that the Lydian cavalry was so superbly mounted in the time of Cræsus. In that service they were distinguished for their great size, their extraordinary muscular power and action, for the massiveness and solidity of their bone,—all showing that under the patronage of the wealthy sovereign of Lydia they had been bred much as our modern draught-horses are bred, for weight and strength, and also showing quite unmistakably that the bay, though in the wild state no larger than an "ordinary mule," and though in the turf form comparatively light-bodied and small-boned, is, nevertheless, an animal of marked structural elasticity; or, in other words, that whatever may be the reduction of his physical proportions in certain classes and certain individuals, he always contains the elements of size, which under advantageous circumstances are soon developed. The bays of Lydia, however, as well as those of other parts of Asia Minor, were frequently crossed with that division of the large gray stock which, as we shall hereafter show, was primarily found wild in the regions north of the Euxine, or Black Sea.

It seems that at the time of which we are now speaking (between 558 and 554 B. C.) there was a scarcity of horses in Media, inasmuch as Cyrus opposed the cavalry of Cræsus with camel-mounted troops. But there must have then been, according to the accounts of the ancients, in that part of the Orient, quite a sprinkling of the dun stock, which in after years

was much distinguished for mounting the Median equestrian forces. During the fourth, third, and second centuries B. C., as we are informed by Strabo, the bay horses of the Apamean studs of Syria were in very high repute. In those studs three hundred stallions and thirty thousand mares were kept for government service. The bays of Southwestern Arabia are also mentioned as coming into favorable mention at this epoch, which would indicate that the tribes of Lower Yemen began to pay systematic attention to the matter of breeding soon after the arrival of the remains of Dan and Manasseh among them, and that their present boast of having pedigrees which run in an uninterrupted chain back to the time of Solomon, is not without foundation. The bay families in certain districts of Northern and Western Africa are likewise noticed, synchronously with those just named, in very flattering terms, as are those of Sicily and Spain. From this we gather that in Egypt individual enterprise had in some noteworthy instances partially compensated the loss of government patronage, and that the Carthaginian colonists of the little island which lies on the toe of the Italian boot were not inattentive to efficient methods of equine improvement.

Greece, in the days of its power, made ample provisions for the production of good war-horses, but its preference of the dun and the Tangum stock left the few bays it possessed to take care of themselves in a large measure. Hence the Hellenic specimens of the last named were generally coarse in appearance and of inferior quality.

From the dominance of colossal Rome till the opening centuries of the middle ages domestic *equidae* of every species and of every class received no attention from government, except that which was bestowed by the Byzantine or Eastern power after the great empire had been cut in twain, and which was vouchsafed too late to be of any material benefit in the prolongation of the life of the dying monster. In fact, the Roman cavalry, even in the time of Julius Cæsar, was always poorly mounted, and, though individually valorous, was never able to successfully meet the equestrian hordes of the North and the Northeast. It invariably depended for support, in all real actions, upon the incomparable legions of infantry, before whose united front nothing could stand; and the chief of Italian con-

querors has himself been justly criticised by a German connoisseur, as an inferior cavalry officer.

But Rome, without designing to be so on its own part, was, nevertheless, the means of preparing the whole European field, as we shall more fully show in the following chapter, for that general system of horse improvement which ultimately prevailed throughout the continent, and which constituted so marked a feature of the age of chivalry. By so ordering its military police service that commands of horse, after drawing their animals from their native districts, were stationed for duty in quarters the most remote from their homes, the Cæsarean empire, during its undivided existence, thoroughly intermingled all the breeds then known to the civilized world,—an unintentional progressive step which, though it was afterwards somewhat modified by the inroads of the barbarians, led, in the end, to the grandest results.

By this fortunate accident the bays were thrown into all parts of Western Europe; and that many of the best Arabian steeds were among these may be reasonably presumed from the fact that the Cæsars on several occasions purchased large cavalry remounts from the land of the Moslem prophet. Such remounts, being wholly composed of stallions,—for it is a crime in Arabia to sell mares,—which were never gelded by their Roman purchasers, no doubt produced many colts in what are now France, Germany, Spain, England, and Austria, hundreds of years before Europe knew anything about “thoroughbreds.” This may serve to show what an utter want of meaning there is in the term “thoroughbred,” as well as in the current expressions, “*scrub stock*” and “*common stock*.”

It is proper here to state, that long prior to the rise of the Roman empire, and especially during the days of Solomon, the Phœnicians—those extraordinary people who for centuries controlled the maritime commerce of the world—carried the bays, as they did the grays, the Tangums, and the duns, to their Mediterranean, Egyptian, and Spanish colonies, and also to the British Isles.

Since the fall of Rome, and especially since the Saracen invasion, the bays have arisen from the obscurity into which they fell, for want of government attention, upon the decline of the star of Egypt, and have ever since been more or less

carefully bred—first for war, then for draught, then for speed—throughout the Christian dominions of the eastern hemisphere; while in Arabia, the Mohammedan princes, for nearly a thousand years enriched by the fruits of the sword of Islam, have made remarkable advances in the art of breeding, and have always furnished the purest specimens of the race. It is in Great Britain, however, that this noble stock has, during the present century, attained its highest and best development,—a fact undoubtedly attributable to its having been there more largely intermixed with other bloods, particularly at the epoch of the laying of the foundation of the English race-horse.

To one who is well acquainted with equine history it is amusing to hear many of our American turf-men talk about their “thoroughbreds.” They appear to be, and no doubt are, fully persuaded that their “flyers,” especially the *imported ones*, contain not one drop of other than Arabian blood. Now, the truth is that the English “thoroughbred” is the mongrel of mongrels. He is made up of the Persian, the Turk, the Barb (originally from Barbary, in Africa), the Norman, the black Vandal (Andalusian), the large black horse of Flanders, and the best-formed animals of the British race, which race was originally of the dun stock. Here is your English “thoroughbred,”—and a thoroughbred *English* horse he certainly is, but at the same time the most extraordinary amalgamation on the face of the globe, and for that very reason possessed of the best turf qualities known to civilization. In size, power, and speed, he greatly excels the straightest Arabians, many of the fastest of whom he has repeatedly distanced on their own native sod. He is truly a splendid animal;—for *speed* the very noblest production of the primeval Tarpan species; for, with all his intermixture, the bay blood strongly predominates in him. But let it be understood that he is an *English manufacture*, just as the trotter is an *American manufacture*. In the course of some years the latter will, in the true sense of the term, be just as much of a “thoroughbred” in his class as is the former in his. Both are branches of the great Tarpan trunk, which, as we have abundantly shown, is one of remarkable elasticity, and can, with equal success, be bred for war, for draught, for the turf, or for any other purpose to which the *genus equus* can be applied.

We cannot forbear a remark which the reader will see is a legitimate conclusion from the foregoing statements; and that is, that if the trotting men of the United States desire to accomplish, in their line, the grandest possible achievements, they will have to wholly abandon the false notion that a foundation of running blood is essential to the best results, and, in breeding, invariably make their selections with direct reference to the best *trotting* qualities, just as the first breeders of the English race-horse, commencing in the reign of King James the First, and laboring steadily, intelligently on through a period of many years, developed their superior breed by invariably making their selections with direct reference to the best *running* qualities, taking the material from whatever source they could obtain it.

The American trotter originated in a union of the English racer with the stout bay Normans of Canada,—a physical combination of *fleetness* and *bone*, and a mental combination of spirit and self-control. The last named of these elements (self-control) is generally expressed in the term "*level-headedness*," which, coming from the Norman, is quite as important a prerequisite as the speed and "*mettle*" which come from the so-called thoroughbred. But it should be borne in mind that the running constituent of this primary composition was mainly distinguished for *trotting*.

That what we have said respecting the origin of the English race-horse is true, may be seen in a fact, already stated, that owing to a rigid legal prohibition, Arabian mares cannot be exported from the country in which they are reared, and will be more fully observed in certain developments to be made in our next chapter. But the Arabian horse, himself, is not, it should be borne in mind, an indigenous product of Arabia. He first grew in Central Asia in the neighborhood of the sea of Aral; was there originally subdued; was taken thence to Egypt, and from there, in course of time, to the country whose name he now bears. In Arabia, he owes his present distinguishing qualities of speed, intelligence, and power of endurance, to limited and unfrequent rations of water, small quantities of highly nutritive food, a careful system of breeding, a dry, sunny climate, and the telling influence of unremitting human kindness. The last-named item is not to be overlooked. The Arabian horse is his master's *companion* by day and by night.

The great facility with which the bays were at an early period bred for draught in Europe—hitherto remarked—will, we trust, be satisfactorily presented in succeeding pages.

Before closing our account of this race, we should mention the fact that the famous British coach horses, known as Cleveland bays, whose Asiatic ancestry were of Lydian origin and were freely crossed with the Trans-Euxine grays, are the purest representatives of the bay stock in Europe.

THE DUN HORSE.

Markedly numerous in Scotland, and, also, frequently to be seen in England and in various parts of the United States, there is a variety of the domestic horse, commonly denominated the "*eel-back dun*." It is universally distinguishable from all other classes of horses by a black stripe which extends from the mane to the root of the tail, and which no amount of outcrossing has ever been known to obliterate. We had an opportunity last summer (the summer of 1880) to note the wonderful constancy of this mark at West Liberty, Iowa. Our attention was there frequently called to a splendid family of trotters called the "Wapsies," which have been brought into very high repute through the efficiency of the excellent trotting breeders and trainers of that community.

In these Wapsies there is such a dominant infusion of bay blood that the prevailing coats are either chestnut or light sorrel, while the head, neck, limbs, and general structure are but slight modifications of those of the Arabian courser and the English race-horse. Nevertheless, in *every one of them* seen by us, whatever the color of the general livery,—whether light yellow, with white legs and pasterns, or solid dark buff,—there was prominently visible a dorsal streak of black hair running from neck to dock, clearly proving a remote cross with the eel-back dun, which, though it does not now constitute the three hundredth part of the Wapsie blood, continues to assert itself with invincible pertinacity.

The primeval form of the eel-back dun, or, to make it shorter, the dun stock, is still to be seen in Central Asia, north of the sea of Aral, and in a greater or less degree of impurity on the eastern frontiers of Russia, where, in semi-domestication, it has freely interbred with tame varieties. Its original Asiatic habita-

tion is the stretch of country immediately north and extending a little to the east of the Caspian sea, though at a very early date, according to the accounts of the ancients, it was found in the mountains of China and in those skirting the northern boundary of the Gobian desert. It is, in the wild state, like the Tạngum, essentially and peculiarly a mountain animal. It climbs the rockiest and most precipitous declivities with almost the ease and security of a goat. In its primal purity it is much lower and proportionately longer than the bay, the gray, or the black, and is noted for the slenderness and toughness of its legs, the smallness and the solidity of its feet, the exuberant profusion of its mane, its tail, and its forelock, the ever-present black stripe along its back, cross-bars on its knee-joints and hock-joints, and, not unfrequently, by a dark cross on the shoulders. It is also noted, in this state, for its visible approximation to the ass form in its physical proportions from the flank to the croup.

These circumstances have induced several authors of acknowledged ability, among whom Buffon, of France, and Col. Hamilton Smith, of Great Britain, are most conspicuous, to regard the dun as the result of a very remote cross of some horse family with some variety of the ass-kind. But while this view of the case, considered in a purely zoological light, is not untenable, nor even unphilosophic, there being several species of *asinine equidae*,—such, for instance, as the Yo-to-tze of China and the Koomrah of Northern Africa,—who appear to hold an intermediate position between the horse and the donkey, who approach more nearly to the former than to the latter in the prominent features of the head and the neck, and who are no doubt capable of producing fertile hybrids, yet we question its absolute verity, for the reason that the ponies of Scotland, Wales, and the Scandinavian islands, who, in an unimproved condition, strongly exhibit all the marks and characters of the dun, and whose indigenous origin in the countries they inhabit is powerfully attested both by tradition and the records of the rocks, could not primarily have had any opportunity of mixing with any species of the ass, none of the latter kind having ever existed in the British and the Scandinavian Isles till they were imported by man. In the size of the cerebral lobes of the brain, and in the consequent endowment of intelligence, acuteness, and artful cunning, the wild duns are superior to all other wild horses. They

have no equine peers in the versatility of their inborn resources. Their tact, their diplomacy, their capacity to provide the means of sustenance and of safety, their power of adapting themselves to the varied necessities of different situations, their remarkable faculty for husbanding their strength,—never putting it forth till it is required,—are truly amazing, especially to those people who believe that none of the lower creatures are endowed with an intellect. We are not of those. In times of danger, instead of becoming excited and betraying their whereabouts by piercing neighs, as other breeds invariably do, they are perfectly cool, perfectly quiet, perfectly self-possessed, and wonderfully prolific of expedients by which to escape. These extraordinary intellectual traits are palpably shadowed in the amusing tricks and interesting performances of the domesticated Shetland pony.

Although, as before stated, the country to the north of the Caspian sea is the primeval *Asiatic* habitat of the duns, we, for the reason already given as a justification of our want of faith in the opinion that these animals contain a dash of asinine blood, are disposed to think that they were aboriginally indigenous to different parts of both Asia and Europe. In no other way can we account for their existence in the islands of Great Britain and those of Scandinavia from periods immemorial. Hence, while for the sake of convenience we class them under their common liveries, mental traits and aptitudes, as one family, we are disposed to regard them as being really divisible into several original families.

This conclusion is altogether philosophic, and is amply supported by nature on every hand. For instance, the beech, the elm, and many other species of dicotyledonous trees were common to the primeval forests of several parts of both America and Western Europe, to all which they were unquestionably *indigenous*. No one can with a shadow of reason claim that the American beech is from the seed of British beech, or that the British beech is from the seed of the American beech. Yet they are essentially and specifically the same.

At some epoch during prehistoric antiquity many of the Asiatic duns were subjugated and brought into the service of man. In the course of the ages they were, by the colonizing conquests of the tribes of High Asia, by the wars of Oriental monarchs, of western princes and emperors, by the oceanic trade

of the Phœnicians, by the marauding expeditions of Scythic Tartars, and by the distributive police policy of Imperial Rome, conveyed into many parts of Southern Asia and Continental Europe. In ancient Media they were much celebrated as cavalry animals, and were extensively reared under the patronage of the sovereigns of that country.

Here, as is shown in numerous sculptures and bas-reliefs, they reached the largest and handsomest proportions of which they are capable in purity. According to these representations they appear to have been about fourteen hands high, with heavy forelocks, exuberant manes, cropped on one side; long, heavy tails; strong legs, pasterns, and feet. Their heads, wide and full between the eyes, tapered symmetrically to the muzzle, which was fine and widely distended.

In several of the states of Greece they obtained a preponderant footing, and were well bred.

In Hungary and Poland they attained their greatest European prestige, and are to this day quite plentiful in those quarters. In Eastern Russia they have ever been very numerous, and, as we have previously stated, may now be seen there in the wild and in the semi-domesticated state.

Those in Western Europe, all of which we do not believe to be descended from an imported ancestry, are, in the pony form, greatly esteemed both for pets and for mountain service.

They have nowhere, like the bay, shown that structural elasticity which renders horses capable of being bred for a diversity of uses. It is, doubtless, on this account that they are not in general favor in Germany, France, the Netherlands, and the United States. They do not contain the elements of size, and have never reached, by any intermixture, the proportions of a draught animal, except in Burgundy, where, after innumerable top-crosses of the ancient chestnut leviathan of that French province, the unextinguishable dorsal stripe of the eel-back eventually marked the coat of a heavy and powerful horse. In Arabia and Africa they have never cut any figure in history; but in many of the districts of China they are much valued, as they are in the broken regions of Spain, France, and Great Britain, for mountain use, in which the straight-bred Tangum is their only equal. In the New World they are in requisition in several of the states and territories of the far West, where they are often

found in a semi-wild state, being, no doubt, the descendents of strayed Mexican mustangs, which last are the progeny of an early Spanish importation.

Many of the so-called Indian ponies of America are of this stock. Wherever, as in the case of the Wapsies of West Liberty, Iowa, we see the dun mark in the trotting horse, we may be sure that its presence is due to accident and not to design, although the duns, themselves, especially those of certain parts of Russia, are by no means slow natural trotters.

Duns are very rarely imported to America, except in the pony form, and then only to supply the demand for pets, which constantly increases with the growth of wealth. Prominent among those, in the western states of the Union, who have interested themselves in such importations is William Lingle, editor of *The Courier*, Lafayette, Indiana. His large stud of Shetlands is perhaps the finest and handsomest in the Mississippi Valley,—a fact mainly due to the care and wisdom with which he selects in Europe, and breeds in this country. Most of his ponies are coal black (having evidently been crossed with the black Vandal), which is the only color that hides the ever-recurring dorsal streak, which, being of the same hue, cannot, of course, be distinguished.

The Shetland pony, descending from the most highly intellectual of all the primeval races, is, as would be expected, pre-eminently educable. Mr. Lingle has several that will go into the dining-room at meal time, and dine with human decorum, and in the most perfect order, sipping tea from a cup and munching cakes and pies with all the grace and dignity of a Chesterfieldian beau. They romp with his children on the summer sward, and enjoy with a gusto the fun they help to make. Pets of this sort are unquestionably of the most valuable character, and cannot, as sources of instructive recreation, be overvalued. Being easily managed, perfectly safe, tough as whalebone, and, for their size, remarkably strong, they are, also, very servicable as saddle horses and buggy animals for children.

The dun ponies of France have been largely interbred with the little grays originally from the Pyrenees mountains, and are known in that country as bidetts and double bidetts.

THE WHITE HORSE.

Consecrated to pagan deities, and for that reason, as well as on account of his superior size, majestic bearing, and superlative beauty, greatly preferred by Oriental sovereigns on occasions of state and of gala-day parades, the white horse was by far the most noted and the most honored of his kind, known to high antiquity.

To the primeval form of this stock the testimony of history and of the quarternary deposits assigns two original habitations—one of them lying to the north of the Black sea along the river Borysthènes, or Dnieper, the other situated to the southeast of the supposed seat of the ancient Aryans, and including the regions in which the rivers Jaxartes and Oxus, and a branch of the Indus take rise. In the latter of these two locations, which is in Asia, the wild grays have always existed, and are still to be seen. In the former, which is in Europe, their aboriginal occupancy was recognized by Greek historians and poets from the earliest periods down to the time of Alexander the Great. Among untamed horses the grays are the largest, except the blacks, being fourteen hands high, and markedly massive in all their parts. The head is large; the ears small; the eyes small; the neck short, joining the head at a considerable angle; the mane short and ragged; the tail long, reaching below the hocks; the shoulders rather low, not much inclined, and very strong; the breast deep; the barrel large, round, and well ribbed up; the rump steep; the quarters rather broad and heavy; the thighs full, showing strong stifles; the coupling snug and comparatively short; the upper arms admirably muscled; the leg bones large and flat; the tendons strong and distinct; the pasterns straight, stout, short, and clothed with longish hair; the feet broad and solid; the joints of the knees and the hocks remarkably strong; the hind legs unusually straight from ham to fetlock, and well placed under the body. The color is described as being a grizzly white, somewhat darker in summer than in winter. The roots of the long hair of the coat are invested by a heavy, bear-like fur, which extends over the whole surface, and there is a perceptible beard on the under jaw running up to the gullet.

The first appearance of the grays on the domestic scene, like that of all the other breeds, is hidden by the shadows which

lie beyond the initial limits of human annals. But their use by man is brought prominently to view in the eventful interim between the years 1700 and 1400 B. C.,—the period during which the equestrian conquerors of High Asia were spreading to the south and the west of the Old World. Each of the various tribes of these people had a religion which, whatever might be its local modifications, contained a solar mystery,—an element in which the worship of the sun was either directly or indirectly enjoined.

Early in the morning of remote antiquity the horse was, by universal consent, recognized in Northeastern Asia, and throughout Bactria, India, Media, Persia, Egypt, Babylonia, Syria, and Asia Minor, as the living, moving emblem of that planet,—as its most fitting terrestrial personification,—and the first cavalry nations led the way in designating him by names which they also applied to the orb of day. In course of time these titles—such, for instance, as *var*, *phar*, *ppul*, and *asp* (all either of Zend or of Pelhevian origin)—were frequently assumed by Eastern sovereigns, and thus arose the *Varanes*, the *Phar-nabasus*, the *Phraortes*, the *Lorasps*, the *Gustasps*, the *Pharaohs*, &c., &c. All these terms imply, in their secondary meanings, beauty, power, exaltation, a lofty conveyance, and the like.

Now, it was certainly most natural that, in forms of worship in which the *genus equus*, as a representative of the sun, cut a prominent figure, the white horse should have been preferred, just as almost universally he was.

In the ancient Parsi (Persian) religion,—a pure dualism, in which *Ormuzd*, the spirit of goodness, was typified by everything white or luminous, and was opposed by *Arhiman*, the spirit of evil, who, in time, was typed in everything dark, black, or shadowy,—the grays became pre-eminently conspicuous. Those of the purest livery were set apart to the service of the Divine Being. They were, at stated intervals, led before the perpetual fires, which the Majians kept burning on elevated but natural altars, and were used on all occasions of religious festivity. Soon it came to pass, that they wholly composed the royal studs. From the time of Cyrus to that of Xerxes white horses only were used by the Medo-Persian princes. Darius had never less than one hundred and sixty of them in his own stables; and Herodotus informs us that at one time they numbered at

Babylon alone, in the government breeding service, eight thousand stallions and sixteen thousand mares.

In the most ancient legislation of India, equine sacrifices were specially provided for, and white was the color designated by the law.

In all the Indo-Celtic and Indo-Germanic regions of Continental Europe, during the early barbarian ages, white horses were used for religious purposes, and were annually sacrificed upon pagan altars. Woden's snowy steed, in the original land of the Saxons, and that of Ertha in the Island of Rügen, are cases in point, no less than that of Arduenna, the god whose altar in the Ardennes was eventually superseded by the shrine of St. Hubert.

In fact, stalls of these consecrated animals were kept in sacred groves and in the vicinity of pagan temples, all the way from the river Ganges to the Baltic sea, for centuries prior to the rise of the first European empires.

Even the rigid monotheism of the Hebrews was repeatedly polluted by this species of idolatry, as will be seen by reference to the twenty-third chapter of II Kings and other parts of Old Testament history.

At one time a certain Tartar Chagan in Central Asia had in his herd no less than ten thousand white horses, which were annually drawn upon by neighboring princes for purposes of worship.

It was, however, in Cilicia and Armenia that the grays were, anterior to the sway of the Roman power, produced in the highest degree of excellence. It was in the former section that the Persian monarchs obtained the horses of *Ormuzd*, as well as those from which they bred their choice chargers and gala-day steeds.

It will be remembered that in speaking of the Centaur invasion of Thrace and Thessaly as the one by which the Tangum stock was first introduced into those states, we remarked that that great movement was almost immediately followed by another, which had a more southerly origin, which brought up in Asia Minor, and which the legendary accounts of the heroic age ascribed to people styled Amazons, from the circumstance of their being led by martial queens. These "Amazons," whatever else they may have been, were certainly a nation of

charioteers, having left abundant evidence to establish the fact. It seems, too, that their horses were very largely of the gray stock; for there ever was, during the whole of antiquity, a dominance of that stock throughout the Lesser Asia, except in Lydia, where the bays predominated. It is, however, doubtful whether the "Amazons" were the first to introduce it into Asia Minor, the high probability being that prior to their westerly migrations, it came, domesticated, across the Black sea from one of the regions where it originally roamed wild.

But we find the grays, not only in Egypt and in all parts of Asia, but also in Northwestern Europe, from the time when the first Caucasian hordes ascended the Danube and crossed the Rhine till the present day; and observing that during the earliest ages they were, in the West as in the East, the special objects of pagan veneration,—their consecrated presence at the ancient Saxon altars along the Weser and on the Baltic being as unquestionable as it was at the perpetual fires in Persia, or in the sacrificial offering to Kali in India,—we are bound to conclude that their extraordinarily general distribution at the dawn of European civilization, was due far more to religious than to either military or political causes.

In making war, the Tangum, the bay, the dun, or any other stock could be used; but to propitiate an idol, or to draw his car, or to stand before his shrine, the white outranked all others, and as a natural consequence occupied the first place in the favor of the kings, the chiefs, and the nobles of the infant world.

The student of Ethnology may certainly find in the use of the white horse for sacred purposes by the Hindoos, the Persians, the Hyksos, and the Indo-Europeans, no less than in the similarity of the titles by which they designated him, a very strong proof of the common origin of all those branches of the human family.

Speaking of these titles, we may mention that one of them, the old Persian name *pful* (which signified a white horse; a beam of the sun; a colt set apart to the sun) is to-day seen in a slightly modified form in the common word "foal."

In the mythologies of the Greeks and the Romans the white horse did not occupy exactly the same place that he did in the older systems of the Orientals, and in those of the Asiatic colonists of the West; but the legends relating to Castor's horse

and those telling how Neptune, having instantly produced white steeds by striking the earth with his trident, distributed them among gods and heroes, show that a very high degree of veneration attached to him in the lands where Homer and Virgil sang.

As before stated, he was, in the East, a favorite in war, as well as the sacred horse *par excellence*, and was, especially in ancient Persia, where above every other creature he typified the sun, the animal preferred on all occasions of royal display.

In this stock dappled spots, particularly on the shoulders and the quarters, have ever been of frequent occurrence. These are more particularly noticeable in those crosses with the blacks, which have produced the iron-gray color.

The grays were greatly superior to all other *Asiatic* horses in stature, in breadth of frame, in size and strength of bone, in massive symmetry of proportions, and in majesty of presence. In Asia Minor, more particularly in Cilicia, where from the morning of civilization they were admirably bred, their heavy arched necks, long, flowing manes, and broad heads, with small, pointed ears, were proud testimonials of what they had gained by domestication. Here, as in Armenia and some other places, they were, prior to the descent of the Shepherd Kings upon Egypt, interbred with the bays, greatly improving the latter in size and strength, and being, in turn, improved by them in elegance of form and grace of action. But this early intermixture, although its effects are still visible in the gray coats of many horses in certain parts of Northern Africa, did not proceed so far as to assert a dominating influence upon the bay stock of the Hyksos. Nevertheless, it is well to notice it as being among the primary causes of that variety of colors which are now to be seen among both grays and bays throughout the world. It is, also, well to mark it as a proof of the fact that that race from which the Egyptian, the Arabian, the Barb, the Andalusian, the English race-horse, and the American trotter, have been in great part derived, was in the very incipiency of its domestication most advantageously crossed, as it often has been since, with one whose reputation rests vastly more upon its bulk and its power than upon its speed.

The same movements of conquest, the same policies of empire, agencies of commerce, inroads of barbarians and invasions

of Saracens, which we have observed as playing so potent a part in the scatterment of other breeds throughout all quarters of the eastern hemisphere, are likewise to be recognized as having something to do with that of the grays; but by no means so much, in a direct way, as was had by the important relations which the latter sustained to the forms of pagan worship that obtained among our Asiatic ancestry, and to which we have already paid sufficient attention.

During the ascendancy of Rome we find the gray stock in every part of that empire. It then shared the government neglect of all equines. But in the opening centuries of the dark ages it was, under the care of the Roman Catholic church, greatly developed and improved on the monastery plantations in the valley of the Po and other fertile regions of the European continent.

This was largely owing to the fact that just as the white horse had been anciently held to be the favorite of the pagan divinities, so was he afterwards long regarded by the papal priesthood as being specially patronized by the canonized saints,—a perceptible shadow of which notion is this day noticeable throughout the domains of Christendom in the general preference of white horses at funerals. This present preference is, of course, the result of a taste which is due to the force of usage; but that usage is directly traceable to the old papal idea to which we have alluded, and which was borrowed from the antecedent pagans. Thus it will be seen that the white has been the *sacred horse of the two great religious epochs of the world*.

During the Mahometan conquests we hear very little of the grays. They were, however, then attaining huge proportions on the farms of the Romish church, and existed in the pony form* in the Alps, the Ardennes and the Pyrenees. They were, in a great measure, being held in reserve, to be subsequently brought out and bred with reference to certain requirements, whose important bearings upon the draught horse of our time will be shown hereafter.

*The largest stocks of horses can be reduced to ponies by being transferred from fertile valleys to sterile mountains. The Canadian Norman, descended from the original French Norman, is satisfactory home evidence of this assertion.

THE BLACK HORSE.

By far the greatest in size among the five grand divisions of the *genus equus*, was the gigantic black horse of Europe. Evidence, cumulative and indisputable, points to that ample north-westerly region which includes the valleys of the Weser, the Rhine, the Meuse, the Sheldt, the Seine, the upper stretch of the Danube, and which embraces the most fertile parts of Germany and France, as the primitive habitat of this animal. Here we find, in greater abundance than anywhere else on the earth, the fossil remains of horses; and these in bulk and conformation are applicable only to the quarternary predecessors of the black stock which early continental history tells us once roamed wild throughout these alluvial regions, and the blood of whose domesticated progeny, plainly visible in the European race-horse, is one of the principal components of all the draught horses of both hemispheres.

In the wild state, the black horse is described as a huge beast, with a large head and a bristly mouth; with a short, thick neck and an abundant mane; with a long, heavy tail, out of which old Gothic legends said sparks of fire could be rubbed;* with hips high; with shoulders heavy, legs large and knottily jointed; with the feet broad, flat, and obscured by an immense quantity of long, coarse hair about the fetlocks, a streak of which extended up to the knees and the hocks on the back of the legs. Such is the portrait we have of him, from ancient descriptions and rude outline carvings, when he was found in his aboriginal residence by the Celts and Germans who first settled in Western and Northwestern Europe. These tribes were all riders, and brought with them their own Asiatic Tanguns, duns, and grays; but at an early period they must have domesticated the native horse, and have crossed him freely with the breeds they imported; for in the forenoon of the fifth century the black vandal cut a conspicuous figure in those conquests which, having been projected from the north, resulted in the

*As the white horse was, by the Gothic tribes of the old Aryan stock, believed to be specially patronized by the good deities,—the powers of light,—so the black horse was believed to be the particular favorite of the infernal gods,—the powers of darkness,—and a chosen medium through which evil demons, witches, and wizzards practiced all sorts of devilment upon mankind. Nevertheless, the black, being easily domesticated, and possessing great strength, was, in spite of this superstition, brought at an early date into the service of man.

establishment of the kingdom of the Visigoths, and in the seizure of the African provinces of Rome by the bold, enterprising Genseric. As a natural consequence of these barbarian successes the black blood was spread through Spain and Northern Africa, in which regions, having mixed largely with the bay stock, especially after the Moslem invasions, we see it in subsequent years, and up to the present day, among the Barbs, the Dongolas, and the Andalusians (Vandalusians); from which sources the British racer, in the very incipiency of his formation, derived a great part of his composition.

It seems that in the morning of human history the blacks found their way, in the domesticated form, into Eastern Europe and Western Asia; for at a remote date they make their appearance in certain tests of speed and endurance which were effected by Tartar princes.

But it was in the Frankish and the German Netherlands that the black horse early attained his greatest weight, power, usefulness, and renown, in domesticity. The old Celtic and Teutonic notion that he was the medium of evil demons, wizards, and witches (spiritually the diametrical opposite of the white horse in every particular), appears not to have materially delayed his development into that ponderous form which rendered him so serviceable in the production of the unprecedented war-horse of the Christian chivalry, and which is at this moment so markedly obvious in all the heavy breeds of France, Flanders, Belgium, England, and Scotland. He was the largest of all wild horses,—a fact no doubt attributable to the rare fertility of the country to which he was indigenous,—and has, since his domestication, invariably crossed most harmoniously with the gray, which stands next to him in size. But he has also been very advantageously interbred with the bay (which, in size, stands next to the gray), as may be seen in the African Dongolas, the Morocco Barbs, and the Spanish Andalusians.

The horses of Dongola, which are a cross of the Arabian and the Gothic Vandal, are generally black, with white legs and feet. They are the toughest, the best gaited, the fleetest, the greatest in stature, the most intelligent, and the most beautiful of all the equines of Africa.

In the production of the English race-horse, black blood was introduced, not only through the light, cross-bred specimens im-

ported from Spain and Morocco, but also through the massive animals which were largely imported from Flanders and the French duchy of Normandy. Gray blood was used at the same time and in the same work, as we have noticed in the history of the bay horse.

Thus we see that with the originators of the English racer, the important elements of size and bone were not ignored.

The black horse has, in all ages, shown, in crossing with other stocks, a great readiness either to yield or to compromise his color; but he has been wonderfully tenacious of his structure, which is to-day a ruling one of all the leading draught families in the world.

Here, for the present, we drop the black stock, but shall take it up again in the following chapter, in proper connection.



NORMAN HORSES.—“RETURNING FROM THE FAIR,” IN FRANCE.

A THOROUGH HISTORY
OF THE
NORMAN DRAUGHT HORSE.

Nor less did Marmion's skillful view
Glance every line and squadron through;
And much he marveled one small land
Could marshal forth such various band;
For men-at-arms were here,
Heavily sheathed in mail and plate,
Like iron towers for strength and weight,
On Flemish steeds of bone and height,
With battle-ax and spear.

—SIR WALTER SCOTT. *Marmion*, Canto V.

Having, in the foregoing chapter, given a concise account of the horse-kind; of the principal families into which nature originally divided it, and out of whose intermixture have come all the stocks with which either the American people or their European relatives have anything to do, we now purpose presenting a full history of the Norman Draught Horse. In pursuit of our aim we trust we shall be able to satisfactorily show *when* this compound animal originated, *what* was the primary object of his production, *how* and of what elementary materials he was formed, *where* he was brought to the highest degree of excellence, and *why* he came to be designated by that name which has long distinguished him the world over, and which, under existing circumstances, is *the only one* that, outside of France, is in all places and at all times unobjectionable.

As we have hitherto abundantly seen, the horse entered upon his domestic career as a warrior, a colonizer, and an element of worship. In war, in the postal and the police service of great empires, in triumphal processions, in military and civic parades, in charioteer races, in circus performances and gala-day festivities, he continued to play his principal role in the wonder-

ful drama of human civilization long after the settlement of Southwestern Asia and that of the whole of Europe. But for more than three thousand years—from 2080 B. C. till 1066 A. D.—he cut no figure in connection with industrial pursuit.

During the imperial dominance of the powers of the Orient he was in several places—as in Egypt, Persia, and Asia Minor—successfully bred for size and elegance; but this breeding had reference to the war-chariot, the heavily armed trooper, the adoration of the sun, and to the pompous displays of sovereigns and nobles.

According to the testimony of sculptures and bas-reliefs, found at Persepolis, Ecbatana, and Babylon, the Persian gray of antiquity was almost equal in bulk to the heaviest draught horses of the present day; but he was never used either for the same or for like purposes.

The Greeks, after their ascendancy, produced good horses, which, however, were distinguished rather for strength and toughness than for weight and stature. But the decline of the Macedonian power was marked by a cessation of systematic equine improvement, which was everywhere followed by the most depreciating results. The government of Rome, taking no interest whatever in such improvement, and depending for its service upon the best animals it could pick up within its domain, or could import from outlying regions, never had a well-mounted cavalry, and was rarely able to exhibit, even on the most important occasions of state, a single steed that would begin to compare, either in substance or in symmetry, with the commonest of the thousands which had been at the command of Darius, of Xerxes, and of Alexander the Great.

By their utter ignorance and consequent neglect of the matter, the Cæsars relegated the rearing of horses to chance, while the Latin people, knowing as little and caring as little as did their princes about this branch of national economy, did nothing for its advancement by way of private enterprise. In all the tomes of Latin literature in which the horse is mentioned, and in only a few of which is shown even a knowledge of the main points essential to a good animal, there is not the slightest hint of the importance of judicious breeding. This is true, not only of the works of poets and historians, but of the fragmentary writings of the veterinarians who were attached to the imperial army.

The most intelligent Roman citizens were easily duped by foreign horse-traders, who imposed upon them the scrubbiest specimens as products of the rarest strains. They believed all the absurd notions of the gossipers of their time in relation to horses,—such, for instance, as that the bay was the best in hunting lions; that the drab-shaded dun was preferable in attacking a bear; that the black excelled all others in the fox chase. The childish story about Cæsar's horse having human fore-feet which prefigured the great commander's destiny, the Romans entertained and repeated with a credulity that would have done credit to a Hindoo devotee.

This story, which was eventually exalted into a legend by the poets, doubtless grew out of a deformity which in our day would render a horse quite unsalable.

Of course, under such governmental and popular ignorance and indifference,—at the disposal of a great power which neither knew nor desired to learn how to improve him,—the horse could not maintain a highly meritorious standard; and, therefore, we need not be at all surprised when towards the close of the fifth century, upon a survey of the vast field over which were strewn the scattered fragments of that power, we are unable to find any breeds of respectable size and character, except those whose natural superiority had in a great measure survived the neglect to which they had been so long abandoned. These exceptional breeds were the *blacks* of Gaul and Western Germany, the *grays* of Lombardy and Asia Minor, and the *bays* which had been imported from Africa and Arabia.

All the other races had fallen below mediocrity, and contained few individuals that were worthy of attention, even if there had been any provisions for giving it to them. At this time there was not, nor indeed had there ever been, throughout the whole length and breadth of what had constituted the territory of the western division of the Latin empire, a single "*hippobaton*,"* or breeding-place, nor a single professional breeder; for it had always been the policy of the Roman rulers, when they wanted superior horses, to send abroad for them, instead of encouraging their production at home. Thus we find Julius Cæsar, on one occasion, procuring a fine cavalry remount

**Hippobaton*, the Greek name for a horse-breeding pasture.

from an Arabian prince, and Hadrian, more than a hundred years afterwards, purchasing his splendid white steed, Borysthènes (named for the Borysthènes river), in the country north of the Black sea,—one of the regions to which the grays were indigenous.

The low condition in which the horse is seen all over Europe at the fall of the Roman empire, remained thenceforward for the most part unchanged during nearly three hundred years. And this is not in the least remarkable; for the scramble for supremacy among the various tribes of the rising barbarians, and the ceaseless political and ecclesiastical agitations which immediately followed the dethronement of the great mistress, long precluded the possibility of a national devotion of either time or resources to any branch of material industry, while the jeopardy of both life and property, consequent upon ever-recurring revolutions and counter-revolutions, was such that individual efforts were out of the question.

But the case, though certainly bad enough, was by no means hopeless. The Roman Catholic church, which appeared everywhere to fatten upon the disasters of the times, had established, in connection with the numerous monasteries it had built upon its large landed possessions in various parts of the country, farms which, considering the untoward circumstances of the period, were well arranged and admirably managed. Upon these monastery-farms horses, though not bred upon scientific principles, generally attained fair proportions and very good qualities. On the church pastures of Lombardy, in the rich valleys of the Po, the noble grays, which were descended from animals imported from Asia Minor, and which were by accident occasionally crossed with the blacks and the bays, acquired, according to the evidence of mosaic pictures and cemetery sculptures, still preserved, a ponderous bulk and a majestic symmetry.

Meantime, the Latin government, having, in the day of its supremacy, by a police policy which we have hitherto noticed, promiscuously intermingled all the breeds of the world in every part of its dominions, had undesignedly thus brought them into such relations with each other as to greatly facilitate successful breeding, whenever an occasion demanding methodic improvement should arise.

Such an occasion was eventually evolved. In the early part of the eighth century the Mahometans, having pushed their conquests far to the east, turned upon Europe. They were a race of conquering horsemen; and when they entered Spain, and there established Islamism at the point of the scimitar, to which their matchless steeds gave wings of lightning, the Christian world received a shock which set it seriously to thinking about the great advantages which its neglect of the horse and of horsemanship had given to the followers of the Prophet.

This shock was fearfully intensified when subsequently (in 732) these equestrian terrors, climbing the Pyrenees, invaded France, and, crushing everything before them, rapidly marched to the river Loire, where it took the valorous Charles Martel, with the assembled hosts of Gaul and Western Germany, no less than *seven days and nights* to defeat them. They were utterly routed and driven with great slaughter from the Frankish dominions, never more to return; but that result was achieved at an expense which profoundly impressed European princes with the necessity of improving their chargers.

A few years after this exceedingly narrow escape of Christianity from the clutches of Mohammedanism, arose the great medieval empire, which the towering genius of Charlemagne constructed upon the wreck of the western division of dismembered Rome. It was under the patronage and direction of that renowned sovereign that the first steps were taken in Europe toward propagating horses upon sound and fixed principles; and it was in the latter part of his reign (between 800 and 814 A. D.) that the *foundation of the Norman horse was laid*.

The great demand of the chivalric knights of the Frankish realm, who were generally large, muscular men, was for a big, fleet, and strong animal. The stirrup had recently been introduced on the continent; and heavy defensive armor, the adoption of which was much expedited by that most useful invention, was just coming into vogue. Moreover, the offensive arms of the Franks were multiplying in number and increasing in weight. The augmented load thus required to be carried by the Christian war-horse, necessitated in him a rare combination of muscle, bone, speed, weight, power, and bottom. Every inducement was offered to promote the production of such a combination; for without it successful competition with the Saracens who,

light-bodied and light-armed, could ride fifty miles, without stopping, on their swift, untiring bays, and then dash into battle like thunder-bolts, was utterly impossible. The wealthy dukes and barons, who were not less anxious than their sovereign to be upon a war-footing that would enable them to cope with the Moslems, offered the most liberal prices for animals filling the foregoing description. Church magnates and tributary kings heartily seconded their bids by encouraging professional breeding; by exalting the vocation of the breeder, and by providing him with every known facility.

Fortunately, the primary elements of which the needed compound might be made were at hand. The *Asiatic grays*, well developed under monastery care, were in Lombardy. The *European blacks*, of great bulk, but of rather coarse fibre and clumsy build, were in the Netherlands. The *bays*, some of them of the best Arabian strains, others of the Morocco (Barb) stock, and still others of the Spanish Andalusian race (which last had already risen in stature by an early cross of the black Vandal, or Gothic blood,—a cross dating back to the era of the barbarian king, Genseric), were numerous in Southern Gaul, which is now Southern France. These bays had in great part been captured in warfare, obtained as presents, and purchased of Jews who were then the greatest horse-dealers in the world.

And while the necessary constituents were available, the lands essential to the completion of the desired end were found in abundant amplitude, not only in the valleys of the Po, but also in Belgium and Northern France.

Into rich breeding pastures, carved out of such lands by the provincial chiefs of the empire of the Franks, were brought the three great equine families (the *blacks*, the *grays*, and the *bays*), which, both in the wild and in the domesticated state, had ever possessed in the highest degree the characteristics whose unity in one stock was the desideratum of the time. The constitutional harmony existing between these families rendered them easily fusible, and they were interbred with such marked success that in the course of a few generations they fully realized the ideal of the stalwart Northwestern Knights.

Thus came upon the stage of medieval Europe the largest, most majestic, and most powerful war-horse then known to the annals of history.

The Flemish descendents of this unprecedented stock are in a few words admirably described in the lines of Sir Walter Scott, which are quoted at the head of this chapter. Flanders, Belgium, Western Germany, Northern and Southeastern France, were all alike interested and engaged in the production of the great Carlovingian charger.

It is well here to observe that neither of the three components of this splendid animal was, at the time of the commencement of its mixture with the other two, found in its original purity. Each of them had for ages been crossed to a greater or less extent with other races. But, nevertheless, they had so far retained their family peculiarities of conformation that whether they had, individually, kept their proper colors or had lost them,—whether the black had a bay coat, or the gray had a dark coat, or the bay had a white coat,—the head, the eyes, the neck, the body, the limbs, the pasterns, the feet, &c., &c., invariably denoted in the clearest manner the primeval stocks which severally dominated them. Generally speaking, however, color had been disposed to assert its rightful dominion, and had always showed a tendency to compromise rather than to make a full surrender. Out of such compromises had come the sorrel,—a modified bay,—the iron gray, in which the white, still predominant, yielded slightly to the black, together with all the varieties of shades observed among domestic and half-wild equines,—the latter animals being of the class we now see roaming over the western plains of the United States.

In the system of interbreeding which we have just noticed as the one that produced the Frankish war-horse, it is evident that the gray and the black, especially the former, entered much more largely into the composition than the bay; that just enough of the last named was used to supply the requisite spirit (“metal”), speed, and litness of action; for all the earliest historic accounts and all the medieval sculptures and pictures of the horse in question, show the steep rump, the short back, the thick, arched neck, and quite frequently the coat of the ancient white Persian to have been markedly united with the massive, hairy legs, the strong, straight pasterns, the broad, hair-covered hoofs, the large, distinct tendons, the high, broad hips, the deep quarters, and the hugely stifled thighs of the sable-garbed European. But there was in him a sufficient amount of the blood of

the Arabian bay and the Morocco bay—to which it must be remembered no such utterly unmeaning designation as “thoroughbred” was then applied—to make him as wieldy and as swift as the service which he had to perform required, and to be very perceptible in the cast of his forehead, the expression of his eye, and the keenness of his intellect. He was the nimblest, the most active, the surest-footed, the most graceful, and the most sensible big horse the world had ever seen,—the most extraordinary combination of power, fleetness, endurance, and intelligence, that had ever touched hoof to ground.

Such was the initial formation of what is now, and has for centuries been, styled the *Norman* horse,—a formation which the old Frankish-Latin annals, the songs of the Troubadours, and the artistic commemorations of the valorous deeds of the equestrian heroes of the dark ages, *definitely fix* at the close of the eighth and the beginning of the ninth century,—i. e., in the later years of the reign of the founder of the Carolingian dynasty, between 800 and 814 A. D.

The work thus commenced under the impulse of a purely military motive by Charlemagne and his lordly satraps, and strongly supported by the Latin church, was continued under both the French and the German successors of that illustrious monarch throughout the more fertile portions of their dominions from 814 till 987, the best animals always being produced in Belgium, Flanders, and Northern France. During the early part of this period breeding places, called *Haras** in the Gothic-Latin

*The term *Haras* is of Celto-Aryan origin. It is derived from *Gara*, which was used by the Celtic tribes that first swarmed out of Asia and settled on the Danube. *Gara* originally denoted horse, while *Guida* was by the same people employed to signify mare. The root of *Gara* is still to be seen by the linguist in the name of the Scottish duchy of ARGYLE, whose name is a modification of *Arc-Gael*, which comes from *Arich*, and which simply means the horse-stud, or horse-breeding place of the Gael. This duchy took its name from that of a horse-breeding place which was established within its present boundaries early in the mediæval period. The word *Gara* was anciently borrowed from the Danubian Celts by the Teutonic Franks, and, after the Roman conquest of Gaul, was, by contact with the Latin tongue, modified into *Haras*, which in the time of Charlemagne was applied to all the horse-breeding places established in France under the patronage of that emperor, except those in Bretagne (Brittany),—a province which was occupied by the descendants of the Celtic Druids, who designated their breeding places by another term, *Ventæ*, a Romanized word derived from a Celtic root distinct from that of *Haras*, but meaning the same thing, and now visible in the name of the Breton city of Vannes, which was built upon the site of one of the oldest breeding places in France.

It requires no great effort to trace the root common to both *Gara* and *Arich*—the latter being the Welch and the Gaelic modification of that root—back to the ancient Zend (Persian) *Sar*, which, originally meaning red, was primarily used to designate the color of the bays, but which was in time applied to all horses without regard to

portions of France, *Broisels*† (from which comes the name of the city of Brussels, which was built upon an old breeding pasture), in the Teutonic Netherlands, and *Ventæ* (whence are derived the names of the continental cities of Vannes and Vienna, and the name of the French river Vienne), in the Celtic-Latin districts of France, Austria, and some other parts, were greatly multiplied and highly improved. Meantime breeders made rapid progress in the practical knowledge of their art, while the growing spirit of emulation among them gave rise to horse-fairs in many quarters. The annual show at Beaucaire, in Mediterranean France, became, by the year 832 A. D., the horse market of the European world.

The characteristic enthusiasm of the French people, now fully aroused in the matter of improving the horse, knew no bounds. It bent every energy, concentrated all available resources, upon the one grand purpose of leading the nations as a producer of powerful chargers. It was caught by the inhabitants of the British Isles, and breeding-places sprang up in England, Scotland, and Wales,‡ though no fairs were known in those regions till a good while afterwards.

livery. This Zend word, *Sur*, was in its European migrations first transmuted to *Rus*. It was then changed to *Rhus*,—from which, with an additional root-element borrowed from the Persian *Pful* (foal), came the Greek *Hippos* and the Latin *Equus*. By the Gothic tribes that pushed their way out to far Northwestern Europe *Rhus* was modified first into *Rhos*, then into *Hros*, then into *Hors*, which last the Saxon Goths applied not only to horses, but often to distinguished men among them, as in the case of Horsa, the companion of Hengist in the Saxon settlement of England.

To *Hors* we have simply annexed the vowel *e*; and thus, through nearly four thousand years of changes and mutations, comes to us the word *Horse*, whose primal origin, *Sur*, was in the ancient Zend language originally applied to the color of the bay horse, but has long been, in one form or another, visible in all the languages of civilization as used in designating horses of every description.

Sur was the Zend twin of *Sus*,—which latter was borrowed by the Hebrews, as may be seen by reference to the Hebrew Bible. *Sus* is clearly visible in the names *Susiana* and *Susa*, in both of which there is a horse significance.

†*Broisel*,—an old Teutonic word originally meaning *brood*. Hence, metonymically applied to horse-studs in the Netherlands. It has, in its primary sense, no special horse-meaning, being applicable to a breeding-place of any kind.

To their horse *fairs* the Teutons of the time of Charlemagne and of after years applied the word *Marcht*, which is but a slight modification of *March*, which latter term was anciently borrowed by the Germans from the Celts, and primarily signified either horse or mare. The German *Jahr Marcht* (yearly market), originally meant a place where horses were annually shown and sold.

From the Celtic *March* we now have the name of the third month in the year, and also the common English words *march* and *market*,—the former being used both as a verb and a noun with reference to the movements of armies, and the latter being daily in everybody's mouth as applied to trade and commerce. The French substantives *marche* (a walk, a course, a march) and *market* (a market-place), as well as the French verb *marcher* (to walk, to go, to sail), are of the same origin.

‡These breeding places were in England called *horse-steeds*, or *horse-studs*. In Scotland and Wales their names were generally derived from the ancient Celtic word *arich*, of which we have spoken at some length in a preceding note.

During the latter part of this epoch France was frequently disturbed by the predatory incursions of the Norsemen (Normans). Near the close of the ninth century Rollo, one of the most efficient and invincible of the chiefs of these terrible searovers, with a strong force of his countrymen, ascended the Seine and laid siege to Paris. He did not succeed in capturing the city, but his subsequent devastations of the country were such that in 912, by the treaty of Clair-on-Epte, he received, on condition of embracing Christianity, marrying Gisela, the daughter of Charles the Simple, and living peaceably with the French people, the suzerainship (overlordship) of the province of Bretagne (Brittany), and the absolute possession of the whole region extending from the river Epte to the sea,—which region was constituted a duchy, under the name of Normandy.* Rollo, having by proxy kissed King Charles' toe in token of his future loyalty to that sovereign, took his princess-wife and settled permanently upon his newly acquired domain. This domain he parcelled out among his Scandanavian followers, who, with their leader, readily exchanged pagan for Christian faith and manners, and in language, customs, pursuits, and social institutions, were with astonishing rapidity absorbed into the nationality which they had compelled to sue them for peace. They thus became what have quite appropriately ever been called the Norman-French.

This brings us to a very important era in the history of Europe. The Northmen, after their occupancy of Northern France, which was one of the most fertile portions of the Continent, received large accessions of their Norway kinsmen to their population, by frequently having to solicit the aid of those kinsmen in local wars; for although Rollo, who reigned only five years as Duke of Normandy, kept the oath in which he had bound himself to live harmoniously with the Franks, that obligation does not appear to have been held by his successors as binding upon them.

It is important to state at this point, that France was not, from the ascendancy of Charlemagne till 987, a distinct power, but simply one of the principal divisions into which the great Frankish empire was partitioned upon his death, which occurred

* *Normandie* (French), the Northman's land.

A. D. 814. By his descendents it was kinged one hundred and seventy-three years. These descendents, styled in history the Carlovingians, were very unfortunate rulers, chiefly, as we think, on account of the growing power of provincialism, and not wholly, as some historians have presumed, in consequence of their own weakness. As we have just seen, 'it was in the first half of the Carlovingian period that the Normans established themselves in France. It was also about this time that the germs of feudalism began to sprout, and that the heads of provinces in their ambitious schemes, each to attain pre-eminence, were not only often fighting one another, but were sometimes brought in contact with the crown, whose interest it was to maintain an even balance among them.

Almost from the start the dukes of Normandy, backed by the most warlike following in the country, became involved in these contests. Thus were induced those applications for Scandinavian assistance, which we have noticed, and the responses to which resulted in the coming into Northern France, after Rollo's day, of many additional Norsemen, who remained, and who, like their predecessors, were soon incorporated, religiously, politically, and socially, with the body of the French people.

The Norman-French not only held their own in all the fierce, bloody disputes in which they were from time to time engaged, but greatly increased their dominion and their influence. By the commencement of the latter half of the eleventh century, at which time France had become an independent nation, under one of the Capetian kings, they had absorbed into their territory the province of Maine, which then included nearly the whole of Perche, and secured the alliance of Flanders and Ponthieu. Thus enlarged and aggrandized, the duchy of Normandy now actually constituted, in wealth and political importance, *fully one-third of the kingdom* to which it belonged; and its duke, William the Conqueror, was not only stronger than his sovereign, but was, in statesmanship and military prowess, the first man in Europe, as he abundantly proved before the end of his career.

A highly reputable historian (Mr. Johnson, an Englishman), speaking of the commanding attitude of the Norman-French during this period, says, "Masters of a rich and fertile country

running from the County of Ponthieu to the confines of Brittany" (Bretagne), "and from the sea to the very gates of Paris, they held the keys of royal France. They shut the king out from all hopes of advancing to the sea-coast, and controlled the mouth of the Seine river on which Paris stood. They were over-lords of Brittany, and closely allied by ties of marriage with that country as well as with Flanders and Ponthieu. From this we may judge of the overwhelming power of the duchy of Normandy when the royal domains were confined to a narrow strip running from the Somme to the Loire."

In 1066 William of Normandy invaded and conquered England, which country was from that year till 1154 ruled by him and his successors, and which at the end of his line passed under the scepter of the Plantagenets, whose first representative (Henry II.) was the son of a Norman mother,—Matilda, daughter of Henry I. While the Normans had thus become dominant in France and supreme in Great Britain, their pagan brethren of the Scandanavian continents had not been idle, but had made numerous successful expeditions into Italy, Spain, and other parts of Europe. And wherever, at this epoch, they made conquests, they settled, and with characteristic cosmopolitanism dropped their Gothic usages and took up those of the new places which they acquired. In fact, as is truly remarked by the historian from whom we have just quoted, "their political and family relations with all the countries of the West,—from Iceland to Constantinople, from Russia to Spain,—became so close in the tenth, eleventh, and twelfth centuries, that the history of the Normans is little short of a history of Europe during those ages."

Now, as we have hitherto noticed, the Frankish war-horse, formed toward the close of the reign of Charlemagne, and composed of the blood of the European blacks, the Persian-Lombardy grays, and the Arabian and African bays, reached their highest early excellence in Northern France and the Teutonic Netherlands. The Normans, upon seating themselves in the former region, with that remarkable faculty of adaptation for which they were everywhere distinguished, took hold of the horse-breeding industry with a readiness quite equal to that with which they assimilated themselves to the national peculiarities of France; and having not only the best of the stock to

start with, but also the most productive lands within the French dominions, they made wonderful progress in the work from the very commencement. Their success in equine production kept pace with their conquests and their growth in power. Their dukes, counts, and barons manifested great interest and pride in the matter, and by the time they had fully established their rule in England, they were able to show the largest and most excellent horses in Europe. The horse which they bred was not one of their *origination*, but he was one of their *make*. He was the product of their soil,—the result of their labor, skill, and attention.

And now be it understood that he received and bore *their* name, not that of *Normandy*, although that duchy, as we have historically demonstrated, then contained nearly the whole of Perche in the acquisition of Maine, and, through its powerful dukes, dominated all other quarters from which French draught horses are now, or ever have been, imported. He was, not only all over France, but in Great Britain and everywhere else, called the *Norman Horse*, because he was reared by the NORMAN PEOPLE. Even the big horses of Flanders, ridden by the Flemish knights in the battle of Hastings and other actions following William's invasion of England, were, by the people of the latter country, styled *Normans*,—and not inaptly either, for they were an integral element of that resistless Norman cavalry force which, more than anything else, secured the conquest, and were in England incorporated eventually with the Norman stock. From the day of this conquest till the rise of the star of the Plantagenets,—a period of eighty-eight years,—*England was politically a part of Normandy*; and the NORMAN HORSE, now more freely than ever mixed with Flemish horses, and receiving large additional infusions of the blood of the beautiful Persian grays of Lombardy,—the Norman-English and Norman-French people having, by the Italian conquests of their Scandanavian kinsmen, obtained special access to the latter country,—was, during the whole of that time, extensively bred in the *British Islands as well as throughout Northern France*. The Norman-British sovereigns, profoundly appreciating the value of this superior animal, were ever attentive to his propagation, and, by their patronage and the efficient efforts of their wealthy satraps, greatly improved his style and qualities.

During the reign of Henry I., in the year 1121, there was a fresh importation of the Arabian bays into both the English and the French possessions of that sovereign, who was the last of the conqueror's heirs to the British crown. This resulted in the immediate formation of two classes of Norman horses,—the one being generally marked by the bay color, the other by the dappled gray. From these two varieties were produced all *the large horses now known to France, England, Scotland, and America*; and for many years, even after the time of Henry I., these animals, whether bred in Clydesdale, in Argyle, in Albion, or in any part of Continental Europe, were known *everywhere and only as* NORMANS. And, although the English and the Scottish people in subsequent years, having used largely of the Flenish variety, bestowed upon the branch-stocks in their possession the names of the districts in which they bred them, yet they have continued up to the present day to designate the heavy horses of France as *Normans*. This is equally true of Canada and all other possessions of the British crown.

It is thus unquestionably manifest that the French draught horse received his great name from the European dominance of the Norman people, who made him, and that the consequent permanence and universal prevalence of that name, everywhere outside of France, constitute a sufficient reason for its being recognized by American breeders and importers as the *only one* of proper application. But we shall hereafter have more to say of this matter, and, therefore, drop it for the present.

We now return to an item of special importance. We have stated in previous pages that for a stretch of more than three thousand years the horse can nowhere be seen in connection with agricultural industries. No historian will be surprised at this statement; because, throughout the whole of that period war was the principal occupation of mankind, and the horse, being not only an essential auxilliary in battle, but the main dependence in the land-transportation of military stores, could scarcely be thought of in relation to purposes other than those of defense and conquest; and with direct reference to these purposes he was almost exclusively reared, from the beginning to the end of antiquity and through the greater part of the middle ages,—the Roman pontiffs, in the time of Theodosius the Great, having found on their monastery-farms about the first domestic

employments in which he was notably used, and even they having never, till a much later date, exercised him in field labor.

It is not till near the close of the eleventh century that he makes a historic appearance in agriculture. The Bayeux tapestry, wrought in 1066 by the wife of William the Conqueror in commemoration of her husband's glorious achievements, and wood-engraved copies of parts of which may be seen in many popular histories of his conquest of England, exhibits a very large horse, drawing a harrow. This is actually the first instance in which history presents the horse as a tiller of the soil, the ox and the ass having always previously cut the only visible figures in that employment.

This tapestry picture most undoubtedly shows the Norman horse, whose chief use still was and continued long after to be that of war, for which his producers had, like the Franks, from whom they received his original stock and model, specifically bred him. His size, when he appeared at the battle of Hastings, eclipsed that of all other horses known to Europe; but it was subsequently much increased in consequence of the greatly augmented weight of the armor, offensive and defensive, which characterized the knighthood of Northwestern Europe during the period of the crusades. That armor may be described as follows: a barbed head covering and a heavy coat of mail for the charger; a complete steel envelopment from head to foot, a broad, heavy shield, a cleaving sword, a huge battle-ax, a ponderous mace, and a lance so bulky that in use it had to be couched, for the rider.

Thus clothed and mounted, the Norman war-horse of the era of Peter the Hermit (1096 to 1099), painted on the windows of the cathedral of Rouen, France, may to-day be seen, filling the following description: height about seventeen hands; head short, thick, and wide between the eyes, which are full and expressive; jaws heavy; ears short and well pointed forwards; neck short, thick, and gracefully arched; mane and tail long and heavy; shoulders strong and well inclined backwards; coupling very short; barrel round and very closely ribbed up; breast wide and deep; girth-measurement extremely great; hips broad; quarters deep; rump steep and tail well set on; muscles all mightily developed; leg bones very large; legs short from knee and hock to fetlock; tendons large and distinct; pasterns short

and straight; feet broad, solid, and half covered with long hair, which extends, on the back of the leg, well up toward the middle joints.

It was at the close of the eleventh century that this invincible steed was to be afforded the first opportunity to fairly measure himself with the light Arabian Pegasus whose early European performances in the Saracenic invasions had led to his formation. In Asia Minor, whence had originally been derived one of the principal ingredients of his composition, in one of the first actions of the first crusade, and in one hundred thousand splendid, mail-clad representatives, he carried the noble, chivalric Knights Templar, armed cap-a-pie, to a crushing victory over more than three times their number of the flower of the Moslem cavalry. At the city of Jerusalem, a short time afterwards, he was equally triumphant; and the renowned Godfrey owed to him, not less than to the superiority of the Christian soldier, the brilliant achievement which gave him possession of the Jewish capital.

Thus thoroughly proven to be the most formidable war-horse that ever charmed the sight of man, the powerful and athletic Norman charger was, to the close of the middle ages (the year 1500), not only *the* horse of Europe, but the equine wonder of the world,—the special pride and glory of France, whose valorous Norman princes had perfected his structure. Such was the tenacity with which he maintained the supremacy in public estimation, that even during the reign of Queen Elizabeth (1558 to 1603) his form and qualities constituted the standard model; for at this time and throughout the succeeding reign of James I. the unyielding preference of the English nobles for "*great horses*," as they were then called, was so decided that the breeders of race-horses—miscalled "*thoroughbreds*"—encountered the most stubborn difficulties in their efforts to bring into favor a pattern approximating that of the Arabian courser,—an undertaking which they never could have accomplished but for the British love of sport.

Upon the commencement of that progress of material industry which marked the sixteenth century, and which, no less than the most wonderful advances in art, science, and literature, halloed with a steady lustre the following century, the Norman horse retired from the field of war, and entered that of productive

labor. The weight, the endurance, the muscular power, the strength of bone, the lithe action, the extraordinary intelligence and tractability, which he had acquired in the service of the knights of the medieval age, were found to be precisely the qualities most demanded in the draught harness.

Thus characterized he became the progenitor of *all* the great work-horses now known to the civilized world,—the Clyde of Scotland, the English Draught of Britain, the farm horse and cart horse of France, and the French draught horse of the United States.

Especially bred, from the year 1600 to the present day, for hard work, he is, at the present time, by no means so fleet as he was in the time of William the Conqueror or that of Richard Cœur de Leon; but he nevertheless continues to be the nimblest and most sprightly of heavy animals.

THE NORMAN HORSE IN FRANCE.

In order to a correct view of the Norman at home, we now take a glance at the general horse industry of France, quoting to our purpose somewhat liberally those renowned French standards, Magne, Lefour, Moll, and Gayot.

To start with, we may say, in general terms, that France produces horses for heavy draught, for light draught, for the saddle, for medium draught, and for cavalry service, the government, through its *Haras* (breeding-studs) and its official veterinarians, taking a special interest in the last-named. The class mentioned in the fourth place is to-day comparatively small, vaguely defined, and daily becoming less numerous, less distinct,—the supersedure of stage lines in Continental Europe by railways having greatly reduced the demand for it, while the wonderful advancement of material progress throughout the world, and especially in America, has so quickened the market for heavy French draughts as to turn to their production most of the capital and attention which are not given to the lighter animals that are bred for army service and for the carriage.

Horses in France, of every description, once markedly differed in size according to variations of soil and climate. The fertile districts along the sea-coast and in the valleys of the interior produced the largest specimens and the greatest number of them,

while the sterile uplands—those whose superficial mold rests upon tertiary strata—yielded the fewest and the poorest animals.

Eugene Gayot, on page 539 of “*La Connaissance Générale du Cheval*” (a work published in 1872 under the joint direction of himself and L. Moll), speaking of the raising of Boulonnais horses in Picardy and French Flanders in former times, says, “Les individus ainsi faits sont désignés comme *chevaux du mauvais pays*, par opposition aux boulonnais du Vimeux et du pays de Caux, appelés *chevaux du bon pays*. Toutefois cette distinction, déjà ancienne, semble être tout à fait inusitée aujourd’hui. La variété flamande ou picarde a été fort améliorée depuis quinze ans, et s’est à peu près complètement fondue dans la variété qui fournissait les chevaux du bon pays,”—which we translate, “The individuals thus made are [were]* designated as *horses of a bad country*, in contrast with the Boulonnais of Vimeux and of the country of Caux, called *horses of a good country*. However, this distinction, already old, seems to be quite unused to-day. The Flemish or Picard variety has been greatly improved for fifteen years, and is about completely absorbed in the variety which furnished the horses of the good country.”

Gayot attributes the former difference between the equine products of the “bad country” and those of the “good country” wholly to a difference of nourishment,—an abundance of oats having been used in the case of the latter, while grass constituted the chief aliment of the former.

The present identity of the Boulonnais of Picardy and French Flanders with that of Vimeux and Caux, is due to the adoption of the grain-and-stable system of feeding during late years in the two former regions.

Every practical agriculturist can readily appreciate this; for nothing is better understood among farmers than that the development of stock, whatever may be the blood, depends largely upon feed. It is well known that short rations and careless treatment will soon reduce almost any equine race to ponies.

The former diversity of *size* among the horses of France, caused by varied local influences, was always accompanied

*Words and expressions enclosed in brackets [] in these translations are supplied by the author, and do not belong to the original matter.

by a corresponding diversity of *quality*, the best developed having been in all cases the most powerful, the most enduring.

But while *these* differences, which are to-day becoming extinct, were quite visible, *family distinctions of race* referable to provincial origin *have never been very marked* in that country, and are *now*, owing to the powerful operation of certain most tangible causes throughout the French dominions, almost *wholly unknown*. These causes have been at work for many years, and have left scarcely the shadow of a vestige of the tribal boundaries of the olden times.

We do not ask the reader to take this statement upon our mere *ipsi dixit*; for "the literature of France" is by no means "*barren*"* of proof supporting it.

Prof. J. H. Magne, formerly director of the Imperial Veterinary School at Alfort, France, on pages 149 and 150 of his great statistical work, entitled "*Races Chevalines, Leur Amélioration*," &c., &c., says, "Aujourd'hui, les races sont beaucoup moins homogènes qu'autrefois; elles sont, comme notre agriculture, dans un moment de transition; celles que le climat, la culture triennale, avaient formées s'en vont; la plupart même ont disparu, ou se transforment sous l'influence du régime auquel nous soumettons les animaux domestiques. L'habitude de nourrir à l'écurie qui remplace, de plus en plus, le pâturage, dont l'action était si puissante sur la formation des races, l'usage de plus en plus général des grains et des graines qui donnent aux chevaux, dans tous les climats, ce cachet de perfection que nous recherchons dans le limonier comme dans le cheval de selle, tendent à créer des types uniformes dans toutes les contrées,"—which we translate, "To-day the races are much less homogeneous than they formerly were. They are, like our agriculture, in a state of transition. Those which the climate and the triennial culture formed are passing away. Most of them have already disappeared, or have been transformed under the influence of the regimen to which we subject the domestic animals. The practice of feeding in the stable, which more and more supplies the place of the pasture, whose action was so powerful in the formation of the races;† the use more and more general of

* The peculiar significance of the quotation hooks hung around the word "*barren*" will be made fully apparent hereafter.

† In the formation of local races.

grains, and of grains which give to horses in all climates that seal of perfection which we seek in the shaft horse as in the saddle horse, tend to create uniform types in all countries."

Again, says the professor, in the same connection (p. 150), "A ces diverses causes qui agissent plus ou moins selon les contrées, il faut ajouter le croisement effectué aujourd'hui dans toutes nos provinces, presque exclusivement avec trois types, avec deux pourrions-nous dire."—"To these diverse causes, which act more or less in conformity with the countries [regions], must be added the cross-breeding effected to-day in all our provinces, almost exclusively with three types,—with two we may say."

And again, in the next paragraph, "Nous devons signaler encore, comme contribuant puissamment à l'uniformité des races, l'influence exercée par le commerce dans les pays de production: les chevaux de l'est sont sans cesse transportés dans le centre et dans l'ouest, tandis que ceux des rives de l'Océan se rapprochent du centre du pays, et que ceux du nord sont conduits vers le sud. Il s'opère ainsi un mélange d'autant plus intime de nos races que, très-souvent, les animaux sont employés comme reproducteurs dans les contrées où ils avaient été introduits principalement pour être élevés."—"We should also point out, as contributing powerfully to the uniformity of races, the influence exercised by commerce in the countries [regions] of production. The horses of the east are incessantly transported into the center and into the west, while those of the borders of the ocean are brought to the center of the country, and while those of the north are taken to the south. There is thus brought about a much more intimate intermixture of our races, as, very often, animals are employed as reproducers in regions into which they have been taken chiefly to be raised."

The Professor (pp. 150-51) gives us to understand that this unlimited intermingling did not originate without cause, and that it does not proceed without purpose: "Les déplacements de poulains comme les croisements ne se font pas au hasard. Ils ont pour but, les uns et les autres, de ramener tous nos chevaux aux trois ou quatre types qui conviennent le mieux à nos besoins; de sorte que toutes les branches de la production chevaline en France tendent à produire au plus quatre races, quatre types de chevaux. Ces types remplacent déjà en grande partie, et rem-

placeront un jour complètement, les antiques races qui portent les noms des provinces où elles étaient élevées.

“Nos besoins provoquent cette transformation. Le service de la selle diminue partout et l’usage des voitures devient général, en même temps que l’amélioration des routes, là où elles étaient impraticables pour les voitures légères, tend à rendre le service du tirage à peu près semblable dans tous les pays.”—

“The changes of colts, like the crossings, are not effected by chance. They both have for their end the reduction of all our horses to the three or four types which best suit our needs; so that all the branches of horse production in France tend to make, at most, four races,—four types of horses. These types are replacing already in great part, and will one day completely replace the old-fashioned races which bear the names of the provinces in which they were raised.

“Our needs are provoking this transformation. The service of the saddle is decreasing everywhere, and the use of carriages is becoming general, while at the same time the improvements of the roads, wherever they were impraticable for light vehicles, is tending to render draught service about the same in all quarters.”

The reader needs not to be told that Prof. Magne is here speaking, not specially of the Normans, nor of any other particular breed, but of *all the horses of France*, and that the “draught service” he mentions in the last paragraph includes every species of work in harness from that of the light carriage to that of the ponderous stone cart.

Lefour, inspector-general of agriculture, in France, on page 80 of a valuable equine volume issued under his hand in 1879, entitled “*Le Cheval, l’Ane et Le Mulet*,” &c., &c., writing in like general terms of French horses, says, “Les races françaises peuvent être considérées sous deux aspects: 1^o leur destination particulière; 2^o leur lieu d’origine. On doit faire observer cependant que sous ces deux repports même, on ne peut établir une classification bien rigoureuse; il est une masse de chevaux sans caractère et sans origine bien déterminés, qu’on ne saurait classer nulle part,”—which we translate, “The French races may be considered under two aspects: first, their destination [their intended use]; second, their place of origin. One

should observe, however, that even in these two relations, he cannot establish a very strict classification. It is one mass of horses without well-determined character and origin, which one can nowhere classify."

On page 82 of the same work, Lefour, speaking of the horses of three different regions of France, says, "Les races de l'ouest, du nord et du nord-ouest, de trait, gros, moyen ou léger et de cavalerie, ont beaucoup d'analogie entre elles. Cependant, on les distingue en races poitevine, bretonne, percheronne et normande; mais il est vrai de dire qu'il s'opère, entre ces diverses contrées, des échanges continuels: les poulains bretons se rendent dans le Perche et la Normandie, le Berri même; un certain nombre de pouliches viennent peupler les marais du Poitou; la Normandie va chercher dans les marais de la Vendée des carrossiers qu'on achève de former dans les pâturages plus secs de cette première contrée,"—which we translate, "The races of the West, of the North, and of the Northwest,—of draught horses, heavy, medium, or light,—have much analogy among them [i. e., are much alike]. Nevertheless, one recognizes them to be of the races Poitevin, Breton, Percheron, and Normand.* But it is true to say that continual exchanges are brought about between these divers regions. The Breton colts [colts of Bretagne] go into Perche and into Normandy, and likewise into Berry. A certain number of fillies come to people the marshes of Poitou. Normandy goes to seek in the marshes of Vendée the coach horses, the forms of which are completed in the dryer prairies of the former region."

On page 88 of the same volume, Lefour graphically portrays the general work of propagating the diverse breeds throughout France. He says,—“La production du cheval prend en France des formes variées; rarement elle se fait sur une large échelle, et comme industrie unique; les grands haras presque *sauvages* qui existent encore dans le nord de l'Europe sont inconnus chez nous. Les haras domestiques un peu considérables sont fort rares. L'herbager et le cultivateur se partagent en général l'élevage du cheval, en y associant fréquemment celui de l'espèce bovine. Souvent même, l'élevage complet ne s'achève pas sur la même exploitation.

*Here Lefour means that one recognizes these horses as coming *en mass* from the places indicated by the local race-names given,—*not* that one can tell with certainty the place of origin of each animal.

“Le pays d’herbage, ordinairement, fait naître et revend le poulain tantôt à la première, tantôt à la deuxième année, au cultivateur de la plaine, qui le livre à un travail léger, mais suffisant pour payer son entretien. A trois ans, le poulain passe quelquefois dans une ferme nouvelle, où des travaux plus rudes, mais accompagnés d’une nourriture plus riche, le préparent aux services de la diligence ou du roulage, auxquels on le livre à quatre ou cinq ans. Dans les contrées dépourvues d’herbages, l’élevage se fait tout entier dans la ferme. L’élevage du cheval léger emprunte également aux deux méthodes; du reste, ce passage successif dans des conditions de sol, de climat, de culture différents, satisfait souvent et aux lois de l’économie et à celles de l’hygiène.

“L’éleveur varie également sa production sous le rapport de la race, du type, du sexe. Tel préférera l’élevage du cheval commun, tel autre celui du carrossier ou du cheval de remonte; l’un fera des juments, tel autre des étalons; les circonstances décident de la spéculation. La facilité de vendre aux remontes, le voisinage d’un dépôt d’étalons, un sol propre au cheval de trait ou de selle, un pâturage qui *affine* ou fait du gros, porte à la lymphie ou au sang; la demande plus ou moins active et la réalisation prompte et certaine de tel ou tel type, seront autant de causes déterminantes du choix de l’éleveur.

“La race sera choisie par les mêmes considérations. Si on se décide pour l’espèce de trait, les races françaises offrent aujourd’hui tout ce qu’on peut désirer. Vent-on le gros trait et la taille, on trouvera la grande race boulonnaise de Bourbourg. Vent-on plus de vitesse, le percheron, amélioré par un peu de sang, donnera le cheval de poste, *d’omnibus* et de diligence.”

Which we translate:—“The production of the horse in France takes various forms; rarely is it carried on upon a large scale [i. e., on a large scale by any single individual] and as a sole industry. The great haras [breeding-studs] almost *savage* [i. e., little in advance of what they were in the age of semi-barbarism,—the time of Charlemagne, for instance] which still exist in the north of Europe, are unknown with us. The somewhat considerable domestic haras are very scarce. The grazier and the grain-grower generally divide themselves in the rearing of the horse by frequently associating with it that of the bovine species [cattle-raising]. Very often the raising [of horses] is not completed upon the same farm.

“The grazing regions ordinarily breed the colt and sell it,—sometimes in its first, sometimes in its second year,—to the grain-grower of the plain, who puts it to a labor that is light, but sufficient to pay for its keeping. At three years of age the colt sometimes goes onto a new farm, where harder work, accompanied by a richer nourishment, prepares it for the service of the diligence or of the wagon, to one or the other of which it is put at the age of four or five years. In regions destitute of pastures the raising is wholly done on the farm. The rearing of the light horse assumes in like manner the two methods; in fact, the successive transitions in the conditions of soil, of climate, of different cultivations, frequently satisfy both the laws of economy and those of hygiene.

“In like manner, the breeder varies his production as it respects the race, the type, the sex. One man will prefer to raise the common horse, another will prefer to raise the coach horse or that of the army remount. One will produce mares, another will produce stallions. The circumstances decide the speculation. The ease of selling remounts; the vicinage of a depot of stallions;* a soil suited to the production, maybe, of the draught horse, maybe of the saddle horse; a pasturage which tends to make animals perhaps slender, perhaps large,—which supports, mayhap lymph, mayhap blood; the demand more or less active, and the prompt, certain realization from this or from that type,—these will be so many of the causes determining the choice of the breeder.

“The race will be chosen upon the same conditions. If one decides in favor of the draught species, the French races offer, to-day, all that could be desired. Does one wish the large, shapely draught horse?—he will find the great Boulonnais race of Bourbourg. Does one wish more of fleetness?—the Percheron, improved by a little thorough-blood, furnishes the horse of the post, of the *omnibus*, of the diligence.”

We call special attention to the marked distinction which Lefour here makes between the Percheron and the *large, shapely* Boulonnais. It will be noticed that he does not recommend the horse of Perche, but the horse of Boulogne, for *heavy draught*, just as do *all* French horse-authors of *National* repu-

*In France the Government keeps blooded stallions at various points (depots) throughout the country in order to facilitate breeding for the army.

tation. We shall, by and by, have further use for this very marked distinction.

Gayot, on page 544 of "*La Connaissance Générale du Cheval*," in comparing the horses of Caen with those of Perche, says, "Il en est des chevaux élevés dans le Perche comme de ceux qu'on importe dans la plaine de Caen. D'où qu'ils viennent, un mode d'éducation et d'alimentation uniforme les courbe sous le même niveau, et leur imprime un cachet particulier qui ne permet pas de les confondre avec ceux de leurs similaires qui n'ont pas quitté le lieu de naissance. Ils ont cessé d'être, en quelque sorte, ceux-ci chevaux du Merlerault,—ceux-là produits de la vallée d'Auge,—d'autres encore chevaux du Cotentin, de la Vendée ou du Poitou;—ils sont devenus—chevaux de la plaine. Et de même dans le Perche; tous ces enfants d'autres contrées, qu'on y amène en vue de l'élevage, revêtent des caractères qui les séparent des produits de leur propre tribu, et leur donnent avec le nom de percheron la tournure et les qualités du cheval du Perche,"—which we translate, "It is with the horses of Perche as with those brought into the plain of Caen, where, as they [the horses] come, a uniform mode of education and feeding bends them under the same level, and imprints upon them a particular seal which does not allow them to be confounded with their kindred which have not quitted their birth-place. They have ceased, in some sort,—these to be the horses of Merlerault,—those to be the products of the valley of Auge,—others, still, to be the horses of Cotentin, of Vendée, or of Poitou. They have become—horses of the plain. And the same in Perche,—all these are children of other regions, which have been brought there in view of the raising [i. e., to be raised], and to be reinvested with characteristics which separate them from the products of their own tribes, and give to them, with the name Percheron, the appearance and the qualities of the horse of Perche."

Speaking of the distributive production of the Boulonnais family, on page 537 of the same work, Gayot says, "Elle se reproduit, nous venons de le dire, dans une partie de la haute et basse Picardie, dans la haute Normandie, en Artois et dans la Flandre française: elle s'y divise en plusieurs variétés que nous devons rattacher au même tronc, et qui prennent les appellations de *race bourbourienne*, *race picarde*, *race flamande*, *race cau-*

choise,"—which we translate, "It [the Boulonnais] is reproduced [bred], we remark, in parts of upper and of lower Picardy, in upper Normandy, in Artois, and in French Flanders. In these regions it is divided into several varieties which we must attach to the same trunk, and which take the names of *Bourbourienne race*, *Picard race*, *Flemish race*, and *Cauchoise race*."

Prof. Magne, on page 182 of his "*Races Chevalines, Leur Amélioration*," &c., our copy of which was published in the edition of 1858, speaking of the horse industry of Perche, says, "Les cultivateurs d' Eure-et-Loir ont cherché à utiliser leurs ressources et leur position. Ils achètent des poulains dans la Vendée, le Poitou, la Bretagne, la Normandie, la Picardie, l'Artois, et même dans la Champagne, le Nivernais, la Bourgogne et la Franche Comté; ils les conservent pendant un an ou dix-huit mois, et en livrent ainsi au commerce deux, trois fois plus que s'ils les faisaient naitre."—"The farmers of Eure-et-Loir [which is a part of the Percheron territory] have sought to utilize their resources and their position. They buy colts in Vendée, Poitou, Bretagne [Brittany], Normandy, Picardy, Artois, and even Champagne, Nivernais, Bourgogne, and Franche Comté; they keep them for a year or eighteen months, and thus sell two or three times as many of them as they breed."

In summing up the evidence derived from the foregoing sources, we find that all the equine races and families of France have, for many years, been bred and raised in *every part* of that country; that the transition from pasture-feeding to stable-feeding has exerted a strong influence in favor of unification of form; that interbreeding with reference to the two great wants of the age,—travel and heavy draught,—with the practice of producing colts in one region and raising them in another, in the latter of which they are, after maturity, frequently used as reproducers, has constantly tended to the reduction of local strains,—to their fusion into a few well-marked breeds thoroughly adapted to the special services for which they are designed, and properly identified, not with any particular province, but with the *whole country*.

It is thoroughly evident from the clear, pointed testimony of the renowned French authors here quoted, that in reality there cannot possibly exist at this time, in any quarter of the realm of the Franks, such a thing as a well-defined provincial race. We see the stock of Boulogne largely bred and raised in five

different regions, and called by as many different local names. We see the stocks of no less than eleven different regions intermingled in Perche. We see the stock of Brittany in five separate provinces. We see incessant migrations of horses from north to south, from south to north, from east to west, from west to east,—from every part to every other part, in fact,—and from all parts to the center. Under these circumstances it would be exceedingly interesting to know how any *one* district could preserve its home stock in purity; or, in other words, how there could be in *reality* such a thing as a Percheron race, a Normandy race, a Breton race, a Vendée race, or any other such race.

Magne gives us to understand that the modern needs of the French people provoked them to that system of free intermixture which effaced the ancient equine boundaries, and absorbed all the old families into three, or, at most, four national breeds; that these needs were the result of the present railway system, of the improvement of the common highways, of the displacement of the saddle by light vehicles.

Now, of the “three or, at most, four varieties” which were thus formed, and which France has for years been propagating *throughout its entire territory*, there are two, the constant and ever-increasing demand for which has attracted to them the most-enlightened, the most-unremitting attention,—the one fitted for hard work, and the one adapted to what we call “road service,” or what the French style “*trait léger*” (light draught). Fortunately the stock for the work-horse, formed in the time of Charlemagne, and much improved during the period of the great Norman princes, was, at the dawn of the railroad era, completely formed and widely distributed. An unprecedented composition of the three largest and most powerful of the primeval races, and given by the wars of the middle ages, not only to *every part of France*, but also to the *British islands*, this puissant breed was neither temporary nor provincial, but historic and continental. It had, during the days of its military renown, been chiseled in marble, painted upon church windows, sung by the Troubadours. Having by the decree or the invention of gun powder been transferred from the field of carnage to that of productive labor, it had won laurels in the vocations of peace which eclipsed even those that were awarded to it in chivalric

warfare. It was, in France, truly the creature, the property, the glory of the nation. In no proper sense could it possibly be claimed by any mere province. Dating its origin back to the eighth century, and bearing the name, not of a *duchy*, but of an invincible *people* who, for three hundred years, shaped the destinies of the European world, it could not be historically dwarfed into the insignificant proportions of the race of any circumscribed locality. It had been the war-horse of *Europe*. It had become the draught horse of the entire *domain of Christian civilization*.

The most cohesive of all equine compounds, absolutely peerless in the power of self-perpetuation, it had successfully withstood every attempt to absorb it. With astounding pertinacity it had everywhere and under all circumstances preserved its individuality. By neglect and meagre nourishment in the poor pastures of Picardy and French Flanders, it might be decreased in size, reduced in strength, marred in symmetry; but with all this it was still a **NORMAN**, and, upon being put under a proper regimen, assumed at once the superior character and proportions of its relatives in Caux and Vimeux. By continual interbreeding with other races, its blood might, in some cases, be diluted; but down to the ninth generation of out-crossing its dominant marks and characteristics were plainly visible.

Truly it was an *imperial* stock, as it is to this day,—ever asserting its self-hood, ever controlling and never being controlled. Therefore we need not be surprised at Lefour's broad declaration respecting the equine population of France, that "it is *one mass of horses*." For centuries the Norman has been bred and reared in that country. Meantime, he has there been called upon to increase the size of every other class of his species, in responding to which requirement he has, to a greater or less extent, left everywhere his ineffaceable imprint. Thus were brought to the surface those marked features of general resemblance which the author just mentioned says will "nowhere permit an exact classification."

But we are not to suppose that when Lefour asserts that this "one mass" is "sans caractère et sans origine bien déterminés,"—"without well determined character and origin,"—he means that his country is destitute of an historic race; for so intelligent a writer as he evidently is could not be ignorant of

the fact that Col. Hamilton Smith and other eminent equine historians of England have fully, conclusively demonstrated, that the Norman was formed exactly at the time and precisely in the manner which we have hitherto indicated in this chapter; that that formation was perfected in the bay and the gray strains which were brought out by the immediate predecessor of the Plantagenets.* Much less could he be ignorant of the fact that the medieval pictures of the Norman charger ("*destrier*") painted on the church windows at Rouen—pictures which may be seen to-day—are faithful likenesses of the large French draught-horses of the present time. What he certainly means is that there is in France no stock which has been thoroughly inbred, and the pedigrees of which can be traced back for centuries through an unbroken geneological succession as it is claimed those of the Arabian courser can be traced.

The Norman horse of two sizes (large and medium), muscular, active, powerful, enduring, large-boned, was, at the close of the stage-coach epoch of French history, found to answer, in all respects, the large and rapidly growing demand for "*chevaux destinés aux services pénibles*"—"horses intended for laborious services." He was in blood just what he should have been. He contained the right constituents in the right proportions. He was, properly enough in France, for the sake of local distinction, called a Breton in Bretagne, a Boulonnais in Pas-de-Calais, an Ardennais in the Ardennes, an Augeron in the valley of Auge, a Cauchois in Caux, † a Percheron in Perche, &c., &c.; and, as we have already shown, he had, in consequence of a diversity of treatment, undergone in these several localities certain temporary, provincial modifications, in size and character, which gave to the various names applied to him a passing significance. Meanwhile slight variations from his original standard had occasionally been caused by inharmonious crossings with other breeds. But these modifications and these variations were ephemeral in effect. They utterly failed to induce the evolution of a new stock.

Of course we do not include in these remarks such cases as that of the Anglo-Normand, which was produced by repeated infusions of the blood of the English race-horse with a special

*Of this we shall in coming pages furnish ample authoritative proof.

†Both Caux and the valley of the Auge are in Normandy.

view to cavalry service and light carriage work, and which in its line is a decided success.

No systematic registry of the Norman had, up to the time of which we are speaking, ever been kept, and, hence, the truth of Lefour's statement that the horses of France are "without a *well-determined* [pedigree-determined] origin." But the stock had, nevertheless, been preserved in a rare degree of purity. What its own incomparable procreative constancy had failed to accomplish in this regard had been supplied by the extraordinary native sagacity of the French breeder, who has few equals in the art of selection, and whose success is proof positive and convincing that the real value of stud books, like the real value of herd books, is chiefly historical.

With the identical form and character with which the improvements of the Norman-English kings had stamped him, the celebrated Frankish horse entered upon his special career in response to the particular industrial requirements of the age of steam. He had not to be made; nor needed he to be modified. It was necessary only to breed him straightly in his own line, and to secure his proper development by good feeding and moderate exercise; and in this simple manner has he been propagated up to the present hour throughout *all the horse-producing regions of France*.

Magne, on page 151 of his "*Races Chevalines Leur Amélioration*," &c., tells us that draught horses in his country are divided "en chevaux destinés aux services pénibles du *roulage* et des *diligences*, et en chevaux qui conviennent aux *attelages de luxe*,"—"into horses intended for the laborious services of wagons and diligences, and horses which suit for fancy teams."

Thus we observe that the American use of the designation, "French draught horses," would not pass current in France, for in the latter nation the term includes everything that works in harness, light or heavy, fine or coarse. The animals designed for "laborious services," are by Gayot, Moll, and Lefour, styled "chevaux de gros trait et de trait moyen,"—"horses for heavy and for medium draught."* The two classes of animals here very clearly pointed out have both always been drawn from the great Norman stock.

*According to Lefour, the tendency now is to the absorption of the latter of these classes into the former, as it respects size.

In certain parts of Pas-de-Calais, of Somme, of Poitou, of the North, of the Ardennes, of Normandy, of Bretagne, of Perche, and of some other regions, the distinguished Boulonnais family has furnished the leviathens adapted to the massive stone cart and the heavy dray.

From these quarters, but especially from Bretagne,—oldest in stage-horse renown,—and from lighter classes of the same all-pervading stock, have been derived the tough, speedy motors that have made such a history in the diligence and the omnibus lines of the French dominions. Perche, as we shall hereafter more fully discover, by a cross of the large Boulonnais and the smaller Breton, brought out, in 1810, a medium draught horse which, at first designed for the mail coach, afterwards took the first rank in the 'bus, making such a reputation at Paris that in time his name was conferred upon everything of the horse-kind, wherever born or wherever developed, that resembled him in color (gray) and was identified with him in vocation. This was and is, so far as it now exists, the *true Percheron*. It was once an unexcelled stage horse, and is now a first-rate omnibus horse; but in the improvement of common races its success has been questionable, as the sequel will more fully demonstrate.

In order to a greater amplification of the field of vision in which we are now viewing the Norman horse, we again consult Prof. Magne's "*Races Chevalines*," &c., &c. From page 152, we take the following paragraph:

"Le sol et le climat si variés de la France nous permettent de produire avec facilité des chevaux de toutes les qualités; cependant, les contrées les plus favorables à la production des animaux, les vallées de l'Est, les plaines du Nord et de l'Ouest, les plateaux de l'Ile-de-France, généralement fertiles, favorisent principalement la production des races propres au trait. D'un autre côté, cette production s'associe très-bien, dans nos exploitations rurales, aux divers travaux agricoles; d'où résulte qu'elle est prospère, répond à nos besoins et donne d'excellents produits:"—"The soil and the climate of France, so various, permit us to produce with ease horses of all qualities. However, the regions most favorable to the production of animals,—the valleys of the East, the plains of the North and of the West, the plateaux of the Isle of France,—generally fertile,—favor principally the production of the races fitted for draught. On another hand, this pro-

duction associates itself very much, in our rural cultivations, with diverse agricultural labors; whence it follows that it is prosperous, responds to our wants and yields excellent products.”

From page 153 to page 158, we quote in consecutive order :

“*Chevaux de diligence et d’omnibus.*—Ces chevaux doivent réunir une grande force à beaucoup de vitesse; il faut aussi qu’ils soient robustes et rustique; car, soumis à des services réguliers, ils marchent à la pluie et au froid, comme lorsque le temps est beau et la chaleur très-forte.

“On doit toujours choisir, pour ces services, des chevaux à corps cylindrique, à lombes courtes et résistantes, à poitrail bien ouvert, à avant-main léger. Pour les atteler aux diligences dans les pays montagneux, on peut avoir intérêt à les rechercher plutôt trapus qu’élancés, à membres épais et à croupe légèrement inclinée. Cependant, à mesure que les voies de communication s’améliorent, que l’on tient davantage à éviter les pertes de temps, les services de voitures publiques accélèrent leur marche et recherchent des chevaux ayant des allures allongées, des chevaux qui se rapprochent des chevaux de selle par leur conformation.

“Le trot est l’allure ordinaire des chevaux de diligence et d’omnibus. Ces chevaux ont à soutenir, et le plus souvent fortement chargés, une allure rapide quelquefois pendant plusieurs heures. On doit donc s’attacher à les choisir ayant au plus haut degré tous les caractères qui indiquent la force et la vigueur. Ce qui distingue particulièrement les bons *trotteurs*, c’est l’ampleur des organes respiratoires et la force de l’appareil de la circulation. Ce qui les distingue encore, ce sont des lombes solides, qui, sans fléchir, transmettent au train antérieur l’impulsion communiquée au corps par les membres postérieurs, des avant-bras larges et épais, et des jarrets solides. A ces caractères qui indiquent la solidité des animaux et garantissent la durée du service, il faut ajouter la longueur de l’épaule et de la croupe comme celle de l’avant-bras et de la jambe, qui rend l’allure allongée et la marche rapide.

“Dans le choix d’un cheval pour les allures du trot, on donne la préférence, ou à la légèreté et à la vitesse, ou à la force, selon le service auquel les animaux sont destinés. Les services d’omnibus établis dans les grandes villes, sont aujourd’hui les principaux consommateurs des chevaux de diligence; les achats faits

pour leur remonte donnent une grande activité à la production, et contribuent même au développement des qualités qui font rechercher les chevaux bons trotteurs.

“*Chevaux de roulage, de halage, de brasseur, de meunier, etc.*—Les mêmes chevaux peuvent être employés à ces différents services; ils doivent avoir une taille élevée, un corps lourd, épais, trapu; un avant-main bien développé; des épaules fortement charnues; l'épine dorso-lombaire courte; les reins larges. Un dos droit est celui qui offre la plus grande résistance dans le tirage; le travail tend à rendre cette région courte et la croupe oblique.

“Les membres doivent être forts: les antérieurs peuvent, sans inconvénients être plus en arrière que dans le cheval de selle; s'ils sont reculés, le bras de levier de la puissance qui agit dans le tirage est plus allongé, et la puissance qui est en partie produite par la pesanteur de la partie antérieure du corps, se trouve favorisée. Les membres seront écartés: avec cette conformation, le poitrail est ouvert, la côte ronde, la poitrine ample; mais en outre, la base de sustentation est plus large, l'appui plus solide, et les animaux, étant moins exposés à tomber, emploient moins de force à se maintenir debout et à déplacer rapidement leurs pieds; leur allure est plus ferme, moins précipitée, et ils tirent plus franchement.

“Comme pour les chevaux de diligence, il faut donner la préférence à ceux qui se distinguent par leur finesse, leurs épaules obliques, leur croupe longue, leur queue bien attachée, leur vigueur, et la liberté de leurs allures. La haute et la basse Normandie, la Beauce, fournissent quelques-uns de ces beaux types qui réunissent, à une conformation des plus résistantes, beaucoup de distinction.

“Toutes les races comprises dans cette section renferment des chevaux de diligence et des chevaux de roulage: la race bretonne, la race percheronne, considérées comme exclusivement propres au service des messageries, donnent quelques chevaux qui conviennent très-bien pour le camionnage et pour le service très-pénible des carriers; tandis que dans les fortes races du Nord, il se trouve d'excellents diligenciers.

“Les races propres aux diligences sont cependant produites avec le plus d'avantages sur les plateaux où l'on pratique la grande culture, et les races les plus grosses, les plus massives,

dans les herbages fertiles des contrées maritimes, depuis Dunkerque jusqu'à Bordeaux, et dans les vallées humides de quelques grandes rivières.

“Tous ces chevaux sont faciles à produire. Les climats un peu humides, les plaines fertiles, les fourrages fournis par les légumineuses leur sont favorables. Si on les nourrit copieusement dans leur jeunesse et avec de bons aliments, l'accroissement en est rapide, et avant l'âge de deux ans, ils peuvent commencer à travailler. Si on les achète à cette époque, qu'on leur donne des soins, du grain, et qu'on leur fasse faire des travaux légers, l'on a, deux ans, deux ans et demi après, des chevaux qui ont gagné leur entretien et qui sont toujours vendus avec bénéfice.

“Par leurs caractères, leurs besoins et leur utilité, ils s'accommodent très-bien des conditions de notre agriculture, réussissent même dans des contrées médiocrement appropriées à la production chevaline, et conviennent pour les services que nous en attendons.

“Un peu mous plutôt que trop actifs, ils sont d'une garde facile; poulains, ils restent paisibles dans le verger où les laisse le petit cultivateur, quand il ne les emmène pas avec la mère au travail. Ils pâturent avec les vaches sans être exposés à des blessures, parce qu'ils sont peu disposés à jouer et à tourmenter les autres animaux.

“De bons aliments et le pacage sur un sol ferme et fertile leur donnent des qualités; mais ils sont encore passable quoique nourris avec des fourrages moins que médiocres, car l'abdomen trop développé que produisent ces aliments est masqué par une forte corpulence, par un bassin ample, et surtout par des muscles volumineux. Il en résulte que le fermier peut les produire avec les fourrages les plus ordinaires de sa ferme.

“Cette considération est de la plus grande importance dans nos plaines du Nord et de l'Ouest, comme dans les grasses vallées du Nord-Est. Le trèfle et la luzerne, ainsi que l'herbe des prés humides, ne peuvent être utilement consommés que par des vaches ou des chevaux de trait. Nous n'avons pas besoin de dire qu'il en est de même dans les contrées où les exploitations sont peu étendues, où les petits propriétaires ont besoin de réserver, pour les usages de la famille, les grains, les farineux, qu'ils ne peuvent cultiver dans leurs terres qu'en petite quantité.

“Nous avons reconnu maintes fois la sagesse des cultivateurs qui nous expliquaient leur prédilection pour les étalons de forte corpulence auxquels ils livrent leurs juments : ils nous démontraient qu’ils ne peuvent donner quelque valeur à leurs poulains qu’en *faisant du gros*; que les gros chevaux sont ceux qui se vendent le mieux; que les entrepreneurs qui en emploient ont toujours de la peine à en trouver, quoiqu’ils fréquentent les foires des pays les plus propres à en produire; que les chemins de fer, loin d’en diminuer l’utilité, l’augmentent par l’activité qu’ils donnent à toutes les branches du commerce et de l’industrie.

“Même dans les contrées peu fertiles et dans le Midi, ces raisons sont fondées; car partout l’homme actif et intelligent trouve, ou un pâturage de peu de valeur, ou des aliments peu précieux, pour ajouter au lait quand la jument n’en fournit pas assez, ou pour le remplacer quand elle travaille loin de la ferme. Un poulain de trait, un mulet ou une génisse, sont les seuls animaux qu’il soit possible d’élever quand on est obligé de nourrir avec tant de parcimonie.

“Enfin les chevaux de trait répondent à des besoins très-répandus et fort variés (aux diligences, aux postes, à l’artillerie, au halage, à l’agriculture, à l’industrie, etc.); ils font encore bien leur service lors même qu’il leur est arrivé un accident, qu’ils ont un suros, qu’ils ont perdu un œil. Quoique tarés, ils ont une certaine valeur et l’on trouve toujours à les vendre si l’on ne veut pas les employer au service de la ferme.”—

Which we translate:—

“*Horses of the Diligence and of the Omnibus.*—These horses ought to unite great strength with much fleetness. It is necessary also that they be robust and rustic; for, subjected to regular services, they go in the rain and in the cold, as when the weather is fine and the heat very strong.

“One ought always to select for these services, horses with cylindrical bodies, short, resistant loins, very full breasts, and light forehands. To put to diligences in mountainous regions, one may be interested in looking for those that are rather stocky than slender, with the legs thick and the rump slightly inclined. However, in proportion as the lines of communication are improved,—as it is more desirable to avoid the loss of time,—the services of the public carriages hasten their progress, and seek

horses having a long stride,—horses which in their conformation approach saddle horses.

“The trot is the ordinary gait of horses of the diligence and of the omnibus. These animals have to sustain, and most frequently when they are heavily loaded, a rapid gait, sometimes for a stretch of several hours. One ought, therefore, to make a special effort to select those having in the highest degree all the characteristics which indicate strength and vigor. What particularly distinguishes good *trotters* is the amplitude of the respiratory [breathing] organs and the force of the circulatory [blood] apparatus. What further distinguish them are solid loins, which, without giving way, transmit to the fore quarters the impulse communicated to the body by the hind legs; fore-arms large and thick, and solid thighs. To these characteristics, which indicate the solidity of the animals and insure the duration of service, it is necessary to add length of shoulder and of rump, as also that of the forearm and of the shank, which renders the stride long and the movement rapid.

“In the selection of horses for the trotting gait, preference is given either to nimbleness and speed or to strength, according to the service to which the animals are destined. The services of the omnibus, established in the great cities, are to-day the principal users of diligence horses. The purchases made to restock them give a great activity to the production, and contribute even to the qualities which create the demand for good trotters.

“*Horses of the Wagon, of Towage, of the Brewer, of the Miller, &c.*—The same horses can be employed in these different services [i. e., in the service of the miller, the brewer, the common teamster, &c.] They ought to have an elevated stature, a body heavy, thick, stocky; a forehead well developed; shoulders strongly fleshed; the dorso-lumber spine* short, the loins broad. A straight back is the one which offers the greatest resistance in drawing. The work tends to render this region short and the rump oblique.

“The limbs ought to be strong. The fore legs may, without inconvenience, be further back than in the saddle horse. If they are drawn backward the arm of the lever of power which acts in drawing [pulling] is lengthened, and the power which is

* This is the backbone from the shoulders to the hips.

partly produced by the weight of the fore part of the body, finds itself favored. The limbs are well spread apart. With this conformation the breast is prominent, the side round, the chest ample; but, in addition to this, the base of sustentation [the plane within the limits of which the horse stands and walks] is broader, the support more solid, and the animals, being less exposed to falling, employ less force in maintaining an upright posture and in rapidly removing their feet; their gait is more steady,—less hurried,—and they draw [pull] more boldly.

“As to diligence horses, it is necessary to give preference to those which are distinguished by their ranginess, their oblique shoulders, their long rump, their well-attached tail, their energy, and the freedom of their gait. Beauce and Upper and Lower Normandy furnish some of those fine types which unite much distinction with the most resistant conformation.

“All the races comprised in this section [in this section of Magne’s book] contain diligence horses and wagon horses. The Breton race, and the Percheron race, considered as exclusively fitted to the service of coaches, furnish some horses which suit very well for draying and for the hard work of the quarriers [stoue quarriers], whilst in the strong races of the North are found excellent diligence horses.

“The races proper for diligences are, however, produced to the greatest advantage upon the plateaux in which great cultivation is practiced; and the largest, the most massive races, in the fertile pastures of the maritime regions,—from Dunkirk to Bordeaux,—and in the humid valleys of some great rivers.

“All these horses are easy to produce. Climates a little damp, fertile plains and vegetable forage, are favorable to them. If one feeds them copiously in their youth and with good food, their growth is rapid, and before the age of two years they can commence to work. If one buys them at this period, gives them care and grain, and allows them to do light work, he has, in two or two and a half years afterwards, horses which have earned their keeping, and which are always sold with profit.

“By their characters, their wants, and their utility, they accommodate themselves to our agriculture, thrive even in regions indifferently adapted to horse production, and are adapted to the services which we expect of them.

“A little lazy rather than too active, they are easy of custody. While colts, they remain quietly in the orchard in which the small farmer leaves them when he does not take them away with the mother to work. They graze with the cows without being exposed to hurts, because they are little disposed to play and to torment the other animals..

“Good food and pasturage upon a firm, fertile soil, give them qualities; but they are still passable even when fed upon less than middling provender, for the over-developed abdomen which such food produces is obscured by a full corpulence, by an ample pelvis, and especially by full muscles. The result is that the farmer can produce them with the most ordinary forage upon his farm.

“This consideration is of the greatest importance in our plains of the North and of the West, as in the rich valleys of the Northeast. The clover and the lucern grass, as well as the nearly liquid herbage, can be usefully consumed only by cows and draught horses. We have no need to say that it is the same in the regions in which the cultivated lands are little extended,—in which the small proprietors have need to keep for the use of the family the farinaceous grains, which they can cultivate on their grounds only in reduced quantity.

“We have recognized many times the wisdom of the farmers, who explained to us their predilection for the stallions of great corpulence, to which they put their mares. They demonstrated to us that they could give value to their colts only by *making them large*; that large horses sell the best; that the contractors who engage them always have trouble to find them, although they frequent the fairs [horse markets] of the regions best fitted to produce them; that the railroads, so far from diminishing the use of them, are augmenting it by the activity which they give to all the branches of commerce and of industry.

“Even in the less fertile quarters and in the South, these reasons are established; for everywhere the active, intelligent man finds either a pasturage of little value or feed of small worth to add to the milk when the mare does not furnish enough, or to replace it when she works far from the farm. A draught colt, a mule, or a heifer, is the only animal which it is possible to raise when one is obliged to feed so scantily.

“Finally, the draught horses respond to our wide-spread and greatly varied wants,—to diligences, to stages, to the artillery, to towage, to agriculture, to industry, &c. They still perform their service well even when an accident happens them,—when, for example, they have a splint, or when they have lost an eye. Although injured they have a certain value, and one always finds a chance to sell them if he does not wish to employ them in the service of the farm.”

We will say here, by way of explanation, that our purpose in preceding our translations with the original text in each case, is to convince all who are interested that we are pursuing a rigidly honest course,—that we seek no advantage by misrepresentation or by false statements. We allow the French writers to speak *in their own language*, before we reduce their statements to English, to the end that readers and critics may have the fairest possible chance to examine the merits of our work and to properly expose its errors if any are discovered.

In the account we are giving of French draught horses, we have no interest other than that of a true historian, and, consequently, no desire to do anything more than tell the truth,—to tell it fully, accurately, impartially.

The liberal extracts we have just made from Prof. Magne are replete with important and richly instructive matter. They not only afford us a faithful, a most life-like sketch of the production of work horses in France, but show us the qualities and the value of the product.

The characteristics he ascribes to the ideal diligence horse and the ideal wagon horse or dray horse, are neither more nor less than those which are possessed by the real Norman as he exists to-day, and has long existed, in the two classes of medium draught and heavy draught. The former of these two varieties has always furnished the “*bons trotteurs*” (good trotters),—long-rumped, long-shanked, oblique-shouldered, and rather rangy-bodied, for service in the cities and throughout the level districts,—and also the tough, gnarly specimens,—the more pony-like animals which have done the public-carriage work in the mountainous parts of the country. These have generally been such as the Professor says they should be. The latter has supplied, not only the land of its nativity, but all other lands, with the stock which is now

everywhere preferred by the miller, the brewer, the stone quarrier, &c., &c., and scores of samples of which, exactly filling the standard of the eminent French veterinarian, may at this hour be seen in almost any quarter of America.

It is well to observe that Prof. Magne gives us to understand that while the production of draught horses in France associates itself with "diversé agricultural labor," the valleys of the East, the plains of the North, of the West, and the plateaux of the Isle of France, *especially* favor that industry. It is also well to notice that he says that while the middle-sized animals—"the races proper to the diligence"—are most advantageously produced in the level districts which are highly cultivated, "*the largest, the most massive races are most advantageously produced in the fertile pastures of the maritime regions, from Dunkirk to Bordeaux, and in the humid valleys of great rivers.*"

From these expressions we see that the Norman is to-day found in his greatest purity in those very parts of the French dominions in which he attained his earliest distinction. At the same time, however, the Professor's remark that the *races of Bretagne and Perche*, "*considered as exclusively fitted for coach service*, furnish some horses which are very well adapted to draying and to the laborious service of the stone quarrier, whilst in the *great races of the North are found excellent diligence horses*," shows how the modern system of horse-raising and the present general intermixture of draught animals throughout France are tending to that unification of which we have spoken in preceding pages,—a tendency which is being greatly expedited by the advancement of public works and by general material improvement.

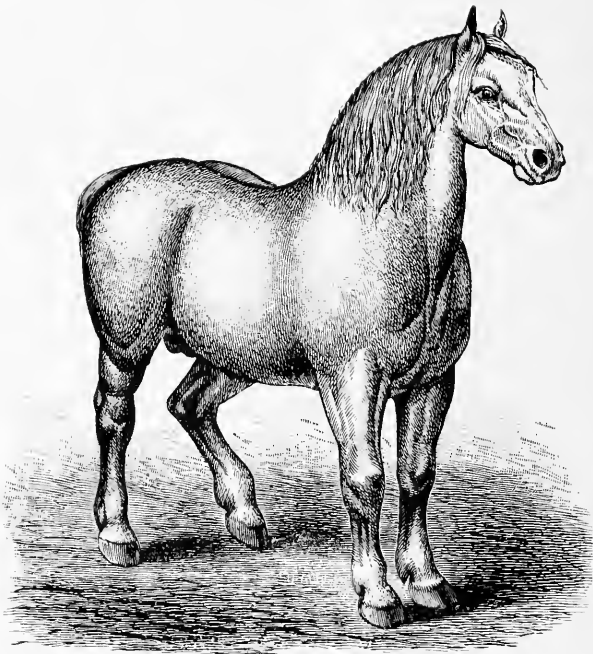
What the Professor here says with regard to the ease, the economy, the sure profit of rearing Normans, is worthy of special attention. The American farmer may learn a valuable lesson from the French farmer, who on the most ordinary feed raises horses which at the age of *two years* are able to go to work, and at the age of four years, having fully paid for their keeping, are ready for the market at the best of prices. The experience of the latter, that *large horses always sell the best* and that the demand for such horses is ever in excess of the supply, is a point at which to stick down a pin. The concluding para-

graphs of our last quotation leave not the shadow of a doubt that there is nothing in which the yeoman can make so much money and make it so easily as in raising Norman horses, and that the larger they are the better.

It will be observed that Prof. Magne ascribes the glory of originating and producing the great equines of France to *no particular province*. He speaks of the two principal classes of draught horses,—the medium and the heavy,—as belonging in a greater or a less degree to all parts of his country. He recognizes the ideal descriptions which he gives of both varieties as being filled in *every quarter of the land*. He finds a preponderance of large animals in the northern-coast districts and in the rich interior valleys. He finds a preponderance of comparatively smaller horses in the artificially fertilized uplands, such as those of the greater portion of Perche. But he, nevertheless, discovers both the heavier and the lighter forms at every point of the compass and in all the agricultural provinces. Nowhere in these extracts does he give us the slightest hint of any marked distinctness of blood, any uniqueness of race, as appertaining to Perche, to Normandy, to Brittany, or to any other place.

We have been told by Prof. Magne that the varieties of soil in France would allow the production of horses of all qualities. Certain facts deducible from the full statistics which he afterwards gives, make it evident that these varieties of soil have coöperated with geographical peculiarities of situation in bringing about a division of labor in the equine industry of that country; that in obedience to the great law of local interest some regions have set themselves apart to breeding, while some others have assumed the special function of raising, of developing and preparing for market.

It thus comes to pass that colts bred in one district are reared in another, and when grown are taken into a third, in which they are either used as breeders or as workers, or else are purchased by foreign importers. So that when a foreigner buys a horse in France he cannot, under ordinary circumstances, possibly tell in what quarter the animal was bred, unless he purchase in a well-known breeding region. Stallions and mares are transferred and retransferred for reproducing purposes. Foals born in Boulogne and Brittany are matured in Perche and Nor-



THE HEAVY DRAUGHT HORSE OF BOULOGNE.

**THE ANIMAL WHICH HAS GIVEN NAME TO THE GREAT BOULONNAIS FAMILY; THE
TRUE CARLOVINGIAN STOCK, FROM WHICH ALL THE LARGE DRAUGHT
HORSES OF THE WORLD ARE DIRECTLY DESCENDED.**

(Engraved from a cut in Prof. Magne's "Races Chevalines," &c.)

mandy, after which they are sold into other parts of the country or of the world. The Boulonnais dam of to-day becomes the Percheron dam of to-morrow. The Normandy sire of last year is the Breton, the Picard, the Boulonnais, or the Percheron sire of this year,—and so on *ad infinitum*.

Under circumstances such as these, *permanence of local type is clearly an impossibility*. But all the blood being kindred, the *general type becomes more and more fixed* by the incessant mixture which follows the continual interchanges. This type is wonderfully persistent, and, as a prominent Illinois importer has truly said,—repeating the language of Gayot,—“*is like nothing but itself*.”

With a view to a proper showing of the difference between the several provinces of France respecting the matters of breeding and raising, we now present a brief account of the equine products of each of several of the most important of those regions, quoting the statistics of Magne for 1858, and those of Lefour for 1879. But, first, we may state in a general way that the whole of that part of France lying north of the river Loir and west of a line running north and south through the city of Paris, is largely engaged in the production of *heavy* draught horses, an industry which reaches remarkable proportions in the western departments bordering on the sea-coast. All the districts in the department of Pas-de-Calais, are especially distinguished for the numbers and the high qualities of their animal products of this class. Boulogne, which is one of the most noted of these districts, and which has given the name of Boulonnais to all the Normans produced in Pas-de-Calais, is one of the greatest breeding sections of France.

The heavy horses of Pas-de-Calais, in their essential features, do not differ from other large Normans found in any part of France. Therefore, the representative description, taken from Magne, which follows, will obviate the necessity of any further minute descriptions of animals of the same sort: The large Boulonnais horse is about fifteen hands high, with very stout body; with a heavy, expressive, straight head, well carried by a powerful, yet elegant neck; a luxuriant double mane; a very broad chest; full, soft, fleshy shoulders; quarters deep, withers thick and shoulders powerful; back short and strong; loins broad, firm and strong; muscles on the thigh very power-

ful; tendons large, tough, distinct; forearm long and powerful; shin bone short, large and flat; skin fine and coat soft; colors, gray, bay and black, and all the shades that the blending of these three will create. It will be observed that this, which is a faithful portrait of the Boulonnais as he appears in various parts of France and in America to-day, is only a complete development of the picture hitherto limned by Prof. Magne as an indication of what the heavy draught should be. The cut of the large Boulonnais which we present in these pages is a remarkably true one.

Gray horses are, generally speaking, the most numerous among the draughts of France. We find among them many beautiful dapple grays. Pas-de-Calais and French Flanders, however, frequently show the darker liveries, the native European black having in those quarters been more largely used in the primal composition of the Norman than the white of Lombardy and Asia Minor.

Pas-de-Calais, being especially a breeding district, keeps mares in large numbers exclusively for breeding purposes. It sells most of its colts when they are six or eight months old to stock-raisers in the neighboring departments, where they are kept until they are two or three years old, when they are again sold to the raisers of the eastern departments, who mature them and fit them for market.

According to Prof. Magne's statistics of 1858, the department of Pas-de-Calais contained, in that year, 20,543 stallions, 45,976 mares, and 13,754 colts. Here we have an excess of 25,433 mares over stallions, and a yearly production of foals, which, divided according to territory, gives an average of about five to the square mile throughout the department. The average in 1858 even reached eight colts to the square mile in the district of Boulogne, which then contained 9,724 mares and 677 stallions.

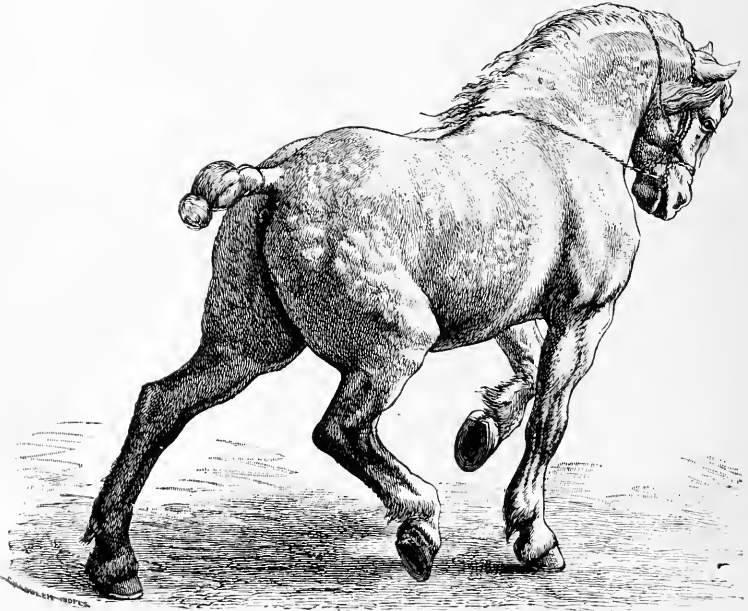
This production of over 80,000 horses by Pas-de-Calais and the large predominance of females in it show that department to be a very great breeding section.

Lefour, in his "*Le Cheval, l'Ane et le Mulet*," (p. 86), regards the Boulonnais territory, proper, as consisting of Pas-de-Calais, Somme, and le Nord, and gives it, for the year 1879, 150,000 head of horses, with from 12,000 to 15,000 annual births

of colts. Gayot, who adds Lower Seine to Lefour's plat, accords to the Boulonnais region, in 1872, a total horse population of about 350,000.

Leaving Pas-de-Calais to the north we pass down the coast of the English channel through the department of Somme, where the farmers are largely engaged in raising the colts of Boulogne, as well as those of their own breeding, which are of the same kind. Crossing the southern boundary of Somme, we enter historic Normandy at the northern extremity of Lower Seine. The five departments assigned by Magne to this province are all engaged in breeding and raising horses,—those of the west more in the former than in the latter, and those of the east more in the latter than in the former. Most of the colts matured in the eastern are bred in the western divisions. The distinguished author just mentioned claims, what is certainly true, that Normandy is naturally *the best horse region in France*, for the reason that it comprises, in very nearly equal proportions, pasture lands which are admirably adapted to the work of reproduction, and grain lands which are every way well suited to that of development; and what it is by nature, it has for centuries been by practice. Its light-draught Anglo-Normands are the noblest carriage motors in the world, while its heavy draughts, produced in Caux and the valley of Auge, are unsurpassed in weight, power, symmetry, endurance, tractability.

According to Prof. Magne's statistics of 1858, Normandy then contained a total of 322,574 horses, divided as follows: 113,959 stallions, 178,210 mares, and 30,405 colts,—showing an excess of 64,251 mares over stallions. This total averaged eleven horses, seventeen mares, and three colts to the square mile throughout the entire province. To the three western departments of Manche, Lower Seine, and Calvados, Magne gave 70,505 stallions, 139,362 mares, and 29,312 colts,—showing an excess of 68,857 mares over stallions, and a yearly production of 29,312 colts. The total in this case averages ten stallions, nineteen mares, and four colts to the square mile. In the two eastern departments of Orne and Eure he found a population of 53,554 stallions, 38,839 mares, and 11,093 colts,—showing an excess of 14,715 stallions over mares, and a yearly production of 11,093 colts. The total, here, averages eleven horses, seven mares, and two colts, to the square mile.



THE HEAVY DRAUGHT HORSE OF NORMANDY,

AS FOUND IN CAUX AND THE VALLEY OF AUGE—A BRANCH OF THE GREAT BOULON-
NAIS FAMILY, KNOWN IN FRANCE AS A CAUCHOIS
OR AN AUGERON.

(Engraved from a painting by the celebrated French artist, Rosa Bonheur.)

In the *grand* total of the equine population of Normandy there were, in 1858, 64,251 more mares than stallions. Lefour in 1879 (*"Le Cheval,"* &c., p. 86), accorded to the whole of the province 135,000 mares, 68,000 raislings (*élèves*) under three years old, and a total of 325,000 head of horses. Deducting from this total the 68,000 younglings, we have an excess of 13,000 mares over stallions, proving that the old Norse duchy is still what it has ever been,—a very important breeding district. Lefour in his estimate counts only four departments to Normandy, a circumstance which indicates a recent change in the local map; for Magne, as we have seen, gives the province five departments.

Lower Seine has always supported more mares and produced more colts, in proportion to the extent of its territory, than any other department in the duchy. This most fertile section has, according to Gayot, long been renowned for its propagation of the noblest and best of the numerous representatives of the great Boulonnais family,—which representatives, however, are known in France under two names of very limited significance,—Cauchois in Caux, and Augeron in the valley of Auge.

The draught horses of Normandy are mostly blacks and grays. The latter are the more numerous. There are many dark and strawberry roans in and around the cities of Havre and Rouen. These have a tendency to turn gray with age.

Passing south and west from Normandy, we enter Brittany (*Bretagne*) at the northeastern extremity of the department of Ille-et-Vilaine. This peninsular province, originally settled by the Celtic Druids, and still showing many of their ancient altars, is a very extensive propagator of horses, and has been noted as such for more than a thousand years. Its city of Vannes took name from a famous Breton horse-breeding pasture which was established in the first years of the Carolingian period.

Prof. Magne's statistics, of 1858, give to Brittany 32,095 stallions, 80,113 mares, 28,739 foals, the sum of which numbers, divided according to territory, shows an average of four colts and twenty-one matured animals to the square mile throughout the province. Lefour, on page 82 of his *"Le Cheval,"* &c., &c., assigns to Brittany a total horse population of 400,000, for the year 1879, and an annual crop of from 7,000 to 8,000 foals. He also says that *Bretagne* is the richest French nursery of the equine

species, and proves the assertion by the fact that in the district of Brest there is one horse to every four hectares of land, while the general average of France is one horse to every eighteen or twenty hectares.—“Dans l'arrondissement de Brest, il y a un cheval pour quatre hectares, tandis que la moyenne en France est de un pour dixhuit à vingt hectares.”—(Pp. 82-3.)

In this case, as in that of the two preceding, the figures indicate a prolific breeding section. The large draught horses of Brittany, known as heavy Bretons, are among the very best of their class. In size, shape, power, energy and endurance, they are about the same as their Norman relatives in Boulogne, Vimeux, Caux, and the Angeron valley. But it was in its splendid coach-horse that the province made its early renown. The principal ingredient of the medium-draught Percheron was derived from that animal, as we shall hereafter more fully demonstrate. We refer the reader to our picture of the stage-Breton, which is an accurate likeness.

Passing eastward through Maine we observe the breeding of heavy horses gradually decreasing and the raising increasing, until we reach the department of Sarthe, where both are carried on upon a large scale, and where the Norman is brought to the highest state of perfection. Prof. Magne's report for 1858 gives this department 11,200 stallions, 27,827 mares, 6,193 colts. The great excess of mares over stallions, shown by these figures, clearly indicate an important reproducing center.

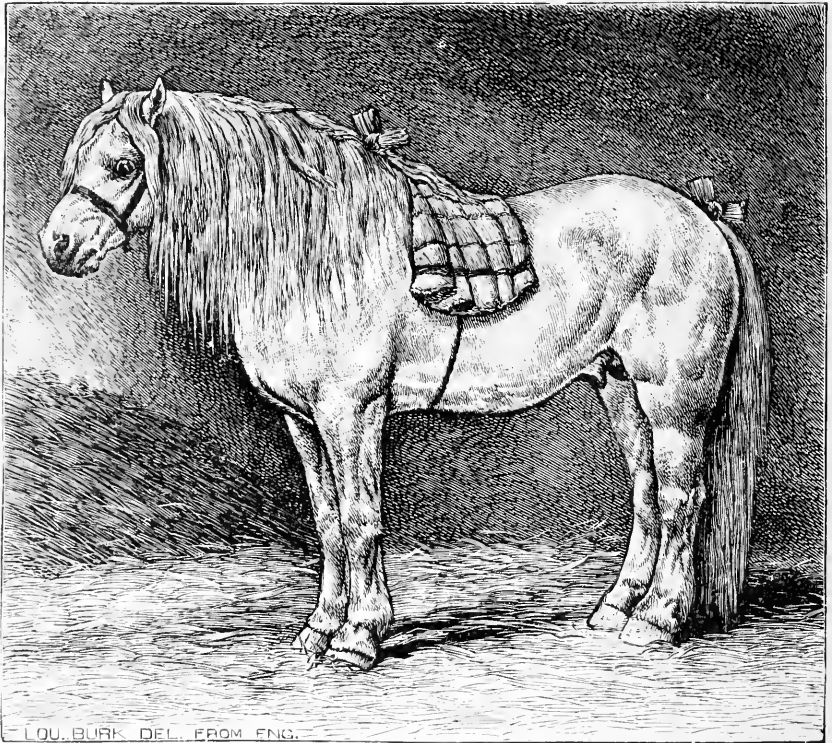
Some distance south of Sarthe, and bordering upon the Mediterranean sea, we find the province of Poitou. This region, abounding in marshes and groves, produces in great abundance all the varieties of horses known to France, in addition to large annual crops of excellent mules. Magne, in his report for 1858 (“*Races Chevalines Leur Amelioration*,” &c., pp. 192-201), assigns to it the departments of Vendée, Deux-Sèvres, Vienne, and gives it a total number of 90,000 horses, of which no less than 60,000 are mares, and 11,917 are colts. Most truly does he say of it, on page 195, “Le Poitou est donc essentiellement un pays de multiplication,”—“Poitou is, therefore, essentially a region of multiplication,”—i. e., of breeding. He tells us, on page 193, that *Poitou* exports into Perche and Berry young animals which approach the conformation of the horses raised in those sections; that Normandy annually purchases and

perfects many of the lighter Poitevins, which it sells as Normand coach-motors. He also tells us that the Poitevin horses bought by Perche (which region, after developing them, sells them as *Percherons*) are always gray. Lefour, on page 82 of his "*Le Cheval*," &c., accords to Poitou, for the year 1879, more than 35,000 foals, and a total horse population of 400,000; but he includes in his count the horses of the departments of Charante and Lower Charante.

Moving in a northerly direction from Poitou we enter Perche, which embraces portions of Maine, Orleans and Isle of France. Prof. Magne's statistics of Perche show, for the year 1858, 28,369 horses, 12,025 mares, 2,519 colts. But his report embraces the equine contents of several outside districts in which the so-called Percheron is raised; as, for instance, certain portions of Normandy and of Sarthe. Lefour, on page 84 of his "*Le Cheval*," &c., speaking of this province in 1879, says, "Le nombre des poulains naissant dans le Perche même ne doit pas être estimé à plus de 2,000. La population chevaline du Perche proprement dit s'élève à 30,000 têtes environ."—"The number of colts born in Perche, itself, must not be estimated at more than 2,000. The horse population of Perche, properly so-called, amounts to about 30,000.

Here we have a feature with which we did not meet in Pas-de-Calais, Brittany, Normandy, Sarthe, or Poitou,—an excess of stallions over mares, and an immense one at that, being no less than 16,344, in 1858, showing plainly enough that *Perche was not then a breeding district*. The mere handful of native colts reported by Lefour, in 1879, demonstrates that the status remains unchanged.

It was not, as we shall hereafter prove, till within the present century that Perche acquired a reputation for its horses, or that it possessed anything of the horse-kind that it could by any stretch call its own. A great raiser and a great trader it certainly is, but a great breeder it certainly is not, unless all the figures of the French official authorities lie. Compared, as a *horse-producer*, with Boulogne, Normandy, Brittany, or Poitou, it sinks into utter insignificance. *Perche* is properly what in our western states would be called a feeding district, and as such is justly and enviably distinguished. It perfects both the large and the medium-sized horses that are bred in Boulogne,



THE SMALL BRETON HORSE.

THE ANIMAL WHICH, CROSSED WITH THE LARGE BOULONNAIS, PRODUCED THE PERCHERON.

(Engraved from a painting by the celebrated French artist, Rosa Bonheur.)

Caux, Vimieux, Auge, Brittany, Vendée, the Ardennes, and other quarters, with marked success, and then sells them as Percherons, with a few others of the same strains which are born within its limits.

The foregoing statistics fully support the assertion of Prof. Magne, that, in France, the plains of the North and of the West, and the valleys of the East, are especially prolific of draught horses; for the great bulk of the equine population of the regions to which the figures relate belongs to that class, and will be found in the two subdivisions called heavy and medium, the former predominating in Pas-de-Calais, Somme, Upper Normandy, a considerable part of Brittany, and the more fertile portions of Perche.

Furthermore, they show that the Norman is still bred and reared most largely in those sections of French territory in which, at the commencement of the ninth century, he made his brilliant debut under the patronage of Charlemagne, and in which, in 1121 A. D., he was completed by the last of the Norman-English kings.

To what extent this world-renowned horse has, since the first quarter of the twelfth century been interbred with the Arabian, the African, or any other branch of the stock of the Asiatic bays, there are no means of accurately determining. From a host of eminent authorities, including all we have hitherto employed in this chapter, we learn that the French government (interested in the production of cavalry horses) and wealthy private citizens (interested in the multiplication of fancy teams) have, during late years, done their utmost to encourage the amalgamation of the light and heavy breeds of France.

But by the same authorities we are informed that the French propagators of the great Norman race have all along stoutly and successfully resisted this pressure. In so doing they, of course, had a motive. The marked reduction of stage lines by the establishment of railways, not only in France, but throughout the civilized world, and the extraordinary impulse given to public works, as well as to general material development, have greatly increased the demand everywhere for heavy draught horses, and have correspondingly decreased the call for coach animals.

The invention of the steam locomotive and the magnetic telegraph was the dawn of a new era to the gigantic French horse. It opened to him a world-wide market. He was wanted, not only at home, but in England, and more especially in America, whose vigorous youth, wide extent of territory, unparalleled fertility of resources, incomparable progressiveness, and warm affection for France, combined with his superior qualities in making him the favorite of the people whose freedom and greatness are so largely due to the sword of LaFayette.

So it will be seen that it was very decidedly the interest of the Continental producers of the heavy Norman to perpetuate their favorite race in all its original purity and power; and this they have done to such a degree that wherever, at the present time, in any quarter of the globe, a draught stallion of that breed exists, he is found, except in one particular, to be, in form and proportions, precisely like the pictures and statues of the Frankish war-horse of nearly one thousand years ago, which may to-day be seen in Normandy and other French provinces. That one particular is the hair on the fetlocks and the back of the legs, which is much less in quantity and much shorter in length than it is shown to have been in medieval times. This, however, is rather in favor of than against the horse; for his leg-bone, now more neatly clothed than of yore, has not suffered one particle of depletion in size. It is still the bone it has always been,—the largest, the strongest, and the clearest of surplus flesh in the world.

The more cleanly coated limbs of the Norman of our day may be, and most likely are, attributable to further mixture with the bays after the time of Henry I,—which course of crossing, however, could not long have continued, as is abundantly attested in the present size and shape of the animal, and in that unequalled prepotency which definitely marks grade colts of the very lowest degree.—a prepotency whose establishment must have required many centuries of straight breeding.

But, we now come to a negative certainty;—not a single known drop of bay blood found its way into any of the horses of France during the periods of the Christian campaigns to Jerusalem. We mention this fact because the assertion has been made, and is believed by many in this country, that the Percherons received a large infusion of Oriental blood upon the

return of the Crusaders, who, it is asserted, brought with them many of the finest Arabian stallions.

There were no Percherons in existence until several hundred years after the close of the last Crusade war, which ended in the latter part of the 13th century,—the origin of that race of horses dating, according to reliable French historians, not earlier than the year 1810. Moreover, the most ordinary historian should know that Colonel Hamilton Smith's averment, that during the Crusades "those Champions of the Cross who survived to return were *always* in such distress that they *could not*, if they would, bring Oriental steeds back to their homes," is exactly true. *Once, and only once*, there was an *attempt* made by the Crusaders to import Arabian horses, but that enterprise failed in consequence of the wreck of the vessel on which the animals were placed. Colonel Hamilton Smith's statement is sufficient to establish the fact that the Percheron stock could not have received an infusion of Oriental blood during the periods of the Crusade wars, even if there had been Percherons in existence at that time.

The facts already stated, that the Norman horse is without a peer in the power of transmission, and that he is, according to existing artistic testimony, structurally identical with the ponderous medieval charger of Continental Europe, receive additional force in the marked prevalence of the specific colors of the *two* great primeval stocks from which he chiefly derived his superior size and majestic bearing. The gray and the black, especially the former,—notwithstanding the formation, by Henry the First, of the bay Normans in the early part of the twelfth century,—will to-day be met far more frequently in France than any other colors. The wonderful constancy of these liveries shows that the French breeders have long confined themselves mainly to the propagation of the original compound of the Carlovingian period,—a compound which is the most homogeneous and the hardest to dissolve that the world has ever seen in the animal kingdom; a compound which is so thoroughly unified that it constitutes a new equine genesis,—a *definite artificial creation*,—and which, wherever there is the slightest presence of its blood, asserts its supremacy.

But this extraordinary type, so unchangeably fixed, so remarkably persistent in the maintenance of its self-hood, is not the result of close in-breeding. The numerous "haras" and "broisels" established in various parts of France and the Teutonic Netherlands more than a thousand years ago by Charlemagne and his successors, for the special purpose of forming and developing the breed, made in the start a great variety of families, all of the same stock, but of different local origins. The free intermixture of all these families throughout the provinces of France ever since the close of the feudal age, has established *unity in variety*,—has perfected *the one stock from many separate sources of the same blood*.

Herein we unquestionably beheld the secret of that unequalled tenacity of race-characteristics of which we have just spoken. The whole of France having, by its system of unlimited interchange of mares and stallions, been for centuries *one province* with respect to the production of Norman horses, there has never been a shadow of need of breeding sire on daughter, or sister on brother, or even eighth cousin on sixteenth cousin.

Thus has come into existence the equine "*E Pluribus Unum*" of the world,—a stock without precedent and without parallel.

THE NAME.

Having shown how and of what original strains the Norman horse was formed; having closely followed him through the whole of his eventful career, from the establishment of the great empire of the Franks down to our own day; having told how from the mightiest of war-horses he became the mightiest of draught horses; having to some extent exhibited the method of his propagation in France, thereby unfolding in a great measure the secret of his superior individual qualities and of his rare powers of transmission, it remains for us to see if we can definitely settle the question.—By what general name shall he be designated outside of his native land?—a question now especially important to American breeders and importers because there has lately arisen among them a very spirited controversy,

growing out of an attempt made by certain individuals in the State of Illinois to procure in this country the national adoption of a name which is most certainly of their own manufacture, and which can under no circumstances either obtain the sanction of history or endure the test of time. They propose to adopt for all imported and native full-blood French draught horses in America, the name Percheron-Norman; and the arguments offered in favor of that name are the mere assertions that in the literature of France, French draught horses are *always* called Percherons; that under this name they have existed in the interior of France for *several hundred years*; and that they are called Percherons because they have been *principally* bred in the *ancient* province of "La Perche." (!) If these declarations are true, they are to be received as authority; if they are not true, they can never be established as historical facts. To determine their real character is an easy thing to do, for the "*literature of France*" is open to every American *who can read it!* To this task we proceed with the greater alacrity for the reason that in its performance we shall more fully develop the method of the horse industry of the land of the Franks, which is ever a topic of prime interest.

Now, we believe that Eugene Gayot, formerly Director of the Administration of the *Haras* (breeding-studs) of France, and L. Moll, Member of the French General Council of Agriculture, are the authors of a pretty fair specimen of the equine literature of that part of the globe, entitled "*La Connaissance Générale du Cheval*" ("The General Knowledge of the Horse"). From our copy of that great work, which comprises 740 pages, and which bears date of 1872, we make the following verbatim extract, commencing on page 543 and closing on page 545:—

"*Race percheronne.*—Nous voici en face d'un grande renommée, d'une illustration sans seconde. Il n'est point d'hippologue moderne qui n'ait payé son tribut d'éloges au cheval percheron, à la race percheronne. Réputation usurpée et sur laquelle la lumière sera bientôt faite. Au commencement de ce siècle, le Perche ne possédait qu'une population chevaline rare et médiocre; l'origine de celle dont on a tant parlé ne remonterait pas au delà de 1810, et elle aurait eu pour point de départ la

rencontre un peu fortuite, sur un terrain neutre, des races de trait de la Bretagne et de diverses variétés de l'importante famille boulonnaise. Les produits, soumis à un système d'élevage tout spécial et aux influences naturelles de la localité, se seraient façonnés suivant un mode nouveau, et auraient pris le nom de percherons, justifié d'ailleurs par les caractères qui leur étaient devenus propres. Avant de s'adonner aussi à la culture du cheval, l'habitant du Perche se servait à peu près exclusivement de bœufs pour tous les travaux de l'agriculture; la consommation toujours croissante du cheval de trait ayant créé un intérêt toujours plus grand à le produire, celui-ci prit peu à peu la place de l'autre, dont la population a rapidement baissé, tandis que celle du cheval allait se multipliant dans un rapport inverse.

De toutes nos races de trait, celle-ci est la plus récente; elle est née sous l'influence d'un besoin dont elle est devenue la plus haute expression au temps de la plus grande activité du service des postes et des messageries. Ce n'est pas un produit en quelque sorte spontané du sol et du climat, mais une création de circonstances, sortie de la main de l'homme sous l'influence favorable pourtant du sol. On l'a dite même si indépendante du climat qu'avec un terrain clos et du son on pourrait s'engager à faire le cheval percheron partout, même en plein Limousin. Ce n'est donc qu'une race factice, et non un type, comme d'autres l'ont écrit, comme on l'a tant de fois répété. Ce n'est pas non plus ce qu'on peut appeler une race pure, ainsi qu'on l'a souvent qualifiée aussi, car elle n'a ni ancienneté, ni homogénéité, ni constance. Dans ces premiers cinquante ans d'existence, elle a reçu, en effet, plusieurs modifications importantes dans son mélange presque incessant avec des variétés très-éloignées l'une de l'autre, et cela était si vrai, si marqué, que la définition la plus complète, la plus exacte peut-être qui en ait été donnée au temps de sa recherche la plus empressée est celle-ci: *Le cheval percheron est un cheval gris*. En effet, on trouve de tout dans le Perche, sous prétexte de manteau gris. Là viennent par milliers, tous les ans, des poulains nés en Bretagne, et un très-grand nombre de produits du Boulonnais, de la Flandre et de la Picardie, où vivent trois variétés bien distinctes du cheval de trait épais et puissant. Il y a enfin les produits du pays, et ceux-ci naissent, nous l'avons déjà constaté, d'étalons fort divers. Ce n'est pas avec des éléments aussi disparates qu'on obtient une

race *pure*, homogène et une, dans ses propriétés héréditaires. Celle-ci, en effet, a si peu la faculté de se reproduire d'une manière constante, que nulle part on ne la retrouve avec ses formes et ses caractères extérieurs, avec son aptitude et ses qualités spéciales, bien qu'on ait tenté de la reproduire à peu près partout, dans toutes les parties de la France et même à l'étranger.

“Il en est des chevaux élevés dans le Perche comme de ceux qu'on importe dans la plaine de Caen. D'où qu'ils viennent, un mode d'éducation et d'alimentation uniforme les courbe sous le même niveau, et leur imprime un cachet particulier qui ne permet pas de les confondre avec ceux de leurs similaires qui n'ont pas quitté le lieu de naissance. Ils ont cessé d'être, en quelque sorte, ceux-ci chevaux du merlerault,—ceux-là produits de la vallée d'Auge,—d'autres encore chevaux du Cotentin, de la vendée ou du Poitou;—ils sont devenus—chevaux de la plaine. Et de même dans le Perche; tous ces enfants d'autres contrées, qu'on y amène en vue de l'élevage, revêtent des caractères qui les séparent des produits de leur propre tribu, et leur donnent avec le nom de percheron la tournure et les qualités du cheval du Perche.

“Malgré cela, on distingue dans la contrée le grand et le petit percheron. Au fond, c'est bien le même cheval: la différence est tout entière dans la somme de développement, qui entraîne pourtant une différence dans les aptitudes. Ceci nous replace en présence de la distinction déjà établie pour la race boulonnaise et nous donne un percheron de trait au pas, et un percheron léger, trotteur assez facile.

“Ce dernier, appelé petit percheron, est de taille moyenne et léger d'allures; il est apte à la selle et au trait rapide. L'autre est plus haut, plus corpulent, plus massif, plus membru; il rappelle le cheval picard, mais avec moins de commun et plus de véritable énergie. Son aptitude se limite généralement au trait lent; sa construction puissante le rend éminemment propre au limon.

“Après avoir été plus ou moins menacée dans son existence, cette branche de la famille a repris faveur et s'est multipliée plus que par le passé. Elle suit la destinée du gros cheval du Nord dont l'usage, d'abord ralenti, s'est tout à coup étendu avec beaucoup de rapidité sous l'influence de la vive impulsion donnée aux travaux publics.”

Which we translate:—

“*The Percheron Race.*—Here, we are in the face of a great renown,—of a celebrity without second. There is not a modern writer upon the horse who has not paid his tribute of eulogy to the Percheron horse,—to the Percheron race. This is an usurped reputation upon which the light will soon be thrown. At the commencement of the present century Perche possessed only a small, indifferent horse population. The origin of this [the Percheron], of which there has been so much talk, was not before 1810; and it had for its starting point the somewhat accidental meeting upon neutral ground of the draught races of Bretagne [Brittany], and the different varieties of the important Boulonnais family. The products, subjected to a quite special system of raising and to the natural influences of the locality, were fashioned after a new style, and took the name of Percherons,—a name justified, it must be borne in mind, by the characteristics which became proper to them. Before so devoting themselves to the cultivation of the horse, the inhabitants of Perche served themselves almost exclusively with oxen in all the labors of agriculture. The constantly increasing use of the draught horse having created a constantly increasing interest in his production, he, little by little, took the place of the oxen, of which the population has rapidly declined, while that of the horse is being multiplied in an inverse ratio.

“Of all our draught races, this is the most recent; it was born under the influence of a need of which it became the highest expression, in the time of the greatest activity of the service of the mails and of the coaches. It is in no respect a spontaneous product of the soil and the climate, but a creation of circumstances, evolved from the hand of man, under the favorable influences, however, of the soil. It has even been said that, independent of the climate, within an enclosure of its own, one might pledge himself to make the Percheron horse anywhere, even in crowded Limousin. It is, therefore, only a factitious [accidental] race, and not a type, as some have written, and as has been so many times repeated. Nor is it what can be called a *pure* race either, as it has been so frequently styled; for it has neither antiquity, nor homogeneity, nor constancy. In the first fifty years of its existence it received, indeed, several important modifications in its almost incessant intermixture with

varieties very far removed from one another; and this was so true, so marked, that the most complete definition,—the most exact, perhaps, which was given of it at the time it was most eagerly sought,—is this: *The Percheron horse is a gray horse.* Indeed, one finds everything in Perche under the cover of a gray mantle. There come [into Perche] by thousands, every year, colts born in Bretagne, and a very great number of the products of Boulonnais, of Flanders, and of Picardy, in which regions live three quite distinct varieties of the thick, powerful draught horse. There are [in Perche] in short, the products of the whole country, and these begotten, as we have already stated, by a great variety of stallions. It is not with elements so dissimilar* that we obtain a race *pure*, homogeneous and uniform in its hereditary qualities. This [the Percheron] race has, in fact, so little the faculty of reproducing itself in a uniform manner, that nowhere is it found with its exterior forms and characteristics,—with its special aptitudes and qualities,—although people have attempted to reproduce it almost everywhere in all parts of France and even in foreign lands.

“It is with the horses raised in Perche as with those which are brought into the plain of Caen, where, as they come, a uniform mode of education and feeding brings them to the same level, and impresses upon them a particular seal which does not permit them to be confounded with those of their kindred which have not left their birthplace. They have, in some sort, ceased to be,—these the horses of Merlerault,—those the products of the valley of Auge,—others, still, the horses of Cotentin, of Vendée, or of Poitou;—they have become—horses of the plain. And the same in Perche; all these are the children of other countries [regions], which have been taken there [to Perche] in view of the raising [to be raised], and are re-invested with characteristics which separate them from other products of their own tribes, and give to them, with the name Percheron, the figure and the qualities of the horse of Perche.

*Gayot here evidently means nothing more than that the elements of the Percheron are dissimilar in their local origin with respect to Perche; for, as we shall hereafter see, no man in Europe more stoutly maintains that the blood of the medium and heavy draughts of all France is *one* than he does. His idea in the present case is that the constituents of the horse of Perche are *circumstantially* too unlike to form a fixed, a pure *Percheron* type,—a type that will *everywhere* and under *all circumstances* be the same, and that will *permanently distinguish* its possessor, as a Percheron, from the Boulonnais, the Breton, &c.

“This, notwithstanding they distinguish in the country [in Perche] between the great and the little Percheron. In reality it is quite the same horse. The difference is wholly in the amount of development, which, however, involves a difference in aptitudes. This difference we view in the same light with that of the distinction already established for the Boulonnais race, and we concede a walking draught Percheron and a light Percheron,—the latter a trotter easy enough.

“This last, called the little Percheron, is of medium height and of nimble gait. It is fitted to the saddle and to rapid draught. The other is taller, more corpulent, more massive, with heavier limbs. It recalls the Picard horse, but with less of common and more of true energy. Its capacity is generally limited to slow draught. Its powerful construction renders it eminently proper to the shaft.

“After having been more or less threatened in its existence, this [the heavy] branch of the family has again come into favor, and is multiplied more than in the past. It follows the destiny of the great horse of the North, the use of which, at first abated, has all at once extended with much rapidity under the quickening influence of public works.”

We also believe that Prof. J. H. Magne, formerly the Director of the Imperial Veterinary School of Alfort, France, Member of the Central Imperial Society of Agriculture, in France, &c., &c., has in his “*Races Chevalines, Leur Amélioration,*” &c.,—a most learned and scientific work of 654 pages,—produced quite a respectable specimen of French-horse literature. From pages 178 and 179 of that production we quote word for word the following:—

“L’industrie équestre, qui a pour objet la production et l’élevage des chevaux percherons, n’est pas limitée au pays dont ces animaux portent le nom; elle s’étend aussi dans la Beauce, une partie de l’Ile-de-France, de la Normandie, du Maine, de l’Orléanais, c’est-à-dire dans les départements d’Eure-et-Loir, de Seine-et-Oise, de la Sarthe, de la Mayenne, et dans une partie de ceux du Loiret, du Loir-et-Cher, de l’Orne et de l’Eure.

“Ces divers pays reposent sur le terrain tertiaire et, à l’exception de quelques vallées peu étendues, de celle de l’Huisne en particulier, et de quelques plateaux bien appropriés à la production des céréales, comme la Beauce, qu’on appelait le *grenier*

de Paris, ils ne jussent pas d'une grande fertilité naturelle; de larges surfaces reposent sur le grès, le sable, et sont peu productives; d'autres manquent d'eau et sont pauvres en fourrages naturels. C'est ce qui explique pourquoi les anciens auteurs ont peu parlé du Perche au point de vue de la production chevaline.

“Les bons chevaux que cette province livre au commerce, au lieu d'être un produit naturel du sol, comme les chevaux bretons, les chevaux normands, etc., sont le résultat des travaux de l'homme; ils sont le produit de l'action combinée des pâturages naturels et des fourrages artificiels, des bons aliments, fourrages et grains, qui, par suite des progrès de la culture, ont pu être distribués à l'écurie; ceci soit dit pour les départements si nombreux, qui croient importer la race percheronne en important quelques étalons et quelques juments achetés dans le Perche. C'est surtout le mode d'élevage, la culture des bons fourrages, et l'habitude de donner beaucoup d'avoine aux jeunes animaux en les faisant travailler avec modération, que devraient chercher à importer les départements qui tiennent à produire de bons chevaux.”—

Which we translate:—“The equestrian industry which has for its object the production and the raising of Percheron horses is not limited to the region whose name the animals bear. It extends, also, into Beauce, into parts of the Isle of France, of Normandy, of Maine, of Orleans,—that is to say, into the departments of Eure-et-Loir, Seine-et-Oise, Sarthe, Mayenne, and into parts of those of Loiret, Loir-et-Cher, Orne, and Eure.

“These diverse regions rest upon the tertiary formation, and, with the exception of some narrow valleys, that of Huisne in particular, and of some plateaux well adapted to the production of grains, as, for instance, Beauce, which is called the *granery of Paris*, they do not possess great natural fertility. Broad surfaces rest upon sand-stone and sand, and are little productive. Others lack in water, and are poor in natural forage. This explains why ancient authors have said little in regard to the horse production of Perche.

“The good horses which this province gives to commerce, instead of being the natural product of the soil, as are the Breton horses, the Normandy horses, &c., &c., are the result of the labor of man. They are the product of the combined action of the natural pastures and the artificial forages,—of the good

feed, fodder and grain, which, in consequence of the progress of cultivation, have been distributed in the stable. This may be said for the departments so numerous, which think to import the Percheron race in importing some stallions and mares purchased in Perche. It is, above all, the mode of raising, the cultivation of good fodder, and the habit of giving much oats to young animals, while working^o them in moderation, that the departments which are anxious to produce good horses should seek to import.*

From pages 179, 180, 181, 182, 183, 184, of the same work, we quote verbatim:—"Le cheval percheron est plus fin et plus allongé, il a moins de crins aux membres, une épaule plus longue, une croupe moins oblique que le breton; mais c'est surtout par sa croupe large, ses hanches assez dégagées des muscles, par sa tête droite ou un peu convexe sur toute sa longueur, qu'il se fait reconnaître. Comme il s'opère entre les deux races des croisements continuels, on rencontre dans le Perche même beaucoup de chevaux dont on ne saurait préciser l'origine. Nous en avons fait l'essai dans les environs de Lisiens en 1845. Un maître de poste, homme fort expert dans la connaissance des chevaux, soutenait qu'il est toujours facile de distinguer les animaux des deux provenances. Cinq chevaux qui attendaient pour conduire la diligence, trouvés à point devant la porte d'une écurie, ont servi à la démonstration. Il a été facile de distinguer sur les cinq un percheron et un breton; on pouvait reconnaître encore sur deux autres des caractères de percherons et des caractères de bretons; mais, quant au cinquième, il n'était pas possible de dire positivement de laquelle des deux races il tenait ses principaux caractères, quoique, pour tout œil non exercé, il n'eût pas différé de ses compagnons.

"Ce n'est donc pas sans raison que l'on considérait, il n'y a pas encore longtemps, le cheval percheron comme une variété du breton.

"C'est du côté de La Aigle, de Mortagne, que se trouve le cheval percheron ayant beaucoup de ressemblance avec le breton: on l'appelle *petit percheron*. Est-ce le *vrai* percheron, c'est à-dire celui qui est d'ancienne date dans le pays et qui peut-être

*It is worth the reader's while to note that Magne advises the French departments to import the method of raising which is in vogue in Perche, rather than to import Percheron horses; and why shouldn't he, since it is the *raising* that makes the Percheron.

provient de la même souche que le breton ? Cela est d'autant plus probable qu'on importe encore tous les ans de la Bretagne des chevaux et des juments que l'on fait reproduire dans le département de l'Orne. Quoi qu'il en soit, par son corps moins élancé, ses hanches effacées, ses épaules droites et sa croupe courte, le petit percheron ressemble au type des diligenciers des Côtes-du-Nord et du Finistère.

“On fait naître aussi du côté de l'Orne, de la Sarthe et de l'Eure, des chevaux propres au roulage. Sous le nom de *gros perchorns*, ces chevaux sont livrés au commerce avec d'autres animaux de la même sorte qui ont été amenés de la Bretagne. Ils offrent, du reste, tous les caractères des limoniers de Tréguier et de Lesneven.

“Moins homogène, le vrai type percheron se trouve surtout dans les départements d'Eure-et-Loir et de Loir-et-Cher. Il constitue le *beau percheron*, à épaules obliques, à croupe longue, à hanches bien sorties et à jambes fines. Cheval fort et ardent, quand il a été élevé dans les cantons d'Illiers, de Courville, de Châteauneuf, où il consomme de l'avoine presque à discrétion.

“Ce cheval aux allures rapides servait de *porteur* dans les attelages des malles-poste avant l'établissement des grandes lignes de chemins de fer. C'est en quelque sorte un intermédiaire entre les anciennes races de trait et les races nouvelles d'attelage. Il est le fruit du travail de l'homme comme la fécondité du sol qui le nourrit. Il tient ses qualités moins de ses ancêtres que du sac à avoine, et il ne lui manque pour remplir la destination de régénérateur des chevaux communs et pour rendre tous les services auxquels il est propre par sa conformation, qu'une robe foncée, un poil bai ou noir, qui lui ouvrirait de nouveaux débouchés en permettant d'en employer à certains services de luxe et à l'armée.

“Par sa position géographique, comme par sa constitution géologique, le Perche diffère complètement de la Bretagne. Situé entre les provinces qui produisent le plus de chevaux et celles qui en font la plus grande consommation, il est admirablement placé au point de vue commercial. D'un autre côté, dans quelques-unes de ses parties, il est par son climat, sa constitution géologique, et la culture qu'on y pratique, très-propre à l'élevage ; c'est à ces circonstances qu'il doit d'être devenu

l'entrepôt où séjourment, en acquérant de précieuses qualités, les chevaux des contrées voisines, avant d'être livrés aux entrepreneurs d'omnibus et d'autres voitures publiques.

“ Les cultivateurs d'Eure-et-Loir ont cherché à utiliser leurs ressources et leur position. Ils achètent des poulains dans la Vendée, le Poitou, la Bretagne, la Normandie, la Picardie, l'Artois, et même dans la Champagne, le Nivernais, la Bourgogne et la Franche-Comté; ils les conservent pendant un an ou dix-huit mois, et en livrent ainsi au commerce deux, trois fois plus que s'ils les faisaient naître.

“ De ce mode d'élevage, fait avec beaucoup d'intelligence, il résulte que ces précieux chevaux, répandus en si grand nombre dans nos départements sous le nom de *percherons*, appartiennent à toutes nos principales races françaises; mais ils en sont les plus beaux individus, et sont d'ailleurs modifiés, *perchisés*, par les fortes rations d'avoine que les cultivateurs de la Beauce donnent à leurs attelages.

“ Le Perche est donc surtout un pays d'élevage. Son commerce en chevaux est fort actif. Il se fait d'abord un échange entre le haut et le bas Perche. Les cultivateurs des environs de Mortagne, de Bellême, vendent leurs pouliches à ceux de Montdoubleau, de Droué; tandis que ces derniers, qui élèvent surtout des juments, vendent les mâles aux preniers. Dans les plaines de Chartres, où l'on s'occupe exclusivement d'élevage, on n'achète que des poulains déjà formés, pouvant être attelés.

“ Indépendamment de ce commerce exercé sur les animaux nés dans le pays ou y ayant été introduits très-jeunes, il s'en fait un autre sur les produits tirés des autres provinces. Ainsi, les cultivateurs qui possèdent des herbages ne s'occupent pas exclusivement de la multiplication, ils achètent et revendent sans cesse des juments et des poulains. Combien de fois on a cru introduire dans les départements de l'Est des juments percheronnes, parce qu'elles avaient été achetées chez des *producteurs* du Perche, qui étaient ou des normandes, ou des bretonnes, ou des cachoises! Nous ne prétendons pas qu'elles manquent de qualités parce qu'elles ne sont pas nées dans le Perche; nous constatons seulement des faits qui se reproduisent souvent.

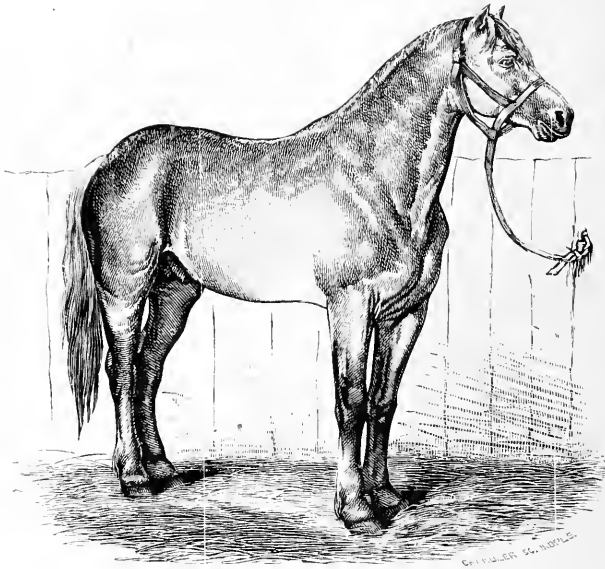
“ Le principal commerce du Perche s'exerce sur des chevaux entiers. Les cultivateurs qui ont des terres à blé achètent

des poulains de dix-huit à vingt mois dans tous les pays de production.

“Ils choisissent ceux qui sont à poil gris, et toujours les plus beaux. Ils livrent ainsi à la consommation une quantité prodigieuse de chevaux qui possèdent, en réalité, les qualités propres aux élèves du pays; car des poulains bien choisis, bien constitués, nourris avec les aliments que l'on donne dans le pays chartrain, possèdent toutes les qualités que l'on peut désirer de trouver dans des chevaux de travail. On rapporte que des poulains, sortis de la Haute-Marne, du Doubs, du Finistère, sont, après avoir été élevés dans les plaines de Charfres, rentrés comme étalons dans les écuries où ils étaient nés.

“La Beauce, le Perche et les contrées voisines d'où sortent les chevaux percherons, s'occupent donc beaucoup plus d'élevage que de production. Même dans les localités les plus appropriées à l'entretien des juments poulinières, on nourrit, concurremment avec les produits de ces juments, des poulains achetés dans le Poitou, la Normandie, etc. Ces jeunes animaux proviennent souvent d'étalons percherons; aussi, malgré la diversité d'origine, ils ressemblent à ceux nés dans le Perche et sont achetés par les éleveurs de la Beauce, qui espèrent bien pouvoir les revendre comme de vrais percherons.”—

Which we translate:—“The Percheron horse is longer and more slender; he has less hair on his limbs, has a longer shoulder and a less oblique rump, than the Breton. But it is especially by his broad croupe, his haunches clear of muscles, and by his head straight, or a little convex throughout its whole length, that he is to be recognized. Inasmuch as there are crossings continually being effected between the two races, one meets in Perche, itself, many horses whose origin he cannot precisely tell. We made a trial of this matter in the environs of Lisioux in 1845. A master of post,—a man very expert in the knowledge of horses,—maintained that it is always easy to distinguish the animals of the two productions [the Percheron and the Breton]. Five horses which waited to take the diligence, found in point before the door of a stable, served for the demonstration. It was easy to distinguish among the five one Percheron and one Breton; also in two others the characteristics of the Percherons and the Bretons could be recognized; but respecting the fifth it was impossible to say positively from which of the two races



THE TRUE PERCHERON HORSE,

ORIGINATED IN 1810 BY CROSSING THE SMALL BRETON WITH THE HEAVY BOULONNAIS,
AND PRODUCED WITH DIRECT REFERENCE TO THE SERVICE OF
THE MAIL-COACH AND THE OMNIBUS.

(Engraved from a painting by the celebrated French artist, Rosa Bonheur.)

he derived his principal characteristics, although to every untrained eye he would not have differed from his companions.

“It was, therefore, not without reason that, not long ago, the Percheron horse was considered as a variety of the Breton.

“It is in the regions of Aigle and Mortagne that is found the Percheron horse having much resemblance to the Breton. They call it the *Little Percheron*. Is this the *true* Percheron; that is to say, the one which is of old date in the country, and which perhaps sprang from the same stock with the Breton? This is all the more probable since horses and mares are still every year imported from Bretagne into the department of Orne for breeding purposes. [Orne is in Normandy, but Percherons are raised in a part of it.] Be that as it may, by his less slender body, his defaced haunches, his straight shoulders, and his short rump, the Little Percheron resembles in type the diligence horses of Finistère and Côtes-du-Nord. [Finistère and Côtes-du-Nord are, both of them, parts of Bretagne.]

“There are, also, bred in the regions of Orne, Sarthe and Eure, horses fitted for the wagon. Under the name of *Large Percherons*, these horses are sold with other animals of the same sort which are brought in from Bretagne. They present, in fact, all the characteristics of the shaft horses of Tréguier and Lesneven. [Both Tréguier and Lesneven are in Bretagne.]†

“Less homogeneous, the true Percheron type is found in the departments of Eure-et-Loir and Loir-et-Cher. It constitutes the *fine Percheron*,—with oblique shoulders, long rump, plump haunches, and slender shanks;—a horse strong and spirited when it is raised in the cantons of Illiers, Courville, and Chauteauf, in which it consumes oats almost at its own discretion.

“This horse, having a rapid gait, served as a *carrier* in the teams of the mail-coach before the establishment of the great lines of railroad. He is, in some sort, an intermediate animal between the old draught races and the new span races.* He is the fruit of the labor of man, like the fertility of the soil which nourishes him.† He derives his qualities less from his ances-

*The French word *attelage* means *yoke*, or *team*. We have here translated it with *span*, because American readers will better understand by that term the meaning of Prof. Magne in this case. The heavy draught horses in France always work *tandem* fashion, i. e., one behind another, while the light draught horses used in carriages work in *spans*, i. e., two abreast.

†The greater part of productive Perche has been artificially fertilized. Hence, like the horse, its fertility is due to the labors of man.

tors than from his sack of oats, and he lacks, in order to fulfill the destiny of a regenerator of common horses, and in order to render all the services to which he is fitted by his conformation, only a rich coat,—a color bay or black,—which would open to him a new market by allowing him to be employed in certain services of luxury, and in the army.

“By its geographical position, as well as by its geological constitution, Perche differs completely from Bretagne [Brittany]. Situated between the provinces which produce the most horses and those which make the greatest use of them, it is admirably placed in a commercial point of view. On another hand, in some of its parts it is, by its climate, its geological character, and the cultivation which is practiced in it, well adapted to raising. It is to these circumstances that it owes its having become a middle-depot in which the horses of the neighboring regions sojourn while acquiring valuable qualities, before being sold to the contractors for the omnibus and for other public carriages.

“The farmers [grain-growers] of Eure-et-Loir [let it be remembered that Eure-et-Loir is one of the two principal localities in which the Professor says the *true Percheron* is found] have sought to utilize their resources and their position. They purchase colts in Vendée, Poitou [Vendée is one of the main breeding departments of Poitou], Bretagne, Normandy, Picardy, Artois, and even in Champagne, Nivernais, Bourgogne, and Franche Comté; they keep them during a year or eighteen months, and thus deliver to commerce two or three times as many as they breed.

“From this mode of raising, which is shaped with much intelligence, it results that those valuable horses, scattered in such great numbers throughout our departments, under the name of *Percherons*, belong to all our principal French races; but they are among the finest individuals, and are, it must be borne in mind, modified,—*Percherised* [i. e., *raised-Percherons*],—by the strong rations of oats which the farmers of Beauce give to their teams.

“Perche is, then, especially a region of raising. Its commerce in horses is very active. First an exchange is made between upper and lower Perche. The farmers of the environs of Mortagne and Bellême sell their fillies to those of Montdoubleau and Droné; whilst the latter, who especially raise mares, sell

their males to the former. In the plains of Chartres, where the people occupy themselves exclusively in raising, only such colts as are already formed and are capable of being harnessed, are bought.

“Aside from the trade in the individuals born in the province [in Perche], or those that are brought in while they are very young, there is another trade in the products drawn from other provinces. Thus, the farmers who own the pasture lands do not occupy themselves exclusively in breeding. They buy and sell mares and colts continually. How many times it has been thought, because they were purchased of the farmers of Perche, to introduce into the eastern departments Percheron mares, which were either Normands, or Bretons, or Cauchoises. We do not pretend that they lack qualities because they are not born in Perche. We only state facts which frequently repeat themselves.

“The principal commerce of Perche is carried on in complete horses. The farmers who have grain lands buy in all the regions of production [in all the great breeding provinces, such as Boulogne, Poitou, Bretagne, Normandy, &c.], colts from eighteen to twenty months old.

“They select those which are gray in color, and always the finest. They thus sell for use a prodigious number of horses which possess, in reality, the qualities proper to the raislings* of the province; for colts well chosen, well formed, nourished with the feed which is given in the Chartres-region, possess all the qualities which one could desire to find in work-horses. It is reported that colts coming from Haute-Marne, from Doubs, from Finistère, are, after being raised in the plains of Chartres, returned as stallions to the stables in which they were born.

“Beauce, Perche, and the neighboring regions from which come the Percheron horses, are, then, much more occupied in raising than in production [breeding.] Even in the localities best adapted to keeping brood-mares, the people feed concurrently with the products of these mares, colts bought in Poitou,

*The French substantive, *eleve*, though simple enough in its application to human beings,—signifying a pupil, a student, &c.,—requires a manufactured word to translate it when it is applied to domestic animals. We have, therefore, manufactured the term *raisling* for the occasion. For *eleve* does not mean foal, yearling, two-year-old, or any other such definite thing. It means an animal which is being raised, and that animal may be anywhere between a suckling and a four-year-old. Hence *raisling* is the only applicable term in English.

Normandy, &c. These young animals often spring from Percheron stallions; and, notwithstanding the diversity of origin, they resemble those born in Perche, and are bought by the raisers of Beauce, who hope to be quite able to sell them as true Percherons."

On pages 186 and 187 of the same work we read:—"Les cultivateurs du Perche et du pays chartrain s'entendent admirablement à profiter des améliorations produites par leurs confrères des autres parties de la France. Ils achètent les meilleurs poulains que les croisements font produire, et en développent toutes les qualités par une excellente nourriture et un travail approprié. En choisissant les poulains les mieux conformés, ils prennent ceux qui se rapprochent le plus du cheval percheron, et conservent ainsi le type propre au pays.

"Mais si l'industrie équestre est bien entendue là où on élève le cheval percheron, il n'en est pas de même là où on le multiplie. Généralement les producteurs emploient des étalons trop jeunes, vendent leurs belles juments et conservent des poulinières tarées, ce qui perpétue des conformations vicieuses et des défauts héréditaires.

"Nous n'avons pas à parler du croisement des juments percheronnes avec l'étalon carrossier. Les éleveurs agissent dans l'intérêt de la production chevaline en général, en faisant consommer leur avoine par le premier choix des chevaux communs; ils préparent des étalons appropriés à la Bretagne, au Poitou, à l'Artois, à la Picardie, aux Ardennes, à la Lorraine, à la Franche-Compté, à la Bresse, au Dauphine, etc., etc."

Which we translate:—"The farmers of Beauce and of the Chartres-region admirably understand how to profit by the improvements produced by their co-laborers in other parts of France. They buy the best colts that are made by crossing, and develop all their qualities by excellent feeding and appropriate labor. In choosing the best-formed colts they take those which most nearly approach the Percheron horse, and thus preserve the type proper to the province.

"But if the horse industry is well understood where the Percheron horse is raised it is not so where he is bred. Generally the producers employ stallions that are too young, sell their fine mares and retain their damaged brood-mares, which perpetuates vicious conformations and hereditary defects.

“We have not to speak of the crossing of Percheron mares with carriage stallions. The raisers act in the interest of horse production in general in having their oats consumed by the choicest of common horses. They prepare [develop] the stallions belonging to Brittany, Poitou, Artois, Picardy, the Ardenes, Lorraine, Franche-Comté, Bresse, Dauphine, &c., &c.

In the fourth paragraph of page 187, of the same work, we find the following: “Nous avons placé presque en première ligne, dans notre étude des chevaux communs, le cheval percheron, quoiqu’il ne forme pas une *race* bien définie, bien distincte.”—“We have, in our study of common horses, placed the Percheron horse almost in the first line, although he does not form a well-defined and fully distinct *race*.”

M. Lefour, the French Inspector-General of Agriculture, is accredited with some horse literature that ought to pass muster. Holding an important *national* position by appointment of the general government of France, it is to be presumed that his capacity, acquirements, and impartiality, are fully adequate to the proper discharge of the duties assigned him, and that being alike interested in the animals produced in *all parts* of his country, he will be very apt to tell the truth in writing about them. Speaking of French horses, on page 84 of his “*Le Cheval, l’Ane et le Mulet*,” this author says, “Le cheval breton de trait se confond avec le percheron. Un grand nombre de poulains bretons émigrent, en effet, dans le Perche chaque année, et l’éta- lon percheron est employé fréquemment dans les Côtes-du-Nord. La robe de tous les deux est en général gris pommelé ou rouan. Le cheval qu’on remarque habituellement dans le Perche offre cependant des différences avec la population chevaline du littoral des Côtes-du-Nord et du Finistère. Dans ce dernier pays, le breton a la tête plus lourde, le poil des jambes plus touffu, le pied plus large, les formes plus rondes, les canons et les paturons courts. Le cheval percheron a un taille de 1^m50 à 1^m60, la tête carrée, mais forte, laissant un peu à désirer dans l’attache, jarret peu sorti, épaules larges et charnues, poitrine vaste, côte arrondie, dos et reins souvent longs, croupe doublée, quelque- fois avalée, membres courts, épais, paturons courts garnis de poils, pied parfois large. Le percheron que choisit le service des *omnibus* ou des diligences a la tête plus fine, plus conique, l’encolure droite, un peu plus dégagée, quoique forte, les mem-

bres plus secs et plus nerveux. On peut leur reprocher l'épaule encore droite, l'avant-bras manquant parfois un peu de force. Aujourd'hui, on tend à grandir la race, tout en lui conservant l'étoffe. Le percheron étoffé passe par des nuances insensibles au boulonnais."

Which we translate:—"The Breton draught horse is confounded with the Percheron. Indeed, a great number of Breton colts emigrate every year into Perche, and the Percheron stallion is frequently employed in Côtes-du-Nord. The coat of both [both the Percheron and the Breton] is in general dapple gray or roan. The horse which one observes habitually in Perche, offers, however, some differences from the equine population of the coast of Côtes-du-Nord and of Finistère. In these [the two] last regions the Breton has a heavier head,—the hair of the leg is more tufted, the foot broader, the form rounder, the lower leg bones and the pasterns short. The Percheron horse is from 1 metre and 50 one-hundredths to 1 metre and 60 one-hundredths in height.* The head is square, but strong, leaving a little to be desired in the attachment. The hock is a little plump, the shoulders large and fleshy, the chest wide, the side† rounded, the back and loins often long, the crupper double, sometimes obscured [swallowed up in the muscles of the rump], the limbs short and thick, the pasterns short and furnished with hair, the foot occasionally broad. The Percheron which is chosen for the service of the *omnibuses* and the diligences, has a head more slender and more conical, a neck straight and a little more slender, though strong,—the limbs dryer and more nervous. One might object to their shoulder, which is rather straight, and to their forearm, which is sometimes lacking a little in strength. To-day, the tendency is to enlarge the race, all the material of it being preserved. The Percheron well developed passes by insensible shades into the Boulonnais."

Before recapitulating and enforcing the testimony just given, we will say respecting the witnesses that they are all *unimpeachable*. They are men of marked ability, of splendid attainments, of ripe scholarship, of large information. They are profoundly

* From about 14¾ to about 16 hands.

† The word *cote*, which properly means *side*, is really applied to a horse as we apply the word *barrel* to the same animal; so that when a Frenchman, in describing a horse, says "*cote arrondie*," he means just what we do when we say, "*barrel rounded*," or "*round barrel*."

versed in the horse industry and the horse products of their country. They are men whose high character and thorough qualifications induced the French government to place them in positions of honor and responsibility. The great works which they have written, and from which we have so freely quoted, are not to be regarded as merely so many parts of the general live-stock literature of France. They are *the acknowledged* equine standards of that nation. They are broadly *national* and utterly *unbiased*; they are the true, the full, the able, the dignified representatives of the horses of the whole of France. The men who wrote them are entirely clear of any feeling either against or in favor of Perche, Brittany, Poitou, Boulogne, Normandy, or any other sub-division of their native land; and their statements touching the character, the numbers, and the relative qualities of what they call the "*common horses*" (those which we would call the "*work-horses*") of the various French provinces, are to be received as the most *honest*, the most *intelligent* expressions that can possibly be obtained, relating to those matters; and so are their accounts of breeding, raising, buying, selling, crossing, &c. They are men who occupy high positions, and have no interest whatever in misrepresenting the horses of their own country. While they give them the praise that is due them, they at the same time tell us of their faults, which clearly shows that their motives are honest, and that their aim is to tell the truth, the whole truth, and nothing but the truth.

Now let us endeavor to ascertain the full force and the true bearing of the averments we have copied from these renowned authors.

Gayot, who wrote in 1872, starts out with the startling declaration that the reputation of the Percheron horse is *usurped*. We may well believe that such a man would not bring such an accusation without the evidence to support it. Hence, all that he afterwards states, in connection with it, is to be regarded as an appeal to confirmatory facts well known to every intelligent equine historian of France. He proceeds at once to tell us that at the commencement of the present century Perche had but a meagre population of indifferent horses; that it formerly used oxen altogether in agricultural labor; that the much-talked-about Percheron horse was *not produced before 1810*; that it is in no

sense whatever the natural product of Perche, but merely the result of the accidental meeting, in that province, of the draught races of Brittany with different varieties of the *important* Boulonnais family; that this accidental result, being clothed with the temporary characteristics and qualities to which the peculiarities of the climate and the special system of raising in the locality gave rise, was, on that account, accorded its present name; that of all French draught animals this one is *the most recent*; that it was born under a special need of which it became the highest expression; that that special need was the stage-coach service; that for the first fifty years of its existence the Percheron received, by its continual intermixture with the horses of every part of France, such varied modifications that the most accurate definition that could be given of it, was, "*That it is a gray horse*;" that, *every year, colts by thousands come into Perche from Brittany* along with a vast number from Boulogne, from Picardy, from Flanders, &c.; that these colts are the get of a great variety of stallions; that Perche contains the horse-products of the whole of the French dominions; that from such a mixture as it presents a race *pure*, homogeneous, and uniform in hereditary qualities, can not be procured; that the Percheron has so little of the power of reproducing itself in a constant manner that *nowhere is it found with its fixed exterior forms and characteristics*,—its *special aptitudes and qualities*,—although the attempt has been made throughout France and in foreign countries to so reproduce it;* that the Percheron race

* Gayot here merely means that the Percheron is not pure, homogeneous, and hereditarily uniform, in a *local* sense,—that is, that, simply as a *Percheron* the animal is impure, unfixed, and inconstant; that on being removed from Perche and from under the special system of development which is there in vogue, the Percheron exhibits that tendency to vary from *local* type, which his original composition and his present unlimited intermixture with all other varieties of the Norman race, would naturally beget. We know that this is Gayot's meaning, because the high terms in which he speaks of the big Percheron, where he states that that animal "follows the destiny of the great horse of the North,"—i. e., the destiny of the *Boulonnais*,—prove that he regards the stock of Perche as being intrinsically a good one. In a few words Gayot's idea is that while the heavy and medium draughts of Perche are not wanting in merit, there is no such thing as an established *Percheron* type which everywhere and under all circumstances maintains its *Percheron* identity.

The only real objection to the use of the so-called Percheron, as a breeder, is found in Magne's statement, that the mere handful of actual breeders in Perche are in the habit of "*selling their best brood-mares and keeping their poorest ones*." This is, indeed, a very serious objection; for the importer cannot possibly tell, when he buys in Perche, whether he is getting the fruit of these imperfect brood-mares or that of the splendid Norman dams of the renowned breeding provinces. The latter are, of course, greatly to be preferred, for the excellent reason that they have been well bred. Their having been *Percherized* by the manner of their raising is no objection to them. The trouble is to *know* when one comes across them.

is *not a distinct one*,—NOT A TYPE,—for the reason that it has *neither antiquity, nor homogeneity, nor constancy*; that like the animals raised in the plain of Caen, *the Percherons are ALL THE CHILDREN OF OTHER PARTS OF FRANCE*; that, like the Caen horses, they are, by a certain method of *raising*, impressed with a particular seal which prevents their being identified with their kindred in the several and diversified regions of their nativity; that the distinction in Perche between the big and the little Percheron is a fictitious one; that both of these varieties are one in reality, the difference between them being wholly attributable to a difference of development in the two cases; that the smaller Percheron is well adapted to the saddle and to rapid draft; that the *large Percheron recalls (is like) the heavy draught horse of Picardy in form*, and differs from him only in the quality of his energy,—a variation which, as any one can see, may most reasonably be ascribed to mere regimen; that the big Percheron is a horse of powerful construction, is well fitted to hard work, is *following (not leading) the destiny of the great horse of the north*, and is at this time, under the impulse of increasing public works, being multiplied to a much greater extent than he was in the past.

Now, are these positive asseverations, or any considerable number of the most important of them, concurred in by the other witnesses whom we have used? We shall see.

Professor Magne, who wrote in 1858, says that the *good* horses of Perche, instead of being the natural product of that province, as are those of Bretagne, Normandy, &c., &c., are the fruit of the labor of man,—i. e., of the labor of the feeder,—of the combined action of the good fodder and grain with which the fertilizing system of agriculture in Perche has supplied the stables; that this is said for the benefit of those *numerous departments in France, who think they are importing Percherons when they import mares and stallions bought in Perche*; that the incessant crossings between the animals of Bretagne and Perche are such that one meets in the latter country *many* horses whose precise origin cannot be made out; that in 1845 he tested this matter with a master-of-post, who was a thorough expert in the knowledge of French horses, by comparing, at a diligence stable, five different animals, among which there was *one with regard to whom it was impossible to tell whether it was*

a Breton or a Percheron, although to any unpracticed eye it could not have been distinguished, as to race, from either of the other four; that in the regions of Aigle and Mortagne is found a class of little Percherons, which at all points bears a close resemblance to that of the small Bretons; that the oneness of these two varieties is rendered all the more probable by the fact that, *every year, stallions and mares are imported from Bretagne into Orne (one of the Percheron districts) for breeding purposes*; that in the regions of Orne, Sarthe, and Eure, horses suited to heavy draught are produced; that under the name of "large Percherons" these are sold in commerce with others of the same kind which have been bought in Brittany; that these big Percherons present, in fact, ALL THE characteristics of the shaft (heavy draught) horses of Tréquier and Lesneven (both which places are in Bretagne); that the "true Percheron" is a less homogeneous animal, and is especially found in the departments of Eure-et-Loir and Loir-et-Cher; that this is the "fine Percheron," and is a strong, spirited animal, when raised in the Cantons of Illiers, Courville, and Chateanneuf; that this horse, rapid in gait, served in the *mail-coach teams* before the establishment of the great lines of railway; that he is a sort of intermediate motor between the *old* heavy draught races and the *new* carriage-team races (such, for instance, as the Anglo-Normand).

And what else does Magne say about this "true," this "fine Percheron?" Why, that he is the fruit of man's labor; that he derives his good qualities less from his ancestors than from his sack of oats; that if he had a rich color,—bay or black,—he might fulfill his destiny as an improver of common stock, and properly render the services to which his *conformation adapts him*; that such a color would open to him a new market in the army and in the light services of luxury.

Thus, according to Magne, is it made plain that even the "true Percheron" is not a true Percheron, but a mere raising,—a reproduction, in Perche, of the stock of other parts of France; that the so-called "true Percheron" is not a heavy draught horse, but a stage horse, which, now that the mails are mostly carried by rail, can be profitably used only in the army or in fancy carriage service, and can regenerate common horses only with reference to these two things.

This author informs us definitely with regard to Perche, that it, being situated *between* those provinces which *breed the most* horses and those which *use the most*, and being in many places well adapted to raising, is a sort of central depot in which animals of the neighboring regions remain a certain length of time in order to *acquire* good qualities before being sold to the owners of 'busses and of other public carriages.

He also tells us that the farmers of Eure-et-Loir, which is one of the principal habitats of the "*true Percheron*," utilize their position and their resources by *purchasing colts* in Vendée, Poitou, Bretagne, Normandy, Picardy, Champagne, Nivernais, Bourgogne, Artois, and Franche-Compté,—by keeping these colts from eighteen to twenty-four months, and then selling two or three times as many as they breed; that from this mode of raising it results that those valuable horses which are scattered throughout the various departments of France under *the name* of Percherons, REALLY BELONG TO ALL THE PRINCIPAL FRENCH RACES; that the animals thus scattered are among the *best individuals*, but that it must be borne in mind that they are simply of Percheron modification,—that they are merely *Percherized* by the strong rations of oats they receive in their development. The Professor not only states, but *repeats*, and that with specific emphasis, that Perche, Beauce, and the *neighboring* regions from which the Percheron horses come, are occupied *much more in raising* than in *breeding*; that Perche is *especially* a country of *raising*; that the farmers of certain districts are *exclusively* engaged in *raising*; that in the plains of Chartres the cultivators *buy none but fully formed* colts which are able to work in harness. We can readily see that such raisings would be obtained from Eure-et-Loir, whose grain-growers *buy young* colts from no less than *ten different regions* outside of the Percheron territory, feed them till they are pretty well matured, and then *sell* them.

Magne further states that even the owners of the pasture lands in Perche (that class of ruralists who in all other provinces give themselves wholly to the work of reproduction) do not occupy themselves entirely in breeding, but that *they continually buy and sell mares and colts*; that in those parts of the province which are best adapted and most devoted to reproducing, the owners of the land feed, concurrently with the products of their

own brood-mares, colts which they *buy* in Poitou, Normandy, &c., &c.

He also tells us *how the Percheron form is preserved*. He says that the farmers of Perche, in *purchasing* colts of outside provinces, always *select* the best of those which are *gray* in color, and which *most closely resemble the horse of their section*; that in this way they profit by the improvements made by their "confères" (rural brethren) in other parts of France; that the grain-raisers of Beauce, upon *buying* these animals after they have been kept in Perche till they are one and a half or two years old, *hope to be fully able to sell them as true Percherons*. And it would appear that the men of Beauce are not often disappointed in this hope; for the Professor states that even *the various departments of France are frequently deceived* in procuring, in Perche, mares which they *take for true Percherons*, and which are represented as such, but which are *really Normands, or Bretons, or Cauchoises*. He says that this is a fact which frequently repeats itself. He also asserts that it is reported that colts which are bred in Bretagne and other quarters are, after being raised in Perche, frequently returned as stallions (i. e., as *Percheron* stallions selected to improve (?) the Bretons, &c.) into the very stables in which they were born. Furthermore, he states that while the horse industry is well understood in the districts in which the Percheron is *raised*, it is *not* understood in the districts in which the Percheron is *bred*; that the men who reproduce this animal are in the habit of *selling* their *best* brood-mares and *keeping* their *damaged* ones; that they generally employ *stallions that are too young*. The conclusion he draws from these facts is inevitable and undeniable—that such practices "perpetuate vicious forms and hereditary defects."

Surely no one will be surprised, after reading all these statements from Prof. Magne, to hear him declare that the Percheron does *not constitute a distinct and well-defined race*, and that *ancient* authors have said *little* about the horse production of Perche.

Let us next note the declarations of M. Lefour, who wrote in 1879, and whose position of *French Inspector-General of Agriculture* adds force to his testimony. That accurate author tells us that the horses of Bretagne and those of Perche are *often confounded*,—i. e., are taken each class for the other,—

and that a great number of *Breton* colts emigrate every year into Perche. He then states the points of distinction between the Percheron and the Breton; but we see that, like those given by Magne as distinguishing the little Percheron of Aigle and Mortagne from the "*true*," the "*fine* Percheron" of Eure-et-Loir and Loir-et-Cher, they are nothing more than would easily arise from difference of regimen. In speaking of the Percheron which is selected for the diligence and the 'bus, he talks as though that animal were simply chosen from the whole mass, and not as though it belonged to a separate family. But the most significant thing Lefour says is that the tendency in Perche, at present, is to *increase the size* of the race, all the material of it being preserved, and that "*the Percheron well developed, PASSES BY INSENSIBLE SHADES INTO THE BOULONNAIS.*"

The foregoing summary shows plainly enough that in his leading allegation, that the "reputation of the Percheron is an usurpation," Gayot is more than sufficiently sustained by the other two witnesses. It is evident that if the "*true Percherons*" "*belong to all the principal French races*," as Magne says they do, they can in no special sense belong to Perche, but are truly, as Gayot asserts, the offspring of other regions. It is also evident, from the incessant yearly inpouring into Perche of thousands of mares and colts from other provinces,—a fact which is testified to by the whole trio,—that anything like a local distinctness of race, in that quarter, is utterly out of the question.

Gayot tells us definitely *how* and *when* the horse of Perche was formed; and in thorough harmony with him, Magne points out a close resemblance,—in some cases an *absolutely* perfect likeness,—between the little Percheron and the little Breton. Lefour squarely states that the Percheron, *well developed*, passes insensibly into the Boulonnais, which confirms Gayot's assertion that the big Percheron "*follows the destiny of the great horse of the North.*" So we see that the statement of the last-named author, that the horse of Perche was the result of the accidental meeting on neutral ground of the Breton* and the Boulonnais, is supported on every hand. Magne, in regarding the big

* The allusions of both Magne and Gayot, and the portrait, in "*Races Chevalines*," &c., of what the former, by way of mere local distinction, calls the "true Percheron," conclusively show that it was the *small or stage* Breton that was used in the composition. But the little Breton being, like the lesser Boulonnais, only a degeneration of

Percheron as an exact counterpart of the heavy draught horse of Bretagne, does not in the least degree weaken this statement, but, on the contrary, strengthens it, as we shall presently discover, and at the same time gives us another point of vast importance.

Now let us recall Lefour's statistics of 1879. These show that while Bretagne has a total horse-population of 400,000, and produces more than 35,000 colts per year; that while Poitou has a total horse-population of 300,000, and produces from 7,000 to 8,000 colts per year; that while the Boulonnais departments have a total horse-population of 150,000, and produce from 12,000 to 15,000 colts per year; that while Normandy has a total horse-population of 325,000, and shows annually 68,000 colts and raislings,—Perche, proper, has the comparatively *insignificant* total horse-population of 30,000, and produces barely 2,000 colts per year.

What are the general conclusions to which all the foregoing facts inevitably lead us? Clearly and unmistakably the following:—that *in verity there is no such thing as a Percheron horse*; that there is not now, and never has been, even *the shadow of a real Percheron race*; that the so-called "*true Percheron*" (of which we present in these pages a genuine portrait by the distinguished French woman, Rosa Bonheur), being the fruit of two families of *the one* historic draught stock which is common to all France, is simply and only a part of that stock; that the Percheron, having no distinct character of his own, readily returns, on changing location, to the Breton and the Boulonnais, whence he came; that Perche, never having originated any breed of its own, being by far the youngest and the least of all the horse-producing regions of France, and being "essentially a country of raising," is not even entitled to name the horses found within its proper limits, to say nothing of those belonging to its great seniors; that since, according to Magne, the few persons who do breed horses in Perche sell their best brood-mares and keep their damaged ones, thereby "perpetuating vicious conformations and hereditary defects," the remarkably small

the one heavy draught stock of France, was, by crossing with the large Boulonnais and by the Percheron system of raising, easily brought up in size to the standard of the average Norman; and thus, eventually, came into existence the large Percheron, which is thoroughly identical with all other large draughts of the French dominions.

number of animals that are *actually produced* in that province and that might for the sake of local convenience be called Percherons, *in France*, are *certainly not desirable to use for breeding purposes*; that inasmuch as, according to the same author, the *various departments of France* often take for Percherons the *raislings* which, during their colthood, were brought into Perche from Normandy, Poitou, Boulogne, &c., &c., and inasmuch as Bretagne frequently buys, for straight Percherons (?), to use upon its own brood-mares, stallions which were born in its own stables, it is utterly impossible for any American importer to come anywhere near telling when he is getting "The Genuine, Simon-Pure, Original, Unadulterated, Uniformly-Branded, John Jacob Townsend's Sarsaparilla," even though he personally make his own selections in Percheron territory; that in view of the great uncertainty of procuring a *Perche-bred* reproducer, and the eminent probability, when such a horse is accidently found, of obtaining one that will prove a faulty breeder, it is the policy of the purchaser to buy an animal that comes from some one or other of the *really ancient* and renowned breeding districts, such as Boulogne or Normandy.

In the light of these facts we must conclude that the literature of France plainly contradicts the assertions that the large draught horses of France have been "*principally bred in Perche*;"—that "in French writings the name *Percheron* is *the only one* applied to such animals;"—that "the Percheron race is ancient, having been propagated in the Frankish interior for *many hundreds of years*."

THE QUESTION SETTLED.

Having fully demonstrated what most certainly should *not* be the stud-book name of French draught horses, nor even any part thereof, the next thing in hand is to show *what it should be*.

Animals of the general description, "gros trait et trait moyen,"—"large draught and medium draught,"—are, in France, called by as many different appellations as there are localities in which they are either bred or raised. Thus, as the

reader has already observed in the quotations made from the great French standards, we have the races Bourbourienne, Picard, Flammand, Breton, Poitevin, Ardennais, Vimeux, Cauchois, Augeron, &c., &c., &c.

But of all the various local names which are applied to heavy horses, in France, that of *Boulonnais*, not that of *Percheron*, is by far the most celebrated. Says Gayot, on page 537 of "*La Connaissance Générale du Cheval*,"—"Parmi les grosses races, celle du boulonnais occupe le premier rang à raison de sa valeur, à raison surtout de son importance numérique."—"Among the large races, that of Boulonnais occupies the first rank, on account of its value, and especially on account of its numerical importance." Magne, on page 212 of his "*Races Chevalines*," &c., &c., says, "De tous nos chevaux de gros trait, les plus renommés sont connus dans le commerce sous le nom de chevaux boulonnais."—"Of all our large draught horses the most renowned are known in commerce under the name of Boulonnais horses."

Lefour, as we have already quoted him, says on page 88 of his "*Le Cheval, l'Ane et le Mulet*,"—"Vent-on le gros trait et la taille, on trouvera la grande race boulonnaise de Bourbourg."—"Does one wish the large, shapely draught horse? He will find the great Boulonnais race of Bourbourg." Here we have additional evidence of the inconsistency of claiming for the name of the horse of Perche a complete monopoly of French literature.

We have hitherto frequently stated that all the heavy draughts and medium draughts of France are of one blood. We have also stated that from this blood come all the large working breeds of the whole civilized world. We are now going to establish the truth of these assertions. In so doing we shall pave the way to thoroughly proving the historic precedence of the name NORMAN, and to showing precisely *how* that name attained, first an European, and afterwards a world-wide significance.

Gayot, on the same page and in the same paragraph from which we have just quoted him, speaking in demonstration of the numerical supremacy of the Boulonnais family, says, "Elle forme effectivement une population agglomérée de 350,000 têtes environ, non compris les existences éparses, nombreuses aussi,

qu'elle compte en dehors de son propre foyer. Elle n'est pas seulement dans la Somme, dans la Seine-Inférieure, dans le Pas-de-Calais et dans le Nord : on la retrouve tout à la fois dans les départements voisins et partout où il y a de pénibles travaux, un rude labeur exigeant chez les moteurs animés une grande puissance."—"It [the Boulonnais] forms effectively an aggregate population of about 350,000 head, not including the numerous scattered animals which it embraces outside of its proper home-region. It not only exists in Somme, in Lower Seine, in Pas-de-Calais, and in North; it is also found, at the same time, in the neighboring departments, and in every place where there are laborious services,—where there is hard work exacting great power in animated motors."

It will be seen that Gayot regards Lower Seine, which is in Normandy, as a part of the proper home of the Boulonnais, and counts it with Pas-de-Calais, Somme, and North, in his estimate of an aggregate population of 350,000, which he says still leaves out the *numerous* scattered members of the family that exist outside of these four departments. He made this estimate in 1872. Lefour, in his count of 150,000 head, in 1879, omits Lower Seine and includes only Pas-de-Calais, Somme, and North (Le Nord). We would, here, call special attention to Gayot's declaration that the Boulonnais family is found not only in *all the neighboring regions* round about the four sections which he designates as constituting the generating center of the stock, but *in every other place where great power is demanded in horses*.

Now, we have heretofore had it plumply from this author that the Percheron stage-horse was, about the year 1810 (not before that time), produced by the accidental coming together in Perche of the draught horses of Bretagne and several varieties of the *important* Boulonnais family. We have also had the statement from Lefour that the Percheron, well developed, returns to the Boulonnais, which declaration we have found to be in exact harmony with Gayot's remark that the big Percheron differs from the little one only in the matter of development, and that it now *follows* the destiny of the great horse of the North." Meanwhile, Magne has told us that the big Percheron is in all respects the exact counterpart of the heavy draught horses of Bretagne. Thus, by three of the very best witnesses that France

can produce is it made perfectly plain that the Boulonnais, the Breton, and the Percheron are *one and the same horse in blood*.

But we are not yet done. From Gayot we have learned that the heavy and the medium draughts which are bred and raised in Upper Normandy (in the department of Lower Seine,—Seine-Inférieure), and which in the region of Caux have received the local name of Cauchois horses, as well as those which are raised in the Vimeux country, are all of the Boulonnais family. Turning now to page 203 of “*Races Chevalines, Leur Amélioration*,” &c., we read from the pen of Prof. Magne the following:—“CHEVAUX AUGERONS.—Nous donnons ce nom aux excellents chevaux de gros trait que l’on élève dans les départements du Calvados et de l’Eure. On les connaît à Paris sous le nom de chevaux *caennais*, ou d’*augerons* ou de *virois*. Il n’est pas rare de les voir confondus avec ceux qui viennent d’Eure-et-Loir, sous le nom de *percherons*.”—“AUGERON HORSES.—We give this name to the excellent large draught horses which are raised in the départements of Calvados and Eure. [Both these départements are in Normandy.] They are known in Paris under the name of *Caennais*, or of *Augerons*, or of *Virois*. It is not uncommon to see them confounded with those which come from Eure-et-Loir [this, as we have seen, is one of the principal Percheron départements] under the name of *Percherons*.”

Furthermore, we have had the statement from Magne that the thousands of colts and young horses which are annually brought into Perche from Poitou, Franche-Compté, Nivernais, Boulogne, Normandy, Bretagne, the Ardennes, &c., &c., *closely resemble the Percheron in spite of their difference of local origin*; that their likeness to the horse of Perche is so complete that they are successfully sold as true Percherons *back into the very French provinces whence they come*.

And now we ask, what on earth could be clearer than that, since the Percherons are derived from the Boulonnais and the Breton; since the large Percheron follows the destiny of the great horse of the North, or passes by insensible shades into the Boulonnais; since he is in every respect the same as the large Breton which must, therefore, be the same in all respects as the Boulonnais; since the strong animals of Caux, of the Vimeux region, of Pas-de-Calais, and of the department of North, are only so many branches of the Boulonnais family;

since the Augerons, or Caennais, or Virois, are in thoroughly-posted Paris,—the great central market of all the horses of France,—frequently confounded with the Percherons; since the stout draught colts and younglings *raised in Perche*, but *born in all the French breeding districts*, so closely resemble the Percherons as to be readily bought for such in any part of France, outside of Perche;—since these things are undoubtedly *true*, what on earth could be clearer, we ask, than that the horses of the diligence and of the stone-cart in *every quarter of the now really great French Republic*, ARE ALL OF ONE RACE?

But we have just a little more to do. On page 578 of "*La Connaissance Générale du Cheval*," Gayot, speaking of the Flemish race, says: "Il a été le destrier par excellence; on l'a souvent importé en lointains pays pour le reproduire, difficile conquête, ou pour le mêler à d'autres populations qui lui étaient inférieures, afin de les améliorer, tâche presque aussi malaisée. Au XII^e siècle, par exemple, le roi Jean introduisait à la fois dans ses États cent étalons de choix pris dans les Flandres, et jetait les fondements de cette puissante famille de chevaux de trait anglais que des efforts continus, des importations renouvelée et des travaux plus récents ont successivement élevée à une réelle supériorité.

"La race flamande est donc la race-mère des variétés chevalines belges. Celles-ci la rappellent toutes, à un degré plus ou moins prononcé, dans ses qualités et dans ses imperfections."—

Which we translate:—"It [the Flemish horse] was the charger par excellence. It has often been imported into distant countries to be reproduced,—a difficult thing to do,—or to be mixed with other populations that were inferior to it, in order to improve them,—a task almost as difficult. In the 12th century, for example, King John [of England] introduced into his States [into the British Islands] at one time, one hundred stallions of choice price in Flanders, and laid the foundation of that powerful family of English draught horses which, by continued efforts, renewed importations, and more recent labors, have been successively raised to a real superiority.

"The Flemish race is, then, the mother-race of the Belgian horse varieties. The latter recall the whole of it to a degree more or less pronounced, in its qualities and its imperfections."

On page 579 of the same work, the same author, in continuance of the same subject, says, "Du reste, le cheval flamand

sort de la même souche que notre cheval boulonnais avec lequel il a conservé beaucoup d'affinité. Il mesure de 1^m60 à 1^m65." — "In fact, the Flemish horse comes from the same stock with our Boulonnais horse with which he preserves much affinity. He measures from one meter and sixty one-hundredths to one meter and sixty-five one-hundredths."

These two quotations, with the facts preceding them, give us the full European sweep of the stock of the great horse of France. They tell us that the race of Flanders is the mother of the race of Belgium, and that with choice specimens of the former, King John laid the foundation of the English draught horse. They also tell us that the race of Flanders is the same, in origin, with the Boulonnais.

The reader can now plainly see that, so far as draught animals are concerned, the *one* historic and invincible blood dominates the whole of France, of the Netherlands, and of Her Majesty's realm.

By Gayot, Magne, and Lefour, we have abundantly proved that *all* the powerful cart horses of Europe are lineally identical with the famous horse of Boulogne; and it is thoroughly evident from its far greater antiquity, its overshadowing commercial renown, and its overwhelming majority of representatives in the land of the Franks, that the name *Boulonnais* has *infinitely* stronger claims to precedence than that of *Percheron*. In fact, as our last extracts clearly show, it is without a single competitor among all the *local* appellations known to Continental Europe. But it would not be right to give stud-book preference even to that name, for the all-sufficient reason that Boulogne, sustaining about the same proportional relation to France that Rhode Island does to America, is only *one* of the numerous regions which simultaneously gave birth to the Frankish stock. It was not in a few provincial spots and at different periods, but throughout all the fertile districts of the Carolingian Empire and *at one time*, that that stock was formed under the patronage of the European Cæsar of the dark ages. Hence, Gayot sees the same animal in all the stout horses of the Continent and of the British Islands; and hence, no province, no duchy, no county, is entitled to any territorial pre-eminence.

What, then, should be the registry-name of this age-renowned breed?—this breed of imperial origin and of universal

prevalence? To be accurately true to history it should be "*The Frankish Horse*," or "*The Carolingian Horse*." Under either of these designations, as all the foregoing evidence proves, Americans could properly record Belgians, Flamands, French draughts, English draughts, and Clydesdales (for the last-mentioned are nothing but a modification of the English draught), and thus make one stud-book answer for all importations of the large horses of Europe, just as one Short-Horn herd-book has been made to answer for all the various strains of Short-Horn cattle imported to or bred in this country. But, unfortunately, neither of these two names has found any place in the annals either of medieval or of modern times. Both have been crowded out by one which, savoring of the aggressive and pertinacious character of the people from whom it was taken, has conquered and, for more than seven hundred years, persistently held the English historic field, so far as French heavy horses are concerned, while home pride in Great Britain has there permanently established others which we are compelled to recognize.

We shall now definitely ascertain how and when that name came to assert its supremacy.

Among Sir Walter Scott's miscellaneous poems, which were written previous to 1814, we find one entitled and running as follows, with the explanatory head-note which we here quote word for word and in the exact order in which it occurs in the copy of "*Scott's Poetical Works*" from which we take the poem:—

"THE NORMAN HORSE-SHOE.

"The Welsh, inhabiting a mountainous country, and possessing only an inferior breed of horses, were usually unable to encounter the shock of the Anglo-Norman cavalry. Occasionally, however, they were successful in repelling the invaders; and the following verses are supposed to celebrate a defeat of CLARE, Earl of Striguil and Pembroke, and of NEVILLE, Baron of Chepstow, Lords-Marchers of Monmouthshire. Kynny is a stream which divides the counties of Monmouth and Glamorgan; Caerphili, the scene of the supposed battle, is a vale upon its banks, dignified by the ruins of a very ancient castle.

1.

"Red glows the forge in Striguil's bounds,
 And hammers din, and anvil sounds,
 And armorers, with iron toil,
 Barb many a steed for battle's broil.
 Foul fall the hand which bends the steel
 Around the courser's thundering heel,
 That e'er shall dint a sable wound
 On fair Glamorgan's velvet ground!

II.

“ From Chepstow’s towers, ere dawn of morn,
 Was heard afar the bugle-horn;
 And forth, in banded pomp and pride,
 Stout Clare and fiery Neville ride.
 They swore, their banners broad should gleam,
 In crimson light, on Rymny’s stream;
 They vowed, Caerphili’s sod should feel
 The Norman charger’s spurning heel.

III.

“ And sooth they swore: the sun arose,
 And Rymny’s wave with crimson glows;
 For Clare’s red banner, floating wide,
 Rolled down the stream to Severn’s tide!
 And sooth they vow’d: the trampled green
 Show’d where hot Neville’s charge had been;
 In every sable hoof-tramp stood
 A Norman horseman’s curdling blood!

IV.

“ Old Chepstow’s brides may curse the toil,
 That armed stout Clare for Cambrian broil;
 Their orphans long the art may rue,
 For Neville’s war-horse forged the shoe.
 No more the stamp of armed steed
 Shall dint Glamorgan’s velvet mead;
 Nor trace be there, in early spring,
 Save of the Fairies’ emerald ring.”

The “*Anglo-Norman Cavalry*,” mentioned in the foregoing head-note, was, as every historian knows, simply the cavalry force employed by the Norman kings of England. It existed from the time of the battle of Hastings (1066) till the accession of the first Plantagenet (1154), and was, after William’s conquest, used throughout the British Islands to suppress insurrections and to maintain Norman-French supremacy.

We shall presently see that its superior horses, which were of the true Carolingian stock, were bred for war purposes in both *France and Great Britain* by the Anglo-Norman or Norman-English rulers for a period of nearly one hundred years. The terms “*Norman charger*” and “*Norman horseman*,” which appear in the last lines of the second and third stanzas of this poem, together with the title, “*Norman Horse-Shoe*,” prove that the name NORMAN, as given to the large horses of

France,* and as derived from that of the *people* who first brought them to England, found its way into English literature at a very early date, and that it was *the* name applied to those animals by the British people ever after the advent of the Conqueror; for it is certainly true that Sir Walter Scott, in portraying an event, either real or imaginary, of the chivalric middle ages, would, like any other poet, designate the *things* peculiar to those times with the *appellations* peculiar to those times. It is also certainly true that the immortal Scotch *litterat* produced this piece in the morning of the present century; for in 1814 he ceased writing poetry and betook himself to prose-fiction, his rhyming muse having been overawed by that of the then soaring Lord Byron.

From the evidence of the general literature of Great Britain, as indicated by Sir Walter Scott, we pass to that of the horse literature of that nation.

Col. Hamilton Smith,†—an equine historian whose full match has never been known to any quarter of the globe,—on page 139 of his unequalled work on “The Horse,” says, “With the Norman conquest [the Norman conquest of England] effected by adventurers from every country in the west of Europe, a marked improvement took place in the breed of horses [in the English breed, of course]: the martial barons and their followers had brought with them a great force of cavalry, and they were sensible that it was owing to superiority in horse the victory had been obtained.” Again, on page 138, speaking of the equine improvements of the year 1121, under the patronage of the Norman-English King, Henry I, he says, “Our Norman princes were, however, not only attentive to improve their studs in

*All history shows that Norman chargers (“*destriers*”) were always distinguished for their great size.

† Colonel Charles Hamilton Smith, born in West Flanders, December 26, 1776; entered the British army in the Netherlands as a volunteer in 1795; served in the West Indies from 1797 to 1809; was Deputy Quartermaster-General in the Walcheren Expedition; took part in the Netherland campaigns from 1813 till 1816; visited the United States on a special mission from the foreign office; retired from the army on half-pay with the rank of Lieutenant-Colonel, in 1820; gave special attention to history, archeology, zoology, and ethnology; wrote the article on *War* in the *Encyclopædia Britannica* (8th edition, 1860); was associated with Sir Samuel R. Meyrick in editing “*The Costume of the Original Inhabitants of the British Islands*,” in 1815; aided that antiquary in other publications; wrote three volumes of “*The Naturalist's Library*” (I., IV., V., in 1843), relating respectively to the mamalia, the dog, and the horse; published a useful *Natural History of the Human Species*, in 1848. During the latter part of his life he resided at Plymouth, where he was first president of the Devon and Cornwall Natural History Society; died September 21, 1859.—*Johnson's Cyclopædia*.

England, but perhaps still more so on the continent [i. e., in France]; for it is at this period that both the bay and the gray Normans were formed, which continue still to be the best in France." Again, on page 140 of the same work, he says, "Whether the old gray breed of England was of the same extraction as the Normans is uncertain; but while the crown was in possession of both that country and Guienne, where the Ferrent breed abounded, it is likely that from the time of Henry II, it had been introduced; for the names of gray Lyard, and Sulyard,* occur in ancient heraldry and early English poetry. In a satire on Edward, Earl of Cornwall, hinting at his escape from prison, there is the following allusion to it:

' Be the leuf, be the lout, Sire Edward,
Thou shalt ride spareless o' thy Lyard,
All the righte way to Doverward.' "

On page 269 of the same work the author says, "It is from crossing the old English and Norman blood with Flemish mares that we have obtained our splendid English draught horse." In the next paragraph on the same page he states, "The Clydesdales are of a similar origin." On the following page he says, "Northampton, Suffolk, Norfolk, and Cleveland have, all, breeds more or less resulting from the black stock, though their blood is mixed with Norman and the indigenous older races. Among all these heavy horses, there are specimens, according to their kind, of very great beauty; and stallions may be found that have been valued at four hundred guineas, or nearly the same price as a first-rate Arabian in the English market."

These quotations from Col. Hamilton Smith, who wrote his work on "The Horse" thirty-eight years ago, who lived during the close of the past and the first half of the present century, and whose knowledge of all the equine breeds of the world was perhaps greater than that of any other man that ever lived, contain the whole story respecting the origin of the name which has for centuries, in our literature, towered above every other as the designation of the French draught horse. In them we see plainly enough that those indomitable people who for three consecutive centuries shook the thrones and moulded the destinies of *all Europe*, and who so firmly established French legal forms in England that they are to be seen in the courts of both that

*In old English, "*Lyard*" means dapple gray, and "*Sulyard*" means mouldy gray.

country and our own to the present day, furnished that name. And how perfectly natural it was that such should have been the case. The burly Norsemen of France, swooped down upon Great Britain in 1066, conquered it, and assumed its crown which they retained for eighty-eight years. Under the feudal system of the time they parcelled out its lands among themselves. Upon these lands they soon effected, according to Col. Smith, a "marked improvement" in the English breed of horses. This they did by means of the superior stock which they brought with them. That stock was of Carovingian blood, and was the largest in the world. That portion of it which was in possession of the Earl of Flanders and his followers, differed from the rest of it only in having a little more of the black and a little less of the white ingredient, the latter having been used most freely in Mediterranean France. But the Flemish steeds were, as we have been told by Eugene Gayot, of the very same family with all the large horses of the French dominions. It was therefore *one* breed, not *several* breeds, of horses that William the Conqueror took into Britain. Even if there had been different ones they would not have been distinguished from each other by the people who were conquered. In the English mind the chargers of the invading host would in any event have *all* been *Normans*, because the warriors who backed them were such; for the word Norman properly means Norseman or Northman, i. e., a man of the Scandanavian race, and the army of William was considered to be wholly of that race.

The conquerors inaugurated other innovations besides those which they imposed upon horse-breeding. They introduced new social customs, new judicial usages, a new language, a new court etiquette. All these changes, like the people with whom they came, were by the native Saxons called *Norman*. Hence, we repeat, how perfectly natural it was that the horses which accompanied these invaders, and which entered upon the scene with the new order of things, should have been stamped in England with the great name of their masters. We have no doubt that if the followers of William brought with them cats and dogs, these were styled *Norman cats* and *Norman dogs*, precisely as the accompanying steeds were styled *Norman horses*.

Thus is it fairly demonstrated that the name "NORMAN HORSE" originated, not in Normandy, but *in England*, at the

time of William's conquest, which dates it back to A. D. 1066, *more than six hundred years before the Percheron was thought of*; that it was first generally applied by the English people to distinguish from the native stock the horses introduced into their country by their conquerors; that it is, therefore, an *English*, not a *French* appellation; that it is by no means identical with the term "*cheval normand*," which is now employed in France, and which is applied only to the light Anglo-Norman bays that are bred in Normandy for carriage purposes and for army remounts. The difference between these two designations is a marked one. When an intelligent Frenchman says "*cheval normand*," he means a horse of *Normandy*; but when an intelligent Englishman says "*Norman horse*," he means a *horse of the stock produced by the Norman people*.

The latter term, having arisen in England out of one of the most important continental movements known to history, is *world-wide* in compass; the former having been adopted as a mere local distinction, is only *provincial* in compass. The one refers to a duchy; the other refers to a powerful nationality that for a long time not only governed that duchy, but controlled the greater part of Europe, owning fully one-third of the material wealth of France, holding the king of that country at bay, and occupying the throne of Great Britain. The one subserves temporary convenience, and has no prospect of long life; the other is the child of history, and *must live forever*.

That Col. Smith, in speaking of the bay and the gray Normans formed under the patronage of Henry I, "*both in France and in England*," alludes to the large stock which has long been bred throughout the same countries for draught, is proven by a number of facts. First, all history shows that the *whole Christian world* was, during the reign of Henry I and for several centuries after that time, making every possible effort and availing itself of every possible means to procure the very biggest horses that could be produced. The Colonel, himself, is a witness to the truth of this statement. On pages 139 and 140 of his work on "*The Horse*," he says, "We perceive, in the sum of two pounds twelve and sixpence, given by the King, in 1185, for fifteen breeding mares, and distributed by him to his tenants at four shillings each, the low value of the common race, as compared with ten capital war-horses, which, some years later, cost

twenty pounds apiece,—the demand and necessary consequence of the havoc made among them during the frenzy of distant marine expeditions; and in the case of a pair of chargers, twelve years after (1217), brought over from Lombardy at the extravagant sum of thirty pounds thirteen and four-pence, we find the eagerness evinced for possessing the *largest and heaviest* war-horses in Europe. For in the rich pastures of the river Po a race of ponderous *Destrieros* [chargers] had been formed, which, if they at all resembled those figured by the early sculptors on the monuments and statues of Condotieri, were equal to our largest breed of dray-horses, the boast of London brewers.

“King John had a passion for horses [King John’s reign commenced in 1199 and ended in 1216]; he imported one hundred chosen stallions from Flanders, and thereby contributed materially to the improvement of that class of horses which subsequently became more exclusively employed for draught.”

In this last paragraph we have a complete English confirmation of the remarks hitherto quoted from Gayot respecting King John’s importation of Flemish horses, in immediate connection with which remarks, as the reader will remember, the distinguished French author states that both the Flemish and the Belgian stock are the very same as that of the Boulonnais, which, as we have abundantly proven, is the direct descendant of the Carolingian, and has furnished the basic blood of all the heavy horses of Europe.

We call attention to Col. Smith’s mention of the “ponderous *Destrieros*” of the valley of the Po, and remind the reader of Gayot’s statement that the Flemish and Belgian branches of the great trunk to which the Boulonnais belongs had been “*destriers par excellence*.” “*Destriero*” in Italian and “*destrier*” in French both mean the same thing,—a charger or war-horse. It should be observed that Charlemagne encouraged the propagation of the great Frankish war-horse in his Italian dominions as well as in France and Belgium. Hence the big *destriero* of the Po region and the “*destrier par excellence*” of the Netherlands were the same in origin, and were identical with all the powerful steeds of the whole territory of the medieval empire.

Again, Col. Smith, on page 144 of his work on “*The Horse*,” speaking of England’s extreme poverty, during the reign of Queen Elizabeth, in the *light* cavalry horses which the use of

gunpowder at that time necessitated, says, "Yet there existed, then, a valuable, showy breed in England, eagerly bought by grandees for state occasions, particularly when they were white, or light gray, as is proven by the notice of Aldrovandus, who died blind, and aged eighty, in the year 1605. The majority, nevertheless, were *strong*, sturdy animals, fit for slow draught, and the few of lighter structure were weak and without powers of endurance."

And again, on page 251 of the same work, speaking of the stubborn difficulties which King James had to encounter in his efforts to introduce the Arabian stock into Great Britain, the Colonel says, "But the minds of the nobility and gentry were so strongly imbued with the old predilection for what were then termed *great* horses, that is, large and bony chargers for heavy-armed knights, that his [King James'] intentions were thwarted, chiefly by the celebrated Duke of Newcastle, who was thoroughly enamored of the Pignatalli school of horsemanship, and wrote two works, which have remained text-books on the Continent, even down to the late French revolution." In a foot-note to this page the author remarks that Buffon* and Sommini† exerted in their country (France) an influence against the Arabian and in favor of *great* horses quite equal to that which the Duke of Newcastle exerted in England.

In full accord with Col. Smith, Prof. Magne, on page 274 of "*Races Chevalines, &c.*," tells us that until the latter part of the first quarter of the present century the large *gray* horses of Normandy, which he says were distinguished for their light heads, magnificent necks and fine rumps, were always preferred by the French kings in royal ceremonies and on state occasions.

But we need go no further in the presentation of historic evidence. We have here given an ample sufficiency to prove that during, and for several hundred years following, the time of

* Count de Buffon, a great French naturalist who was born in Burgundy in 1707, and whose great work of several volumes entitled, "*Histoire Naturelle, Generale et Particuliere*," ("Natural History, General and Particular,") made "an epoch in the study of the natural sciences." He wrote another work entitled "Epochs of Nature" which displays great originality and masterly ability.

† Sommini de Manoncourt (Charles Nicolas Sigisbert) a distinguished French marine engineer and a great naturalist. He was a cotemporary of Buffon, and contributed largely to the latter's "*Natural History*." He also edited "*Bibliothèque Physico-Economique*," from 1801 till 1812, and "*Nouveau Dictionnaire d'Histoire Naturelle*" (a work of twenty-four volumes), in 1803.

Henry I the largest horse that could be made was the one most earnestly sought after by the sovereigns and nobles of all Christian Europe.

Second, Col. Smith's terms and allusions plainly show that the two varieties of Norman horses brought out by Henry I, were of the large class. He speaks of the *bay* and the *gray*. These two colors were, during the twelfth century and long thereafter, noted throughout Europe as marking the most splendid of the "*great horses*." The latter was especially distinguished in this regard; and the massive, showy animals of that livery, known in the time of Queen Elizabeth, as well as those noticed in Normandy by Prof. Magne as having formerly been the favorites of kings at royal fêtes, could have been none other than the lineal descendants of the gray Normans which were perfected in 1121; for Col. Smith testifies, as we have seen, that the improvement of English horses *commenced* with the Norman conquest, and that the *Norman princes* of England were *attentive* to improve their studs not only in that country, but perhaps still more so in their continental possessions,—from which it is clear that both the bay and the gray Normans which were formed by the last of the successors of William the Conqueror, were established IN GREAT BRITAIN AS WELL AS IN FRANCE.

In speaking of "the old gray breed of England," which was the one so celebrated for its size and beauty during the reign of Queen "Bess" (in the sixteenth century), Col. Smith presumes that from the time of Henry II, who succeeded Henry I in 1153, and who, though the first of the Plantagenets, was, himself, half Norman,—being the son of the full-blooded Norman woman Matilda,—the Ferrent (gray) horses of Guienne, were introduced into England. Evidently he regarded these *Ferrent* animals as *Normans*, for it was upon the likelihood of their having been imported into Britain from the year just mentioned that he predicated the probability of the heavy British grays of the olden time being "*of the same extraction as the Normans*."

Now Guienne is an old French district which came to the Norman-English crown in the acquisition of the large province of Aquitaine, which, with the possession of Normandy and its territorial annexations, gave to the Second Henry a domain in France larger than that of the French King, himself. The

Colonel says that the Ferrents (grays) *abounded* in Guienne. We know that they were of huge proportions, because he makes them probably identical with the very biggest of England's breeds in the period during which the "*great horse*" fever was at its height, and also because the grays of France have always been distinguished for size. Even the small gray Percheron of to-day, will, when "*well stuffed*," as Lefour expresses it, return to the large Boulonnais.

Now, since Guienne lies a good way from Normandy proper, and since the large grays produced in the *former* region in the middle of the twelfth century, under the patronage of the first Plantagenet, were by Col. Smith regarded as *Normans*, it can not be doubted that the practice in England of calling *all* the big horses of France *Normans*, prevailed at least from the time of Henry I till 1843, the year in which the Colonel wrote his work on "The Horse;" for outside of the Norman-English possessions there was not in 1153, and for a good while thereafter, much horse-producing territory to speak of in France.

Finally, Col. Smith associates the *Normans* with large animals, locally designated by other names, in the production of the English Draught and the Clydesdale, both which are, themselves, large breeds, while in referring to the Northampton, Suffolks, Norfolks, Cleveland, Clydes, English Draughts, and Normans, he styles them "*all heavy horses*."

Thus do we perceive that the incomparable equine historian of Great Britain, in writing of the gray and the bay Normans which were brought out in the year 1121, and which he says are still the best in France, could not possibly have referred to any other than the gigantic war-horses from which *all* the French draughts of our time are lineally descended. That he could not have had the stock of the present Anglo-Normand bay in his mind is absolutely certain, for the all-sufficient reason that, as Prof. Magne informs us on pages 276 and 277 of his "*Races Chevalines*," &c., that breed was not thought of till the early part of the present century.

What, now, are the general conclusions to which the whole premises legitimately bring us? Unquestionably these:—that that improvement of English horses which *commenced* with the Norman conquest, was effected by means of that portion of the great Carolingian stock which had for more than one hundred

and fifty years been in the possession of the Norman people; that, as a matter of course, all the horses possessed by these people, either in France or in England, were called *Normans* by the conquered inhabitants of the latter country; that the efficient propagation of those animals by the Norman-English kings, BOTH IN CONTINENTAL EUROPE AND THROUGHOUT THE BRITISH ISLANDS, completely Europeanized the *English* name, "NORMAN HORSE;" that this name was for centuries, and especially during and for some time after the reign of Henry II, applied by the British people to *all* the "ponderous *destriers*" in France, as well as to their relatives in Great Britain; that, as is shown in the poetry of Sir Walter Scott, the prevalent and long-continued practice of this application brought the name into English literature, where it was at first used in its original breadth of significance, but where it was subsequently limited to the large horses of the French dominions by the coming in of the local names employed by the breeders of England and Scotland to designate the particular branches of the stock which they have for years been reproducing; that from the day on which William the Conqueror assumed the crown of England the Norman horse and his name ceased to relate specifically to the province of Normandy, and thereafter related to the great Norman-French nationality which for nearly a century was a positive power on BOTH SIDES OF THE BRITISH CHANNEL; that that nationality having, by its dominance in France during the twelfth century, christened *all* the "great horses" of that country, as we clearly perceive in what Col. Smith says of the Ferrent breed of Aquitaine, has thus indelibly stamped itself upon every one of the descendants of those animals; that the name NORMAN, as applied to the Frankish horse, in having been the *first* to *Europeanize* itself in standard literature, has attained a pre-eminence which *must* forever be recognized the world over; that having been assigned this pre-eminence by one of the greatest *national* movements known to the annals of medieval times, and having *retained* it for *centuries* in the works of the most eminent authors of Great Britain, it can *never* be superseded by that of a little province in France, in which the very fewest of its modern representatives are bred.

At this point we deem it well to introduce some further testimony. J. H. Walsh, F. R. C. S. ("Stonehenge"), a modern

English equine standard of great and just renown, in a widely celebrated, most scholarly and critically accurate volume of 622 pages, entitled, "*The Horse in the Stable and the Field*," produced by him and published at London in 1872, says on pages 45 and 46 of that work, "THE NORMAN HORSE OR DESTRIER has been celebrated for ages as the type of horse for show and utility combined. With a fine upstanding forehead he unites a frame of the most massive proportions, and this is moulded in a form as elegant as is consistent with his massive power. Even the diligence horses of many parts of France are of very handsome frames, and their legs and feet are so sound that they are able to trot over the paved roads at a pace which, slow as it is, would speedily lame our English horses of similar size and strength. Their tempers, also, are so good, that the stallions may be used together with mares in all kinds of work, and though vice in its various forms is not altogether unknown, yet it is comparatively rare. Their countrywoman, Rosa Bonheur, has made this [the Norman] variety of horses familiar to most of my readers, and I need not, therefore, trouble myself to describe them minutely." Again Mr. Walsh says, on page 46 of the same work, "The true Norman horse is large, powerful, sufficiently active, and very hardy."

In these extracts we have a thorough and most palpable confirmation of *everything* that is either stated or implied, respecting the name, the character, and the size of the Norman horse, in the preceding quotations from Sir Walter Scott and Col. Hamilton Smith.

We call special attention to Mr. Walsh's employment of the expression, "*Norman Horse or Destrier*." This expression means that the large horse of France may be called either a Norman horse or a Norman destrier. Now, the word "*destrier*," as we have before remarked, is a French term which signifies "charger,"* i. e., war-horse. Ever since the year 1066, it has been Anglicized, and has been quite current in English writings. Hence, the interchangeable use of the appellations, "Norman horse" and "Norman destrier" is of great significance. It shows both the antiquity and the broad sweep of the name

* We have seen that Sir Walter Scott, in his poetic effusion entitled "*The Norman Horse-Shoe*," uses the term "*Norman charger*," which is simply the English for "*Norman destrier*."

Norman as applied to the animal thus designated. No such phrase as "Percheron horse or destrier," "Boulonnais horse or destrier," "Breton horse or destrier," "Caenchois horse or destrier," "Augeron horse or destrier," "Poitevin horse or destrier," "Ardennais horse or destrier," can be found in the literature of England. But we do find, in the very highest standards of that literature, the synonymical designation "NORMAN HORSE OR DESTRIER." There is no trouble in accounting for this. Under no other name than that of the Norman-French people did the "great horses" of France ever make any reputation as "*destriers*" in England. Under no other name were "*destriers*" bred, to the knowledge of the British people, either in Britain or in Continental Europe, from 1066 till 1153, during the latter part of which period the Norman-English crown controlled more of the territory of France than did the French crown. William the Conqueror was the master-spirit of Europe in his day, and it was in *his* army and under *his* command that the horses of France won their first military renown in England. Subsequent to his time, in the wars of the Crusades and under the auspices of both the British and the French crown, they attained a much wider celebrity in the service of the Knights of the Red Cross. Hence, the truth of Mr. Walsh's declaration that, under the name which he recognizes, they have "been celebrated for ages as the type of horse for show and utility combined,"—a declaration which, as we have seen, is well supported by Sir Walter Scott, in the use of the term "Norman charger." None of the local names by which the horses of France are now called by the French people cut the slightest figure in Great Britain, even as subordinate to the term "Norman," during the Norman-French control of the latter country, nor for many years afterwards. The whole equine field was in England monopolized by the "*Norman destriers*," as the whole military field was there monopolized by the Norman warriors who rode them. As for the so-called Percheron, he had not the vestige of an existence till 1810, and having at that recent date made his appearance solely in the capacity of a stage-horse can not possibly come in for a particle of the glory of the "*destrier*."

Thus is it manifest that the present use, by standard English authority, of "*Norman Destrier*" as a synonym of "*Norman Horse*" clearly shows that in the British Islands, at

least, both these terms have been interchangeably applied, as general names, to all the large horses of France from the time of the conquest till the present day, that is to say, from 1066 till 1881, which is a period of 815 years.

Mr. Walsh leaves us in no sort of doubt as to the kind of animals he is talking about. He describes them as being of "the *most massive proportions*," and as being "moulded into a form as elegant as is consistent with their ENORMOUS POWER." "The *true Norman horse*," he says, "is LARGE, POWERFUL, *sufficiently active*, and *very hardy*." Such a description, coupled as it is with the use which is made of the word *destrier*, completely ignores the modern Anglo-Norman, and applies solely to the puissant draught horses of the land of the Franks, but certainly to *every one of them*; for in addition to the fact that the name "*Norman destrier*" can under no circumstances be confined within the limits of *any province*, Mr. Walsh, in the the manner and in the connection in which he speaks of the "diligence horses of many parts of France," evidently includes *all* of these animals under the common designation of *Norman*. The appeal he makes to the equine pictures of Rosa Bonheur is further proof of this conclusion.

In so regarding and classing the diligence motors of the French dominions, Mr. Walsh is surely right; for, as we have in these pages thoroughly established upon the very best of French testimony, the medium draughts of those dominions are neither more nor less than varieties of the stock of the great Boulonnais family, whose blood dominates Bretagne, Normandy, Perche, Poitou, Somme, Pas-de-Calais, le Nord, French Flanders, the Ardennes, &c., &c., and then o'er-leaping the boundaries of France, asserts its indisputable sway in the Dutch Netherlands and the British Islands. Gayot plumply declares, upon page after page of "*La Connaissance Générale du Cheval*," that the comparatively lighter representatives of this stock are the result, not of *breeding*, but of certain local peculiarities of regimen.

In closing this part of our argument on "The Name," we introduce another important item of testimony from Col. Hamilton Smith. In a foot-note to page 270 of his work on "The Horse," he says, "M. Huzard, and after him Desmarets, assert that the great brewers' horses of London are of the Boulogne race; but beyond the mere occasional experiments made by

breeders, no French horses, excepting of Norman blood, have met with consideration in England for more than a century."

The true meaning of this statement is that the strong draught horses of France have not, for more than a century, been recognized in England *under any other name* than that of *Norman*. No other man in the world has done more towards proving that the powerful equines of all Europe are of the *one* great Carolingian stock than has Col. Hamilton Smith. No man has more fully than he understood that the cradle of the Boulogne (Boulonnais) division of that stock was, during the reigns of the Norman princes of England, under the complete control of those rulers. Therefore, he could not here have intended to convey the idea that no blood identical with that of Boulogne had for more than a hundred years met with any consideration at the hands of English breeders. He simply meant that during a stretch of time dating back beyond 1743 (Col. Smith wrote the book from which we are quoting in 1843), the British people had known the "great horses" of France as *Normans*, and as *nothing else*.

Beyond the shadow of a doubt we have in this extract the most positive proof of the *antiquity* of the name *Norman*, in Great Britain, and of its firm and long-continued hold upon English literature as the proper designation of the powerful draught horses of France. It is associated with a mention of the "great brewers' horses of London," in such a way as to show that it is applied to animals similar to them in size and character. We have already observed the gigantic bulk ascribed to the dray motors of the London brewers by Col. Smith, in his comparison of them to the "ponderous *destrieros*" of the valley of the Po. We remark in this case, as in a preceding one, that the modern Anglo-Normand carriage horse can not possibly be included; for the year 1743 greatly antedates the origin of that animal.

THE NORMAN AND HIS NAME IN AMERICA.

We have proven from every point of the compass that the stock of all the draught horses of the civilized world is *ONE*; that the great Frankish charger of medieval times was the progenitor of that stock; that the splendid French representatives

of the Carolingian race received the name NORMAN from the Norman people and *not* from the province of Normandy; that that name was in 1066 Europeanized by the Norman Conquest of England; that after this important event the giant "destriers" to which the name was applied were for nearly one hundred years BRED IN BOTH FRANCE AND GREAT BRITAIN; that owing to the fact that during the closing years of this period the Norman-English kings and their first Plantagenet successors were territorially more influential in France than the French sovereigns, themselves, the horses bred under the patronage of the former rulers obtained such a prevalence on the continent that the English people gave the name *Norman* to *all* the powerful chargers produced in that country, just as they most certainly did to all those which were produced in their own country; that this historic name, thus aggrandized,—thus lifted infinitely above the level and expanded infinitely beyond the compass of any mere province,—has ever been, and still continues to be, recognized by the standard writers of England, as the *only one* which can be properly applied to all the descendants of the French destrier, which have been and are yet bred *in France* either for heavy or for medium draught; that the so-called *Percheron* can not, except as a *Norman*, to whose stock he surely belongs, possibly have any share in this enviable renown.

Having fairly, squarely, thoroughly done so much, we shall, as we think the reader will admit, make our argument complete and unanswerable when we shall have shown how the name "*Norman Horse*" was transmitted from the authoritative literature of Great Britain to that of the United States. In proceeding to this task we shall introduce another English authority whose ability and trustworthiness will by no American horseman be for a single instant called in question. We refer to William Youatt.* We quote this deservedly famous British author from Spooner and Randall's American edition of his great work on "*The Horse*." On page 35 of that edition, our copy of which was issued in 1850, Mr. Youatt says, "The Norman horses are now much crossed by our hunters and

* WILLIAM YOUATT.—Born in England in 1777; was many years a professor in the *Royal Veterinary College*, and co-editor of "*The Veterinarian*," which was established in 1828. He wrote his work on "*The Horse*," which is a standard, in 1831. Of this work two American editions have been published.—*Johnson's Cyclopaedia*.

occasionally by the thoroughbred; and the English roadster and light draught horse have not suffered by a mixture with the Norman."

That this extract, which, as our foot-note shows, was written in 1831, refers to the large draught stock, and not to the lighter Anglo-Normand, is manifest in two facts: first, the French people were at that time trying the English cross on their heavy animals throughout their entire horse-producing territory; second, the American supervisors of the edition which we are using, immediately after giving us the foregoing expression, say, "In his remarks on the Coach Horse (the Anglo-Normand) Mr. Youatt says, 'The Normandy carriers travel with a team of four horses, and from fourteen to twenty miles in a day, with a load of ninety hundred weight.'" There would be no sense in making *separate* and *distinct* mention of the *Coach Horse* of Normandy, if the first quotation referred to that animal; and as there is no *light* motor, except the Anglo-Normand, to which the name *Norman* could possibly apply, Mr. Youatt, in what he says about the crossing of Normans with English hunters, &c., assuredly alludes to the great work-horses of all France.

Now what have we from the *American editors* of this edition of Youatt? On page 29 they say, "THE CANADIAN HORSE, found in the Canadian provinces, and somewhat in the Northern United States, is too well known to require any particular description. He is mainly of French descent, though many so-called, and doubtless some of the fleetest ones, are the produce of a cross between the Canadian and the English thoroughbred stallion. They are a long-lived, easily-kept, and exceedingly hardy race, making good farm and draught horses, when sufficiently large. In *form* [the italics are ours], many of them display in a marked manner the characteristics of the *Norman*,—so, too, in their general qualities,—but they are usually considerably smaller."

On the same page and on the one following, these editors say, "In connection with the Canadian,—though not so old a variety in the United States as some of which we have presently to speak,—we will advert to the *French or Norman Horse*, from which the Canadian is descended. We cannot do this more satisfactorily to ourselves, or more usefully to the reader, than

to publish entire the following interesting and admirably candid letter from Edward Harris, Esq., of Moorestown, Burlington county, New Jersey, who introduced this breed into the United States."

Then comes the letter, which is dated, "MOORESTOWN, April 6, 1850," and from which we here present some highly instructive clippings: "These horses" [the Normans], says Mr. Edward Harris, "first came under my observation on a journey through France in the year 1831. I was struck with the immense power displayed by them in drawing the heavy diligences of that country, at a pace which, although not as rapid as the stage-coach traveling of England, yet such a pace, say from five to nine miles an hour, the lowest rate of which I do not hesitate to say, would in a short time kill the English horse if placed before the same load. In confirmation of this opinion I will give you an extract from an article on the Norman horse in the *British Quarterly Journal of Agriculture*, which I quoted in my communication to the Farmers' Cabinet of Philadelphia, in 1842, as follows," &c.

The extract which is thus introduced from an article in a standard *British Quarterly* into Spöner and Randall's American edition of Youatt, and which Mr. Harris says he quoted in his "communication to the Farmers' Cabinet of Philadelphia," is full of interest. It was written, Mr. Harris tells us, by an Englishman who was "a good horseman," and it shows in every line that its author was thoroughly acquainted with all the horses of Europe. Its having been published in the foremost agricultural paper of England, and afterwards copied into an American edition of Youatt, by whose editors it is thoroughly approved, stamp it with an unquestionable seal of authority. Now what do we find in it respecting the name of French draught horses? The following brief clips will answer the question: "I think that all who have paid attention to this particular breed of Norman horses, the Percheron, which stands A No. 1, will bear me out in the assertion," &c., &c. Again, in the same paragraph: "At all events you can witness that *Diligence* [a stallion imported by Mr. Harris] has not these failings, which, when absent, an Englishman thinks, constitutes the Norman horse the best imaginable horse for a cross upon the English horse of a certain disposition."

Is it not, in these quotations, perfectly plain that the author of "the extract" from the *British Quarterly Journal of Agriculture* regarded the *Percherons*, so-called, as simply a *choice variety of the Normans*? Does he not call them a "*particular breed of NORMAN HORSES*?" Is it not equally plain from the general remark that the *diligence* horse of France lacks those faults, the absence of which renders the NORMAN HORSE, in the estimation of "AN ENGLISHMAN," i. e., of *any* Englishman, the best imaginable animal for a cross upon the English horse of a certain disposition,—we say, is it not equally plain from this expression that, not only the author of the extract in question, but all other intelligent English horsemen of the year 1850 (for that is the date of the letter), included *all* the medium, as well as *all* the heavy, draught horses of France under the name NORMAN?

Mr. Edward Harris, after giving the extract we have just noticed, says in the further continuance of his letter, on page 32 of the work now before us: "Those who are acquainted with the thoroughbred Canadian horse, will see in him a perfect model, on a small scale, of the Percheron horse. This is the particular breed of Normandy which are used so extensively throughout the northern half of France for diligence and post horses," &c., &c. Again, on the same page, he says, "I learned that they [the Percherons] were produced by the cross of the Andalusian horse upon the old heavy Norman horse, whose portrait may still be seen, as a war-horse, on the painted windows of the Cathedral of Rouen several centuries old."

Mr. Harris followed the author of the article which he quotes from the *British Quarterly Journal of Agriculture*, in styling the Percheron a *particular breed of NORMAN* horses. The use he makes of the word *Normandy* shows that he regarded the province bearing that name as being the cradle of the whole Percheron branch of the Norman stock. In this he was mistaken,* for that cradle, as we have demonstrated, comprises almost the whole of Continental Europe; but in thus applying, by implica-

* Such a mistake is not at all remarkable, because both the general literature and the horse literature of the United States, including all the newspapers and equine journals of our own day, show that the error of attributing the name "*Norman Horse*" to the *province of Normandy* has ever been quite universal among the American people, no one hitherto having taken the pains to thoroughly look up the history of that name.

tion, the name *Norman* to all the animals of the diligence and the post, he was not mistaken, because he had before him the English example, which is thoroughly established upon historic precedent, and which has been authoritatively recognized in Great Britain for hundreds of years.

The editors of our American edition of Youatt paid Mr. Edward Harris (who was the first man that ever imported Norman horses to the United States) the compliment of placing above the head of his letter the portrait of a splendid stallion of his breeding. The name of this stallion was "LOUIS PHILLIPE;" and in a foot-note to page 30, descriptive of him, the editors say, "Bred by Edward Harris, Esq., of Moorestown, New Jersey (in 1843), from his pure imported Norman stock. (See Mr. Harris' letter which follows.) Louis Phillipe is an excellent characteristic specimen of the Norman horse, is a dapple gray, fifteen hands one and one-half inches high, and weighs twelve hundred pounds, in good condition." The style of the cut, the color and the weight ascribed to the horse, show distinctly that Louis Phillipe was a Norman of the diligence type,—that he was of the stock of what is most unmeaningly called a Percheron,—i. e., a horse raised in Perche, or, in other words, what Magne most properly styles a "*Percherized*" animal; for no outsider can begin to tell when he comes across a steed born in Perche, as we have sufficiently seen.

Now let us briefly sum up the evidence just derived from Spooner and Randall's Youatt. First the editors tell us that the Canadian horse is of "French descent;" that he "displays in a marked manner the characteristics of the *Norman*,—so, too, in his qualities,—but that he is usually considerably smaller than the latter." In this statement they are fully supported by the modern British standard author Mr. J. H. Walsh, who, on page 28 of his work entitled "The Horse in the Stable and the Field," says, "According to Mr. Herbert, who seems to have taken great pains to arrive at the truth, 'with the one solitary exception of the Norman horse in Canada, no special breeds have ever taken root as such, or been bred, or even attempted to be bred, in their purity,* in any part of

* Our American edition of Youatt was written in 1850. Mr. Walsh wrote in 1872. Since the latter date the Clydesdales have been well and largely bred in Canada, as they still continue to be. But they are only modified Normans.

America. In Canada East, the Norman horse, imported by the early settlers, was bred for many generations entirely unmixed; and, as the general agricultural horse of the province, exists, yet so stunted in size by the cold climate and the usage to which he has been subjected for centuries, but in nowise degenerated, for he possesses all the honesty, courage, endurance, hardihood, soundness of constitution, and characteristic excellence of feet and legs, of his progenitor.'”

We call attention to the authoritative assertion that the Norman horse was “imported into Canada by the early settlers,” that is, by the early French settlers of that province. These came, not from Normandy alone, but from many parts of France, as every historian knows. We also call attention to the statement that the Norman has been bred in Canada “for many generations,”—“for centuries,”*—and to the further statement that his was *the only* stock reproduced in *purity* on the American continent up to 1872. The French pioneers of Canada having represented many different quarters of their mother country, the horses they brought with them having evidently been of the large class and having *all* ever been recognized as Normans by standard British writers, it is absolutely certain that the name Norman has always been applied to all the powerful draught animals of France by the British people of the *new*, as well as of the old, world.

Second, the editors of our American edition of Youatt make the terms *French horse* and *Norman horse* synonymous in the sentence, “We will advert to THE FRENCH OR NORMAN HORSE,”—just as Mr. Walsh makes the terms *Norman horse* and *Norman destrier* synonymous in the phrase, “THE NORMAN HORSE OR DESTRIER.” In other words these editors would have us understand that the Norman is the horse, not of Normandy alone, but of France,—of *all* France. Nothing less than this can be the full and proper meaning of the expression “The French or Norman horse;” for that expression undoubtedly signifies that the two qualifying words which appear in it may be used interchangeably, that is, that the term “The *French* horse” may be put instead of the term “The *Norman* horse;” and this certainly would not be correct if the latter of the two terms were in its application restricted to any provincial limits.

*The French first settled in Canada in 1541. They founded Quebec in 1608.

Third, the remarks quoted literally from Mr. Youatt touching the crossing of Norman horses with English hunters, &c.,—so plainly distinct from his subjoined mention of the Normandy coach-horse,—evidently relate to the large animals that have long existed throughout the whole of France.

Fourth, the editors of our American edition of Youatt introduce, with their hearty approval and full indorsement, from Mr. Edward Harris, who was the first importer of Normans into the United States, a letter which is of the highest significance. Not only does the author of that document plainly give us to understand that he regards all the diligence horses and stout stage-horses of France as Normans, but he styles the Percherons a particular Norman breed. He also quotes most approvingly an extract from the *British Quarterly Journal of Agriculture*, in which Percherons are called in just so many words, “a *particular breed* of the NORMAN horses,” and in which *all* French diligence animals are clearly identified with the Normans. Furthermore, he tells us that he read this extract to the Farmers’ Cabinet of Philadelphia in the year 1842, while his own letter bears date of May, 1850.

Fifth, the editors of our American edition of Youatt illustrate, in their work, the letter of Mr. Edward Harris, with the portrait of a stallion whose weight, as given, and whose every feature, as shown in the picture, of head, neck, shoulders, barrel, limbs, loins, rump, and quarters, is that of a *Percherized diligence* motor of France. They also inform us in a footnote that the horse thus portrayed was bred, in 1843, from that gentleman’s “pure imported NORMAN stock,” and that the animal was “an excellent characteristic specimen of the NORMAN HORSE.”

To this recapitulation we may add that while nowhere from beginning to end of our edition of Spooner and Randall’s Youatt, is the term Percheron, Breton, Picard, Boulonnais, or any other such local name employed, in a general sense, to designate the draught horses of France, heavy and medium, the term NORMAN is everywhere so employed.

From the overwhelming array of facts here fairly presented, we can plainly see that *all* the French descendants of the great Carolingian horse, which both Col. Hamilton Smith and J. H. Walsh clearly give us to understand have been for cen-

turies called Normans in Great Britain, have also for centuries been, by the British people, called Normans in the Canadian portion of America; that from the standard literature of England, as represented by the justly celebrated works of Scott, Smith, Walsh, Youatt, and by such renowned agricultural journals as the *British Quarterly*, the name NORMAN HORSE was, at least as early as 1850, transmitted to the standard literature of the United States, chiefly by those pioneer authorities, W. C. Spooner and Henry S. Randall; that in American literature the name is used in its most original and comprehensive sense, being there made synonymous with the general term "THE FRENCH HORSE," and being broadly applied, not only to *all* the heavy draughts of France, but, also, to *all* the diligence motors of that country, as well as to *all* the kindred of each of these classes upon our continent; that the first United States importer of French draught horses recognized this name, and no other, as the one of general application; that as early as 1842, he classed under it all the medium draughts of France, including the *Percherized* animals, in a communication to the Cabinet of Agriculture which met that year at Philadelphia.

We have now nearly completed our argument on the proper stud-book name of the French progeny of the powerful medieval *destrier*. We think we have incontestably established the fact that that name is "NORMAN HORSE;" that it, having been Europeanized during the middle ages by the Norman-English kings of Great Britain, in the propagation of its representatives by those sovereigns in both Continental Europe and the British Islands; having been universalized by the practice of the English people in Canada and by that of the first importers in the United States; and having been immortalized in the standard English literature of both hemispheres, is the only one under which those animals can properly be recorded.

This fact is virtually conceded, even by those who advocate the name Percheron-Norman; for it will be observed that they cannot get along without the word Norman, although they labor with might and main to establish as a fact that Percheron alone represents the ancient race, and that it is the only designation to be found in the literature of France. It is even asserted that, in America, "so far as we have any literature upon the subject,

the same name [Percheron] is used," and that "it was the breed universally known and designated in France as Percherons that gave name and fame to the French draught horses that are imported to the United States." It is maintained, also, that "the precise date when this race of horses [the Percheron race] assumed the distinctive features which entitle it to be classed as a fixed breed is not known, neither can all the various elements which entered into its composition be determined with certainty, the literature of France being especially barren of any definite accounts concerning the origin of any of the breeds of horses reared in that country."

A very limited acquaintance with French live-stock literature will reveal at once, to any one, a most complete contradiction of the assertions above noted. Nothing could possibly be more evident than that they are purely of individual manufacture, and could not have issued from a mind other than one most distressingly "barren" of knowledge upon the subject treated; for the literature of France is *not* lacking in definite accounts concerning any of the breeds of horses reared in that country. There is no country on the globe that can boast of as many first-class veterinarians and as many eminent writers on the horse, as can the charming land of the Franks.

From four of the very first of these we have seen that the so-called Percheron does not to-day, and never did, possess "those distinctive features which entitle it to be classed as a *fixed* breed;" that there never was anything "*fixed*" about it; that, in fact, there is nothing, and can be nothing, approaching a "fixed" *provincial* breed of any kind or of any name in all France, the abundantly sufficient reason for which fact is clearly visible in the incessant intermixture of the horses of the several provinces, both in breeding and in raising.

From these four standard authors,—all of them men of *National* reputation,—all of them men who have honorably filled *national positions*,—we have distinctly learned that the great majority of the animals now called Percherons are really Bretons, or Boulonnais, or Poitevins, or Picards, or Angerons, or Cauchoises, which have merely been *raised* in Perche; that so far as local names are concerned it is *not* that of Percheron, but that of BOULONNAIS, which by the eminently superior qualities and the vastly superior numbers of its giant

representatives in Pas-de-Calais, Somme, le Nord, and Normandy, has, in France, given "name and fame to the French draught horses that are imported to the United States."

From one of the greatest of the four (Gayot) we have learned precisely when (in 1810) and how (by the crossing of two families of kindred blood,—the Breton and the Boulonnais) the true Percheron was produced. We have also learned from this one, and from the other three, that the true Percheron is now and has ever been a stage-horse, and that in thousands of instances he can not be distinguished from his gray relatives of Bretagne, Poitou, &c., &c.; that, consequently, his reputation is just what Gayot says it is, — an *usurpation*, historically speaking; that he is not properly entitled to name even the horses of his own province, to say nothing of those of the whole of France.

From Magne, in the statement of that able and most impartial author that the Percheron breeders "sell their best broodmares and keep their most faulty ones," we have learned *exactly why* the horse that is actually bred in Perche is fairly open to the charge which Gayot brings against him, of being AN INCONSTANT AND UNTRUSTWORTHY REPRODUCER.

As regards American literature, "so far as we have any upon the subject," we have clearly discovered that, as has been stated, "the name Percheron *is used*" therein, but that it is so "*used*" as to give the great and only historic name of NORMAN all the glory; that the acknowledged standards of the United States have followed directly in the wake of the acknowledged standards of England in denominating as NORMANS all the heavy and all the medium draught horses of France, and every one of the kindred of those two varieties, that were formerly imported into Canada; that the leading equine authorities of our own country have imitated correct and thoroughly supported English example in designating the Percherons as a "*particular breed of NORMAN HORSES*," and that they so designated the first importations of French draughts known to the history of this country.

It thus appears that in our researches we have not found the "literature of France" particularly "barren," as touching the origin and the true character of the so-called Percheron horse, and that we have found in the *English* literature of both halves

of the globe abundant authority for completely setting aside the purely local and comparatively recent name of that animal, as one of general use, and for presenting the time-honored and world-renowned name of NORMAN as *the* one which has most certainly given "name and fame," not only to the "French draught horses that are imported to the United States," but to all other French draught horses.

It remains only for us to give whatsoever we can find of the history of the propagation of the NORMAN in the American Union. Prefatorally to this, we will state what we think to be a manifest fact,—that the introduction of the blood of the great French horse into our country, had its origin in Canada, and that it took place at a very early period of the history of New England. We have already learned from the very best of both British and United States authority (Walsh's work and Spooner and Randall's *Youatt*), that the first French settlers of Canada imported NORMANS into that country, and that those animals were there bred for many generations entirely unmixed. Furthermore, it is well known that a few years ago *Canadian* stallions were largely used throughout our Eastern and Northwestern States, in which regions they attained great popularity. These stallions, though in size considerably below the original French standard, were renowned for their powers of endurance, and, in many instances, for their fine trotting action. Their blood, by frequent crossings with some of our best home breeds, found its way into the primary composition of our American trotters, in almost every one of whom it is, to-day, quite visible, especially in the leg bones and the feet, and to whose make-up it largely contributes the all-important element of "level-headedness."

In the use of the Canadian-Norman, American breeders who were well informed as to his French origin, observed that under the favorable influences of our superior soil and climate, the stock was disposed to return to its original European proportions; that its Yankee descendants, even when out of common mares were frequently larger than their sires. Such a discovery would very naturally suggest the advantages to be gained by importing the pure Norman directly from France.

The first of our enterprising horsemen to be apparently moved by this suggestion was, as we have hitherto noticed, Mr.

Edward Harris, of Moorestown, New Jersey, who informs us, as we have seen in the quotation made from his letter to Spooner and Randall, that in 1831 he made a tour of France, and that in the striking exhibition of the immense power displayed by the Normans, in drawing the heavy diligences of that country, those incomparable draught animals first came under his observation.

He did not, however, purchase any horses during this trip, being a cautious man, and desiring to *know* as much as possible about the real products of the French dominions before he invested. Subsequently he came across the article in the *British Quarterly Journal of Agriculture*, which we have already noticed. This document, it seems, fully decided his future course. Speaking of its effects upon his judgment, in his letter to Spooner and Randall, he says, "My own impressions being fortified by such authority from such a source (where we look for little praise of anything French), and numerous others, verbal and written, I made up my mind to return to France at an early day and select a stallion, at least, as an experiment in crossing upon the light mares of New Jersey."

Mr. Harris' intention, as here expressed, was, he tells us, "unavoidably delayed till 1839," in which year he imported from France one Norman stallion and two Norman mares, which were the first full-bloods ever brought directly to the United States.

He soon attained an enviable reputation both as an importer and as a breeder of French horses. One of the first and most noted of the products of his enterprise was the stallion, Louis Phillipe, to which we have called attention on previous pages, and which, be it strongly borne in mind, was never called a Percheron, *but always a NORMAN*, as were all other animals of the Frankish stock that were ever handled by Mr. Harris.

The example of this intelligent gentleman was followed by others who in the extraordinary success of his operations saw their opportunity to make money.

The year 1851 marked the first notable importations of heavy French draughts into the vast, fertile region west of the Alleghany mountains. These were made by Dr. Brown, of Circleville, O., and by the Fullingtons, of Union county, O.

The latter brought from France, at the time just mentioned, the renowned Norman stallion, LOUIS NAPOLEON, which some time afterwards was purchased and taken further west by Mr. Cushman, who, in 1858, sold him to the now well-known firm of E. Dillon & Co., of Bloomington,* Ill.

In the hands of this firm, which was then located in Tazewell county, Illinois, and which had had a large experience in the propagation of other breeds of large horses, Louis Napoleon became widely celebrated. For year after year, he and his grade colts took sweepstakes and first prizes at both local fairs and state fairs throughout the West. Stimulated by the brilliant achievements of this great horse, the Dillons presently commenced importing Normans from France. Meantime they prosecuted the work of home-breeding with great vigor. Being the pioneers, in their line of business, of the whole country west of the Wabash river, they had before them an ample field, which, with their large experience and excellent natural qualifications, they worked with amazing profit, as they have continued to do up to the present day. Of course, their successful career could not but be emulating. They were not, however, the first, west of the Wabash, to import directly from France. That honor belongs to Mr. W. J. Edwards, of Chicago, who, seeing the great future that was before the Norman in our thrifty Western States, imported the stallions SUCCESS and FRENCH EMPEROR in 1868. These two horses, and especially the former of them, directly became famous.

In 1865, Mr. Mark Dunham, of Wayne, Dupage county, Ill., having procured a supply of NORMAN stock from E. Dillon & Co., commenced reproducing it. In 1872 he made his first draught upon France, and since that time has been very successful both as a breeder and as an importer. For the past few years his importations have been very large, and he has added greatly to the NORMAN blood of the West, as have the Dillons, whose victory over all competitors, with Louis Napoleon and his progeny, at a fair held at Chicago a few years ago, was Mr. Dunham's original inspiration.

There are many others in the Mississippi valley who are justly entitled to great and lasting credit for the splendid importations they have made during the past fifteen years. Among

the most prominent and favorably known of these are Virgin & Brown, Fairbury, Ill.; James A. Perry, Wilmington, Ill.; Biglow & Brown, Columbus, O.; N. C. Buswell, Princeton, Ill.; R. B. Chisholm, Elgin, Ill.; A. W. Cook, Charles City, Iowa; B. H. Campbell, Batavia, Ill.; Fullington & Co., Irwin Station, O.; The Onarga Importing Company, Onarga, Ill.; N. Vanhoorbeck, Monmouth, Ill.

Meanwhile, the work has been making marked progress in the states east of the Alleghanies, in the hands of such reputable and enterprising men as E. A. Buck, New York City; S. W. Ficklin, Charlottesville, Va.; W. T. Walters, of Baltimore, Md. The last named of these gentlemen is, indeed, one of the oldest, if not the oldest, living importer of Norman horses, in the United States. He commenced importing soon after Mr. Edward Harris did, and has continued the work with few interruptions up to the present time.

All the persons and firms mentioned in the foregoing lists are now actively engaged in the American Norman-horse industry. Many of them are breeders as well as importers. All of them are well known, efficient, and prosperous. The names of hundreds of others who are breeding but not importing, will be found in the registry department of this work.

The great horse of France has ever sustained the very highest reputation in the United States. From the New Jersey importation of 1839 to the present moment, his course in this country has been one of glory. His victories in the show ring, at all our fairs, county, state, and national, have been sweeping and uninterrupted. Proudly, grandly, triumphantly, he has stood against all comers. To him has been fairly and cheerfully awarded the championship of America. In the draught arena he stands with us, to-day, without a rival. On our farms, in our heavy drays and freight wagons, in many of our city omnibuses, his grade progeny are daily winning applause by their agility, their prodigious feats of strength, and their amazing powers of endurance.

The following from a New York letter, which was recently published in the *Chicago Times*, and which bears date of May 11, 1881, gives a very correct idea of the unparalleled esteem in which the Norman horse is held by those of the American people who are well acquainted with him:

“The demand for draft horses here is of course enormous. In all seasons of the year teaming is very hard work in New York. The Belgian and cobblestone pavements wear out the lives of draught horses with frightful rapidity. About the first thing a New York truckman looks at in a horse is his feet. No “tender feet” for him. If a horse doesn’t show that he has good, hard bone and the best of feet, the truckman has no use for him. Such snow-ridden and slushy seasons as we had last winter are peculiarly trying on horses. Medium weights are preferred. Only the brewers and the safe-men, as a rule, use the heaviest horses. Some of the brewers have remarkably heavy and handsome four-horse teams of pure Norman grays. The Normans and Norman strains, I find, are rather preferred to Percheron, Clydesdale, or English draught horses, either pure or crossed. They are a little nearer the ground, which is regarded as an advantage, and are said to have the hardiest bone and feet. There are comparatively few of the pure foreign breeds here. The importations mostly go west, and come back here only in crosses with American breeds. Crosses of Normans or Percherons with the best American strains, such as the Hambletonians, Aberdeens, and Wilkes, are regarded as an improvement for our draft purposes upon the pure foreign or American bloods.”

Speaking of the local horse-production of New York city, the writer of this letter says, “I hear of only one business man who raises his own stock. B. T. Babbit, who employs several hundred horses in his business, raises them on his farm. They are pure Normans, very handsome and heavy.”

The distinction made, in the former of these two clippings, between Normans and Percherons, in the statement of the preference which is given the former, is purely imaginary unless it relates to the indifferent animals that are *bred* in Perche, the breeders of which district, as we have hitherto learned from the highest French authority, “are in the habit of selling their best brood-mares and keeping their most faulty ones,”—a habit which it is well known will soon degrade the best stock in the world. Very nearly all, if not quite all, the so-called Percherons that are brought to this country, are neither more nor less than the PURE NORMANS of Boulogne, Normandy, Poitou, Bretagne, &c., &c., and have *only been raised* in Percheron territory. Any

observer may easily see this by comparing the various importations of any single year. Thus, between what one importer and breeder of French draught horses styles his *Percherons*, and another properly calls his *Normans*, no one can see the slightest difference in color, form, or characteristics. The same will be found to be true upon comparing what some importers denominate their *Boulonnais* horses, with the heavy French draughts of other importers. How could it be otherwise, since they all buy principally in the same localities in France, where one dealer will sell perhaps to half a dozen different American importers!

But, of course, we could not reasonably expect critical accuracy, as touching the use of names, in an American correspondent, whose duty it is simply to gather and report the current news, and who quite naturally uses the popular terms of the locality from which he writes. The great likelihood is that the excellent contributor (the *Chicago Times* rarely employs any but the most excellent contributors) from whom we have just quoted refers to certain inferior French animals called Percherons, which may have been bred in Perche, or which, at least, resemble those that are bred there, particularly in the item of losing their constancy when taken away from their native region; for it is certain that, as a general thing, the NORMANS which come from that district to America under the name Percheron, are identical with those of all other parts of France, and that usually they show as good limbs and as good feet as can anywhere be found.

Nevertheless, there is great significance in what this correspondent, who is evidently well posted in regard to all the movements of the principal horse market of the Atlantic sea-board, says about the preference which is given to the Norman horse. His remarks at this point unmistakably show that the great draught stock, introduced into the eastern part of the Union by Mr. Edward Harris in 1839, has for nearly half a century maintained the supremacy over all competitors, in that important region, under the very name by which the first American importer designated them in his letter to Spooner and Randall. They demonstrate that it is that peculiar equine conformation to which our eastern people during a period of forty-two years applied the distinguishing term NORMAN that stands without

an equal in the metropolis of the nation. They also indicate to our importers and breeders the importance of selecting and adhering to the true Frankish type, as exhibited in the short back, the strong, fleshy shoulders, the short, thick neck, the deep quarters, the broad, sloping rump, the powerful stifles, the strong legs, the solid feet, and the broad, deep chest of the Boulonnais variety which is so largely produced in Pas-de-Calais, Normandy, Somme, and Le Nord. It is, of course, in the great breeding districts,—*not* in the raising districts,—of France, that one can most easily make sure of finding the Norman blood in its purity and its greatest prepotency. For this all-sufficient reason it is plain that any one of the regions just named is much to be preferred to Perche as a quarter from which to import.

In the statement of the *Chicago Times* correspondent, that “importations mostly go west, and return to New York only in crosses with American breeds,” we have an index to the wonderful increase of the Norman-horse production in our Western States and Territories since 1865. From all the indications of the present, that production will, in the coming *five* years, have in those parts of America, a far greater growth,—one that will more than totally eclipse that of the last decade and a half. In addition to the older and more prominent western importers, whom we have already named, there are hundreds who are just starting on a small scale, and who will soon be annually bringing over their ship loads of stallions and mares. Almost all of these, together with their seniors, are good breeders. Meantime, the number of producers who do not import is not only incredulously large, but multiplying with amazing rapidity.

The western farmer finds that he can raise a Norman colt about as easily and about as cheaply as he can raise a short-horn steer, and then readily get from six to eight times as much for the former as he can get for the latter; for, notwithstanding the vast army of propagators, the price keeps up, with no sign of ever going down, because the market, in consequence of the marvelous and endless development of our material resources, is ever in advance of the supply of horses.

Since 1851, the Norman horse has crossed the Alleghanies, the Ohio, the Wabash, the Mississippi, the Missouri, the

Rockies; and everywhere he thrives, grows in favor, and maintains his imperishable individuality. From the Atlantic to the Pacific, in every state, in every territory, he is, in type, in qualities, in disposition, the same peerless animal. His power, his endurance, his unequalled kindness and tractability, have won for him the warmest chamber in the heart of the breeder and the most exalted place in public favor. Stallion-keepers love him because he is easily managed, is a sure foal-getter, and an incomparable improver of common horses. Farmers love him because he is easily reared, cheaply kept, no trouble to break, excellent at the plow, invincible at the wagon, and always marketable at the very best prices. Teamsters and freight-haulers love him because he never balks, always takes a *load* with him when he goes, and, with half a chance, keeps in good condition. Dealers admire him because he is so gentle in handling and is a never-failing source of profit. In a word, he is a universal favorite.

And now in closing we remark that this great horse which has so grandly survived the dark ages; this great horse which by the Norman-French chivalry was ridden to glory on every European battle-field of medieval times; this great horse before whose thundering charge, in the first crusade, the Moslem cavalry was driven like chaff before a hurricane; this great horse on whose back the warriors of Normandy conquered England, controlled France, and long held the whole of Europe in awe; this great horse whose composition is the epitome of the three most puissant races of his genus, and whose proud name has for ages been recognized by all standard English *literati* and by all English-speaking nations and provinces as an historic commemoration of the once all-conquering nationality that perfected his form and bred him for nearly one hundred years on both sides of the British channel; this great horse, whose industrial laurels, won during our era in every part of the world, are as fadeless as the "*destrier*"-laurels he won in a former period, and whose unequalled merits, illustrious achievements, universal fame, are now the heritage of *all the people of FRANCE*,—this most potent, most useful, most honored of all the equine factors of modern civilization, can never in the land of WASHINGTON be reduced to the horse of one of the smallest and, historically, one of the least significant provinces of the cherished land of LA FAYETTE.

He has, for nearly a thousand years, been called a NORMAN by the ranking British authorities of our native tongue. He will forever be called a NORMAN by the ranking American authorities of that tongue.

The product and the glory of a great nation; the property and the servant of the civilized world; the hero of the past, the champion of the present, the horse of the future,—his name must through all time be commensurate with his fame; and his degradation to a provincial origin will never be tolerated by intelligent readers of history.

AUTHOR'S ADDENDA.

In giving the history of "the Norman horse and his name in America," we stated that to J. W. Edwards, of Chicago, belonged the honor of making the first importation into Illinois. We have since ascertained that this is a mistake. In 1865 Dr. A. G. Vanhoorebeke, of Monmouth, Ill., imported Hercules and Lucifer from France to New Boston, Ill. Mr. Edwards did not import till 1868. To Dr. Vanhoorebeke, therefore, belongs the honor of being the pioneer importer of French draught horses to Illinois.

JAMES M. HIATT.

THE REGISTRY.

ERRATA.

Page 166—Agast (No. 8) should be Ajax. The same error occurs also in description of Aladin No. 9.

Page 170—The sire of Bayard No. 46 was Duke of Normandy No. 278 instead of No. 172.

Page 176—Under Bonaparte No. 94, J. G. Beel should be J. G. Bell.

Page 192—Duke Bernay No. 249 was foaled in 1869 instead of 1879.

Page 193—Duke de Mory (No. 254) should be Duke de Morny.

Page 195—In last line of description of Duke of Normandy No. 274, read “to Jacob Erb & Co.” instead of “by Jacob Erb & Co.”

Page 199—Under Eugene No. 313, the name Allen Taylor should be Allen & Taylor.

Page 207—Under Hamilton No. 393, the address of H. Wyvin should be Gallatin, Mo., instead of Gallatori.

Page 217—Under Leon No. 476, the address of Mr. Fuller, the importer, should be Tremont, Ill., instead of Fremont.

Page 221—Under Mahomet No. 511, the name W. C. Prickard should be Pritchard. Same name occurs also, misspelled, under Pride of Normandy No. 663, p. 238.

Page 233—Under Orne No. 619, the name Wm. Hunt should be Wm. Hurt.

Page 250—Under Seventy-six No. 775, the address of W. C. Myers should be Ashland, Ore., instead of Ashville.

Page 255—Under Top Gallant No. 814, the address of Alex. Thom should be Aultsville, Ontario, Can., instead of Annettsville.

Page 259—Under Vigo No. 856, the name J. C. Rawlins should be J. C. Rollins.

NOTE.—Additional errors will be carefully noted as they shall appear from time to time, and, as far as ascertained, will be properly adjusted in future issues of the REGISTER. All interested persons are requested to report to the Pantagraph Printing Establishment, Bloomington, Ill., any errors or inaccuracies which they may discover, to the end that the second edition may be made thoroughly accurate in every particular. Correctness in the orthography of all names is especially desirable, and yet there is no feature of the work of compilation more difficult to control.

NATIONAL REGISTER
OF
NORMAN HORSES.

NORMAN STALLIONS.

ABAELLINO—No. 1.

Gray; foaled 1872. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Halleck & McGee, Church's Corners, Mich. Now owned by Halleck & Benson, Church's Corners, Mich.

ABDALLAH—No. 2.

Gray; foaled 1868. Imported 1872, by Russ, McCourtesy & Slattery, Onarga, Ill. Died Oct. 1873.

ACHILLES—No. 3.

Gray; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill. Sold to John Geyer, Buchanan, Mich. Now owned by Camp Bros., Beach City, Ohio.

ADOLPH—No. 4.

Gray; foaled 1873. Imported Aug. 1877, by Jas. A. Perry, Wilmington, Ill. Sold 1878, to Taylor & Allen, Livermore, Cal. Now owned by John Taylor, Livermore, Cal.

ADVANCE—No. 5.

Gray; foaled 1875. Imported 1880, by Jas. A. Perry, Wilmington, Ill. Sold Jan. 1881, to R. H. Baker, McLean, Ill.

AFRICUS—No. 6.

Black; foaled 1875. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold Feb. 1877, to John P. Nichols, Ursa, Ill.

AGRICOLA—No. 7.

Gray; foaled 1872. Imported Oct. 1874, by Rogy & Trimble, Walnut, Ill.

AGAST—No. 8.

Gray; foaled 1866. Imported 1870, by Delaware Importing Co., Delaware, O. Sold 1872, to Thos. Jones, Plain City, O.

ALADIN—No. 9.

Gray; foaled 1876. Got by Agast (8), out of Bell (890); bred by Thos. Jones, Plain City, O. Sold April 1878, to D. C. Mooney, Delaware, O.

ALBION—No. 10.

Gray; foaled 1869. Imported May 1873, by E. Dillon & Co., Bloomington, Ill. Sold May 1873, to Mudget & Prior, Miles, Ia.; sold again, April 1877, to Ensigne & Gool, Lincoln, Neb.; sold again, spring of 1880, to J. S. Prior, Preston, Ia.

ALCYONE—No. 11.

Bay; foaled 1880. Got by St. Laurent (753), out of French Girl (940). Bred by Reuben Bright, Normal, Ill.

ALEPPO—No. 12.

Gray; foaled 1877. Imported 1877, by M. W. Dunham, Wayne, Ill. Sold to Wm. Blougher, Fort Fred Steel, Wyoming Ter.

ALEXANDER—No. 13.

Black; foaled 1876. Got by Black Houfleur (82), out of Pride of Paris (1013). Bred by Eli Hodgson & Sons, Ottawa, Ill.

ALIANCE—No. 14.

Gray; foaled 1877. Imported June 1880, by Virgin & Brown, Fairbury, Ill. Sold to Thornton & Kerr, Sheldon, Ill.

ALMADA—No. 15.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill.

ALPHA—No. 16.

Black; foaled 1874. Imported in dam, by M. W. Dunham, Wayne, Ill. Sired by Brilliant (a horse in France); dam, Empress. Died Sept. 1874.

ALPHONSO—No. 17.

Gray; foaled 1870. Imported May 1875, by W. H. H. Johnson, Centralia, Ill. Owned by H. T. Johnson, Ashland, Neb.

ALTONA—No. 18.

Gray; foaled 1880. Sired by Nogeant (601); dam, Madam Louverna (985). Bred and owned by E. Dillon & Co., Bloomington, Ill.

AMATEUR—No. 19.

Gray; foaled 1873. Imported Nov. 1875, by E. A. Buck, New York City.

AMELIAN—No. 20.

Gray; foaled 1872. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

AMERICA—No. 21.

Gray; foaled 1875. Imported June 1880, by Virgin & Brown, Fairbury, Ill. Sold to M. Weldon, Hamilton, Mo.

APOLLO—No. 22.

Bay; foaled 1875. Sired by The Colonel (804); dam, Eugenia (928). Bred and owned by S. W. Ficklin, Charlottesville, Va.

APOLLO—No. 23.

Gray; foaled 1869. Imported 1875, by M. W. Dunham, Wayne, Ill. Owned by M. W. Dunham and A. McDonald, Wayne, Ill.

ARCOLA—No. 24.

Gray; foaled 1874. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Owned by J. H. and W. R. Bowman, Waverly, Iowa.

ARDOR—No. 25.

Bay; foaled 1876. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold March 1878, to A. Traey, Brant, N. Y.

ARLINGTON—No. 26.

Gray; foaled 1870. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold July 1877, to Dr. Jones, near Lafayette, Ind.

ASTEROID—No. 27.

Dapple gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by the Langsburg Percheron-Norman Horse Co., Langsburg, Mich.

ASTOR—No. 28.

Iron gray; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by the York Horse-Breeders' Association, Mt. Carroll, Ill.

ATLANTIC—No. 29.

Gray; foaled 1868. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold to Trites & Co., Canton, Ill.

AUGERON—No. 30.

Gray; foaled 1878. Sired by St. Lanrent (753); dam, Gertrude (943). Bred by E. Dillon & Co., Bloomington, Ill. Sold June 1880, to B. Caldwell, Dana, Ill.

AURORA—No. 31.

Gray; foaled 1876. Imported July 1880, by E. Dillon & Co., Bloomington, Ill.

AUTOCRAT—No. 32.

Roan; foaled 1869. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by C. J. Mott and R. S. Benson, Hampton, Iowa. Died Jan. 1877.

AVALANCHE—No. 33.

Gray; foaled 1875. Sired by St. Laurent (753); dam, Gertrude (943). Bred by E. Dillon & Co., Bloomington, Ill. Sold to Thos. Eckles, Eyota, Minn.

AVALIENE—No. 34.

Black; foaled 1877. Imported 1880, by Geo. W. Stubblefield, Bloomington, Ill.

BAALBEC—No. 35.

Black; foaled 1870. Imported 1873, by Hume & Landreth, Brighton, Ill. Owned for a time by estate of N. Hume, Brighton, Ill. Sold Jan. 1877, to L. F. Ross, Avon, Ill.; sold again, April 1880, to L. M. Okey & Son, Cassville, Wis.

BABY.

(See Perfection, No. 646.)

BACCHIUS—No. 36.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill. Died *en route*.

BAKER HORSE—No. 37.

Gray; foaled 1851. Imported 1857, by Darby Plains Importing Co., Milford Centre, O. Sold Dec. 1857, to Dr. Baker, Milford Centre, O.; sold again, 1867, to Jas. Robinson; sold again, 1869, to Jas. Welch; sold again, 1870, to Lee Wentz; all of Marysville, O. He remained the property of Mr. Wentz to date of his death, July 11, 1876.

BAPTIST—No. 38.

Black; foaled 1872. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by Leonard Johnson, East Castle Rock, Minn.

BARDINO—No. 39.

Gray; foaled 1876. Imported in dam July 1875, by M. W. Dunham, Wayne, Ill. Sired by Docile (238); dam, Viola (1042). Died Dec. 1876.

BARNARD—No. 40.

Gray; foaled 1872. Imported 1877, by E. Dillon & Co., Bloomington, Ill. Sold March 1878, to Boyd Skelton, Littleton, Col.

BARON—No. 41.

Gray; foaled 1866. Imported 1871, by E. C. Covell, Delaware, O. Died in winter of 1873.

BARON HAUSSMANN—No. 42.

Black; foaled 1872. Imported Nov. 1875, by E. A. Buck, New York City.

BAY KING—No. 43.

Bay; foaled 1878. Sired by Prince Jerome (686); dam, Nannie (1002). Bred by Calin Cameron, Brickerville, Pa. Sold 1880, to Wm. Nical, Long Island, N. Y.

BAYARD—No. 44.

Bay; foaled 1871. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Sold Aug. 1874, to Charles McCready, Earlville, Ill.

BAYARD—No. 45.

Gray; foaled 1870. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold Sept. 1875, to Harwood Graham, Crescent, Ill.; sold again, to V. Thompson, Moultrie county; sold again, June 1876, to J. Myers.

BAYARD—No. 46.

Gray; foaled 1866. Sired by Duke of Normandy (172); dam, Snowdrop (1033). Bred and owned by J. Howard McHenry, Pikesville, Md. Died June 1866.

BAYARD—No. 47.

Gray; foaled 1874. Imported Aug. 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1879, to Lewis Hodgson, Fairfield, Neb.; sold again, Feb. 1881, to J. B. Stacy, Pulaski, Tenn.

BAYARD I.—No. 48.

Brown; foaled 1870. Imported Dec. 1874, by M. W. Dunham, Wayne, Ill. Sold 1877 to Sylvester Leonard, Cedarsburg, Wis.

BAZAINE—No. 49.

Foaled 1869. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold March 1875, to E. Galloway, Monroe City, Mo.; sold again, Feb. 1877, to J. C. Ware, Kokomo, Ind.; sold again, Sept. 1877, to N. P. Richmond, Kokomo, Ind. Died fall of 1879.

BEAUMONT—No. 50.

Gray; foaled 1871. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by Leonard Johnson, East Castle Rock, Minn.

BEAUR—No. 51.

Gray; foaled 1868. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold March 1875, to Ambrose Trombo, Ottawa, Ill.

BEAUTY—No. 52.

Gray; foaled 1870. Imported Dec. 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to Jacob Stoner, Rolling Prairie, Ind.

BEAUTY—No. 53.

Gray; foaled 1873. Imported 1876, by Virgin & Brown, Fairbury, Ill. Sold to A. Farlow, Minnesota Junction, Wis.

BEAZINE—No. 54.

Gray; foaled ——. Imported 1874, by George Martin & Co., Milford, Ill.

BEDOUI—No. 55.

White; foaled 1865. Imported 1873, by M. W. Dunham, Wayne, Ill. Sold 1877, to P. J. Yoder, Swedesburgh, Ia.; sold again, to J. D. Smith, Trenton, Ia.

BELGIAN—No. 56.

Gray; foaled 1870. Imported 1874, by Levi Hodgson, El Paso, Ill. Sold 1874 to Ed. Hodgson, El Paso, Ill. Sold again, 1878, to Wm. Bruce, Waitsburg, Washington Territory.

BELGRADE—No. 57.

Gray; foaled 1869. Imported Sept. 1875, by R. B. Chisholm, Elgin, Ill. Sold to W. L. Prichard, Sacramento, Cal.

BELLEFONTAINE—No. 58.

Gray; foaled 1870. Imported May 1873, by M. W. Dunham, Wayne, Ill. Sold to Duncan Mackay, Mt. Carroll, Ill.

BELLERUS—No. 59.

Black; foaled 1874. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold Sept. 1877, to John Turnbull, Wasso, Mich.

BELLEVIEW—No. 60.

Gray; foaled 1877. Imported 1877, by M. W. Dunham, Wayne, Ill. Sold to J. F. Delap, Eddyville, N. Y. Owned by C. J. Wheeler and C. Matthews, Cedarville, N. Y.

BENEFACTOR—No. 61.

Gray; foaled 1876. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold to G. L. and C. L. Bush, Washington, Mo.

BENONI—No. 62.

Black; foaled 1873. Imported July 1878, by M. W. Dunham, Wayne, Ill.

BERNADOTTE—No. 63.

Dark bay; foaled 1875. Sired by Malbianche (513); dam Jennie (953). Bred by W. H. Winter, Princeton, Ill. Sold 1876, to C. and L. Berop, Bureau Junction, Ill.

BIENVEN—No. 64.

Gray; foaled 1862. Imported 1866, by S. W. Ficklin, Charlottesville, Va. Sold 1879, to W. H. Winter, Princeton, Ill.

BIGOT—No. 65.

Gray; foaled 1868. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to Brown & Cox, Centralia, Ill. Died Summer of 1875.

BILLY BOY—No. 66.

Bay; foaled 1877. Imported Sept. 1880, by Kessler & Wagoner, Fremont, O.

BISMARCK—No. 67.

(See Victor Hugo.)

BISMARCK—No. 68.

Gray; foaled 1869. Imported May 1874, by J. B. Negley, Norris, Ill. Owned by the Canton Importing Company, Canton, Ill.

BISMARCK—No. 69.

Gray; foaled 1870. Imported 1874, by Johnson & Copple, Centralia, Ill. Owned by Eli Copple, Irvington, Ill.

BISMARCK—No. 70.

Gray; foaled 1863. Imported 1868, by Jeff Clark, Normandy, Mo. Sold 1869 to A. E. Trabian, Ralls county, Mo.; sold again, 1874, to Dr. E. Stetson, Neponset, Ill.; sold again, 1875, to Pike County (Mo.) Horse Association.

BISMARCK—No. 71.

Gray; foaled 1871. Imported 1874, by W. Warden, Minnesota Junction, Wis. Owned by Warden & Bros.

BISMARCK—No. 72.

Roan; foaled 1872. Imported 1874, by Degen Bros., Ottawa, Ill. Sold 1875 to Doles & Shepard, Summit, Ill.; sold again, Feb. 1876, to W. T. Mess, Lockport, Ill.

BISMARCK—No. 73.

Gray; foaled 1871. Imported June 1875, by D. McCarthy, Ames, Iowa. Sold 1876, to R. B. Armstrong, Polk City, Ia.

BISMARCK—No. 74.

Gray; foaled 1871. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold March 1875, to Doles & Shepard, Chicago, Ill.

BISMARCK—No. 76.

Gray; foaled 1864. Imported Aug. 1868, by Galion Importing Co., Galion, O. Sold to Stewart & Duck, Galion, O.; sold again, July 1875, to Tucker Bros. & Co., Sevastopol, Ind.

BLACK CHIEF—No. 77.

Black; foaled 1872. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Owned by Geo. E. Case, St. Peter, Minn.

BLACK DIAMOND—No. 78.

Black; foaled 1875. Imported 1880, by James A. Perry, Wilmington, Ill. Sold to S. Chamberlin, Geneseo, Ill.

BLACK DUKE—No. 79.

(Le Duc Noir.)

Black; foaled 1868. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold October 1875, to Lockwood & White, Loggootee, Ind.

BLACK EMPEROR—No. 80.

Black; foaled 1869. Imported 1874, by Wm. Warden, Minnesota Junction, Wis. Owned by Wm. Warden & Bros.

BLACK HAVRE—No. 81.

Black; foaled 1871. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to H. Hawson, Hudson, Mich.

BLACK HONFLEUR—No. 82.

Black; foaled 1869. Imported by E. Hodgson & Son, Ottawa, Illinois.

BLACK KING—No. 83.

Black; foaled 1873. Imported 1876, by Virgin & Brown, Fairbury, Ill. Sold 1878, to Croy & Cox, Fairfield, Ia.

BLACK LEOPARD—No. 84.

Black; foaled 1865. Imported 1868, by Brown, Bigelow & Co., Columbus, O.

BLACK PRINCE—No. 85.

Black; foaled 1868. Imported 1874, by R. B. Chisholm, Elgin, Illinois.

BLACK PRINCE—No. 86.

Black; foaled 1869. Imported 1875, by A. W. Cook, Charles City, Ia. Sold 1876, to G. R. Peet, Clarksville, Iowa.

BLACK PRINCE—No. 87.

Black; foaled 1873. Imported 1875, by B. H. Campbell, Batavia, Ill.

BLACK ROBERT—No. 88.

Black; foaled 1863. Imported 1867, by Brown, Bigelow & Co., Columbus, O.

BLUCHER—No. 89.

Gray; foaled 1869. Imported 1873, by Carter & Cain, Earlville, Ill. Sold to Wabash Stock Co., Wabash, Ind.

BOABDIL—No. 90.

Gray; foaled 1876. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Sold 1880, to J. H. and W. R. Bowman, Waverly, Ia.

BOB—No. 91.

Roan; foaled 1869. Imported 1874, by Delaware (O.) Importing Co. Owned by Perry, Schaub & Kyle, Delhi, O.

BOB HAVRE—No. 92.

Gray; foaled 1871. Imported 1874, by E. Hodgson & Son, Ottawa, Ill.

BONNIE DOON—No. 93.

Gray; foaled 1869. Imported 1873, by Earl Importing Co., Earlville, Ill. Sold 1878, to Scanland & Houston, Terrel, Texas.

BONAPARTE—No. 94.

Gray; foaled 1836. Imported 1839, by Edward Harris, Moorestown, N. J. Sold 1850, to J. G. Beel, New York.

BONAPARTE—No. 95.

Gray; foaled 1865. Imported 1868, by Marion Importing Co., Marion, O. Owned by Edward Evarts, Alum Creek, O.

BONAPARTE—No. 96.

Gray; foaled 1871. Imported Aug. 1876, by D. McCarthy, Ames, Ia.

BONANZA—No. 97.

Bay; foaled 1876. Imported 1880, by A. W. Cook, Charles City, Ia.

BON MARCHE—No. 98.

Gray; foaled 1877. Imported 1880, by G. W. Stubblefield & Co., Bloomington, Ill.

BOSS—No. 99.

Gray; foaled 1876. Sired by Henry Abrahams (400); dam, Estella (927). Bred by G. W. Stubblefield & Co., Bloomington, Ill.

BOULOGNE—No. 100.

Gray; foaled 1870. Imported July 1875, by Benson & Taylor, Monticello, Ill. Died 1878.

BOULOGNE—No. 101.

Gray; foaled 1864. Imported 1870, by Westfall Moore, Macomb, Ill. Died 1873.

BOULONNA—No. 102.

Gray; foaled 1874. Imported 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1879, to Philip Weber and Henry Nier, Mendota, Ill.

BOXER—No. 103.

Gray; foaled 1871. Imported Oct. 1875, by Jonas Sill, Bloomington, Ill.

BRAGANZA—No. 104.

Black; foaled 1870. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by J. C. Rollins, Burr Oak, Ia.

BRAVO—No. 105.

Black; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Joseph McCoy, Walla Walla, Washington Territory.

BRIGAND—No. 106.

Black; foaled 1872. Imported July 1877, by M. W. Dunham, Wayne, Ill. Owned by Joseph McCoy, Walla Walla, Washington Territory.

BRILLIANT—No. 107.

Gray; foaled 1869. Imported Dec. 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

BRILLIANT—No. 108.

Gray; foaled 1869. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to J. C. Shear and Others, Thawville, Ill. Sold again to John Wildman, Selma, O.

BRUNO—No. 109.

Gray; foaled 1871. Imported April 1875, by M. W. Dunham, Wayne, Ill. Owned by J. W. Snyder, Brooklyn, Ia.

BRUTUS—No. 110.

Bay; foaled 1869. Imported 1874, by Vanhoorbeek & Vaughn, Mommouth and Oneida, Ill. Owned by Jonas Montz, Costa, Iowa.

BULLAND--No. 111.

Gray; foaled 1870. Imported 1873, by Locke & Cook, Remington, Ind. Died 1876.

BULLY BOY--No. 112.

Dapple Chestnut; foaled 1875. Imported 1880, by A. W. Cook, Charles City, Ia.

BOURBON--No. 113.

Bay; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

BUREAU--No. 114.

Gray; foaled 1868. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold 1875 to Ambrose Trumbo, Ottawa, Ill.

BUT CUT--No. 115.

Gray; foaled 1869. Imported 1880, by James A. Perry, Wilmington, Ill.

BYCRIPES--No. 116.

Gray; foaled 1873. Imported Nov. 1875, by E. A. Buck, New York City.

CABATJE--No. 117.

Gray; foaled 1872. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to Phelps & Burdick, Winnebago, Ill.

CAEN--No. 118.

Gray; foaled 1865. Imported 1875, by Wm. Singmaster, Keota, Iowa.

CAHEN--No. 119.

Gray; foaled 1870. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1877, to Woods & Curry, Schuyler, Neb.

CALAIS--No. 120.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to S. S. Pierce, Knoxville, Ia.; sold again, 1877, to Taber & Merritt, Wells, Nev.; sold again, 1878, to D. Glenn, Sacramento, Cal.

CALIPH—No. 121.

Gray; foaled 1871. Imported 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Carrington, Martin & Phillips, Tecumseh, Neb.; sold again, 1877, to Pawnee Stock Association, Pawnee City, Neb.

CALVADOS—No. 122.

Gray; foaled 1867. Imported August 1872, by N. Hume, Brighton, Ill. Sold 1877, to C. H. Wilcox, Council Grove, Kan. Died April 1878.

CALVADOS—No. 123.

Gray; foaled 1874. Imported 1877, by E. Dillon & Co., Bloomington, Ill. Sold 1878, to Thos. Bowles & Co., Janesville, Wis.; sold again, 1881, to — Moots, Towanda, Ill.

CAMEO—124.

Gray; foaled 1879. Sired by Nogeant (601); dam, Notre Dame (1007). Bred by E. Dillon & Co., Bloomington, Ill. Died Dec. 1879.

CAPITAL—No. 125.

Gray; foaled 1876. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to Stutzman & Sons, Danvers, Ill.

CAPSHEAF—No. 126.

Gray; foaled 1868. Imported May 1874, by N. C. Buswell, Princeton, Ill. Sold to Jacob B. Strickland, Mt. Carroll, Ill.

CAPTAIN—No. 127.

Gray; foaled 1868. Imported 1872, by Russ, McCourtey & Slattery, Onarga, Ill. Sold 1874, to Stanley & Silver, Urbana, Ill.

CAPULET—No. 128.

Gray; foaled 1877. Imported October 1880, by Fullington & Co., Union county, O. Sold Nov. 1880, to L. A. Foulk, Urbana, O.

CARDINAL—No. 129.

Gray; foaled 1870. Imported 1876, by M. W. Dunham, Wayne, Ill. Sold March 1877, to H. S. Ravens, Walnut Creek, Cal.

CARDINAL MAZARIN—No. 130.

Brown; foaled 1873. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

CARNOT—No. 131.

Black; foaled 1876. Imported in dam, July 1875, by M. W. Dunham, Wayne, Ill. Sired by Waterloo (in France); dam, Adelaide.

CARTOUCHE—No. 132.

Gray; foaled 1871. Imported Sept. 1876, by A. W. Cook, Charles City, Ia.

CASH DOWN—No. 133.

Black; foaled 1873. Imported 1877, by Jas. A. Perry, Wilmington, Ill. Owned by J. J. Hick & Co., Grand Island, Cal.

CAVALIER—No. 134.

Gray; foaled 1870. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by A. Barrett and others, Chester, Ia.

CAYENNE—No. 135.

Gray; foaled 1868. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1874 to Wm. Hurt, Arrowsmith, Ill. Died 1879.

CÆSAR—No. 136.

Gray; foaled 1874. Imported 1879, by M. W. Dunham, Wayne, Ill. Sold to F. & A. B. Snyder & Co., German Mills, Ont.

CENTENNIAL—No. 137.

Bay; foaled 1872. Imported May 1876, by M. W. Dunham, Wayne, Ill. Owned by E. Whitmore, Jr., West Paris, Me.

CHALDEAN—No. 138.

Black; foaled 1877. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Geo. Babcock, Appleton, Wis.

CHAMELEON—No. 139.

Gray; foaled 1879. Sired by St. Laurent (753); dam, Magnolia (987). Bred and owned by E. Dillon & Co., Bloomington, Ill.

CHAMPAIGN—No. 140.

Gray; foaled 1872. Imported 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Dexter Barrows, Harvard, Ill.

CHAMPEAU—No. 150.

Gray; foaled 1876. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to D. R. & Joseph Sharp, Millersburg, O.

CHAMPION—No. 151.

Gray; foaled 1869. Imported May 1873, by M. W. Dunham, Wayne, Ill. Owned at one time by Sumner Gates, Gilman, Ia. Sold 1875 to P. H. Irwin, Newton, Ia.

CHAMPION—No. 152.

Black; foaled 1872. Imported 1880, by Jas. A. Perry, Wilmington, Ill.

CHAMPION—No. 153.

Gray; foaled 1869. Imported Sept. 1875, by R. B. Chisholm, Elgin, Ill. Owned by W. S. Pritchard, Sacramento, Cal.

CHAMPION—No. 154.

Gray; foaled 1868. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to James Williamson, Russelville, O.

CHARLEMAGNE—No. 155.

Gray; foaled 1871. Imported May 1876, by M. W. Dunham, Wayne, Ill. Sold first to J. E. Stark, Coral, Mich; sold again, 1878, to Lloyd Coe, Veroqua, Wis.

CHARLEMAGNE—No. 156.

Gray; foaled 1873. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

CHARLES MARTEL—No. 157.

Gray; foaled 1878. Sired by Treasure (818); dam, Rosa Bonheur (1026). Bred and owned by Dickinson Bros., Ridgeway, Pa.

CHARLEY.

(See Prince Imperial.)

CHARTRES—No. 158.

Imported 1853, by Chas. Carroll, Baltimore, Md.

CHARTRES—No. 159.

Gray; foaled 1868. Imported 1870, by Onarga Importing Co., Onarga, Ill. Sold to Edwin Hodgson, El Paso, Ill.

CHARLES—No. 160.

Black; foaled 1879. Imported 1880, by G. W. Stubblefield & Co., Bloomington, Ill.

CHENALIER—No. 161.

Gray; foaled 1875. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Died Nov. 1880.

CHERBOURG—No. 162.

Black; foaled 1870. Imported Sept. 1876, by A. W. Cook, Charles City, Ia. Sold to D. C. Renever, Austin, Minn.

CHERI—No. 163.

Gray; foaled 1875. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to Talmage & Newson, Mt. Gilead, O.

CHOFOUR—No. 164.

Gray; foaled 1872. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to D. Boughman, Pulaski, Ia.

CHRIS. HELFER—No. 165.

Gray; foaled 1875. Sired by St. Laurent (753); dam, Magnolia (987). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1877, to John Turner, Harlansburg, Pa.

CHROMO—No. 166.

Gray; foaled 1872. Imported June 1876, by Singmaster Bros., Keota, Ia. Sold to Mathias Trenelder, Harlan, Ia.

CICERO—No. 167.

Black; foaled 1871. Imported Nov. 1875, by E. A. Buck, New York City.

CITY OF PARIS—No. 168.

Gray; foaled 1869. Imported May 1874, by G. W. Stubblefield & Co., Bloomington, Ill. Died April 1877.

CLAREMONT—No. 169.

Gray; foaled 1872. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold March 1877, to Brocket & Shaft, Cotton Wood Falls, Kan.

CLIMAX—No. 170.

Gray; foaled 1878. Sired by Success (790); dam, Rosa Belle (1024). Bred by M. W. Dunham, Wayne, Ill. Sold to J. W. Johnson, Houston, Texas.

COCO—No. 171.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Aaron Brown, Owasco Lake, New York.

COCO—No. 172.

Gray; foaled 1871. Imported Aug. 1875, by Jonas Sill, Bloomington, Ill.

COUR DE LEON—No. 173.

Gray; foaled 1872. Imported 1875, by A. W. Cook, Charles City, Ia. Owned by Thos. H. Canfield, Lake Park, Minn.

COGNAC—No. 174.

Gray; foaled 1870. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Skellman, Wooden & Burnham, Petaluma, Cal. Died June 6, 1878.

COGNAC—No. 175.

Gray; foaled 1871. Imported April 1875, by G. W. Stubblefield & Co., Bloomington, Ill. Sold March —, to Lee & Clough, Paw Paw, Ill.

COLOSSUS—No. 176.

Gray; foaled 1869. Imported June 1873, by M. W. Dunham, Wayne, Ill. Sold June 1873, to Dan Dunham, Wayne, Ill.; sold again, March 1876, to Blue Earth Stock Breeders' Association, Minn.

COLOTON—No. 177.

Gray; foaled 1872. Imported April 1876, by Columbus Importing Association, Columbus, Wis. Sold to Royce Butterfield and L. Birdsday.

COMET—No. 178.

Gray; foaled 1865. Imported 1865, by E. C. Covell, Delaware, O. Sold 1873, to Baker, Ferguson & Co., Milton, Ind.

COMET—No. 179.

Black; foaled 1870. Imported 1874, by Russ & Slattery, Onarga, Ill.

COMET—No. 180.

Gray; foaled 1874. Sired by St. Laurent (753); dam, Joan of Arc (957). Bred by E. Dillon & Co., Bloomington, Ill. Sold March 1875, to ——— Thomas, Ashton, Ill.

COMET—No. 181.

Gray; foaled 1862. Imported August 1868, by Galion Importing Co., Galion, O. Sold 1870, to J. M. White, Cardington, Ohio.

COMET—No. 182.

Brown; foaled 1877. Imported Sept. 1880, by Kessler & Waggoner, Fremont, O.

COMMUNE—No. 183.

Gray; foaled 1869. Imported 1872, by John Virgin, Fairbury, Ill. Owned by W. H. H. Smith, New London, Ia. Died 1875, in California.

CONIAC—No. 184.

Gray; foaled 1877. Imported Sept. 1880, by W. H. Houk, Stillwater, O. Sold to T. J. Williams & Co., Richmond, O.

CONSTANTINE—No. 185.

Gray; foaled 1872. Sired by Bienven (64); dam, Constance (905). Bred and owned by S. W. Ficklin, Charlottesville, Va.

CONQUEROR—No. 186.

Gray; foaled 1860. Imported 1864, by Massachusetts Agricultural Society. Sold 1868, to Joseph Burnett, Southborough, Mass.

CONQUEROR—No. 187.

Gray; foaled 1862. Imported 1867, by Wallace Watkins & Co., Marion, O. Sold 1868, to W. H. Case, Delaware, O.; sold again, to Gill & Wood.

CONQUEROR—No. 188.

Gray; foaled 1867. Imported 1873, by M. W. Dunham, Wayne, Ill. Sold 1873, to J. R. Watson, Princeton, Ill.; sold again, 1876, to J. O. Johnson, Brownson, Mich.

CONQUEROR—No. 189.

Gray; foaled 1876. Sired by Favorite (328); dam, Susan Jane (1035). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1877, to S. Turney, Adrian, Ill.

CONTINENT—No. 190.

Gray; foaled 1875. Imported 1880, by A. W. Cook, Charles City, Ia.

CORPORAL—No. 191.

Gray; foaled 1872. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by Edwards Bros., Chicago, Ill.

CORREZE—No. 192.

Gray; foaled 1874. Imported 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1880, to J. F. Smith, Granville, Ia.

CORSAIR—No. 193.

Gray; foaled 1867. Imported Sept. 1872, by M. W. Dunham, Wayne, Ill. Sold 1872, to Hayner & Bowles, Janesville, Wis.; sold again, 1874, to A. W. Cook, Charles City, Ia.; sold again, 1875, to Headrick & Henks, Bismarck, Ia.

COTE D'OR—No. 194.

Black; foaled 1871. Imported 1876, by A. W. Cook, Charles City, Ia. Sold to L. B. Smith, New Berlin, Ill.

COTES-DU-NORD—No. 195.

Gray; foaled 1872. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to Jacob Boller & Son, Amish, Iowa.

COUNT—No. 196.

Gray; foaled 1873. Imported 1878, by M. W. Dunham, Wayne, Ill. Sold to J. H. & W. R. Bowman, Waverly, Ia.

COUNT DE GASPARIN—No. 197.

White; foaled 1864. Imported 1872, by M. D. Covell, Delaware, O. Owned by J. D. Armstrong, Orrville, O.

COUNT DE PARIS—No. 198.

Gray; foaled 1871. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to Thos. Bowles, Janesville, Wis.; sold again, 1878, to E. W. Babcock, Grand Rapids, Ia.

COUNT DE PARIS—No. 199.

Gray; foaled 1872. Imported April 1875, by M. W. Dunham, Wayne, Ill. Owned by Ward & Murry, of Lanesboro and Saratoga, Minn.

COUNT DE PERCHE—No. 200.

Gray; foaled 1868. Imported 1874, by A. W. Cook, Charles City, Ia. Sold 1875, to Jacob Erb, Ames, Ia.; sold again, 1876, to John Hall, El Dorado, Ia.

COUNT LEVOUX—No. 201.

Gray; foaled 1875. Imported 1880, by A. W. Cook, Charles City, Ia.

COUNT ROGER—No. 202.

Gray; foaled 1874. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

COURIER—No. 203.

Gray; foaled 1869. Imported 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

CRESIOSA—No. 204.

Gray; foaled 1880. Sired by St. Laurent (753); dam, Magnolia (987). Bred by E. Dillon & Co., Bloomington, Ill.

CROWN PRINCE—No. 205.

Gray; foaled 1872. Imported 1877, by James A. Perry, Wilmington, Ill., under name of Just in Time. Sold to Wm. Hill & Co., Petaluma, Cal.

CRUISER—No. 206.

Gray; foaled 1864. Imported 1870, by Fullington & Thompson, Irwin, O. Sold 1870, to Peter Bland, Milford Centre, O.; sold again, 1871, to A. H. Thompson, Milford Centre, O. Died 1874.

CRUSADER—No. 207.

Gray; foaled 1874. Imported 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1880, to St. Clair Guthrie, Irving, Kan.

CULLOM—No. 208.

Gray; foaled 1871. Imported June 1875, by Jacob Erb, Ames, Iowa.

CUNARD—No. 209.

Gray; foaled 1871. Imported 1875, by James A. Perry, Wilmington, Ill. Sold 1877, to J. J. Hick & Co., Grand Island, Cal.

CUPIDON—No. 210.

Black; foaled 1865. Imported Nov. 1869, by Hume & Short, Brighton, Ill. Hume sold, 1871, one-half interest to N. Craig, Brighton, Ill.; sold again, 1876, to Col. Phillips, Hillsboro, Ill.

DAKOTA—No. 211.

Gray; foaled 1877. Sired by Success (790); dam, Heloise (948). Bred and owned by Daniel Dunham, Wayne, Ill.

DANTON—No. 212.

Gray; foaled ——. Imported 1874, by Geo. Martin & Co., Milford, Ill.

DAN WHITE—No. 213.

White; foaled 1868. Imported 1874, by Wm. Warden, Minnesota Junction, Wis. Owned by Wm. Warden & Bros., Minnesota Junction, Wis.

DARLING—No. 214.

Gray; foaled 1878. Imported July 1878, by M. W. Dunham, Wayne, Ill.

DAUNTLESS—No. 215.

Gray; foaled 1875. Imported July 1878, by M. W. Dunham, Wayne, Ill. Owned by J. and W. Pringle, Ayr, Ontario, Canada.

DAUNTLESS—No. 216.

Gray; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

DE COURCEY—No. 217.

Gray; foaled 1868. Sired by The Colonel (804); dam, Charlotte (902). Bred and owned by J. W. Reynolds, Frankfort, Ky.

DE HONFLEUR—No. 218.

Gray; foaled 1871. Imported Sept. 1874, by Levi Hodgson, El Paso, Ill.

DECIDE—No. 219.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Owned by D. Dunham, Wayne, Ill.

DECIDED—No. 220.

Gray; foaled 1871. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold to Babcock & Brown, Onarga, Ill.

DE LA PORTE—No. 221.

Gray; foaled 1875. Imported July 1880, by E. Dillon & Co., Bloomington, Ill.

DE LA SALLE—No. 222.

Gray; foaled 1870. Imported May 1874, by N. C. Buswell, Princeton, Ill. Owned by Thos. Dimond, LaSalle, Ill.

DEFIANCE—No. 223.

Gray; foaled 1869. Imported June 1873, by E. O. Hills, Bloomingdale, Ill. Owned by Josiah Stevens, Bloomingdale, Ill.

DENMARK—No. 224.

Gray; foaled 1866. Imported 1870, by James A. Perry, Wilmington, Ill. Died Aug. 1872.

DENMARK—No. 225.

Gray; foaled 1870. Imported May 1874, by G. W. Stubblefield & Co., Bloomington, Ill.

DENMARK—No. 226.

Gray; foaled 1869. Imported 1873, by J. D. McVicker, Henry, Illinois.

DENMARK—No. 227.

Gray; foaled 1871. Imported 1875, by James A. Perry, Wilmington, Ill. Sold to E. R. Coachman, Tallula, Ill.; sold again, to J. J. Hicok & Co., Grand Island, Cal.

DE SOTA—No. 228.

Gray; foaled 1876. Sired by Rome (731); dam, Magnolia (987).
Bred by E. Dillon & Co., Bloomington, Ill. Sold 1878, to
W. F. Garvy, Illiopolis, Ill.

DIAMOND—No. 229.

Black; foaled 1877. Imported July 1880, by E. Dillon & Co.,
Bloomington, Ill. Sold 1881, to Clayton & Becknell, Mil-
ford, Ind.

DICK TURPIN—No. 230.

Gray; foaled 1870. Imported July 1875, by B. H. Campbell,
Batavia, Ill. Owned by G. P. Babcock, Lanesboro, Minn.

DICTATOR—No. 231.

Roan; foaled 1863. Imported Sept. 1868, by Brown, Bigelow
& Co., Columbus, O.

DIEPPE—No. 232.

Gray; foaled 1868. Imported June 1873, by E. Dillon & Co.,
Bloomington, Ill. Sold 1875, to Downs & Sanders, Talley-
rand, Ia.; sold again, 1877, to — Downs, Talleyrand, Ia.

DIGNITY—No. 233.

Gray; foaled 1875. Imported 1880, by Virgin & Brown, Fair-
bury, Ill. Sold to J. H. Ewalt, Hamilton, Mo.

DILIGENCE—No. 234.

Gray; foaled 183—. Imported 1839, by Edward Harris, Moores-
town, N. J. Made a number of seasons at Moorestown, N. J.
Sold about 1850, to John G. Bell, New York. Died 1856.
For particulars of this importation, see p. 155.

DILIGENCE—No. 235.

Gray; foaled ——. Imported 1868, by Brown, Bigelow & Co.,
Columbus, O.

DILIGENCE—No. 235½.

Gray; foaled 1870. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Sold 1873 to Downs & Sanders, Talleyrand, Ia.; sold again, 1876, to L. A. Berry, Sigourney, Ia.; sold again, 1878, to Wm. Boothrood, Hastings, Minn.

DILIGENCE—No. 236.

Chestnut; foaled 1852. Sired by Diligence (234); dam, Joan (955). Bred by Edward Harris, Moorestown, N. J.

DILIGENCE 3d—No. 237.

Bay; foaled ——. Sired by Harmar's Norman; dam, Joan (955). Bred by Edward Harris, Moorestown, N. J.

DOCILE—No. 238.

Black; foaled 1870. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by Sands & Decker, Boone county, Ill. Died 1879.

DOCTOR—No. 239.

Gray; foaled 1867. Imported 1872, by Russ, McCourtey & Slattery, Onarga, Ill. Owned by Stanley & Silver, Urbana, Illinois.

DON—No. 240.

Black; foaled 1871. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Charles Miller, Burr Oak, Ia.

DON JUAN—No. 241.

Gray; foaled 1868. Imported 1873, by E. O. Hills, Bloomington, Ill. Sold to ————, Clarinda, Ia.

DON PERIE—No. 242.

Gray; foaled 1871. Imported July 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1879, to Daniel Bowser, Nokomis, Ill.

DOUGLASS—No. 243.

Black; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Owned by Fielden Let, Slate, Ind.

DUCROW—No. 244.

Black; foaled 1870. Imported Sept. 1874, by Simon Jacobus, Boynton, Ill. Died 1874.

DUKE—No. 245.

Gray; foaled 1867. Imported 1874, by Delaware Importing Co., Delaware, O. Owned by Perry, Schaub & Kyle, Delhi, O.

DUKE—No. 246.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to J. H. Anderson, Hamilton, Mo.

DUKE—No. 247.

Gray; foaled 1870. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold to L. F. Clarke, Onarga, Ill.; sold again, to E. B. Owen, Amo, Ind.

DUKE—No. 248.

Gray; foaled 1873. Imported Nov. 1875, by E. A. Buck, New York City.

DUKE BERNAY—No. 249.

Gray; foaled 1879. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to D. Smick, Knoxville, Ia. Died 1877.

DUKE DE BRIONNE—No. 250.

Gray; foaled 1872. Imported April 1875, by B. H. Campbell, Batavia, Ill. Owned by G. B. Leasure, DeWitt, Ill.

DUKE DE CHARTRES—No. 251.

Gray; foaled 1866. Imported 1870, by James A. Perry, Wilmington, Ill. Sold to H. Mecham & Co., Petaluma, Cal.

DUKE DE CHARTRES—No. 252.

Gray; foaled 1870. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to S. A. Foulk, Urbana, O.

DUKE DE MAGENTA—No. 253.

Gray; foaled 1873. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

DUKE DE MORY—No. 254.

Gray; foaled 1869. Imported 1874, by Ezra Stetson, Neponset, Ill.

DUKE DE NORMANDY—No. 255.

Gray; foaled 1869. Imported Sept. 1872, by Daniel Shaide, Seneca, Ill.

DUKE D'ORLEANS—No. 256.

Gray; foaled 1871. Imported 1873, by Onarga Importing Co., Onarga, Ill. Sold 1875, to Lindsay & Rambo, Knoxville, Ill.

DUKE D'ORNE—No. 257.

Gray; foaled 1868. Imported Sept. 1873, by Berlin Stock Association, Berlin, Ill.

DUKE DE ROUEN—No. 258.

Gray; foaled 1870. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by A. W. Cook, Charles City, Ia.

DUKE DE VENDOME—No. 259.

Gray; foaled 1876. Sired by Richard Cour de Leon (704); dam; Empress Eugenie (924). Bred and owned by Ezra Stetson, Neponset, Ill.

DUKE OF ARGYLE—No. 260.

Gray; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

DUKE OF BERNAY—No. 261.

Gray; foaled 1869. Imported May 1873, by M. W. Dunham, Wayne, Ill. Sold 1873, to Simon Ruble, Beloit, Wis.; sold again, 1875, to Maist & Pence, Frankfort, Ind.

DUKE OF BERNAY—No. 262.

Gray; foaled 1870. Imported Aug. 1875, by Virgin & Brown, Fairbury, Ill. Owned by L. Wheeler, Pella, Ia.

DUKE OF BONVILLE—No. 263.

Gray; foaled 1869. Imported 1874, by Wm. Warden, Minnesota Junction, Wis. Owned by Wm. Warden & Bros.

DUKE OF BOULOGNE—No. 264.

Bay; foaled 1869. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill. Owned by E. J. Green, Valparaiso, Ind.

DUKE OF CHARTRES—No. 265.

Gray; foaled 1867. Imported May 1874, by Rogy & Trimble, Walnut, Ill.

DUKE OF CHARTRES—No. 266.

Gray; foaled 1869. Imported 1874, by Fullington, Phellis & Co., Irwin Station, O. Owned by Geo. Caldwell, Irwin, O.

DUKE OF CHARTRES—No. 267.

White; foaled 1870. Imported 1872, by M. D. Covell, Delaware, O. Sold one-half interest, 1874, to Hayman, Miller & McConkey, Clarence, Ia.

DUKE OF CONDA—No. 268.

Gray; foaled 1876. Imported 1880, by Wm. H. Houk, Stillwater, O. Sold to James Miller & Co., Kenton, O.

DUKE OF FRANCE—No. 269.

Bay; foaled 1862. Imported 1867, by Brown & Bigelow, Columbus, O.

DUKE OF GRAUP—No. 270.

Gray; foaled 1869. Imported 1874, by Fullington, Phellis & Co., Irwin, O. Owned by Phellis, Guy & Co., Rosedale, O.

DUKE OF LA SALLE—No. 271.

Gray; foaled 1880. Sired by Bob Havre (92); dam, Pride of Paris (1013). Bred and owned by Eli Hodgson & Son, Ottawa, Ill.

DUKE OF LAWRENCE—No. 272.

Gray; foaled 1875. Imported 1880, by James A. Perry, Wilmington, Ill.

DUKE OF MAYENCE—No. 273.

Gray; foaled 1868. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill.

DUKE OF NORMANDY—No. 274.

Gray; foaled 1863. Imported 1868, by Fullington, Phellis & Co., Irwin, O. Sold 1868, to Peter Bland, Milford Centre, O.; sold again, 1869, to A. W. Cook, Charles City, Ia.; sold again, 1874, by Jacob Erb & Co., Ames, Ia. Died Aug. 1874.

DUKE OF NORMANDY—No. 275.

Gray; foaled 1876. Imported June 1880, by Joseph Potts, Limaville, O.

DUKE OF NORMANDY—No. 276.

Gray; foaled 1865. Imported March 1869, by Frank W. Dunham, Cincinnati, O. Died July 1876.

DUKE OF NORMANDY—No. 277.

Gray; foaled 1867. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to Clay County Norman Horse Co., Flora, Ill.

DUKE OF NORMANDY—No. 278.

Gray; foaled 1849. Imported 1851, by Capt. Holman, Chester Springs, Pa. Sold 1875, to Mr. Bird, of New Jersey.

DUKE OF NORMANDY—No. 279.

Bay; foaled 1865. Imported 1869, by E. W. Shippen, Meadville, Pa. Died July 1870.

DUKE OF NORMANDY 2d—No. 280.

Gray; foaled 1871. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to C. H. and D. E. Adams, Woodstock, Canada.

DUKE OF ORLEANS—No. 281.

Gray; foaled 1871. Imported May 1874, by M. Pickering, Canton, Ill.

DUKE OF PERCHE—No. 282.

Gray; foaled 1868. Imported June 1873, by M. W. Dunham, Wayne, Ill. Sold 1873, to J. B. Nichols, Cambridge, Ill.; sold again, 1876, to A. F. McKee, Watervliet, Mich.; owned, 1880, by E. Woodman, Paw Paw, Mich.

DUKE OF WENTWORTH—No. 283.

Gray; foaled 1872. Imported 1875. Sold to L. Sprague, of Clark Co., O.; sold again, to J. L. Kirby, Urbana, O.; sold again, 1881, to L. A. Foulk, Urbana, O.

DUKE OF ROUEN—No. 284.

Gray; foaled 1873. Imported Aug. 1876, by W. T. Corran, Elgin, Ill. Sold March 1877, to M. W. Dunham, Wayne, Ill.; sold again, to Wm. H. Loring, Greensboro, Ind.

DUNRED—No. 285.

Gray; foaled 1869. Imported June 1874, by Virgin & Brown, Fairbury, Ill. Sold to J. C. McCabe, Kentland, Ind. Owned by Mr. Garity, Forest, Ill.

DUPONT—No. 286.

Gray; foaled 1869. Imported May 1873, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to Evans & McLelland, Odin, Ill. Died 1876.

DUROC—No. 287.

Chestnut; foaled 1877. Sired by Malbranche (513); dam, Joan (956). Bred and owned by W. H. Winter, Princeton, Ill.

DURAND—No. 289.

Black; foaled ——. Imported Nov. 1873, by A. G. Vanhoorbeck, Monmouth, Ill. Owned by T. Noonan, Mercer Co., Ill.

DUROUND—No. 290.

Gray; foaled 1870. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to Mr. Hawkins, Ypsilanti, Mich. Sold again, 1880, to Geo. W. Jacobs, Hayt's Corners, N. Y.

EARL—No. 291.

Gray; foaled 1869. Imported Nov. 1873, by Carter & Cain, Earlville, Ill. Owned by Seoling & Huston, Terrell, Tex.

EARL—No. 292.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Died June 1875.

EBONY—No. 293.

Black; foaled 1873. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Osborn & Morrison, Walla Walla, Washington Territory.

ECHO—No. 294.

Gray; foaled 1874. Imported 1880, by Kessler & Waggoner, Fremont, O.

ELBEUF—No. 295

Gray; foaled 1868. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to Thompson Hocker, Rainsville, Ind. Taken spring of 1878, to Manhattan, Kan. Owned by Russ, McCourtney & Slattery, Onarga, Ill. Died 1879.

EL DORADO—No. 296.

Black; foaled 1872. Imported July 1878, by M. W. Dunham, Wayne, Ill. Owned by N. M. Skinner, Maple Rapids, Mich.

EMIL—No. 297.

Gray; foaled 1870. Imported 1875, by Degen Bros., Ottawa, Ill. Died March 1876.

EMPEROR—No. 298.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold to Jacob Lorance, Taylorville, Ill.; sold again, March 1877, to Isaac Vickerman Amherst, Minn.

EMPEROR—No. 299.

Gray; foaled 1872. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold 1877, to Leonard G. Parker, Mason City, Ia.

EMPEROR—No. 300.

Gray; foaled 1869. Imported July 1872, by Babcock & Brown, Onarga, Ill. Sold 1873, to Follett & Martin, Deer Park, Ill.; sold again, 1878, to P. R. Martin, Utica, Ill. Owned by Jas. L. Owen, Mokena, Ill.

EMPEROR—No. 301.

Gray; foaled ——. Imported Oct. 1868, by Marion Importing Co.; Marion, O. Sold 1874, to I. W. Southard, Mingo, O. Died 1878.

ENCHANTER—No. 302.

Gray; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Avery & Murphy, Detroit, Mich.

ENGARDINE—No. 303.

Gray; foaled 1873. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Sold 1880, to Wm. Louhardi, Centreville, Montana Territory.

ENOCH ARDEN—No. 304.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill. Owned by Poindexter & Orr, Watson, Montana Territory.

ENTERPRISE—No. 305.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Guide (947). Bred by E. Dillon & Co., Bloomington, Ill.

EQUINOX—No. 306.

Gray; foaled 1871. Imported Oct. 1875, by Rogy & Trimble, Walnut, Ill.

ERNEST—No. 307.

Black; foaled 1873. Imported 1875, by A. W. Cook, Charles City, Ia.

ERNEST—No. 308.

Black; foaled 1872. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by J. C. Rollins, Burr Oak, Ia.

ESAU—No. 309.

Gray; foaled 1868. Imported July 1873, by M. W. Dunham, Wayne, Ill. Owned by Sauk County Breeders' Association, Baraboo, Wis.

ESTRABA—No. 310.

Gray; foaled 1867. Imported Dec. 1874, by M. W. Dunham, Wayne, Ill. Sold to Samuel Chamberlain, Geneseo, Ill.; sold again, to S. W. Emery, Austin, Texas.

ETAT—No. 311.

Gray; foaled 1879. Imported 1880, by G. W. Stubblefield & Co., Bloomington, Ill.

EUGENE—No. 312.

Gray; foaled 1873. Sired by Bienven (64); dam, Eugenia (928). Bred and owned by S. W. Ficklin, Charlottesville, N. J.

EUGENE—No. 313.

Gray; foaled 1872. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Sold to Allen Taylor, Livermore, Cal.

EUGENE—No. 314.

Gray; foaled 1866. Imported 1869, by Edward Schreiber, Allentown, Pa.

EURE-ET-LOIR—No. 315.

Gray; foaled 1871. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Jos. Wooden & Co., Petaluma, Cal.

EUREKA—No. 316.

Gray; foaled 1870. Imported 1873, by B. R. Westfall, Macomb, Ill.

EUROPE—No. 317.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to John Phillips, Dubuque, Ia.

EXCELSIOR—No. 318.

Gray; foaled 1869. Imported Aug. 1873, by M. W. Dunham, Wayne, Ill. Sold 1873, to H. H. Gandy & Co., Sycamore, Ill.; sold again, 1876, to O. U. Palmer, Clayton, Ia.

EXCELSIOR—No. 319.

Black; foaled 1877. Sired by St. Laurent (753); dam, Bouquet (897). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1880, to Wm. and Leonard Brabb, Romeo, Mich.

EXCHANGE—No. 320.

Gray; foaled 1872. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by Col. Rodgers, Sonoma Valley, Cal.

EXILE—No. 321.

Gray; foaled 1869. Imported April 1874, by M. W. Dunham, Wayne, Ill. Owned by Hugh White, Annawan, Ill.

EXTRA—No. 322.

Gray; foaled 1868. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to Walter Hughston, Raritan, Ill.

FARMER BOY—No. 323.

Gray; foaled 1873. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by H. Mechem & Co., Petaluma, Cal.

FARMERS' INTEREST—No. 324.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to W. P. Bruce, Waitsburg, Washington Territory.

FASHION—No. 325.

Gray; foaled 1869. Imported 1873, by Earl Importing Co., Earlville, Ill. Sold 1879, to McIntyre & Lee, Mendota, Ill.

FAVORA—No. 326.

Gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Osborn & Morrison, Walla Walla, Washington Territory.

FAVORITE—No. 327.

White; foaled 1866. Imported Sept. 1871, by M. D. Covell, Delaware, O. Owned by M. D. Covell and S. D. Weiser, Delaware, O.

FAVORITE—No. 328.

Gray; foaled 1867. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to J. Brownlee, Knoxville, Ia.; sold again, 1877, to E. Dillon & Co., Bloomington, Ill.

FAVORITE—No. 329.

Gray; foaled 1870. Imported 1874, by A. W. Cook, Charles City, Iowa. Sold to J. M. Headington, Decorah, Ia.

FAVORITE—No. 330.

Gray; foaled 1869. Imported Sept. 1874, by Johnson, Copple & Breeze, Centralia, Ill. Owned by W. H. H. Johnson, Centralia, Ill.

FAVORY—No. 331.

Imported Aug. 1873, by Hume & Landreth, Brighton, Ill. Sold 1874, to Stock Company at Rochester, Ill. Died 1875.

FAVORY—No. 332.

Black; foaled 1873. Imported July 1880, by E. Dillon & Co., Bloomington, Ill.

FEARLESS—No. 333.

Sorrel; foaled 1873. Imported 1876, by Virgin & Brown, Fairbury, Ill. Sold to P. V. Christ, Hamilton, Mo.

FERDINAND—No. 334.

Black; foaled 1878. Sired by Astor (28). Imported 1878, by M. W. Dunham, Wayne, Ill.

FINAL—No. 335.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Bone & Colby, Tallula, Ill.

FINESSE—No. 336.

Gray; foaled 1878. Sired by Enchanter (302). Imported by M. W. Dunham, Wayne, Ill.

FLORENCE—No. 337.

Gray; foaled 1869. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to D. S. Barrows, Harvard, Ill.

FONTAINBLEAU—No. 338.

Gray; foaled 1875. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

FORRESTER—No. 339.

Gray; foaled 1873. Sired by Vidocq (853). Imported July 1878, by M. W. Dunham, Wayne, Ill. Sold to H. P. Merrill, Bay City, Mich.

FRANCE—No. 340.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold 1876, to Baker, Furgison & Co., Milton, Ind.; sold again, 1880, to Col. Bates, Falmouth, Ind.

FRANKLIN—No. 341.

Black; foaled 1871. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

FRAZIER—No. 342.

Gray; foaled 1871. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by Royal S. Perry, Gilroy, Cal.

FRAZIER—No. 343.

Gray; foaled 1871. Imported April 1875, by G. W. Stubblefield & Co., Bloomington, Ill.

FRENCH DICK—No. 344.

Gray; foaled 1863. Imported 1871, by Delaware County Importing Co., Delaware, O. Sold 1872, to David Petticord, Ill.

FRENCH DUKE—No. 345.

Gray; foaled 1872. Imported June 1875, by Virgin & Brown, Fairbury, Ill. Sold to C. D. Wilson, Kentland, Ind.

FRENCH EMPEROR—No. 346.

Gray; foaled 1863. Imported April 1868, by W. J. Edwards, Clifton, Ill. Sold 1869, to Fletcher Norman-Horse Company, Wayne, Ill.; sold again, 1874, to M. W. Dunham, Wayne, Ill.; sold again, 1874, to Grinnell Horse-Breeders' Association, Grinnell, Ia.

FRENCH EMPEROR—No. 347.

Gray; foaled 1872. Imported Aug. 1876, by Dan. McCarthy, Ames, Ia. Sold 1877, to H. I. and R. Heaton, Sidney, Ia. Died in fall of 1880.

FRENCH GIANT—No. 348.

Black; foaled 1867. Imported Sept. 1872, by Dan. Shaide, Seneca, Ill.

FRENCH LION—No. 349.

Brown; foaled 1872. Imported June 1880, by Virgin & Brown, Fairbury, Ill.

FRENCH MONARCH—No. 350.

Black; foaled 1868. Imported 1874, by S. S. Waterbury, Nashua, Ia. Sold 1875, to W. H. Jordon, Waverly, Ia.

FRENCH PILOT—No. 351.

Gray; foaled 1870. Imported 1874, by Wm. Warden, Minnesota Junction, Wis. Owned by Wm. Warden & Bros.

FRENCH SENTINEL—No. 352.

Gray; foaled 1868. Imported Nov. 1875, by R. B. Chisholm, Elgin, Ill. Owned by Jacob Knisely.

FRENCH SPY—No. 353.

Gray; foaled 1869. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill.

FRENCH TIGER—No. 354.

Bay; foaled 1876. Imported 1880, by Collins & ———, Morris, Ill.

FULTON—No. 355.

Gray; foaled 1872. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by W. B. Ford, Salinas, Cal.

GALLANT—No. 356.

Black; foaled 1876. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold to Burdit & Smith, Quincy, O.

GAMBETTA—No. 357.

Black; foaled 1868. Imported 1874, by Col. Buswell, Princeton, Ill. Owned by Powers, Davis & Burkey, Tiskilwa, Ill.

GAMBETTA—No. 358.

Gray; foaled 1871. Imported Sept. 1876, by A. W. Cook, Charles City, Ia. Sold to Martin, Peterson & Co., Norseland, Minn.

GAMBETTA—No. 359.

Gray; foaled 1873. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by J. K. Porter, Ukiah, Cal.

GAMBETTA—No. 360.

Gray; foaled 1874. Imported Feb. 1878, by J. H. Hungate, La Harpe, Ill., for H. H. Hungate, Walla Walla, Washington Territory.

GAMBETTA—No. 361.

Brown; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to John Campbell, Towanda, Ill.

GARLAND—No. 362.

Gray; foaled 1878. Imported July 1878, by M. W. Dunham, Wayne, Ill.

GASTON—No. 363.

Gray; foaled 1875. Sired by Napoleon Bonaparte (586); dam, Eugenia (931). Bred by Jeff. C. Clark, Normandy, Mo. Bought in dam, by H. B. P. Block, Aberdeen, Mo.

GENDARME—No. 364.

Gray; foaled 1876. Imported 1879, by M. W. Dunham, Wayne, Ill. Sold 1879, to Wm. D. Gruber, Grand Ridge, Ill.

GEN. FLEURY—No. 365.

Gray; foaled 1871. Imported 1875, by Fullington & Co., Irwin Station, O. Sold 1876, to W. C. Myer, Ashland, Oregon.

GEN. LAFAYETTE—No. 366.

Black; foaled 1873. Imported Aug. 1876, by D. McCarthy, Ames, Ia. Sold April 1877, to McPheter & Hardy, Swede Point, Ia.; sold again, 1880, to J. W. Black, Boone, Ia.

GEN. MURAT—No. 367.

Gray; foaled 1874. Bred by W. C. Myer, Ashland, Oregon. Sired by White Prince (874); dam, Doll (919). Sold Oct. 1875, to Jones & Bonney, Wasco, Oregon.

GEN. STEELE—No. 368.

Gray; foaled 1870. Imported 1873, by I. D. McVicker, Henry, Ill. Sold to Daniel Ketchum, Atkinson, Ill.

GIBSON.

(See Treasure No. 818.)

GILT-EDGE—No. 370.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Susan Jane (1035). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1880, to H. D. Blough, Fairfield Ia.

GLADIATOR—No. 371.

Gray; foaled 1875. Sired by Bienven (64); dam, Constance 2d (906). Bred and owned by F. W. Ficklin, Charlottesville, Va.

GLADIATOR—No. 372.

Bay; foaled 1872. Imported July 1878, by M. W. Dunham, Wayne, Ill.

GLORIA—No. 373.

Gray; foaled 1868. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold 1875, to A. V. Brooking, Macomb, Ill.

GOLIATH—No. 374.

Bay; foaled ——. Imported 1874, by A. G. Vanhoorbeck, Month, Ill.

GOOD ENOUGH—No. 375.

Gray; foaled 1874. Imported 1878, by James A. Perry, Wilmington, Ill.

GRANDEE—No. 376.

Gray; foaled 1875. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Sold to Walter Scott, Abingdon, Ill.

GRANDEE—No. 377.

Black; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by J. M. Ridgway, La Porte, Ind.

GRAND VIZIER—No. 378.

Gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Jos. McCoy, Walla Walla, Washington Ter.

GRAND VIEW—No. 379.

Bay; foaled 1875. Imported 1880, by Jas. A. Perry, Wilmington, Ill.

GRANGER—No. 380.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to Blongh & Gilbert, Fairfield, Ia.

GRANGER—No. 381.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold 1878, to O'Reilly & Wright, Johnson City, Kan.; sold again, 188-, to Jno. Drew, Manhattan, Kan.

GRANITE—No. 382.

Gray; foaled 1876. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold to Walker & Fry, Winchester, Ia.

GRENADE—No. 383.

Gray; foaled 1877. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Sold to Lewis Hodson, Ottawa, Ill.

GRENADIER—No. 384.

Gray; foaled 1872. Imported Aug. 1877, by M. W. Dunham, Wayne, Ill. Owned by H. B. Fargo, Greenville, Mich.

GRAY DUKE—No. 385.

Gray; foaled 1863. Imported Aug. 1868, by the Galion Importing Co., Galion, O. Owned by J. M. White, Cardington, O.

GRAY DUKE—No. 386.

Gray; foaled ——. Imported 1871, by Russ, McCourtesy & Slatery, Onarga, Ill. Died 1873.

GRAY DUKE—No. 387.

Gray; foaled 1869. Imported 1872, by M. D. Covell, Delaware, O.

GRAY DUKE 2d—No. 388.

Gray; foaled 1873. Imported 1875, by M. D. Covell, Delaware, O. Owned by B. W. Hartley, Delaware county, O.

GRAY HAWK—No. 389.

Gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by T. & A. B. Snyder, German Mills, Ontario, Canada.

GRAY MARQUIS—No. 390.

Gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Hubbard, Hosman & Co., Ferry, Mich.

HABILE—No. 391.

Bay; foaled ——. Imported Aug. 1875, by A. G. Vanhoorbeck, Monmouth, Ill. Owned by H. T. Vaughan, Oneida, Ill.

HAMBURG—No. 392.

Gray; foaled 1871. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to H. and M. Ellingsworth, Flora, Ill.; sold again, 1877, to Ed. Wilson, Mackinaw, Ill.

HAMILTON—No. 393.

Gray; foaled 1877. Imported June 1880, by Virgin & Brown, Fairbury, Ill. Sold to H. Wyvin, Gallator, Mo.

HANNIBAL—No. 394.

Gray; foaled 1871. Imported May 1876, by M. W. Dunham, Wayne, Ill. Owned by C. J. Mott and R. S. Benson, Hampton, Ia.

HANNIBAL—No. 395.

Gray; foaled 1876. Sired by Prince (670); dam, Rosie (—). Bred by W. J. Walters, Baltimore, Md. Sold 1880, to Columbus Delano, Mt. Vernon, O.

HANCOCK—No. 395½

Gray; foaled 1875. Imported 1880, by Wm. H. Houk, Stillwater, O. Sold to M. W. Hill & Co., Richmond, O.

HARRY—No. 396.

Gray; foaled 1869. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold 1880, to Vaughan & Co., Kankakee, Ill.

HECTOR—No. 397.

Gray; foaled 1871. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by N. Whitman, Fargo, Dakota Ter.

HENRI—No. 398.

Gray; foaled 1869. Imported Sept. 1874, by Rogy & Trimble, Walnut, Ill. Sold 1875, to George Chickery & Co., Denmark, Ia.

HENRY V.—No. 399.

Gray; foaled 1869. Imported 1872, by J. J. Parker, West Chester, Pa. Died Aug. 1873.

HENRY ABRAHAMS—No. 400.

Gray; foaled 1868. Imported May 1874, by G. W. Stubblefield, Bloomington, Ill.

HENRY ABRAHAMS 2d—No. 401.

Gray; foaled 1878. Sired by Henry Abrahams (400); dam, Estella (927). Bred and owned by G. W. Stubblefield & Co., Bloomington, Ill.

HERCULES—No. 402.

(Old Tom.)

Gray; foaled 1864. Imported Sept. 1868, by Dwight & Gay, Columbus, O. Sold 1870, to Russ & McCourtey, Onarga, Ill.; sold again, 1874, to Johnson Bros., Watseka, Ill.

HERCULES—No. 403.

Gray; foaled 1868. Imported 1873, by M. W. Dunham, Wayne, Ill. Owned by Jno. Bates, Hunt City, Ill.

HERCULES—No. 404.

Gray; foaled 1869. Imported Sept. 1874, by R. B. Chisholm, Elgin, Ill. Sold 1877, to H. H. More, Oakland, Cal.

HERCULES—No. 405.

Gray; foaled 1864. Imported 1877, by W. T. Walters, Baltimore, Md. Sold 1872, to Pequa Farmer's Club, Brickersville, Pa.

HERCULES—No. 406.

Gray; foaled 1864. Imported 1869, by Edward Schreiber, Allentown, Pa. Sold 1873, to Robert Hasselgesser, Leasurersville, Pa. Died 1874.

HERMIT—No. 407.

Black; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by W. A. Farr, Onckama, Mich.

HERMOND—No. 408.

Black; foaled 1877. Imported Sept. 1880, by W. H. Houk, Stillwater, O.

HICKORY BOY—No. 409.

Black; foaled 1874. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to W. Greening, Cal.

HIGHLAND CHIEF—No. 410.

Gray; foaled 1872. Imported 1877, by Virgin & Brown, Fairbury, Ill. Sold to E. C. Hefner, Paxton, Ill.

HIS MAJESTY—No. 411.

Gray; foaled 1870. Imported Nov. 1875, by E. A. Buck, New York City. Owned by Tompkins, Shafer & Miller, Gallatin, Tenn.

HOLIAH—No. 412.

Bay; foaled 1871. Imported 1874, by Vanhoorbeck & Vaughn, Monmouth and Oneida, Ill. Sold to Michael Reber, Waterloo, Ia.

HONFLEUR—No. 413.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold March 1875, to F. K. Taylor, Barclay, Ill.; sold again, 1879, to J. Carrington, Tecumseh, Neb.; sold again, 1879, to Trip & Allen, Sheridan, Neb.

HUGH—No. 414.

Gray; foaled 1870. Imported 1874, by Delaware Importing Co., Delaware, O.

HUMBOLDT—No. 415.

Gray; foaled 1872. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to Jacob D. Brown, Peabody, Kan.

IDOL—No. 416.

Gray; foaled 1868. Imported 1873, by M. W. Dunham, Wayne, Ill. Owned by R. B. Chisholm, Elgin, Ill. Died Feb. 1878.

INCOME—No. 417.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold 1878, to Samuel Chamberlin, Geneseo, Ill.

INDRE—No. 418.

Gray; foaled 1873. Imported 1877, by E. Dillon & Co., Bloomington, Ill. Sold 1878, to Brown & Bros., West Liberty, Ia.

INDEPENDENCE—No. 419.

Gray; foaled 1865. Imported 1870, by James A. Perry, Wilmington, Ill. Died Jan. 1874.

INTELLECT—No. 420.

Gray; foaled 1873. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by J. J. Hicok, Grand Island, Cal.

IRON DUKE—No. 421.

Gray; foaled 1869. Imported May 1875, by M. W. Dunham, Wayne, Ill. Owned by Daniel Brownson, National, Ia.

IRON DUKE—No. 422.

Gray; foaled 1877. Sired by Washington (865); dam, Nannie (1002). Bred by Colin Cameron, Brickersville, Pa. Sold 1880, to Dr. H. U. Howe, Bristol, R. I.

IRONSIDES—No. 423.

Gray; foaled 1869. Imported 1872, by M. W. Dunham, Wayne, Ill. Owned by John Hepperly, Elmira, Ill.

IRONSIDES—No. 424.

Gray; foaled 1870. Imported Sept. 1874, by R. B. Chisholm, Elgin, Ill. Owned by L. W. Woodward, Woodland, Cal.

JIM FISK—No. 425.

Gray; foaled 1871. Imported 1872, by Newport & Laughlin, Streator, Ill. Owned by Wm. Laughlin & Co., Streator, Ill.

JEAN BART—No. 426.

Gray; foaled 1870. Imported 1876, by M. W. Dunham, Wayne, Ill. Sold Jan. 1877, to Joseph Peak, Emporia, Kan.

JIM WALKER—No. 427.

Gray; foaled 1867. Imported May 1874, by R. W. and T. T. Stubblefield, Bloomington, Ill.

JOE—No. 428.

Gray; foaled 1869. Imported May 1874, by J. B. Negley, Norris, Ill. Owned by Lewiston Stock Co., Lewiston, Ill.

JOHN A. LOGAN—No. 429.

Gray; foaled 1874. Imported 1878, by James A. Perry, Wilmington, Ill.

JOHN OF PERCHE—No. 430.

Gray; foaled 1868. Imported 1872, by M. D. Covell, Delaware, O.

JOHN SHERIDAN.

(See Duke of Normandy No. 274.)

JOHN PARIS—No. 431.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to G. Fairbanks, Cal. Died 1875.

JULES FAVRE—No. 432.

Bay; foaled 1871. Imported Sept. 1876, by A. W. Cook, Charles City, Ia.

JULES VERNE—No. 433.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by W. J. Edwards, Iroquois county, Ill.

JULES VERNE—No. 434.

Bay; foaled 1878. Sired by St. Laurent (753); dam, Mace (983). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1880, to John Bross, Palmyra, Mo.

JUST IN TIME.

(See Crown Prince No. 205.)

KAISER—No. 435.

Gray; foaled 1870. Imported May 1876, by M. W. Dunham, Wayne, Ill. Owned by Grimsel & Wesling, North Northfield, Ill.

KANSAS DUKE.

(See Granger No. 381.)

KING OF FRANCE—No. 436.

Gray; foaled 1872. Imported 1875, by C. L. Vienot, Ostrander, O. Owned by Ligget & Co., Ostrander, O.

KING PHILIP—No. 437.

Brown; foaled 1869. Imported 1873, by the Earl Importing Co., Earlville, Ill. Died 1874.

KING TOM—No. 438.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill.

KING WILLIAM—No. 439.

Gray; foaled 1869. Imported 1874, by J. L. Richmond, Armington, Ill. Sold 1879, to Jacob Latrage, Centreville, Ia.

KING WILLIAM—No. 440.

Gray; foaled 1872. Imported June 1875, by D. McCarthy, Ames, Ia. Sold 1876, to Charles Stoddard and A. Darthur, Webster City, Ia.

KLEBER—No. 441.

Gray; foaled 1871. Imported April 1876, by B. H. Campbell, Batavia, Ill. Sold 1878, to P. Nelson, Plainview, Minn.

KOKOMO—No. 442.

Bay; foaled 1880. Sired by Loiret (487); dam, Mace (983). Bred and owned by E. Dillon & Co., Bloomington, Ill.

LAFAYETTE—No. 443.

Black; foaled 1868. Imported 1872, by John L. Parker, West Chester, Pa. Sold to Mifflin Horse Co., Mifflin county, Pa.

LAFAYETTE—No. 444.

Gray; foaled 1867. Imported 1872, by Newport & Laughlin, Streator, Ill. Owned by Wm. Laughlin & Co., Streator, Ill.

LAFAYETTE—No. 445.

Gray; foaled 1865. Imported 1870, by Westfall, Moore & Rexroat, Macomb, Ill. Owned by Hall & Tourney, Carthage, Ill.

LAFAYETTE—No. 446.

Gray; foaled 1867. Imported June 1873, by M. W. Dunham, Wayne, Ill. Owned by A. Caldwell, Butler, Ky.

LAFAYETTE—No. 447.

Gray; foaled 1870. Imported Aug. 1874, by Hume & Landreth, Brighton, Ill. Owned by James Landreth, Jacksonville, Ill.

LAFAYETTE—No. 448.

Bay; foaled 1871. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold to Babcock & Brown, Onarga, Ill.

LAFAYETTE—No. 449.

Gray; foaled 1871. Imported 1875, by James A. Perry, Wilmington, Ill. Sold 1877, to J. J. Hicok & Co., Grand Island, Cal.

LA FORCE—No. 450.

Gray; foaled 1869. Imported 1874, by A. W. Cook, Charles City, Ia. Owned by Jacob Erb, Ames, Ia.

LA FORCE—No. 451.

Black; foaled 1870. Imported May 1874, by Princeton Horse Co., Princeton, Ill.

LA MODE—No. 452.

Gray; foaled 1870. Imported June 1874, by Virgin & Brown, Fairbury, Ill. Sold to J. W. Arnold, Eureka, Ill.

LANCER—No. 453.

Gray; foaled ——. Imported 1872, by Samuel T. Howard. Sold 1874, to Wm. S. Taylor, Burlington, N. J.

LARGESS—No. 454.

Gray; foaled 1874. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to H. Wilsey, Petaluma, Cal.

LA SALLE—No. 455.

Gray; foaled 1868. Imported 1872, by Newport & Laughlin, Streator, Ill. Owned by Wm. Laughlin, Streator, Ill.

LE PERCHE—No. 456.

Gray; foaled 1876. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

LA SALLE—No. 457.

Gray; foaled 1871. Imported 1875, by Degen Bros., Ottawa, Illinois.

LAUNCELOT—No. 458.

Gray; foaled 1873. Imported July 1878, by M. W. Dunham, Wayne, Ill. Owned by the Spring Valley Stock Association, Spring Valley, Minn.

LAURENT—No. 459.

Gray; foaled 1868. Imported 1870, by A. G. Vanhoorbeck, Monmouth, Ill. Owned by W. K. Scott, Abingdon, Ill.

LAVERE—No. 460.

Gray; foaled 1880. Sired by St. Laurent (753); dam, Gertrude (943). Bred and owned by E. Dillon & Co., Bloomington, Ill.

LAVETTE—No. 461.

Gray; foaled 1873. Imported 1877, by E. Dillon & Co., Bloomington, Ill. Sold 1878, to Wm. Lang, Miles, Ia.

LE BOULONNAIS—No. 462.

Gray; foaled 1873. Imported 1875, by C. L. Vienot. Died Feb. 1876.

LE COUNT—No. 463.

Gray; foaled 1870. Imported Dec. 1874, by M. W. Dunham, Wayne, Ill. Owned by C. M. Owen, Osage, Ia.

LE GRAND MONARQUE—No. 464.

Gray; foaled 1865. Imported 1870, by Fullington & Thompson, Irwin Station, O. Owned by H. B. Sherman, Milwaukee, Wis.

LE GROS—No. 465.

Gray; foaled 1869. Imported Aug. 1864, by M. W. Dunham, Wayne, Ill.

LE HAVRE—No. 466.

Gray; foaled 1868. Imported 1874, by Fullington, Phellis & Co., Irwin Station, O. Owned by Rousch & Co., Marysville, O.

LEISURE—No. 467.

Gray; foaled 1880. Sired by St. Laurent (753); dam, Evalena (934). Bred and owned by E. Dillon & Co., Bloomington, Ill.

LE MANS—No. 468.

Gray; foaled 1877. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Owned by A. E. and J. G. Graham, Rushville, Ind.

LE NOIR—No. 469.

Black; foaled 1871. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold to J. B. Nichols, Cambridge, Ill.; sold again, 1878, to John Geyer, Buchanan, Mich.

LE ROY—No. 470.

White; foaled 1867. Imported May 1873, by M. W. Dunham, Wayne, Ill. Sold to the York Horse-Breeders' Association, Mt. Carroll, Ill.; sold again, 1878, to John Patterson, New Richmond, Wis.

LEGAL TENDER—No. 471.

Gray; foaled 1872. Imported 1875, by James A. Perry, Wilmington, Ill. Owned by W. W. Gray & Son, Chebouse, Ill.

LEO—No. 472.

Black; foaled 1870. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to J. M. North, Pinto, Nev.

LEO—No. 473.

Gray; foaled 1867. Imported 1869, by Ed. Schreiber, Allentown, Pa. Sold 1873, to Peter Schreiber. Died June 1875.

LEO—No. 474.

Gray; foaled 1877. Sired by Apollo (23); dam, Eugenia (929). Bred and owned by Bangs & Co., Paw Paw, Mich.

LEON—No. 475.

Gray; foaled ——. Imported Nov. 1868, by A. G. Vanhoorbeck, Monmouth, Ill. Owned by Wm. Drury, Waterloo, Ia.

LEON—No. 476.

Gray; foaled 1868. Imported 1872, by E. D. Fuller, Fremont, Illinois.

LEON—No. 477.

Gray; foaled 1871. Imported 1877, by Virgin & Brown, Fairbury, Ill. Sold 1878, to Wm. K. Bruce, Walla Walla, Washington Ter.

LEOPARD—No. 478.

Gray; foaled 1871. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by Joseph McCoy, Walla Walla, Washington Territory.

LEOPOLD—No. 479.

Bay; foaled ——. Imported 1872, by A. G. Vanhoorbeck, Monmouth, Ill. Owned by Jas. Faither, Sunbeam, Ill.

LEVIATHAN—No. 480.

Gray; foaled 1870. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by Timothy Bradley & Co., Dunton, Ill.

LIEUTENANT—No. 481.

Gray; foaled 1870. Sired by The Colonel (804); dam, Eugenia (928). Bred by S. W. Ficklin, Charlottesville, Va. Owned by J. S. Draper & Co., Pulaskia Co., Va.

LIEUTENANT-COLONEL—No. 482.

Gray; foaled 1868. Sired by The Colonel (804); dam, Eugenia (928). Bred by S. W. Ficklin, Charlottesville, Va. Owned by F. S. Jennison, Angelica, N. Y.

LIMESTONE—No. 483.

Gray; foaled 1876. Sired by Prince (—); dam, Constance (905). Bred and owned by Chas. K. Harrison, Ammandale, Md.

LION—No. 484.

Gray; foaled 1864. Imported 1868, by Crawford Importing Co., Galion, O. Sold, 1870, to H. W. Case & Co., Delaware, O.

LITTLE CORPORAL—No. 485.

Gray; foaled 1859. Sired by Duke of Normandy (278); dam, Snowdrop (1033). Bred by J. Howard McHenry, Pikesville, Md. Sold 1867, to Dr. J. P. Thom, Baltimore, and by him to J. W. Hunt Reynolds, Frankfort, Ky. Died 1870.

LOFTY—No. 486.

Gray; foaled 1871. Imported 1875, by Benson & Taylor, Monticello, Ill.

LOIRET—No. 487.

Gray; foaled 1872. Imported July 1877, by E. Dillon & Co., Bloomington, Ill.

LONGFELLOW—No. 488.

Gray; foaled 1870. Imported Sept. 1874, by R. B. Chisholm, Elgin, Ill. Owned by Thompson & Austin, Will county, Ill.

LORRAINE—No. 489.

Gray; foaled 1876. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Owned by J. H. Bennett, Fairmount, Ill.

LORD BYRON—No. 490.

Gray; foaled 1868. Imported 1874, by E. D. Fuller, Tremont, Ill. Died 1874.

LOUIS—No. 491.

Bay; foaled 1872. Imported 1872, by A. G. Vanhoorbeck, Mommouth, Ill. Owned by J. B. Lague, Kankakee, Ill.

LOUIS—No. 492.

Gray; foaled 1872. Imported April 1876, by Columbus Importing Association, Columbus, Wis. Sold to Boyce, Butterfield & Birdsday.

LOUIS XIV.—No. 493.

Gray; foaled 1871. Imported 1874, by S. S. Waterbury, Nashua, Ia. Sold to Myron Judge, Fredericksburgh, Ia.

LOUIS, Jun.—No. 494.

Bay; foaled ——. Imported 1874, by A. G. Vanhoorbeck, Monmouth, Ill.

LOUIS NAPOLEON—No. 495.

Gray; foaled 1848. Imported 1851, by Fullington & Martin, Milford Centre, Ohio. Sold 1854, to A. P. Cushman, DeWitt county, Ill.; sold again, 1858, to E. Dillon & Co., Bloomington, Ill. Died Aug. 13, 1871.

LOUIS PHILLIPPE—No. 496.

Gray; foaled 1843. Sired by Diligence (234); dam, Joan (955). Bred by Edward Harris, Moorestown, N. J. Owned by R. H. Howland, Union Springs, N. Y.

LOUIS PHILLIPPE—No. 497.

Gray; foaled 1867. Imported 1872, by M. W. Dunham, Wayne, Ill. Owned Jas. A. Mauldin, Watson, Montana Ter.

LOUIS PHILLIPPE—No. 498.

Black; foaled 1873. Sired by Vaillant, in France; dam, Rosa Bonheur (1026). Imported in dam, by John J. Parker, West Chester, Pa. Sold to Gen. W. S. Armstrong, Hampton, Va.

LUCIFER—No. 499.

Black; foaled ——. Imported 1866, by A. G. Vanhoorbeck, Monmouth, Ill. Sold to George Glancy, Mercer county, Ill. Died 1870.

LUCIFER—No. 500.

Gray; foaled 1867. Imported 1872, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1873, to Thompson, Hooker & Anderson, Rainsville, Ind. Died 1875.

LUCKY JOHN—No. 501.

Gray; foaled 1865. Imported 1870, by Westfall, Moore & Rexroat, Macomb, Ill. Died July 1875.

McMAHON—No. 502.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to I. H. Anderson, Hamilton, Mo.

McMAHON—No. 503.

Gray; foaled 1869. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to D. H. Metzger & Son, Onarga, Ill.

McMAHON—No. 504.

Gray; foaled 1870. Imported 1874, by M. W. Dunham, Wayne, Ill. Owned by John Hayner, Janesville, Wis.

McMAHON—No. 505.

Gray; foaled 1872. Imported 1876, by Edward D. Holton, Milwaukee, Wis.

McMAHON—No. 506.

Gray; foaled 1870. Imported 1874, by Degen Bros., Ottawa, Ill. Sold 1875, to A. L. McPherson, Stuart, Ia.; sold again, 1877, to Henry Neis, Mendota, Ill.; sold again, 1879, to John and Adam Webber, Mendota, Ill.

MAGNUS—No. 507.

Gray; foaled 1868. Imported Aug. 1873, by M. W. Dunham, Wayne, Ill. Sold to Leonard Johnson, East Castle Rock, Minn., and by him, in 1876, to Mr. Bowen.

MATCHLESS—No. 508.

Gray; foaled 1876. Imported 1879, by J. W. Richmond, Armington, Ill.

MADEIRA—No. 509.

Gray; foaled 1874. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold Sept. 1880, to Mr. Hammisson, Pontiac, Ill.

MAHOMET—No. 510.

Gray; foaled 1866. Imported 1870, by E. Dillon & Co., Bloomington, Ill. Owned by Simon Ruble, Beloit, Wis.

MAHOMET—No. 511.

Gray; foaled 1874. Imported Sept. 1879, by I. H. Dahlman, New York City. Sold 1880, to W. E. Prickard, Ottawa, Ill.; sold again, Feb. 1880, to I. L. Luellen, Wilton Junction, Ia.

MAHOMET—No. 512.

Gray; foaled 1863. Imported 1868, by Wallace, Watkins & Co., Marion, O.

MALBRANCHE—No. 513.

Gray; foaled 1867. Imported Sept. 1873, by the Princeton Horse Co., Princeton, Ill.

MALO—No. 514.

White; foaled 1868. Imported May 1873, by M. W. Dunham, Wayne, Ill. Sold 1873, to R. B. Chisholm, Elgin, Ill.; sold again, 1874, to Milo E. Snowdon, Harvard, Ill.; sold again, 1874, to B. T. Babbitt, New York City.

MARGOT—No. 515.

Gray; foaled 1871. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by Smith & Sherman, Loogootee, Ind.

MARK ANTHONY—No. 516.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md. Sold 1870, to Z. T. Chandler, Lansing, Mich.

MARK DUNHAM—No. 517.

Gray; foaled 1872. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by J. J. Hicok & Co., Grand Island, Cal.

MARK TWAIN—No. 518.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Gertrude (943). Bred by E. Dillon & Co., Bloomington, Ill.

MARMADUKE—No. 519.

Gray; foaled 1872. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold to Leonard Johnson, East Castle Rock, Minn.; sold again, to Jas. M. Dunn, Meriden, Minn.

MARQUIS—No. 520.

Black; foaled 1869. Imported Sept. 1874, by R. B. Chisholm, Elgin, Ill. Owned by Hayden Bros., Lake county, Ind.

MARQUIS D'AUVERGNE—No. 521.

Gray; foaled 1870. Imported 1874, by Berlin Stock Association, Berlin, Ill.

MARSHAL—No. 522.

Gray; foaled 1868. Imported 1872, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1874, to W. H. Mann, Gilman, Ill.

MARSHAL—No. 523.

Gray; foaled 1869. Imported Nov. 1873, by R. B. Chisholm; Elgin, Ill. Sold 1875, to E. J. Green, Valparaiso, Ind.

MARSHAL BAZAINE—No. 524.

Gray; foaled 1868. Imported May 1874, by R. W. and T. T. Stubblefield, Bloomington, Ill. Died June 1875.

MARSHAL BAZAINE—No. 525.

Black; foaled 1869. Imported 1874, by Johnson, Copple & Breeze, Centralia, Ill.

MARSHAL McMAHON—No. 526.

Gray; foaled 1868. Imported 1874, by R. W. and T. T. Stubblefield, Bloomington, Ill. Owned by J. B. Bickmore, Belfast, O.

MARSHAL McMAHON—No. 527.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold to A. W. Cook, Charles City, Ia.; sold again, 1877, to N. B. Denney, Waitsburg, Washington Ter.

MARSHAL MURAT—No. 528.

Gray; foaled 1867. Imported Sept. 1871, by M. D. Covell, Delaware, O. Owned by M. D. Covell and E. S. Vaile, Rochelle, Ill.

MARSHAL NEY—No. 528½.

Gray; foaled 1869. Imported July 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to J. Brownlee, Knoxville, Ia.; sold again, 1877, to Taber & Merrit, Wells, Nev.; sold again, 1878, to Imbler Bros., Summersville, Ore.

MARSHAL NEY—No. 529.

Gray; foaled 1871. Imported 1875, by A. W. Cook, Charles City, Ia. Owned by J. A. Armstrong, Fairmont, Minn.

MASTODON—No. 530.

Gray; foaled 1875. Imported 1877, by M. W. Dunham, Wayne, Ill. Owned by ——— Osborn, Portland, Ore.

MAYENCE—No. 531.

Gray; foaled 1872. Imported Sept. 1876, by A. W. Cook, Charles City, Ia. Sold to J. C. Rollins, Burr Oak, Ia.

MEMORY—No. 532.

Gray; foaled 1877. Sired by St. Laurent (753); dam, Magnolia (987). Bred by E. Dillon & Co., Bloomington, Ill.

MERLIN—No. 533.

Gray; foaled 1874. Imported 1878, by M. W. Dunham, Wayne, Ill. Died 1878.

MILOR—No. 534.

Gray; foaled 1869. Imported 1874, by M. W. Dunham, Wayne, Ill. Sold to B. T. Babbitt, New York City, and died in his possession.

MILORD—No. 535.

Gray; foaled 1872. Imported 1874, by Rogy & Trimble, Walnut, Ill.

MIRABEAU—No. 536.

Black; foaled 1873. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

MIRABEAU—No. 537.

Gray; foaled 1874. Imported Feb. 1878, by J. H. Hungate, La Harpe, Ill., for H. H. Hungate, Walla Walla, Washington Territory.

MODEL—No. 538.

Gray; foaled 1870. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to D. H. Payton, Clarinda, Ia.

MODEL—No. 539.

Gray; foaled 1873. Imported April 1876, by Columbus Importing Association, Columbus, Wis.

MODOC—No. 540.

Gray; foaled 1872. Imported Sept. 1874, by Levi Hodgson, Panola, Ill. Sold 1877, to Wm. Hodgson, Pekin, Ill.; sold again, 1880, to Jas. C. Duncan, Towanda, Ill.

MOGUL—No. 541.

Gray; foaled 1877. Sired by Apollo (23); dam, Rosabelle (1024). Bred and owned by M. W. Dunham, Wayne, Ill.

MONARCH—No. 542.

Gray; foaled 1865. Imported Sept. 1872, by M. W. Dunham, Wayne, Ill. Sold 1873, to Samuel Chamberlin, Geneseo, Ill.; sold again, 1874, to B. T. Babbitt, New York City. Died 1876.

MONARCH—No. 543.

Gray; foaled 1870. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by A. W. Cook, Charles City, Ia.

MONARCH—No. 544.

Gray; foaled 1872. Imported Aug. 1876, by D. McCarthy, Ames, Ia.

MONARCH—No. 545.

Roan; foaled 1873. Imported April 1876, by Columbus Importing Association, Columbus, Wis. Owned by Boyce, Butterfield & Birdsay.

MONARCH—No. 546.

Gray; foaled 1866. Imported 1870, by Marion County Importing Co., Marion, O. Sold 1876, to Mr. Huckabone, Ottawa, Ill.

MONS. LEWIS—No. 547.

Gray; foaled 1871. Imported May 1874, by N. C. Buswell, Princeton, Ill. Sold to J. I. Carpenter, in whose possession he died.

MONTAUBAN—No. 548.

Gray; foaled 1875. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

MONTDAUBLEAU—No. 549.

Gray; foaled 1874. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

MONTE CHRISTO—No. 550.

Gray; foaled 1876. Sired by Margot (515); dam, Ophelia (1008). Bred by M. W. Dunham, Wayne, Ill. Owned by John Hall, Eldora, Ia.

MONTE CHRISTO—No. 551.

Gray; foaled 1869. Imported July 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to I. D. Vandoren, Oshkosh, Wis.

MONTPENSIER—No. 552.

Brown; foaled 1873. Imported 1878, by A. W. Cook, Charles City, Ia. Sold 1878, to David Shoemaker, Fayette, Ia.

MORDAUNT—No. 553.

Bay; foaled 1870. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by A. D. Roberts, Pleasant Mound, Minn.

MORO—No. 554.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Owned by R. Bangs & Co., Paw Paw, Mich.

MOROCC—No. 555.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md. Sold 1872, to Princess Ann County (Va.) Agricultural Society.

MORROW—No. 556.

Gray; foaled 1871. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to Allen Frink, Clarence, Ia.

MONTON—No. 557.

Gray; foaled 1865. Imported Nov. 1869, by Hume & Short, Brighton, Ill. Sold 1870, to J. W. Hill & Bros., Brighton, Ill.; sold again, 1873, to L. P. Stratton, Brighton, Ill.

MURAT—No. 558.

Gray; foaled 1877. Imported Sept. 1880, by W. H. Houk, Stillwater, O. Sold to L. B. Cone, Wellsville, Kan.

MURAT—No. 559.

Gray; foaled 1870. Imported Sept. 1873, by Wm. P. Buswell, Neponset, Ill.

MURAT—No. 560.

Gray; foaled 1871. Imported 1875, by M. W. Dunham, Wayne, Ill. Owned by Abner Pence, Frankfort, Ind. Died 1875.

MURAT—No. 561.

Black; foaled 1873. Imported April 1876, by B. H. Campbell, Batavia, Ill. Owned by B. H. Campbell and E. H. Candell, Oak Center, Minn.

MURAT—No. 562.

Gray; foaled 1879. Sired by Perio (647); dam, French Girl (940). Bred by Reuben Bright, Normal, Ill. Sold 1881, to Enos Entsler, Mishawaka, Ind.

MURAT—No. 563.

Gray; foaled 1878. Sired by Moro (554); dam, Rosamond (1028). Bred and owned by Bangs & Bilsborrow, Paw Paw, Mich.

MYRON—No. 564.

Roan; foaled 1867. Imported Nov. 1875, by E. A. Buck, New York City.

NABOB—No. 565.

Gray; foaled 1877. Sired by Apollo (23); dam, Minerva (997). Bred by M. W. Dunham, Wayne, Ill. Owned by Poindexter & Orr, Watson, Montana Ter.

NAPOLEON—No. 566.

Gray; foaled 1861. Imported 1867, by Brown & Bigelow, Columbus, O.

NAPOLEON—No. 567.

Gray; foaled 1866. Imported Nov. 1870, by Hume & Short, Brighton, Ill. Sold 1871, to N. Hume; in 1873 one-half interest was sold to Jas. M. Landreth. Owned by Stock Company, Jerseyville, Ill.

NAPOLEON—No. 568.

Gray; foaled 1867. Imported 1871, by Delaware Importing Co., Delaware, O. Sold 1872, to Thomas & Williams, Delaware, O.; sold again, 1874, to Hall & Mills, Greenville, O.

NAPOLEON—No. 569.

Gray; foaled 1868. Imported 1874, by Delaware Importing Co., Delaware, O. Owned by Covell & Weiser, Delaware, O.

NAPOLEON—No. 570.

Gray; foaled 1869. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to E. J. Green, Valparaiso, Ind.; sold again, to R. B. Chisholm, Elgin, Ill.; sold again, 1878, to E. A. Sayer, Hollister, Cal.

NAPOLEON—No. 571.

Gray; foaled 1870. Imported March 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill.

NAPOLEON—No. 572.

Gray; foaled 1871. Imported June 1875, by D. McCarthy, Ames, Ia. Sold 1877, to Wm. A. Burrell, Page county, Ia.

NAPOLEON—No. 573.

Gray; foaled 1871. Imported April 1876, by Columbus Importing Association, Columbus, Wis. Owned by J. H. Denison, Augusta, Wis.

NAPOLEON—No. 574.

Gray; foaled 1865. Imported May 1869, by E. W. Shippen, Meadville, Pa. Sold 1873, to Edward Cushin; sold again, 1875, to Aaron Heile, New Hamburg, Pa.

NAPOLEON—No. 575.

Gray; foaled 1865. Imported 1868, by the Galion Importing Co., Galion, O. Sold 1872, to John M. Lang, Gavettsville, Pa.; sold again, 1875, to Ross & Co., Richwood, O.

NAPOLEON—No. 576.

Black; foaled 1872. Imported 1875, by William Singmaster, Keota, Ia.

NAPOLEON—No. 577.

Gray; foaled 1869. Imported 1875, by Benson & Taylor, Monticello, Ill. Sold 1875, to Jas. Crable and N. Marshal, Springfield, O.

NAPOLEON—No. 578.

Gray; foaled 1864. Imported Oct. 1869, by Edward Schreiber, Allentown, Pa. Owned by Tilman Strauss, Lime Ridge, Pa.

NAPOLEON 2d—No. 579.

Gray; foaled ——. Imported 1870, by M. J. Parrott, Leavenworth, Kan. Sold 1872, to W. C. Myer, Ashland, Ore. Died 1876.

NAPOLEON 2d—No. 580.

Gray; foaled 1861. Imported July 1867, by Gillmore & Houser, Marion county, O. Sold Feb. 1868, to E. Dillon & Co., Bloomington, Ill.; sold again, 1870, to Joel Carter, Earlville, Ill.; sold again, 1872, to M. F. Pierce, Big Foot, Ill.

NAPOLEON 2d—No. 581.

Gray; foaled 1863. Imported 1868, by Fullington, Phellis & Co., Irwin Station, O. Owned by D. McMillan, Xenia, O.

NAPOLEON 3d—No. 582.

Gray; foaled 1863. Imported 1868, by Wallace, Watkins & Co., Marion, O. Sold 1868, to Llewellyn & Pritchard, Ottawa, Ill. Died 1877.

NAPOLEON 3d—No. 583.

Gray; foaled 1865. Imported May 1869, by E. W. Shippen, Meadville, Pa. Sold 1873, to Edward Cushing, Meadville, Pa.; sold again, 1880, to Chas. Gable, Meadville, Pa.

NAPOLEON 3d—No. 584.

Gray; foaled 1866. Imported March 1869, by Frank W. Dunham, Cincinnati, O. Died 1869.

NAPOLEON 4th—No. 585.

Gray; foaled 1855. Imported 1859, by Dr. J. E. Nove, for the Jessamine Importing Co., Nicholasville, Ky. Sold to Gen. W. C. Preston, Lexington, Ky. Died 1878.

NAPOLEON BONAPARTE—No. 586.

Gray; foaled 1864. Imported 1868, by Jeff. C. Clark, Normandy, Mo. Sold 1875, to Pike County Horse Association, Louisiana, Mo.

NAPOLEON BONAPARTE—No. 587.

Gray; foaled 1866. Imported 1868, by Marion County Importing Co. Sold 1869, to W. H. Case & Co., Delaware, O.

NAPORIE—No. 588.

Gray; foaled 1879. Sired by St. Laurent (753); dam, Mace (983). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1881.

NEMO—No. 589.

Bay; foaled 1877. Sired by Apollo (23); dam, Rosalind (1027). Bred and owned by M. W. Dunham, Wayne, Ill.

NEPTUNE—No. 590.

Gray; foaled 1866. Imported 1872, by E. D. Fuller, Tremont, Ill. Sold 1874, to Smick & Pierce, Knoxville, Ia. Died 1878.

NERO—No. 591.

Gray; foaled 1873. Imported Nov. 1875, by E. A. Buck, New York City.

NESTOR—No. 592.

Gray; foaled 1870. Imported Dec. 1874, by Degen Bros., Ottawa, Ill. Sold 1875, to Ed. Budd, Milbrook, Ill. Died 1878.

NEW LONDON—No. 593.

Gray; foaled 1871. Imported Aug. 1875, by Virgin & Brown, Fairbury, Ill.

NEY—No. 594.

Gray; foaled 1870. Imported April 1874, by M. W. Dunham, Wayne, Ill. Owned by Wm. Snyder, Brooklyn, Ia.

NICHLA—No. 595.

Gray; foaled 1871. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to Pritchard Bros. & Co., Ottawa, Ill.

NIEL—No. 596.

Gray; foaled 1872. Imported 1875, by C. L. Vienot, Ostrander, O. Died 1875.

NIGGER—No. 597.

Black; foaled 1870. Imported 1874, by Fullington, Phellis & Co., Irwin, O. Sold 1875, to Thos. Sterrett, Warrensburg, Ill.; sold again, 1878, to Bremaman & Jones, Decatur, Ill.

NIGGER—No. 598.

Black; foaled 1871. Imported Sept. 1875, by Chas. Fullington, Marysville, O. Owned by J. W. Southard, N. Lewisburg, O.

NOBLE—No. 599.

Gray; foaled 1873. Imported 1877, by Virgin & Brown, Fairbury, Ill. Sold to Williams & McGain, Warren, O. Died 1880.

NOGENT—No. 600.

Gray; foaled 1868. Imported 1871, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1873, to go to Oxford, Ind.

NOGEANT—No. 601.

Gray; foaled 1872. Imported July 1877, by E. Dillon & Co., Bloomington, Ill.

NONESUCH—No. 602.

(Old Bob.)

Gray; foaled 1852. Imported 1857, by Darby Plains Importing Co., Milford Centre, O. Sold 1857, to Peter Bland, Milford, O.; sold again, 1858, to Lewis Lee, Delaware, O.; sold again, 1871, to P. T. Engard, Delaware, O.; sold again, 1874, to Sannel Reese & Co., Sparta, O. Died 1876.

NONESUCH—No. 603.

Gray; foaled 1869. Imported 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill. Died 1875.

NORMA—No. 604.

Black; foaled ——. Imported 1869, by A. G. Vanhoorbeck, Monmouth, Ill. Died 1869.

NORMAN—No. 605.

Gray; foaled 1866. Imported Sept. 1868, by Dwight Gay, Columbus, O. Sold to Sumner Gay, Greenfield, Ill.

NORMAN DUKE—No. 606.

Gray; foaled 1869. Imported 1873, by Virgin & Brown, Fairbury, Ill. Sold 1875, to L. Wheeler & Co., Pella, Ia.

NORMANDY—No. 607.

(Pleasant Valley Bill.)

Gray; foaled 1849. Imported July 1851, by Dr. Marcus M. Brown, Circleville, O. Sold 1856, to Bigelow & Marshall, Plain City, O.; sold again, 1864, to Thos. Jones, Plain City, O. Died 1874.

NORMANDY—No. 608.

Gray; foaled 1870. Imported 1873, by B. R. Westfall, Macomb, Ill. Owned by J. A. Walker, Macomb, Ill.

NORMANDY—No. 609.

Gray; foaled 1871. Imported Aug. 1879, by Col. J. A. Bridge-land, Havre, France. Sold 1879, to H. D. and S. T. Powell, New Castle, Ind.

NORMAN CHIEF—No. 610.

Gray; foaled 1876. Imported 1880, by Collins & Trowbridge, Morris, Ill.

NORMAN CHIEF—No. 611.

Gray; foaled 1873. Imported 1875, by Fullington & Co., Irwin, O. Sold 1875, to Bates & Cranston, Woodstock, O.

NORMANDY—No. 612.

Gray; foaled 1872. Sired by Normandy (607); dam, Rose (1029). Bred and owned by Thos. Jones, Plain City, O.

ODINET—No. 613.

Gray; foaled 1875. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to Crog Dawson, Lexington, Ill.

OLD BOB.

(See Nonesuch, No. 602.)

OLD TOM.

(See Hercules, No. 402.)

OPERA—No. 614.

Gray; foaled 1869. Imported 1872, by Virgin & Brown, Fairbury, Ill. Sold to J. Q. Adams, Albia, Ia.

OPAL—No. 615.

Foaled 1878. Sired by Favora (326); dam, Peerless (1010). Bred and owned by M. W. Dunham, Wayne, Ill.

ORION—No. 616.

Gray; foaled 1879. Sired by Pompey Smasher (657); dam, Madam Louverna (985). Bred and owned by E. Dillon & Co., Bloomington, Ill.

ORLEANS—No. 617.

Gray; foaled 1860. Imported 1864, by Massachusetts Agricultural Society.

ORLEANS—No. 618.

Gray; foaled 1869. Imported 1874, by Virgin & Brown, Fairbury, Ill. Sold 1878, to Phil. Ritz, Walla Walla, Washington Territory.

ORNE—No. 619.

Gray; foaled 1874. Imported Aug. 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1880, to Wm. Hunt, Arrowsmith, Ill.

ORNE—No. 620.

Brown; foaled 1875. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

ORNAMENT—No. 621.

Gray; foaled 1879. Sired by Perio (647); dam, Meredosia (994). Bred and owned by E. Dillon & Co., Bloomington, Ill.

ONEST—No. 622.

Gray; foaled 1877. Imported 1880, by G. W. Stubblefield & Co., Bloomington, Ill. Owned by D. R. and P. M. Stubblefield, McLean, Ill.

PACIFIC—No. 623.

Gray; foaled 1868. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill. Sold 1877, to Norton & Coon, San Jose, Cal.

PADDY—No. 624.

Bay; foaled 1862. Imported Nov. 1870, by A. G. Vanhoorebeke, Monmouth, Ill. Owned by H. Thibett, Decorah, Ia.

PAPALOX—No. 625.

Gray; foaled 1868. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill.

PAPILLION—No. 626.

Gray; foaled 1869. Imported Nov. 1873, by B. R. Westfall, Macomb, Ill.

PARIS—No. 627.

Gray; foaled 1866. Imported 1870, by E. Dillon & Co., Bloomington, Ill. Sold 1870, to H. H. Gandy & Co., DeKalb, Ill.; sold again, 1878, to I. L. Elwood, DeKalb, Ill.

PARIS—No. 628.

Gray; foaled 1869. Imported Sept. 1874, by Levi Hodgson, Panola, Ill. Sold 1879, to Jesse and Zinry Hodgson, Forest, Illinois.

PARIS—No. 629.

Gray; foaled 1868. Imported 1874, by Delaware County Importing Co., Ohio. Owned by Jones & Evans, Delhi, O.

PARIS—No. 630.

Gray; foaled 1869. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to H. C. Hefner, Paxton, Ill.

PARIS—No. 631.

Gray; foaled 1869. Imported 1874, by J. W. Richmond, Arrington, Ill. Died 1877.

PARIS—No. 632.

Gray; foaled 1865. Imported May 1869, by E. W. Shippen, Meadville, Pa. Sold 1873, to Edward Cushin; sold again, 1877, to Mott Sherman, Albion, Pa.

PARIS BOY—No. 633.

Brown; foaled 1872. Imported 1874, by R. B. Chisholm, Elgin, Ill. Sold 1878, to Wm. Shuey, Danville, Cal. Died 1880.

PASSEPARTOUT—No. 634.

Gray; foaled 1872. Imported April 1876, by B. H. Campbell, Batavia, Ill. Sold 1878, to L. M. Devendorf, Plattsburg, Wis.

PATHFINDER—No. 635.

Gray; foaled 1874. Imported 1878, by Jas. A. Perry, Wilmington, Ill. Sold to Jacob Ulch, Nev.

PATRIOT—No. 636.

Black; foaled 1876. Sired by Colossus (176); dam, Heloise (948). Bred and owned by Daniel Dunham, Wayne, Ill.

PAUL BEGO—No. 637.

Gray; foaled 1868. Imported 1872, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1873, to J. H. Paullin, Atlanta, Ill. Died 1878.

PAYMASTER—No. 638.

Gray; foaled 1870. Imported 1875, by James A. Perry, Wilmington, Ill. Sold to Manteno Horse-Breeders' Association, Manteno, Ill.

PEACOCK—No. 639.

Gray; foaled 1866. Imported June 1872, by E. Dillon & Co., Bloomington, Ill. Sold 1873, to W. H. Russell, Sandoval, Ill.; sold again, 1876, to A. A. Crane, Osco, Ill.; sold again, to C. C. Perce, Dexter, Ia.

PEDRO—No. 640.

Gray; foaled 1868. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill. Sold 1876, to L. Pierce, Suisun City, Cal.

PEERLESS—No. 641.

Gray; foaled 1875. Imported 1880, by James A. Perry, Wilmington, Ill. Sold to Sam. Chamberlin, Geneseo, Ill.

PEERLESS—No. 642.

Gray; foaled 1871. Imported Jan. 1876, by R. W. and T. T. Stubblefield, Bloomington, Ill. Owned by R. W. and T. T. Stubblefield.

PERCHE PARIS—No. 643.

Gray; foaled 1869. Imported May 1874, by Eli Hodgson, Ottawa, Ill. Sold 1874, to Wm. B. King, Spring Creek, Ia.

PERCHERON—No. 644.

Gray; foaled 1871. Imported May 1874, by N. C. Buswell, Princeton, Ill. Owned by the Ohio Horse Co., Ohio, Ill.

PERCHERON CHIEF—No. 645.

Gray; foaled 1877. Imported Sept. 1880, by W. H. Houk, Stillwater, O. Sold to Wm. Thomas & Co., Mingo, O.

PERFECTION—No. 646.

(Baby.)

Gray; foaled 1868. Imported 1874, by Chas. Fullington, Marysville, O. Owned by John B. Miller, Irwin, O.

PERIO—No. 647.

Gray; foaled 1872. Imported July 1877, by E. Dillon & Co., Bloomington, Ill. Sold 1879, to Stromager Bros., Preston, Ia.

PET—No. 648.

Black; foaled 1870. Imported 1874, by Russ & Slattery, Onarga, Ill.

PIERPONT—No. 649.

Bay; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Died 1875.

PIERRE PIERRE—No. 650.

Gray; foaled 1872. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

PILGRIM—No. 651.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill.

PILOT—No. 652.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Jos. Wooden & Co., Cal.; sold again, 1877, to Jos. Burnham, Petaluma, Cal.

PIONEER—No. 653.

Black; foaled 1876. Imported in dam, Notre Dame (1007), by E. Dillon & Co., Bloomington, Ill. Sold 1879, to William Hurt, Arrowsmith, Ill.

PLEASANT VALLEY BILL.

(See Normandy, No. 607.)

PLURI BUSTAH—No. 654.

Black-roan; foaled 1864. Imported Aug. 1868, by Galion Importing Co., Galion, O.

POITOU—No. 655.

Gray; foaled 1877. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Owned by Bailey & Brown, Delavan, Ill.

POLO—No. 656.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Guide (947). Sold 1880, to Wm. Murphy, West Union, Mo.

POMPEY SMASHER—No. 657.

Gray; foaled 1874. Sired by Favorite (328); dam, Eureka (933). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1875, to — Vandoren, Ripon, Wis.; sold again, 1878, to T. McMillian & Co., Redwood Falls, Minn.; sold again, 1879, to Thos. Bowles, Janesville, Wis.; sold again, 1880, to Huston Curry, Raritan, Ill.

PONT-AUDEMÉR—No. 658.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to A. and P. Brown, West Liberty, Ia. Died 1878.

POLICE—No. 659.

Gray; foaled 1876. Imported 1879, by J. W. Richmond, Armstrong, Ill. Sold 1880, to Andrew McElvaine, Allendale, Mo.

PONTIFF—No. 660.

Roan; foaled 1872. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to S. W. Shipton & Co., Derinda Centre, Ill. Died 1879.

PREFERIE—No. 661.

Foaled 1871. Imported Aug. 1874, by Hume & Landreth, Brighton, Ill. Owned by J. M. Landreth, Jacksonville, Ill.

PRIDE OF CAYUGA—No. 662.

Gray; foaled 1873. Imported July 1878, by M. W. Dunham, Wayne, Ill. Sold to Aaron Brown, Owasco Lake, N. Y.

PRIDE OF NORMANDY—No. 663.

Gray; foaled 1875. Imported Sept. 1879, by J. H. Dollman, New York City. Sold 1880, to Wm. E. Prichart, Ottawa, Ill.

PRIDE OF PERCHE—No. 664.

Gray; foaled 1871. Imported 1874, by Fullington & Co., Irwin Station, O. Sold 1874, to H. B. Sherman, Milwaukee, Wis.; sold again, 1875, to W. C. Myer, Ashland, Ore.

PRIDE OF PERCHE—No. 665.

Gray; foaled 1866. Imported 1870, by Marion Norman-Horse Co., Marion, O. Sold to A. G. Howland, Otisville, Ia. Died 1877.

PRIMATE—No. 666.

Gray; foaled 1871. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Noah Cripe and George Frantz, North Manchester, Ind.

PREMIER—No. 667.

Gray; foaled 1876. Imported June 1880, by Jas. C. Duncan, Towanda, Ill.

PREMIER—No. 668.

Gray; foaled 1877. Imported June 1880, by G. W. Stubblefield, Bloomington, Ill. Owned by Isaac Funk, Funk's Grove, Ill.

PRINCE—No. 669.

Gray; foaled 1868. Imported 1872, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1873, to W. H. Mann, Gilman, Ill.

PRINCE—No. 670.

Gray; foaled ——. Sired by Prince Imperial (683); dam Alene (886). Bred by W. T. Walters, Baltimore, Md.

PRINCE—No. 671.

Gray; foaled 1870. Imported 1874, by Delaware Importing Co., Delaware, O. Owned by Smith & Bachdel, Union county, O.

PRINCE—No. 672.

Gray; foaled 1869. Imported 1872, by Virgin & Brown, Fairbury, Ill. Sold to Dr. James Ames, Bowney, Ind.

PRINCE ALBERT, Jun.—No. 673.

Gray; foaled 1862. Imported 1868, by Fullington, Phellis & Co., Irwin Station, O. Sold 1868, to Lee Wentz, Marysville, O. Died 1876.

PRINCE DE CONDE—No. 674.

Gray; foaled 1871. Imported Aug. 1876, by W. T. Corron, Elgin, Ill. Sold to J. W. Johnson, Houston, Tex.

PRINCE IMPERIAL—No. 675.

Gray; foaled 1863. Imported 1868, by Marion County Importing Co., O. Owned by Prichard Bros., Ottawa, Ill.

PRINCE IMPERIAL—No. 676.

(Charley)

Gray; foaled 1864. Imported 1868, by Fullington, Phellis & Co., Irwin Station, O. Sold 1868, to Phellis & Co.; sold again, 1870, to Lee Wentz, Marysville, O.; sold again, 1875, to Ligget & Robinson, Marysville, O.

PRINCE IMPERIAL—No 677.

Gray; foaled 1868. Imported 1871, by Delaware County Importing Co., Delaware, O. Sold to Mr. Holmes, Gambier, O.

PRINCE IMPERIAL—No 678.

Gray; foaled 1869. Imported Sept. 1873, by Berlin Stock Association, Berlin, Ill.

PRINCE IMPERIAL—No. 679.

Gray; foaled 186—. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to O. H. Potter and J. W. West, Burrows, Ind.

PRINCE IMPERIAL—No. 680.

Gray; foaled 1868. Imported 1872, by Virgin & Veach, Fairbury, Ill. Owned by Mahan & Dawson, Lexington, Ill.

PRINCE IMPERIAL—No. 681.

Gray; foaled 1872. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by the Government of New Brunswick.

PRINCE IMPERIAL—No. 682.

Gray; foaled 1875. Sired by Richard Cœur de Leon (704); dam, Empress (924). Bred and owned by Ezra Stetson, Neponset, Ill.

PRINCE IMPERIAL—No. 683.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md. Owned by Wm. Calder, Harrisburg, Pa.

PRINCE IMPERIAL—No. 684.

Gray; foaled 1864. Imported 1869, by Edward Schreiber, Allentown, Pa. Sold to Brunner & Tramb, Lehigh county, Pa. Died 1879.

PRINCE IMPERIAL—No. 685.

Gray; foaled ——. Imported 1869, by J. Parker, West Chester, Pa. Sold 1873, to Huntington Valley Horse Co., Harveyville, Pa. Owned by A. M. Harvey, Harveyville, Pa.

PRINCE JEROME—No. 686.

Gray; foaled 1875. Sired by Washington (865); dam, Rosa Bonheur (1026). Bred by J. J. Parker, West Chester, Pa. Owned by Colin Cameron, Brickerville, Pa.

PRINCE NAPOLEON—No. 687.

Gray; foaled 1869. Imported 1874, by J. Hobbs, Bloomington, Ill. Owned by N. M. Jones, Towanda, Ill. Sold to C. M. Smith, Earlville, Ill.; sold again, 1876, to ———, of Minnesota.

PRINCE NAPOLEON—No. 688.

Gray; foaled 1868. Imported 1872, by John Virgin, for Decatur Veoch, Lexington, Ill. Sold 1876, to Albert Dawson, Lexington, Ill.

PRINCE NAPOLEON—No. 689.

Gray; foaled 1871. Imported May 1874, by N. C. Buswell, Princeton, Ill. Owned by Daniel and Wm. Joder, Tiskilwa, Illinois.

PRINCE OF PERCHE—No. 690.

Gray; foaled 1877. Imported Sept. 1880, by W. H. Houk, Stillwater, O. Sold to J. F. Smith & Co., Radnor, O.

PRINCE OF PARIS—No. 691.

Gray; foaled 1870. Imported May 1875, by W. H. H. Johnson, Centralia, Ill. Owned by Harry T. Johnson, Ashland, Neb.

PRINCE ROYAL—No. 692.

Gray; foaled 1877. Sired by St. Laurent (753); dam, Susan Jane (1035). Bred by E. Dillon & Co., Bloomington, Ill.

PROPHET—No. 693.

Gray; foaled 1873. Imported 1877, by James A. Perry, Wilmington, Ill. Owned by D. Bowman & Co., Colfax, Washington Ter.

PUELO—No. 694.

Gray; foaled 1864. Imported Aug. 1868, by Galion Importing Co., Galion, O. Owned by Crim & Bloomer, Galion, O.

PYRENEE—No. 695.

Gray; foaled 1875. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold to H. N. Ershin, Mendota, Ill.

QUIMPER—No. 696.

Bay; foaled 1876. Sired by Favorite (328); dam, Mace (983). Bred by E. Dillon & Co.; Bloomington, Ill. Sold 1878, to Henry Avery, Wakefield, Kan.

RATHAMAGUS—No. 697.

Gray; foaled 1865. Imported 1870, by Westfall, Moore & Rexroat, Macomb, Ill. Sold 1872, to R. B. Westfall; sold again, 1875, to A. V. Brooking, Macomb, Ill.

RAPHAEL—No. 698.

Gray; foaled 1880. Sired by Loiret (487); dam, Susan Jane (1035). Bred and owned by E. Dillon & Co., Bloomington, Illinois.

RECORD—No. 699.

Gray; foaled 1872. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to Miller & Lux, California.

RENFORD—No. 700.

Gray; foaled 1869. Imported May 1873, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to B. Caldwell, Dana, Ill.; sold again, 1878, to M. W. Dunham, Wayne, Ill.; sold again, 1879, to Wheeler & Hinnian, Beatrice, Neb.

RENO—No. 701.

Gray; foaled 1868. Imported Sept. 1871, by M. D. Covell, Delaware, O. Owned by B. H. Hartley, Delaware, O. Died 1876.

REVEA—No. 702.

Gray; foaled 1872. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to A. W. Cook, Charles City, Ia.

RHEINAU—No. 703.

Gray; foaled 1871. Imported 1875, by Wm. Singmaster, Keota, Iowa.

RICHARD CŒUR DE LEON—No. 704.

Gray; foaled 1869. Imported 1874, by Ezra Stetson, Neponset, Illinois.

RICHELIEU—No. 705.

Gray; foaled 1874. Imported 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1879, to Chesterfield Norman-Horse Co., Chesterfield, Ill.

RICHELIEU—No. 706.

Gray; foaled 1868. Imported Sept. 1873, by J. I. Carpenter, Princeton, Ill. Sold 1877, to J. M. Trowbridge, Creston, Ia.

RIGHTSLE—No. 707.

Gray; foaled 1877. Imported June 1880, by Virgin & Brown, Fairbury, Ill. Sold to Silas Robinson, Denver, Col.

RIPPLE—No. 708.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold 1878, to Samuel Chamberlin, Geneseo, Ill.

RIVAL—No. 709.

Gray; foaled 1871. Imported April 1875, by M. W. Dunham, Wayne, Ill. Died *en route*.

RIVIERE—No. 710.

Gray; foaled 1870. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Abner Fleming, Hoopston, Ill.; sold again, 1877, to Mooney & Moor, Niantic, Ill.

RIVIERE—No. 711.

Gray; foaled 1874. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by Ford & Robson, Salinas City, Cal.

ROB ROY—No. 712.

Gray; foaled 1870. Imported 1874, by E. D. Fuller, Tremont, Illinois.

ROB ROY—No. 713.

Gray; foaled 1870. Imported June 1875, by D. McCarthy, Ames, Ia. Owned by Richard Jones, Ontario, Ia. Sold to A. G. Beall, Mt. Ayr, Ia.

ROBERT—No. 714.

Gray; foaled 1870. Imported Aug. 1875, by Jonas Sill & Son, Bloomington, Ill. Died 1878.

ROBESPIERRE—No. 715.

Bay; foaled 1871. Imported Sept. 1876, by A. W. Cook, Charles City, Ia.

ROCHEFORT—No. 716.

Gray; foaled 1869. Imported April 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

ROCHEFORT—No. 717.

Gray; foaled 1872. Imported 1875, by Vanhoorebeke & Vaughn, Monmouth, Ill. Owned by H. I. Vaughn, Oneida, Ill.

ROCHEFORT—No. 718.

Gray; foaled 1870. Imported 1874, by Degen Bros., Ottawa, Ill. Sold 1875, to Samuel Clark, Sidney, Ia.; sold again, 1880, to A. H. Hogan and H. I. Crane, Shenandoah, Ia.

ROCHEFORT—No. 719.

Gray; foaled 1871. Imported Sept. 1876, by A. W. Cook, Charles City, Ia. Sold to J. C. Rawlings, Burr Oak, Ia.

ROCKTON—No. 720.

Black; foaled 1877. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to C. M. Barnes & Co., Bloomington, Ill.

RODERICK—No. 721.

Black; foaled 1878. Imported 1878, by M. W. Dunham, Wayne, Illinois.

RODNEY—No. 722.

Gray; foaled 1871. Imported Nov. 1875, by E. A. Buck, New York City. Owned by Tompkins, Shafer & Miller, Gallatin, Tenn.

ROLAND—No. 723.

Gray; foaled 1870. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold 1876, to Thatcher & Son, Covington, Ky. Died 1877.

ROLAND—No. 724.

Gray; foaled 1872. Imported 1876, by James A. Perry, Wilmington, Ill. Sold 1877, to Wilsey Bros. & Co., Petaluma, Cal.

ROLAND—No. 725.

Gray; foaled 1871. Imported 1873, by J. B. Shortshie, Coaticook, Can. Owned by G. G. Hackett, Portland, Me.

ROLLIN—No. 726.

Dark Brown; foaled 1852. Imported 1856, by Erastus Martin, Woodstock, O. Sold 1859, to L. Russ, Onarga, Ill.; sold again, 1865, to J. L. Owen, Mokena, Ill. Died 1869.

ROLLIN—No. 727.

Gray; foaled 1866. Imported 1870, by Russ, McCourtesy & Slattery, Onarga, Ill. Sold 1870, to H. W. Gove, Washington, Ill.; sold again, 1877, to Albert Dawson & Co., Lexington, Ill.

ROLO—No. 728.

Gray; foaled 1867. Imported 1872, by E. Dillon & Co., Bloomington, Ill. Died 1873.

ROLO 2d—No. 729.

Gray; foaled 1869. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to Benj. Boher, Whitestown, Ind.

ROMAN—No. 730.

Gray; foaled 1876. Imported Oct. 1880, by James A. Perry, Wilmington, Ill.

ROME—No. 731.

Gray; foaled 1871. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to Levi Kunce, Villisca, Ia.; sold again, 1879, to Tuster Bros., Sidney, Neb.

ROMEO—No. 732.

Gray; foaled 1870. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill. Sold 1874, to Polo Breeding Association, Ogle county, Ill.

ROMEO—No. 733.

Gray; foaled 1871. Imported April 1875, by M. W. Dunham, Wayne, Ill. Owned by Daniel Brownson, Ia.

ROMULUS—No. 734.

Gray; foaled 1868. Imported Oct. 1874, by Rogy & Trimble, Walnut, Ill. Owned by Meisenheimer & Englehardt, Mendota, Ill.; sold again, 1880, to C. F. Basting, Bloomington, Illinois.

ROSCOE—No. 735.

Bay; foaled 1872. Imported 1874, by Vanhoorebeke & Vaughn, Monmouth and Oneida, Ill.

ROTAMAGO—No. 736.

Gray; foaled 1872. Imported 1878, by James A. Perry, Wilmington, Ill.

ROTHSCHILD—No. 737.

Gray; foaled 1873. Imported April 1876, by Columbus Importing Association, Columbus, Wis. Sold to Jas. R. Misner & Bros., California.

ROUEN—No. 738.

Gray; foaled 1870. Imported 1873, by J. D. McVicker, Henry, Illinois.

ROUEN—No. 739.

Gray; foaled 1866. Imported 1870, by E. Dillon & Co., Bloomington, Ill. Sold 1872, to M. F. Pierce, Big Foot, Ill. Died 1872.

ROVER—No. 740.

Gray; foaled 1869. Imported 1874, by M. W. Dunham, Wayne, Ill. Owned by R. Hall, Sergeant Bluffs, Ia.

ROYAL DUKE—No. 741.

Gray; foaled 1871. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by D. Bowman, Colfax, Washington Ter.

ROYALTY—No. 742.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to Hayner & Co., Nevada.

ROYALTY 2d—No. 743.

Bay; foaled 1875. Imported 1880, by James A. Perry, Wilmington, Ill. Sold to Samuel Chamberlin, Geneseo, Ill.

RUDOLPH—No. 744.

Gray; foaled 1865. Imported 1870, by Russ, McCourtey & Slattery, Onarga, Ill. Sold 1875, to Gen. Warren, Buckley, Illinois.

RUDOLPH—No. 745.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to Samuel Chamberlin, Geneseo, Ill.

ST. BENOIT—No. 746.

Gray; foaled 1870. Imported 1873, by Hume & Landreth, Brighton, Ill. Owned by W. A. Whitemore, Charleston, Ill.

ST. CLOUD—No. 747.

Gray; foaled 1870. Imported 1874, by John Hobbs, Bloomington, Ill. Sold 1875, to James Ayres, Allen Township, McLean county, Ill.; sold again, 1877, to Nathan Henshaw, Garda, Ill.

ST. CLOUD—No. 748.

Gray; foaled 1869. Imported 1873, by R. B. Chisholm, Elgin, Ill. Owned by Claus Spreckels, Cal.

ST. CLOUD—No. 749.

Gray; foaled 1871. Imported 1874, by Onarga Importing Co. Onarga, Ill. Sold 1875, to M. G. Potter, Donovan, Ill.

ST. CLOUD—No. 750.

Gray; foaled 1872. Imported April 1875, by A. W. Cook, Charles City, Ia. Sold 1876, to John Simpson, Northfield, Minn.

ST. DENNIS—No. 751.

Gray; foaled 1870. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to Wilkinson & Hadley, Nevada, Ill.

ST. JULIEN—No. 752.

Gray; foaled 1869. Imported 1873, by Lock & Cook, Remington, Ind. Owned by T. C. Ware & Co., Kokomo, Ind.

ST. LAURENT—No. 753.

Gray; foaled 1866. Imported 1870, by E. Dillon & Co., Bloomington, Ill., by whom he is still owned.

ST. LAWRENCE—No. 754.

Gray; foaled 1869. Imported Nov. 1873, by R. B. Chisholm, Elgin, Ill.

ST. NAZARIE—No. 755.

Gray; foaled 1871. Imported Aug. 1874, by Hume & Landreth, Brighton, Ill. Sold 1875, to John Heume, Buffalo, O.

ST. PERIE—No. 756.

Gray; foaled 1877. Sired by St. Laurent (753); dam, Notre Dame (1007). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1880, to Wolf Bros., Ill.

ST. PIERRE—No. 757.

Gray; foaled 1872. Imported May 1875, by W. H. H. Johnson, Centralia, Ill.

ST. ROMAINS—No. 758.

Gray; foaled 1869. Imported May 1874, by M. Pickering, Canton, Ill.

SALVADOR—No. 759.

Gray; foaled 1870. Imported 1875, by Degen Bros., Ottawa, Ill. Sold 1876, to T. C. Ware, Kokomo, Ind.; sold again, 1878, to Henry Neis.

SAMSON—No. 760.

Gray; foaled 1870. Imported 1874, by Onarga Importing Co., Onarga, Ill. Sold 1875, to W. C. Culbertson, Paris, Ill.

SAMSON—No. 761.

Bay; foaled ——. Imported June 1875, by Jacob Erb, Ames, Iowa.

SANCHO—No. 762.

Gray; foaled 1871. Imported 1875, by M. W. Dunham, Wayne, Ill. Owned by Wesling & Grinnell, North Northfield, Ill. Died 1876.

SANS BOIRE—No. 763.

Gray; foaled 1872. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold 1876, to J. J. Shaubert, Mankato, Minn.; sold again, 1878, to Garden City Stock Co., Garden City, Minn.

SANS NOM—No. 764.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by Government of New Brunswick.

SANS PAREIL—No. 765.

Gray; foaled 1872. Imported Aug. 1874, by Hume & Landreth, Brighton, Ill. Owned by the estate of N. Hume, Brighton, Illinois.

SARTHE—No. 767.

Gray; foaled 1874. Imported July 1879, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to Moker, Kurtz & Co., Smithville, O.

SATURN—No. 768.

Gray; foaled 1874. Imported 1880, by M. W. Dunham, Wayne, Ill. Sold to Folts, Turner & Co., Atlanta, Ill.

SEDAN—No. 769.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Died *en route*.

SELHOUETTE—No. 770.

Gray; foaled 1875. Sired by Perche Paris (643); dam, Pride of Paris (1013). Bred by E. Hodgson & Sons, Ottawa, Ill.; sold again, Oct. 1879, to John Newel, Farm Ridge, Ill.

SELIM—No. 771.

Black; foaled 1878. Imported 1878, by M. W. Dunham, Wayne, Ill. Sold to Israel Garretson, Bigler, Pa.

SENECA CHIEF—No. 772.

Gray; foaled 1871. Imported 1875, by Jacob Erb, Ames, Ia. Sold 1876, to Daniel Hunt, Swan, Ia.

SENSATION—No. 773.

White; foaled 1863. Imported Aug. 1873, by M. W. Dunham, Wayne, Ill. Owned by S. B. Spearim, Empire City, Minn.

SERGEANT—No. 774.

Gray; foaled 1870. Sired by The Colonel (804); dam, Constance (905). Bred by S. W. Ficklin, Charlottesville, Va. Died 1870.

SEVENTY-SIX—No. 775.

Gray; foaled 1876. Sired by White Prince (874); dam, Doll (919). Bred by W. C. Myers, Ashville, Ore. Owned by J. Chrisman, Oregon.

SHUTES—No. 776.

Bay; foaled 1873. Imported 1875, by E. A. Buck, New York City.

SILVER—No. 777.

Gray; foaled 1878. Sired by Decide (219); dam, Marian (990). Bred and owned by Daniel Dunham, Wayne, Ill.

SILVER DUKE—No. 778.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to S. Wilsey, Cal.

SILVERMANE—No. 779.

Gray; foaled 1876. Imported 1879, by J. W. Richmond, Armington, Ill.

SILVERMANE—No. 780.

White; foaled 1870. Imported 1874, by L. S. Covell, Delaware, O.

SILVERMANE—No. 781.

Gray; foaled 1870. Imported 1875, by Fullington & Co., Irwin Station, O.

SIR ARCHY—No. 782.

Chestnut; foaled 1877. Imported 1880, by Jas. A. Perry, Wilmington, Ill.

SNAP—No. 783.

Gray; foaled 1864. Imported 1867, by Howes & Gilman, Marion, O.

SNOWFLAKE—No. 784.

Gray; foaled 1875. Imported 1880, by James A. Perry, Wilmington, Ill.

SOVEREIGN—No. 785.

Roan; foaled 1868. Imported 1873, by E. O. Hills, Bloomingdale, Ill. Sold 1874, to Phelps & Burdick, Winnebago, Ill. Died 1876.

STARLIGHT—No. 786.

Gray; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to I. McKee, Cal.

STANSBURY—No. 787.

Gray; foaled 1867. Imported 1872, by Virgin & Brown, Fairbury, Ill. Sold to Joseph Morrison, Pontiac, Ill.

STRANGER—No. 788.

Gray; foaled 1875. Imported July 1878, by M. W. Dunham, Wayne, Ill. Sold to Norman-Horse Co., Elm Creek, Kan.

STUB AND TWIST—No. 789.

Bay; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

SUCCESS—No. 790.

White; foaled 1863. Imported 1868, by W. J. Edwards, Clifton, Ill. Sold 1868, to Fletcher Norman-Horse Co., Wayne, Ill.; sold again, 1874, to M. W. Dunham, Wayne, Ill.

SULTAN—No. 791.

Gray; foaled 1871. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Joseph Wooden & Co., Cal.

SULTAN—No. 792.

Foaled 1869. Sired by Prince Imperial (683); dam, Kate (967). Bred by W. T. Walters, Baltimore, Md.

SUPERIOR—No. 793.

White; foaled 1868. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by L. Johnson, East Castle Rock, Minn.

SUPERIOR—No. 794.

Gray; foaled 1870. Imported 1875, by James A. Perry, Wilmington, Ill. Owned by T. Skillman, Petaluma, Cal. Died 1877.

SUPERIOR—No. 795.

Gray; foaled 1871. Imported June 1875, by Jacob Erb, Ames, Ia. Sold 1876, to Daniel Hunt, Wheeling, Ia.; sold again, 1878, to Thos. Logan, Princeville, Ore.

SUPERIOR 2d—No. 796.

Gray; foaled 1872. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by J. J. Hicok, Grand Island, Cal.

SUPPORTER—No. 797.

Bay; foaled 1873. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to Miller & Lux, Cal.

TACHEAU—No. 798.

Gray; foaled 1870. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1878, to F. G. Shaver and T. McMillan, Redwood Falls, Minn.

TALLEYRAND—No. 799.

Gray; foaled 1873. Imported 1875, by A. W. Cook, Charles City, Ia. Owned by J. M. Howard, Litchfield, Minn.

TARNEY—No. 800.

Gray; foaled 1871. Imported Oct. 1875, by Jonas Sill, Bloomington, Ill. Owned by Jonas Sill & Son, Bloomington, Ill.

TELEPHONE—No. 801.

Gray; foaled 1878. Sired by Don Perie (242); dam, Notre Dame (1007). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1880, to J. B. Hall, Villa Grove, Col.

TEMPEST—No. 802.

Black; foaled 1871. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1876, to Downs & Sanders, Talleyrand, Ia.; sold again, 1878, to W. T. Bruce, Waitsburg, Washington Ter.

THE BOSS—No. 803.

Gray; foaled 1869. Imported 1875, by Fullington & Co., Irwin Station, O. Owned by H. B. Sherman, Milwaukee, Wis.

THE COLONEL—No. 804.

Gray; foaled 1863. Imported 1866, by S. W. Ficklin, Charlottesville, Va.

THIERS—No. 805.

Gray; foaled ——. Imported Aug. 1875, by A. G. Vanhoorebeke, Monmouth, Ill. Owned by H. T. Vaughn, Oneida, Ill.

THIERS—No. 806.

Gray; foaled 1869. Imported 1874, by Degen Bros., Ottawa, Ill. Sold 1875, to Ed. Bud, Millbrook, Ill.

THIERS—No. 807.

Gray; foaled 1872. Imported 1876, by Edward D. Holton, Milwaukee, Wis.

THIERS—No. 808.

Gray; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

THIERS—No. 809.

Gray; foaled 1871. Imported 1875, by Geo. Martin, Milford, Illinois.

THOMPSON—No. 810.

Gray; foaled 1870. Sired by Conqueror (187); dam, Dell (918). Bred and owned by Gill & Robinson, Marysville, O.

TIGER—No. 811.

Gray; foaled 1878. Imported in dam, Countess (913), by M. W. Dunham, Wayne, Ill.

TOLONO—No. 812.

Gray; foaled ——. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to John Morgan, Farmer City, Ill.; sold again, 1877, to John Philips, Prairie Creek, Ia.

TOM COOPER—No. 813.

Gray; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

TOP GALLANT—No. 814.

Gray; foaled 1875. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Sold to Alex. Thom, Amnettsville, Ontario, Can.

TONY—No. 815.

Gray; foaled 1875. Imported July 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1881, to I. A. Noland, Manhattan, Kan.

TORNADO—No. 816.

Gray; foaled 1870. Imported April 1875, by M. W. Dunham, Wayne, Ill. Owned by John Williams, Logan, Ia.

TORNADO—No. 817.

Bay; foaled 1875. Sired by St. Laurent (753); dam, Eureka (933). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Joseph Wooden & Co., Cal.

TREASURE—No. 818.

(Gibson.)

Gray; foaled 1871. Imported 1875, by E. A. Buck, New York City. Owned by H. A. Stone, Warren, Pa.

TRIUMPH—No. 819.

Gray; foaled 1871. Imported April 1875, by M. W. Dunham, Wayne, Ill. Owned by Sauk County Stock-Breeders' Association, Baraboo, Wis.

TROCADERO—No. 820.

Black; foaled 1874. Imported Sept. 1878, by A. W. Cook, Charles City, Ia.

TROCHU—No. 821.

Gray; foaled 1870. Imported July 1875, by Degen Bros., Ottawa, Ill. Sold 1876, by I. C. Ware, Kokomo, Ind. Died 1876.

TROMBLAU—No. 822.

Gray; foaled 1871. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to Al. Power, Pulaski, Ia.

TURCO—No. 823.

Gray; foaled 1869. Imported 1872, by Russ, McCourtney & Slattery, Onarga, Ill. Sold 1874, to W. H. Hobart, Rainsville, Ind.

TURK—No. 824.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Eli and Jacob Berkey, Goshen, Ind.; sold again, to Whiteline Grimsell, Morristown, Ill.

UNCLE EPH—No. 825.

Bay; foaled 1875. Imported Sept. 1880, by A. W. Cook, Charles City, Ia.

UTOPIA—No. 826.

Gray; foaled 1872. Imported 1877, by E. Dillon & Co., Bloomington, Ill. Sold 1880, to Riley Walker, Lathrop, Mo.

VALENTINE—No. 827.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill.

VALLEY HORSE.

(See Normandy, No. 607.)

VALIANT—No. 828.

Gray; foaled 1866. Imported 1874, by M. W. Dunham, Wayne, Ill. Sold to Chas. McCreedy, Earlville, Ill.; sold again, 1877, to Henry Tubbs, Osceola, Pa.

VALIANT—No. 829.

Gray; foaled 1869. Imported August 1872, by N. Hume, Brighton, Ill. Died 1874.

VALIANT—No. 830.

Gray; foaled 1871. Imported May 1874, by N. C. Buswell, Princeton, Ill. Owned by J. H. Norris, Lamoille, Ill.

VALGEAN—No. 831.

Black; foaled 1873. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Sold to John Cunningham & Son, Gambier, O.

VALOIS—No. 832.

Gray; foaled 1873. Imported July 1875, by M. W. Dunham, Wayne, Ill. Owned by Hugh White, Annawan, Ill.

VALOIS—No. 833.

Black; foaled 1877. Sired by Napoleon Bonaparte (586); dam, Eugenia (931). Bred by H. V. P. Block, Aberdeen, Mo.

VERMOUGHT—No. 834.

Gray; foaled 1875. Imported 1880, by E. Dillon & Co., Bloomington, Ill. Sold 1880, to J. A. Johnson, Mariadahl, Kan.

VERMONT—No. 835.

Gray; foaled 1873. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to T. D. Livingston, Midway, Wis.

VENDOME—No. 836.

Gray; foaled 1877. Sired by Favorite (329); dam, La Bell France (969). Bred by A. W. Cook, Charles City, Ia. Owned by G. E. Champlin, Oelwein, Ia.

VERSAILLES—No. 837.

Gray; foaled 1870. Imported May 1874, by M. Pickering, Canton, Ill.

VICE—No. 838.

Black; foaled 1870. Imported July 1875, by M. W. Dunham, Wayne, Ill.

VICTOR—No. 839.

Gray; foaled 1867. Imported June 1873, by M. W. Dunham, Wayne, Ill. Owned by R. Hall, Sergeant Bluffs, Ia.

VICTOR—No. 840.

Gray; foaled ——. Imported by Wallace, Watkins & Kling, Marion, O.

VICTOR—No. 841.

Gray; foaled 1872. Imported June 1875, by Virgin & Brown, Fairbury, Ill. Sold to John Campbell, Towanda, Ill.

VICTOR—No. 842.

Black; foaled 1874. Imported 1878, by C. W. Pierce, Boston, Mass. Owned by Wm. Pierce, Maple Hill, Kan.

VICTOR HUGO—No. 843.

Gray; foaled 1870. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

VICTOR HUGO—No. 844.

Gray; foaled 1870. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by the Government of New Brunswick.

VICTOR HUGO—No. 845.

Gray; foaled 1869. Imported 1874, by Fullington, Phellis & Co., Irwin Station, O. Owned by H. C. McDowell, Oconomowoc, Wis.

VICTOR NOIR—No. 846.

Black; foaled 1868. Imported 1874, by A. G. Vanhoorebeke, Monmouth, Ill. Owned by J. B. Lague & Son, Kankakee, Ill.

VIDAL—No. 847.

Gray; foaled 1870. Imported July 1875, by Benson & Taylor, Monticello, Ill.

VIDAL—No. 848.

Gray; foaled 1869. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Sold to H. H. & M. W. Robinson, DesMoines, Ia.; sold again, 1878, to Jas. Mauldin, Watson, Montana.

VIDAL—No. 849.

Gray; foaled 1865. Imported 1870, by Westfall, Moore & Rexroat, Macomb, Ill. Sold to Hall & Turner, Adrian, Ill.

VIDAL—No. 850.

Gray; foaled 1870. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Alfred Farlow, Minnesota Junction, Wis.

VIDAL—No. 851.

Gray; foaled 1865. Imported 1870, by James A. Perry, Wilmington, Ill. Sold 1870, to Dolese & Shepherd, Summit, Ill.; sold again, 1876, to Degen Bros., Ottawa, Ill.; sold again, to Leasure & Collingham, DeWitt, Ill.; sold again, 1879, to Wm. Rodman, Lucas, O.

VIDOCQ—No. 853.

Gray; foaled 1869. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by Leonard Johnson, East Castle Rock, Minn.

VIDOCQ 2d—No. 854.

Gray; foaled 1877. Imported Aug. 1879, by M. W. Dunham, Wayne, Ill. Sold 1879, to Miles, Condit & Co., Condit, O.

VIDOCQ 2d—No. 855.

Gray; foaled 1873. Imported 1875, by A. W. Cook, Charles City, Ia. Sold to Jerome McKinley, Mona, Ia.; sold again, to D. Roby, Waterloo, Ia.

VIGO—No. 856.

Gray; foaled 1869. Imported Dec. 1874, M. W. Dunham, Wayne, Ill. Sold to Blackmarr & Miller, Burr Oak, Ia.; sold again, to J. C. Rawlins, Burr Oak, Ia.

VIGOROUS—No. 857.

Gray; foaled 1863. Imported Sept. 1868, by Brown, Bigelow & Co., Columbus, O. Sold to Mr. Fisher, Franklin county, O. Died 1874.

VILLE DE PARIS—No. 858.

Gray; foaled 1870. Imported Sept. 1874, by Simon Jacobas, Boynton, Ill. Sold to Wm. Jacobas, Delavan, Ill.

VIMEUX—No. 859.

Gray; foaled 1879. Sired by St. Laurent (753); dam, Gertrude (943). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1881, to S. F. Baker, Dixon, O.

VIVIAN—No. 860.

Gray; foaled 1873. Imported July 1878, by M. W. Dunham, Wayne, Ill.

VLADIMIR—No. 861.

Gray; foaled 1873. Imported July 1878, by M. W. Dunham, Wayne, Ill. Sold 1878, to P. B. Richardson, Tuscola, Mich.

VOLTAIRE—No. 862.

Gray; foaled 1871. Imported May 1875, by Onarga Importing Co., Onarga, Ill. Sold 1875, to Thomas Britt, Fowler, Ind.; sold again, 1876, to Onarga Importing Co., Onarga, Ill.; sold again, 1877, to E. J. Crandell, Watseka, Ill.

VOLUNTEER—No. 863.

Gray; foaled 1876. Imported 1880, by James A. Perry, Wilmington, Ill.

VULCAN—No. 864.

Gray; foaled 1869. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold 1876, to John Bowley, Traer, Ia.; sold again, 1879, to W. Antrim, Traer, Ia.

WASHINGTON—No. 865.

Gray; foaled 1865. Imported July 1872, by J. J. Parker, West Chester, Pa. Owned by W. S. Tilton, Togus, Me.

WASHO—No. 866.

Gray; foaled 1875. Sired by St. Laurent (753); dam, Joan of Arc (957). Bred by E. Dillon & Co., Bloomington, Ill. Sold 1876, to Henderson Clements, Henderson, Clayton county, Ia.

WATERLOO—No. 867.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by C. H. Candell, Oak Centre, Minn. Died 1876.

WATERLOO—No. 868.

Gray; foaled 1871. Imported Aug. 1876, by E. Dillon & Co., Bloomington, Ill. Sold 1877, to George and John Redmond, La Motte, Ia.

WEALTHY—No. 869.

Gray; foaled 1872. Imported 1875, by Virgin & Brown, Fairbury, Ill. Sold to A. N. Anderson, Holden, Mo.

WELCOME—No. 870.

Gray; foaled 1873. Sired by Bienven (64); dam, Constance 2d (906). Bred and owned by S. W. Ficklin, Charlottesville, Va.

WELCOME—No. 871.

Gray; foaled 1874. Imported 1878, by James A. Perry, Wilmington, Ill. Sold to G. Fairbanks, Cal.

WENONA—No. 872.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1874, to Thomas Eckles, Eyota, Minn.

WHITE KING—No. 873.

Gray; foaled 1869. Imported Sept. 1874, by R. B. Chisholm, Elgin, Ill. Sold 1877, to ——— Daherty, Dublin, Ill.

WHITE PRINCE—No. 874.

Gray; foaled 1865. Imported 1870, by Fullington & Thompson, Irwin, O. Sold 1870, to Lee Wentz, Marysville, O.; sold again, 1870, to W. C. Myer, Ashland, Ore. Died 1878.

WIDE-AWAKE—No. 875.

Gray; foaled 1873. Imported Aug. 1877, by James A. Perry, Wilmington, Ill. Owned by G. Fairbanks, Petaluma, Cal.

WIGAND—No. 876.

Gray; foaled 1872. Imported April 1876, by Columbus Importing Association, Columbus, Wis.

WILDAIR—No. 877.

Gray; foaled 1866. Imported Sept. 1872, by M. W. Dunham, Wayne, Ill. Sold 1873, to G. Bates, Alden, Ill.

WILD FRENCHMAN—No. 878.

Gray; foaled 1869. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Sold 1875, to X. Ashoff, Wellsburg, Mo.

WILD FRENCHMAN—No. 879.

Black; foaled 1872. Imported 1875, by Wm. Singmaster, Keota, Ia.

WONDER—No. 880.

Brown; foaled 1872. Imported 1877, by Virgin & Brown, Fairbury, Ill. Died 1877.

YEOMAN—No. 881.

Black; foaled 1871. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Fairweather & Roach, Sussexville, New Brunswick.

ZINGARI—No. 882.

Gray; foaled 1872. Imported 1876, by M. W. Dunham, Wayne, Ill. Sold 1876, to J. P. Bathrick, Paw Paw, Mich. Burned at Jackson, 1877.

NORMAN MARES.

ADELAIDE—No. 883.

Black; foaled 1872. Imported 1875, by M. W. Dunham, Wayne, Ill. Produce—1876, Carnot, blk. c., by Waterloo; 1877, Gipsev Girl, gr. f., by Apollo (23); 1878, Bernice, blk. f., by Success (790).

ADELINE—No. 884.

Gray; foaled 1879. Sired by Valiant (830); dam, Aimee (885). Bred and owned by W. H. Winter, Princeton, Ill.

AIMEE—No. 885.

Chestnut; foaled 1876. Sired by Malbranche (513); dam, Joan (956). Bred and owned by W. H. Winter, Princeton, Ill.

ALENE—No. 886.

Gray; foaled 1863. Imported 1868, by W. T. Waters, Baltimore, Md. Produce—1872, Lucy, gr. f., by Morock (555).

ALLALEE—No. 887.

Gray; foaled 1880. Imported 1880, by E. Dillon & Co., Bloomington, Ill.

ARIZONA—No. 888.

Black; foaled 1880. Imported 1880, by E. Dillon & Co., Bloomington, Ill.

BELLE—No. 889.

Gray; foaled 1870. Sired by Normandy (607); dam, Rose (1029). Bred and owned by Thomas Jones, Plain City, O. Produce—1875, gr. f., by Ajax (8); 1876, Aladin, gr. c., by Ajax (8).

BELLE—No. 890.

Gray; foaled 1864. Imported 1868, by W. T. Waters, Baltimore, Md. Sold 1872, to ———. Produce—1870, Don, c., by Mark Anthony (516); 1871, Fannie, f., by Hercules (405).

BELLE—No. 891.

Gray; foaled 1877. Sired by Apollo (23); dam, Marian (990). Bred by M. W. Dunham, Wayne, Ill.

BELLE OF PARIS—No. 892.

Gray; foaled 1870. Imported 1875, by G. W. Stubblefield & Co., Bloomington, Ill. Died 1877. Produce—1876, Queen of the West, gr. f., by Denmark (225).

BERNICE—No. 893.

Black; foaled 1878. Sired by Success (790); dam, Adelaide (883). Bred and owned by M. W. Dunham, Wayne, Ill.

BESSIE—No. 894.

Gray; foaled 1880. Imported 1880, by E. Dillon & Co., Bloomington, Ill.

BLACK SALLIE—No. 895.

Black; foaled 1868. Imported 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill.

BLANCHE—No. 896.

White; foaled 1869. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

BOUQUET—No. 897.

Gray; foaled 1870. Imported July 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1875, Odinet, gr., sired in France; 1876, Evalena, gr. f., by Tachean (798); 1877, Excelsior, blk. c., by St. Laurent (753); 1879, Little Pearl, blk. c., by St. Laurent (753); 1881, gr., by Sarthe (767).

BUTTE CHAUMONT—No. 898.

Gray; foaled 1871. Imported April 1875, by G. W. Stubblefield & Co., Bloomington, Ill. Died 1875.

CAPITOLA—No. 899.

Gray; foaled 1876. Sired by St. Laurent (753); dam, Guide (947). Bred and owned by E. Dillon & Co., Bloomington, Ill.

CAPITOLA—No. 900

Gray; foaled 1877. Imported 1877, by M. W. Dunham, Wayne, Illinois.

CARLOTTA—No. 901.

Black; foaled 1878. Sired by Forrester (339); dam, Imo (949). Imported 1878, by M. W. Dunham, Wayne, Ill.

CHARLOTTE CORDAY—No. 902.

Gray; foaled 1864. Imported 1866, by Dr. J. Pembroke Thom, Baltimore, Md. Owned by J. W. Hunt Reynolds, Frankfort, Ky. Produce—1868, DeCourcey, gr. e., by The Colonel (804); 1870, Wanda, gr. f., by Little Corporal (485); 1871, Irene gr. f., by Little Corporal (485).

CLARA BELLE—No. 903.

Gray; foaled 1874. Imported July 1878, by M. W. Dunham, Wayne, Ill. Sold 1880, to H. A. Babcock, Neenah, Wis.

CLARA BELLE—No. 904.

Gray; foaled 1875. Imported Sept. 1880, by Kessler & Waggoner, Fremont, O.

CONSTANCE—No. 905.

Gray; foaled 1860. Imported April 1866, by S. W. Ficklin, Charlottesville, Va. Died 1873. Produce—1867, Constance 2d, gr. f., by The Colonel (804); 1868, Constance 3d, gr. f., by The Colonel (804); 1870, Sergeant, gr. e., by The Colonel (804); 1871, Constance 4th, f., by Bienven (64); 1872, Constance, gr. e., by Bienven (64).

CONSTANCE 2d—No. 906.

Gray; foaled 1867. Sired by The Colonel (804); dam, Constance (905). Bred and owned by S. W. Ficklin, Charlottesville, Va. Produce—1871, Constance 5th, gr. f., by Bienven (64); 1873, Welcome, gr. c., by Bienven (64); 1874, Constance 6th, c., by Bienven (64); 1875, Gladiator, gr. c., by Bienven (64); 1876, Constance 7th, gr. f., by Bienven (64).

CONSTANCE 3d—No. 907.

Gray; foaled 1868. Sired by The Colonel (804); dam, Constance (905). Bred and owned by S. W. Ficklin, Charlottesville, Va. Died 1869.

CONSTANCE 4th—No. 908.

Gray; foaled 1871. Sired by Bienven (64); dam, Constance (905). Bred and owned by S. W. Ficklin, Charlottesville, Va. Produce—1876, Limestone, gr. c., by Prince.

CONSTANCE 5th—No. 909.

Gray; foaled 1871. Sired by Bienven (64); dam, Constance 2d (906). Bred and owned by S. W. Ficklin, Charlottesville, Va.

CONSTANCE 6th—No. 910.

Gray; foaled 1874. Sired by Bienven (64); dam, Constance 2d (906). Bred and owned by S. W. Ficklin, Charlottesville, Va.

CONSTANCE 7th—No. 911.

Gray; foaled 1876. Sired by Bienven (64); dam, Constance 2d (906). Bred and owned by S. W. Ficklin, Charlottesville, Va.

COUNTESS—No. 912.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold 1876, to B. H. Campbell and A. W. Cook, Charles City, Ia.; sold again, 1878, to L. Johnson, East Castle Rock, Minn. Produce—Marie Antoinette, f., by Jules Verne (433).

COUNTESS—No. 913.

Gray; foaled 1871. Imported 1877, by M. W. Dunham, Wayne, Ill. Died 1878.

COUNTESS OF PERCHE—No. 914

Gray; foaled 1878. Sired by Pride of Perche (664); dam, White Rose (1044). Bred and owned by W. C. Myer, Ashland, Ore.

CULLALIE—No. 915.

Gray; foaled 1880. Imported July 1880, by E. Dillon & Co., Bloomington, Ill.

DAPPLE—No. 916.

Gray; foaled about 1836. Imported 1839, by Ed. Harris, Moorestown, New Jersey. Was given or sold to J. G. Bell, New York City.

DIDO—No. 917.

Gray; foaled 1871. Sired by Normandy (607); dam, Rose (1029). Bred and owned by Thos. Jones, Plain City, O. Produce—1875, gr. f., by Ajax (8).

DOLL—No. 918.

Gray; foaled 1852. Imported 1857, by Darby Plains Importing Co., Milford Centre, O. Sold 1857, to Charles Fullington, Marysville, O.; sold again, 1862, to Thos. Jones, Plain City, O. Produce—1858, gr. c.; 1859, gr. c.; 1860, Doll, gr. f., by Baker Horse (37); 1862, White Rose, gr. f., by Baker Horse (37); 1866, Rose, gr. f., by Baker Horse (37); 1870, Thompson, gr. c., by Conqueror (187).

DOLL—No. 919.

Gray; foaled 1860. Sired by Baker Horse (37); dam, Doll (918). Bred by Chas. Fullington, Marysville, O. Owned by W. C. Myer, Ashland, Ore. Produce—1872, Tempest, gr. f., by White Prince (874); 1874, Gen. Murat, gr. c., by White Prince (874); 1876, Seventy-six, gr. c., by White Prince (874.)

ELLEN—No. 920.

Gray; foaled 1878. Sired by Favora (326); dam, Grace (945). Bred and owned by M. W. Dunham, Wayne, Ill.

EMPRESS—No. 921.

Gray; foaled 1867. Imported 1873, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City. Dead. Produce—1874, Alpha, blk. c., by Brilliant (sired in France).

EMPRESS—No. 922.

Gray; foaled 1858. Imported 1864, by the Massachusetts Agricultural Society.

EMPRESS—No. 923.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold 1876, to B. H. Campbell and A. W. Cook, Charles City, Ia.; sold again, 1878, to L. Johnson, East Castle Rock, Minn.

EMPRESS EUGENIE—No. 924.

Gray; foaled 1869. Imported 1874, by Ezra Stetson, Neponset, Ill. Produce—1875, Prince Imperial, gr. c., by Richard Cœur de Leon (704); 1876, Duke de Vendome, gr. c., by Richard Cœur de Leon (704); 1877, Marie Louisa, gr. f., by Richard Cœur de Leon (704); 1878, Empress Josephine, gr. f., by Duke de Morny (254).

EMPRESS JOSEPHINE—No. 925.

Gray; foaled 1878. Sired by Duke de Morny (254); dam, Empress Eugenie (924). Bred and owned by Ezra Stetson, Neponset, Ill.

ENCHANTRESS—No. 926.

Black; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill.

ESTELLA—No. 927.

Gray; foaled 1870. Imported 1875, by G. W. Stubblefield & Co., Bloomington, Ill. Produce—1876, Boss, gr. c., by Henry Abrahams (400); 1877, Mollie, gr. f., by Henry Abrahams (400); 1878, Henry Abrahams 2d, gr. c., by Henry Abrahams (400).

EUGENIA—No. 928.

Gray; foaled 1861. Imported 1866, by S. W. Ficklin, Charlottesville, Va. Produce—1868, Lieutenant Colonel, gr. c., by The Colonel (804); 1870, Lieutenant, gr. c., by The Colonel (804); 1873, Eugene, gr. c., by Bienven (64); 1875, Apollo, b. c., by The Colonel (804); 1876, Eugenia 2d, gr. f., by The Colonel (804).

EUGENIA—No. 929.

Gray; foaled 1873. Imported 1875, by M. W. Dunham, Wayne, Ill. Owned by Bangs & Co., Paw Paw, Mich. Produce—1877, Leo, gr. c., by Apollo (23).

EUGENIA—No. 930.

Gray; foaled 1865. Imported 1869, by Edward Schreiber, Allentown, Pa. Owned by J. L. Schreiber, Shinerville, Pa. Died 1878. Produce—1876, c., by Prince Imperial (684).

EUGENIA—No. 931.

Gray; foaled 1864. Imported 1868, by Jeff Clark, Normandy, Mo. Sold 1875, to Henry V. P. Block, Aberdeen, Mo. Produce—1873, Princess Louisa, gr. f., by Napoleon Bonaparte (586); 1875, Gaston, gr. c., by Napoleon Bonaparte (586); 1877, Valois, blk. c., by Napoleon Bonaparte (586); 1878, Vigo, b. c., by Napoleon Bonaparte (586).

EUGENIA 2d—No. 932.

Gray; foaled 1876. Sired by The Colonel (804); dam, Eugenia (928). Bred and owned by S. W. Ficklin, Charlottesville, Va.

EUREKA—No. 933.

Gray; foaled 1871. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Died 1875. Produce—1874, Pompey Smasher, gr. c., by Favorite (328); 1875, Tornado, b. c., by St. Laurent (753).

EVALENA—No. 934.

Gray; foaled 1876. Sired by Tacheau (798); dam, Bouquet (897). Bred and owned by E. Dillon & Co., Bloomington, Ill. Produce—1880, Leisure, gr. c., by St. Laurent (753); 1881, blk., by Sarthe (767).

EVANGELINE—No. 935.

Gray; foaled 1876. Sired by Murat (560); dam, Rosabelle (1024). Bred and owned by M. W. Dunham, Wayne, Ill.

FAULTLESS—No. 936.

Bay; foaled 1877. Sired by Apollo (23); dam, Ophelia (1008). Bred and owned by M. W. Dunham, Wayne, Ill.

FLORA—No. 937.

Gray; foaled 1864. Imported 1868, by W. T. Walters, Baltimore, Md. Sold 1872.

FLORA—No. 938.

Gray; foaled 1878. Sired by Success (790); dam, Ophelia (1008). Bred and owned by M. W. Dunham, Wayne, Ill.

FRENCH GIRL—No. 939.

Gray; foaled 1869. Imported 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill.

FRENCH GIRL—No. 940.

Gray; foaled 1871. Imported 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1877, —; 1878, Maid of Orleans, b. f., by St. Laurent (753); 1879, Murat, gr. c., by Periō (647); 1880, Alcyone, b. c., by St. Laurent (753); 1881, b. c., by St. Laurent (753).

GAIL—No. 941.

Gray; foaled 1877. Sired in France, by Waterloo; dam, Mignonne (996). Foaled property of M. W. Dunham, Wayne, Ill. Sold to Poindexter & Orr, Watson, Montana Ter.

GEM—No. 942.

Gray; foaled 1867. Imported 1873, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City. Died 1874. Produce—1874, Lula, gr. f., by Bayard (44).

GERTRUDE—No. 943.

Gray; foaled 1870. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Produce—1874, Filly, gr., by St. Laurent (753); 1875, Avalanche, blk. c., by St. Laurent (753); 1876, Modesty, gr. f., by St. Laurent (753); 1878, Augeron, gr. c., by St. Laurent (753); 1879, Vimeux, gr. c., by St. Laurent (753); 1880, Lavere, gr. c., by St. Laurent (753); 1881, gr. c., by Cheri (163).

GIPSY GIRL—No. 944.

Gray; foaled 1877. Sired by Apollo (23); dam, Adelaide (883). Bred by M. W. Dunham, Wayne, Ill. Owned by J. F. Delap, Eddyville, N. Y.

GRACE—No. 945.

Gray; foaled 1874. Imported 1877, by M. W. Dunham, Wayne, Ill.

GRACE—No. 946.

Black; foaled 1880. Imported 1880, by E. Dillon & Co., Bloomington, Ill.

GUIDE—No. 947.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1876, Capitola, gr. f., by St. Laurent (753); 1877, Vauna, gr. f., by St. Laurent (753); 1878, Enterprise, gr. c., by St. Laurent (753).

HELOISE—No. 948.

Gray; foaled 1868. Imported 1873, by E. O. Hills, Bloomington, Ill. Owned by D. Dunham, Wayne, Ill. Produce—1874, Judy, blk. f., by Sovereign (785); 1876, Patriot, blk. c., by Colossus (176); 1877, Dakota, gr. c., by Success (790); 1878, Rosa, gr. c., by Success (790).

IMO—No. 949.

Black; foaled 1875. Sired by Vidocq (853). Imported 1878, by M. W. Dunham, Wayne, Ill.

IRENE—No. 950.

Gray; foaled 1871. Sired by Little Corporal (485); dam, Charlotte Corday (902). Bred and owned by J. W. Hunt Reynolds, Frankfort, Kentucky.

JACQUELINE—No. 951.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md.

JEANNE—No. 953.

Gray; foaled 1868. Imported 1874, by N. C. Buswell, for W. H. Winter, Princeton, Ill. Produce—1875, Bernadotte, b. e., by Malbranche (513); 1876, Julie, b. f., by Malbranche (513).

JENNIE—No. 954.

Foaled 1871. Sired by Hercules (495); dam, Kate (967). Bred by W. T. Walters, Baltimore, Md. Owned by Colin Cameron, Brickerville, Pa.

JOAN—No. 955.

Gray; foaled 1836. Imported 1839, by Ed. Harris, Moorestown, N. J. Sold 1850, to J. G. Bell, New York City. Died about 1856. Produce—1843, Louis Philippe, gr. c., by Diligence (234); 1851, Julia, b. f., by Diligence (234); 1852, Diligence 2d, ch. c., by Diligence (234); 1856, Diligence 3d, b. c., by Harmer's Norman.

JOAN—No. 956.

Gray; foaled 1869. Imported 1874, by N. C. Buswell, for W. H. Winter, Princeton, Ill. Produce—1876, Aimee, ch. f., by Malbranche (513); 1877, Duroc, ch. c., by Malbranche (513); 1878, Pauline, b. f., by Malbranche (513).

JOAN OF ARC—No. 957.

Gray; foaled 1869. Imported 1873, by E. Dillon & Co., Bloomington, Ill. Produce—1874, Comet, gr. c., by St. Laurent (753); 1875, Washo, gr. c., by St. Laurent (753); 1878, Kate Caution, gr. f., by St. Laurent (753).

JOAN OF ARC—No. 958.

Gray; foaled 1871. Imported May 1876, by Lawson Valentine, New York City.

JOSEPHINE—No. 959.

Gray; foaled 1869. Imported March 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill.

JOSEPHINE—No. 960.

Gray; foaled 1871. Imported 1876, by Lawson Valentine, New York City.

JOSEPHINE—No. 961.

Gray; foaled ——. Imported 1870, by M. J. Parrot, Leavenworth, Kan. Sold 1871, to W. C. Myer, Ashland, Oregon. Died 1871.

JUANITA—No. 963.

Gray; foaled 1875. Sired by Hercules (405); dam, Nannie (1002). Bred by Colin Cameron, Brickerville, Pa. Sold 1877, to W. C. Myer, Ashland, Ore.

JUDY—No. 964.

Black; foaled 1874. Sired by Sovereign (785); dam, Heloise (948). Bred by E. O. Hills, Bloomingdale, Ill. Sold to D. Dunham, Wayne, Ill. Produce—1877, Eugenia, blk. f., by Success (790).

JULIE—No. 965.

Bay; foaled 1851. Sired by Diligence (234); dam, Joan (955). Bred by Ed. Harris, Moorestown, N. J. Sold 1861, to Samuel Taylor, Bucks county, Pa.

JULIE—No. 966.

Bay; foaled 1876. Sired by Malbranche (513); dam, Jeanne (953). Bred by W. H. Winter, Princeton, Ill.

KATE—No. 967.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md. Produce—1869, Sultan, by Prince Imperial (683); 1870, Nellie, by Morock (555); 1871, Jennie, by Hercules (405); 1872, Nannie, by Morock (555).

KATE CAUTION—No. 968.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Joan of Arc (957). Bred by E. Dillon & Co., Bloomington, Ill.

LA BELLE FRANCE—No. 969.

Gray; foaled 1871. Imported 1875, by B. H. Campbell, Batavia, Ill. Owned by B. H. Campbell and A. W. Cook, Charles City, Ia. Produce—1875 (at sea), Mid-Ocean, gr. f.; 1876, Queen of Spring Valley, f., by Duke de Brionne (250); 1877, Vendome, gr. e., by Favorite (329); 1878, Belle of Spring Valley, b. f., by Jules Favre (432).

LA FILLE—No. 970.

Chestnut; foaled 1876. Sired by Duke de Brionne (250); dam, Madame Angot (984). Bred by B. H. Campbell and A. W. Cook, Charles City, Ia.

LADY BLANCHE—No. 971.

Gray; foaled 1877. Sired by Superior (794); dam, Rose Emma (1030). Bred and owned by T. Skillman, Petaluma, Cal.

LADY MINNIE—No. 972.

Gray; foaled 1876. Sired by Hercules (405); dam, Nannie (1002). Bred and owned by Colin Cameron, Brickerville, Pa.

LAURETTA—No. 973.

Gray; foaled 1874. Sired by Superior (793). Imported July 1878, by M. W. Dunham, Wayne, Ill.

LENORE—No. 974.

Gray; foaled 1870. Imported Aug. 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

LILY—No. 975.

Gray; foaled ——. Imported 1853, by J. Howard McHenry, Pikesville, Md. Died 1865.

LINA—No. 976.

Gray; foaled 1877. Sired by Gen. Fleury (365); dam, Tempest (1037). Bred and owned by W. C. Myer, Ashland, Ore.

LIZZIE—No. 977.

Gray; foaled 1864. Imported 1868, by W. T. Walters, Baltimore, Md. Sold 1872, to ————. Produce—1870, Rosa, f., by Mark Anthony (516).

LORILEE—No. 978.

Gray; foaled 1880. Sired by Loiret (487); dam, Modesty (998). Bred and owned by E. Dillon & Co., Bloomington, Ill.

LUCY—No. 979.

Gray; foaled 1872. Sired by Morock (555); dam, Alene (886). Bred by W. T. Walters, Baltimore, Md. Owned by C. Cameron, Brickerville, Pa.

LULA—No. 980.

Gray; foaled 1874. Imported in dam, 1873, by M. W. Dunham, Wayne, Ill. Sired by Bayard (44); dam, Gem (942). Owned by B. T. Babbitt, New York City.

LYDIA—No. 981.

Gray; foaled 1878. Sired by Success (790); dam, Rosalind (1027). Bred and owned by M. W. Dunham, Wayne, Ill.

LYONS—No. 982

Gray; foaled 1858. Imported 1864, by Massachusetts Agricultural Society. Produce—1866, r. f., by Orleans (617).

MACE—No. 983.

Gray; foaled 1869. Imported 1869, by E. Dillon & Co., Bloomington, Ill. Produce—1876, Quimper, b. c., by Favorite (328); 1878, Jules Verne, b. c., by St. Laurent (753); 1879, Naporie, gr. c., by St. Laurent (753); 1880, Kokomo, b. c., by Loiret (487).

MADAME ANGOT—No. 984.

Gray; foaled 1873. Imported 1875, by B. H. Campbell, Batavia, Ill. Sold 1876, to B. H. Campbell and A. W. Cook, Charles City, Ia.; sold again, 1878, to L. Johnson, East Castle Rock, Minn. Produce—1876, LaFille, ch. f., by Duke de Brionne (250); 1878, gr. f., by Passepartout (634).

MADAME LOUVERNA—No. 985.

Gray; foaled 1871. Imported Aug. 1876, by E. Dillon & Co.,
Bloomington, Ill. Produce—1878, gr. f., by Don Perie (242).

MAGGIE—No. 986.

Gray; foaled 1869. Sired by Normandy (607); dam, Rose
(1029). Bred and owned by Thomas Jones, Plain City, O.
Produce—1875, gr. c., by Ajax (8).

MAGNOLIA—No. 987.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloom-
ington, Ill. Produce—1875, Chris. Helfers, gr. c., by St.
Laurent (753); 1876, DeSota, gr. c., by Rome (731); 1877,
Memory, gr. c., by St. Laurent (753); 1878, Susie Goodwin,
gr. f., by St. Laurent (753).

MAREOTIS—No. 988.

Gray; foaled 1877. Imported 1880, by J. C. Duncan, Towan-
da, Ill. Sold 1881, to ——— Basting, Bloomington, Ill.

MARIA LOUISA—No. 989.

Gray; foaled 1877. Sired by Richard Cœur de Leon (704); dam,
Empress Eugenie (924). Bred and owned by Ezra Stetson,
Neponset, Ill.

MARIAN—No. 990.

Gray; foaled 1868. Imported 1873, by E. O. Hills, Blooming-
dale, Ill. Owned by D. Dunham, Wayne, Ill. Produce—
1877, Belle, b. f., by Apollo (23); 1878, Silver, gr. c., by De-
cide (219).

MARIA ANTOINETTE—No. 991.

Gray; foaled 1850. Imported 1859, by Dr. Nave, Nicholas-
ville, Ky., for Jassamine Importing Co., Nicholasville, Ky.
Died 1863.

MARIE ANTOINETTE—No. 992.

Gray; foaled 1876. Sired by Jules Verne (433); dam, Count-
ess (912). Bred and owned by B. H. Campbell and A. W.
Cook, Charles City, Ia. Sold 1878, to L. Johnson, East Cas-
tle Rock, Minn.

MAUD—No. 993.

Gray; foaled 1874. Imported Sept. 1880, by Kessler & Waggoner, Fremont, O.

MEREDOSIA—No. 994.

Gray; foaled 1870. Imported 1874, by E. Dillon & Co., Bloomington, Ill. Foaled three colts.

MID-OCEAN—No. 995.

Gray; foaled 1875 (at sea). Imported 1875, by B. H. Campbell, Batavia, Ill. Sold 1876, to B. H. Campbell and A. W. Cook, Charles City, Ia.; sold again, 1878, to L. Johnson, East Castle Rock, Minn.

MIGNONETTE—No. 996.

Gray; foaled 1870. Imported 1876, by M. W. Dunham, Wayne, Ill. Produce—1877, Gail, gr. f., by Waterloo (in France).

MINERVA—No. 997.

Gray; foaled 1869. Imported July 1875, by M. W. Dunham, Wayne, Ill. Sold 1878, to James M. Dunn, Waseca, Minn. Produce—1876, Undine, gr. f., by Margot (515); 1877, Nabob, gr. c., by Apollo (23); 1878, Belle, gr. f., by Success (790).

MODESTY—No. 998.

Gray; foaled 1876. Sired by St. Laurent (753); dam, Gertrude (943). Bred and owned by E. Dillon & Co., Bloomington, Ill. Produce—1880, Lorilee, gr. f., by Loiret (487).

MOLLIE—No. 1000.

Gray; foaled 1877. Sired by Henry Abrahams (400); dam, Estella (927). Bred and owned by G. W. Stubblefield & Co., Bloomington, Ill.

MYRTLE—No. 1001.

Black; foaled 1877. Sired by Success (790); dam, Viola (1042). Bred by M. W. Dunham, Wayne, Ill. Sold 1878, to Snyder Bros., Berlin, Can.

NANNIE—No. 1002.

Gray; foaled 1872. Sired by Morock (555); dam, Kate (967). Bred by W. T. Walters, Baltimore, Md. Sold to Colin Cameron, Brickerville, Pa.; sold again, 1880, to Dr. Howe, Bristol, Rhode Island. Produce—1875, Juanita, gr. f., by Hercules (405); 1876, Lady Minnie, gr. f., by Hercules (405); 1877, Iron Duke, c., by Washington (865).

NATIVE QUEEN—No. 1033.

Gray; foaled 1879. Sired by Bob. Havre (92); dam, Pride of Paris (1013). Bred and owned by E. Hodgson & Son, Ottawa, Illinois.

NELLIE—No. 1004.

Gray; foaled 1870. Sired by Morock (555); dam, Kate (967). Bred by W. T. Walters, Baltimore, Md.

NORMANDY—No. 1005.

Gray; foaled 1858. Imported 1864, by Massachusetts Agricultural Society.

NORMANDY—No. 1006.

Gray; foaled 1869. Imported 1875, by R. W. & T. T. Stubblefield, Bloomington, Ill. Produce—1876, Rosa Bell, f., by Jim Walker (427).

NOTRE DAME—No. 1007.

Gray; foaled 1870. Imported 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1875, Pyrenee (foaled in France); 1876, Pioneer, blk. c. (sired in France); 1877, St. Perie, gr. e., by St. Laurent (753); 1878, Telephone, gr. c., by Don Perie (242).

OPHELIA—No. 1008.

Gray; foaled 1870. Imported 1875, by M. W. Dunham, Wayne, Ill. Produce—1876, Monte Christo, gr. c., by Margot (515); 1877, Faultless, b. f., by Apollo (23); 1878, Flora, gr. f., by Success (790).

PAULINA—No. 1009.

Brown; foaled 1878. Sired by Malbranche (513); dam, Joan (956). Bred and owned by W. H. Winter, Princeton, Ill.

PEERLESS—No. 1010.

Gray; foaled 1872. Imported 1877, by M. W. Dunham, Wayne, Ill. Produce—1878, gr. c., by Favora (326).

PEARL—No. 1011.

Black; foaled 1879. Sired by St. Laurent (753); dam, Bouquet (897). Bred and owned by E. Dillon & Co., Bloomington, Ill.

PRIDE OF OAK LAWN—No. 1012.

Gray; foaled 1871. Imported June 1873, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City. Produce—1875, by Monarch (542); 1876, Franklin 2d, blk. c., by Franklin (341).

PRIDE OF PARIS—No. 1013.

Gray; foaled 1867. Imported May 1874, by Eli Hodgson & Son, Ottawa, Ill. Produce—1875, Silhouette, blk. c., by Perche Paris (643); 1876, Alexander, gr. c., by Black Honfleur (82); 1878, Ridge Bell, gr. c., by Bob Havre (92).

PRIMA DONNA—No. 1014.

Brown; foaled 1869. Imported 1875, by Rogy & Trimble, Walnut, Ill. Produce—1877, Prima Donna 2d, br. f., by Duke of Chartres (265); 1878, Prima Donna 3d, blk., f., by Duke of Chartres (265).

PRIMA DONNA 2d—No. 1015.

Brown; foaled 1877. Sired by Duke of Chartres (265); dam, Prima Donna (1014). Bred by Rogy & Trimble, Walnut, Ill. Died 1877.

PRIMA DONNA 3d—No. 1016.

Black; foaled 1878. Sired by Duke of Chartres (265); dam, Prima Donna (1014). Bred by Rogy & Trimble, Walnut, Ill.

PRINCESS—No. 1017.

Gray; foaled 1868. Imported 1874, by M. W. Dunham, Wayne, Ill. Owned by B. T. Babbitt, New York City.

PRINCESS LOUISA—No. 1018.

Gray; foaled 1873. Sired by Napoleon Bonaparte (586); dam, Eugenia (931). Bred by Jeff. Clark, Normandy, Mo. Sold 1875, to H. V. P. Block, Aberdeen, Mo. Produce—1877, gr. c.

QUEEN—No. 1019.

Gray; foaled 1870. Imported Aug. 1876, by M. W. Dunham, Wayne, Ill. Sold 1877, to Wm. H. Hubbard, Ferry, Mich.

QUEEN OF SPRING VALLEY—No. 1020.

Foaled 1876. Sired by Duke de Brionne (250); dam, LaBelle France (969). Bred and owned by B. H. Campbell and A. W. Cook, Charles City, Ia.

QUEEN OF THE WEST—No. 1021.

Gray; foaled 1876. Sired by Denmark (225); dam, Belle of Paris (892). Bred and owned by G. W. Stubblefield & Co., Bloomington, Ill.

RIDGE BELLE—No. 1022.

Gray; foaled 1878. Sired by Bob Havre (92); dam, Pride of Paris (1013). Bred and owned by E. Hodgson & Son, Ottawa, Ill.

ROSA—No. 1023.

Gray; foaled 1878. Sired by Success (790); dam, Heloise (948). Bred and owned by D. Dunham, Wayne, Ill.

ROSABELLE—No. 1024.

Gray; foaled 1869. Imported 1875, by M. W. Dunham, Wayne, Ill. Produce—1876, Evangeline, gr. f., by Murat (560); 1877, Mogul, gr. c., by Apollo (23); 1878, Climax, gr. c., by Success (790).

ROSA BELL—No. 1025.

Gray; foaled 1876. Sired by Jim Walker (427); dam, Normandy (1006). Bred and owned by R. W. & T. T. Stubblefield, Bloomington, Ill.

ROSA BONHEUR—No. 1026.

Black; foaled 1869. Imported 1872, by J. J. Parker, West Chester, Pa. Sold 1877, to Wm. Dickinson & Bro., Ridgeway, Pa. Produce—1873, Louis Philippe, blk. c., by Valiant (in France); 1875, Prince Jerome, b. c., by Washington (865); 1876, Arabian Boy, gr. c., by Jenifer Arabian, an imported Arab; 1878, Charles Martel, gr. c., by Treasure (818).

ROSALIND—No. 1027.

Gray; foaled 1869. Imported 1875, by M. W. Dunham, Wayne, Ill. Produce—1875, Afriens, blk. c., by Waterloo (in France); 1876, Zenobia, blk. f., by Waterloo (in France); 1877, Nemo, b. c., by Apollo (23); 1878, gr. c., by Success (790).

ROSAMOND—No. 1028.

Gray; foaled 1875. Imported 1875, by M. W. Dunham, Wayne, Ill. Owned by Bangs & Bilsborrow, Paw Paw, Mich. Produce—1878, Murat, gr. c., by Moro (554).

ROSE—No. 1029.

Gray; foaled 1866. Sired by Baker Horse (37); dam, Doll (918). Bred and owned by Thos. Jones, Plain City, O. Produce—1869, Maggie, gr. f., by Normandy (607); 1870, Belle, gr. f., by Normandy (607); 1871, Dido, gr. f., by Normandy (607); 1872, Normandy, gr. c., by Normandy (607); 1874, gr. c., by Ajax (8).

ROSE EMMA—No. 1030.

Gray; foaled 1870. Imported 1875, by James A. Perry, Wilmington, Ill. Owned by T. Skillman, Petaluma, Cal. Produce—1877, Lady Blanche, gr. f., by Superior (794).

ROSE OF FRANCE—No. 1031.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1876, by Favorite (328); 1878, Rosetta, gr. f., by St. Laurent (753).

ROSETTA—No. 1032.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Rose of France (1031). Bred and owned by E. Dillon & Co., Bloomington, Ill.

SNOWDROP—No. 1033.

White; foaled ——. Imported 1853, by J. Howard McHenry, Pikesville, Md. Died 1860. Produce—1859, Little Corporal, gr. c., by Duke of Normandy (278); 1860, Bayard, gr. c., by Duke of Normandy (278).

ST. ELENA—No. 1034.

Gray. Sired by Moro (554); dam, Eugenia (929). Bred and owned by Bangs & Bilborrow, Paw Paw, Mich.

SUSAN JANE—No. 1035.

Gray; foaled 1870. Imported March 1875, by E. Dillon & Co., Bloomington, Ill. Produce—1876, Conqueror, gr. c., by Favorite (328); 1877, Prince Royal, gr. c., by St. Laurent (753); 1878, Gilt Edge, gr. c., by St. Laurent (753).

SUSIE GOODWIN—No. 1036.

Gray; foaled 1878. Sired by St. Laurent (753); dam, Magnolia (987). Bred and owned by E. Dillon & Co., Bloomington, Ill.

TEMPEST—No. 1037.

Gray; foaled 1872. Sired by White Prince (874); dam, Doll (919). Bred and owned by W. C. Myer, Ashland, Ore. Produce—1877, Lina, gr. f., by Gen. Fleury (365).

TOPSY—No. 1038.

Gray; foaled 1863. Imported 1868, by W. T. Walters, Baltimore, Md. Sold 1872.

TOPSY—No. 1039.

Gray; foaled 1872. Sired by Hercules (405); dam, Kate (967). Bred by W. T. Walters, Baltimore, Md.

UNDINE—No. 1040.

Gray; foaled 1876. Sired by Margot (515); dam, Minerva (997). Bred by M. W. Dunham, Wayne, Ill. Sold 1877, to W. W. and Al. Power, Pulaski, Ia.

VAUNA—No. 1041.

Gray; foaled 1877. Sired by St. Laurent (753); dam, Guide (947). Bred by E. Dillon & Co., Bloomington, Ill.

VIOLA—No. 1042.

Gray; foaled 1871. Imported 1875, by M. W. Dunham, Wayne, Ill. Produce—1876, Bardino, gr. c., by Docile (238); 1877, Myrtle, gr. f., by Success (790).

WANDA—No. 1043.

Gray; foaled 1870. Sired by Little Corporal (485); dam, Charlotte Corday (902). Bred and owned by J. W. Hunt Reynolds, Frankfort, Ky. Sold 1877, to Japanese Government.

WHITE ROSE—No. 1044.

Gray; foaled 1862. Sired by Baker Horse (37); dam, Doll (918). Bred by Charles Fullington, Marysville, O. Sold to — Frebroudt, Milwaukee, Wis.; sold again, 1875, to H. B. Sherman, Milwaukee, Wis.; sold again, 1875, to W. C. Myer, Ashland, Ore. Produce—1878, Countess of Perche, gr. f., by Pride of Perche (664).

ZENOBIA—No. 1045.

Gray; foaled 1876. Sired in France, by Waterloo; dam, Rosalind (1027). Bred by M. W. Dunham, Wayne, Ill. Sold 1878, to Osborn & Morrisou, Walla Walla, Washington Ter.

ZOE—No. 1046.

Black; foaled 1873. Imported 1878, by M. W. Dunham, Wayne, Illinois.

NOTICE.

All French draught horses, both imported and native full blood, are entitled to register in this work. Owners of such horses, who do not find their animals recorded in this edition may be assured that the omission is not intentional, and have only to report to the Pantagraph Printing Establishment, Bloomington, Ill., to secure a registry in the next edition, which will be issued as soon as future additional reports shall justify the publication.

RBC

Fairman ROGERS

636.1541

H592

