

THE-DRIVING-CLUBS
of
GREATER-BOSTON



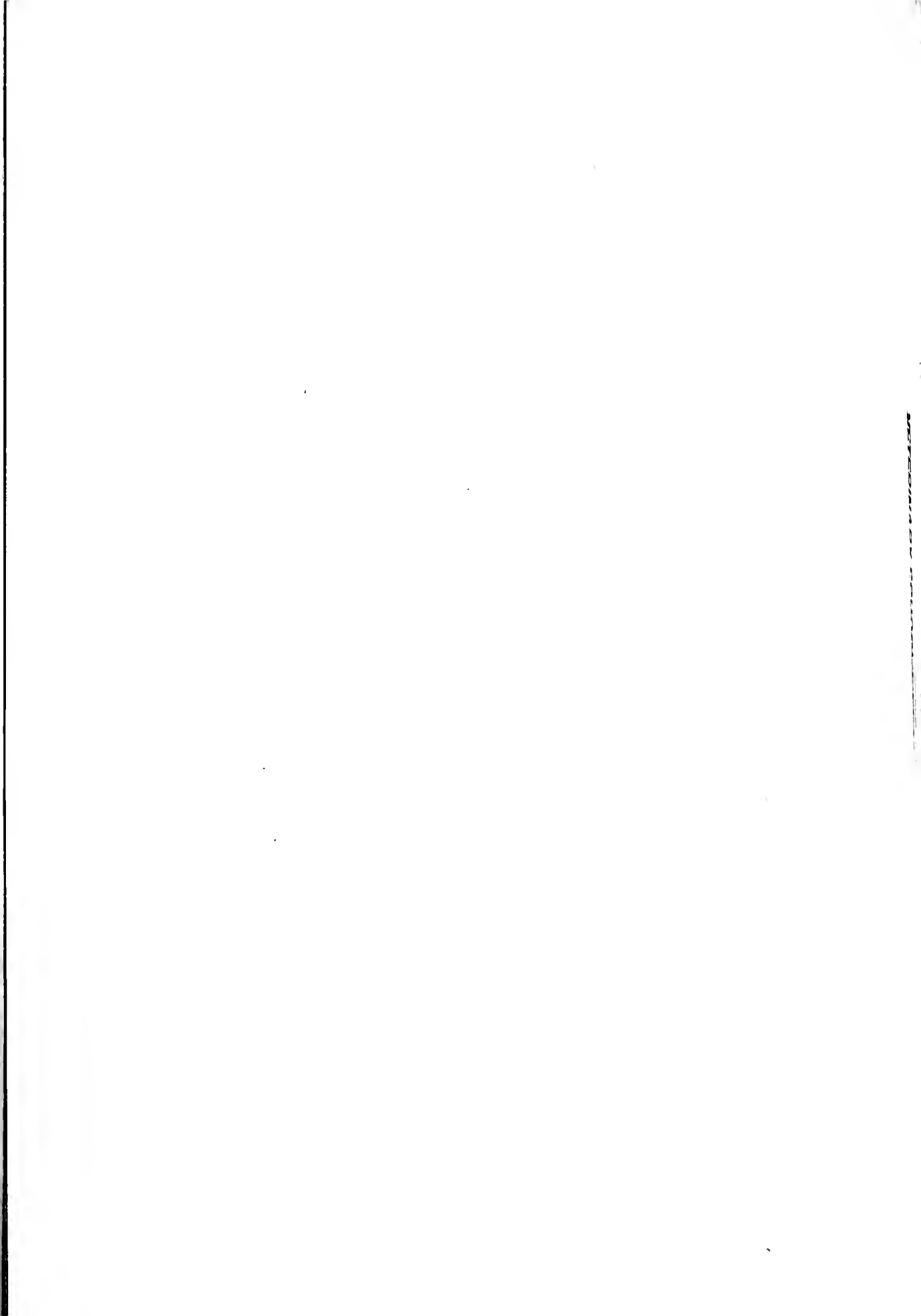


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HON. JAMES M. CURLEY
Mayor of Boston 1914-1918

The Driving Clubs of Greater Boston



EDITED AND COMPILED
BY
JOHN W. LINNEHAN AND EDWARD E. COGSWELL

DEDICATION

To the Lovers of the Horse
and to the promotion of
Speedway and Matinee sport

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By J. W. Linnehan and E. E. Cogswell

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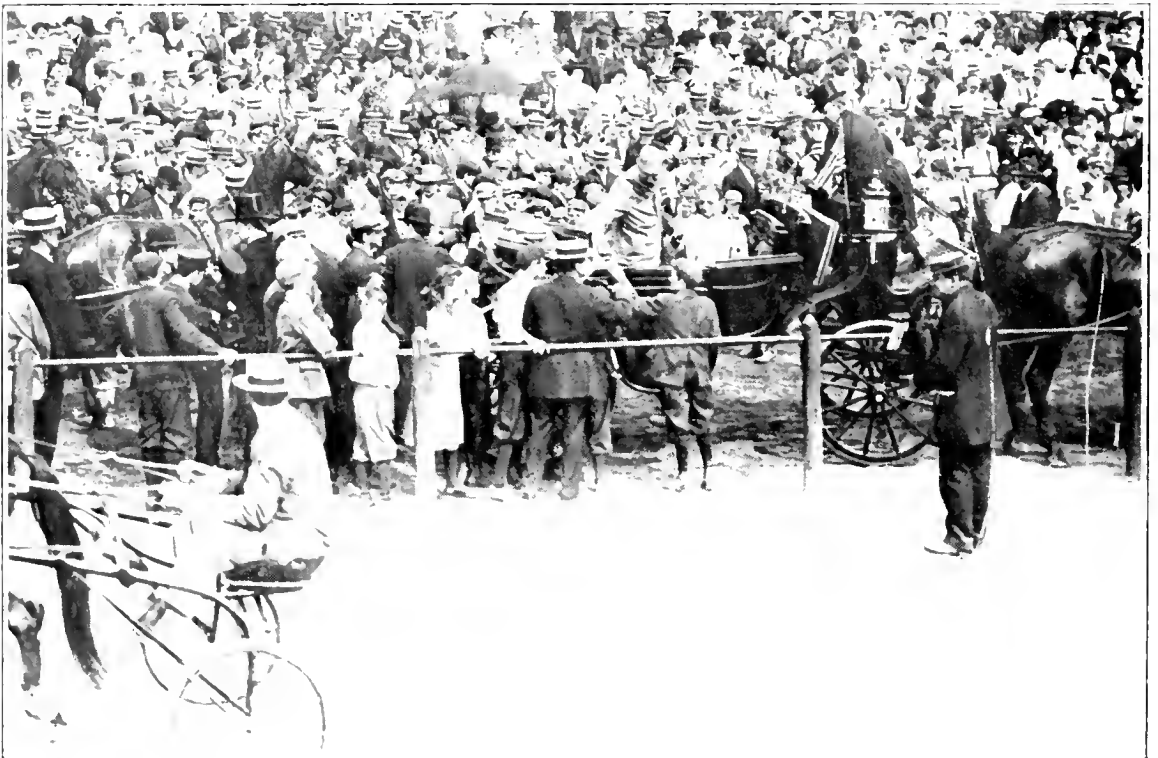
The Dorchester
Gentlemen's Driving Club

1899

1914



FRANKLIN FIELD SPEEDWAY---THE START



THE GRANDSTAND---Mayor Fitzgerald and President Johnson in the Barouche

The Dorchester Gentlemen's Driving Club

AS the outcome of several chance meetings of the horsemen of Hyde Park, Milton and Dorchester in the several blacksmith shops, and especially in the shop of E. P. Demm and the stable office of H. P. Gallup, on Barnes Street, Dorchester, was organized on April 26, 1899, the Dorchester Gentlemen's Driving Club. It was the first driving club in this country whose by-laws and constitution called for weekly meeting of its members and weekly racing of horses for ribbons.

The first election of officers was held on May 10, 1899, and showed over a hundred horse owners enrolled on its membership list. The election resulted in the following board of officers: President, Charles L. Young; first vice-president, S. Walter Wales; second vice-president, Louis Pfingst; secretary, Charles H. Belledeu; treasurer, John M. E. Morrill; clerk, E. O. Haddock; directors, T. A. Bresnahan, Cyril G. Blaney, Frederick J. Brand, George H. Greenwood, and Charles L. Bartlett; racing and speedway committee, R. S. Fitch, C. H. Belledeu, A. S. Gushee, F. J. Brand, S. H. Mildram, L. E. H. Jones, Geo. B. Fowler, H. P. Gallup, F. S. Eldredge, F. L. Codman, Alpheus Sanford; membership committee, Geo. E. Griffin, W. E. Newbert, C. L. Hinds; finance committee, R. S. Fitch, George H. Greenwood and H. P. Gallup.

Weekly matinee races were held on the Blue Hill Avenue quarter-mile speedway, that had been granted the club by the city and which was kept in condition for racing by money secured from among the members, many of whom went down into their pocket for as high as \$25 each.

And this brings to mind what happened to a number of the members of the club on the very first day racing was permitted on Blue Hill Avenue, which is well worth reading.

On account of Captain Charles W. Hunt and the police of the Dorchester district not being notified of the order signed by Mayor Quincy, allowing the west side of Blue Hill Avenue between Talbot Avenue and Morton Street to be used for a speedway, several mem-

bers of the Dorchester Driving Club narrowly escaped being arrested for fast driving.

When a mounted policeman saw several of the club members start to race their horses he stopped them and said that he should be compelled to place them under arrest. The drivers told the policeman that a permit had been granted, but they could not show it.

The officer started to take them to the police station, but afterward agreed to telephone from the nearest signal box. He talked with Captain Hunt, but the latter said that he knew of no permit. Captain Hunt told the policeman to come to the station. He did so, and there the matter was discussed.

Finally it was decided that the officer should take the names of those on the "Speedway," and if it should be found that an order permitting them to race had not been passed, they should be summoned into court instead of being actually arrested.

Among the names of those taken was S. Walter Wales, the well-known stable man; A. S. Gushee, C. L. Young, W. E. Newbert and Charles F. Stevens. They found Councilman Mildram and explained the difficulty they were in. A hurried visit to City Hall and police headquarters resulted in matters being straightened out, but many of them had several hours of worrying, fearful that they would figure in the criminal courts as violators of the law.

Weekly meetings of the club were held in Central Hall on Center Street, Monday nights, where the result of the races of the previous week were announced and the horses matched for the next Saturday. This matching was always done by a special sub-committee of the racing and speedway committee, and the schedules of matches were announced after a recess of the business meeting. This schedule of matches was never satisfactory to any one, and, no matter how fair they were, no one expected they would be, so there was always an argument for and against putting certain horses together.

A stranger coming into the meeting during these arguments would think that the members were being matched for a thousand dollar

purse instead of a blue ribbon. In these early days as many as thirty-five or forty horses were matched together, so every owner was sure to be on hand and register the customary kick as a matter of principle, and many more interested members were on hand to hear and see the fun.

These meetings were always largely attended, and many times the roosters in the back yards of Dorchester were giving their signals that it was high time men of families were at home, when the meetings broke up.

One of the prominent members of the club in these days was a well-known milkman in the Dorchester district, whose teams used to start out from his home at one o'clock sharp. He was heard making the statement that for four years his teams had started out every Tuesday morning before he arrived home. There were several other members of the club who could truthfully say the same thing, which shows the keen interest the members took in the club during the first years of its existence.

S. Walter Wales never missed a Monday night meeting for seven years. W. E. Newbert never missed a meeting for eight years. H. P. Gallup has missed but one Monday night meeting of this club in fourteen years. George H. Greenwood, the present secretary, has not missed over ten in the same length of time. D. E. Page has probably missed a dozen meetings in ten years, and so it goes. We might mention many more in the same line.

There was no doubt but what the Dorchester Gentlemen's Driving Club was the leading social club in the Dorchester district, and if "by thy works thou shalt be known," the speedway on Franklin Field stands as a monument to the power of these members as a political organization. The work done on this particular matter is fully told elsewhere.

The club was chartered on June 23, 1890, and the charter issued by William Olin, secretary of the Commonwealth of Massachusetts, shows the following names: Chas. L. Young, John M. E. Morrill, S. Walter Wales, Chas. H. Belledun, Fred'k J. Brand, George H. Greenwood, Timothy A. Bresnahan, Hollis P. Gallup, Robert S. Fitch, and Jacob Mosser, only two of whom, Greenwood and Gallup, are active at the present writing.

It would be impossible to give a detailed list of all the races held on the speedway by the members of the club, space being limited to the races that were held on the regular field days, that were held at Readville track dur-

ing the first six years, and to the interclub races, which were held with the other driving clubs of greater Boston.

The races held by this club at Readville were among the most interesting that have ever taken place over that historic track. Every man, woman and child that passed through the gate on the race days were interested in some horse entered to start. If that particular horse could go no faster than 2:40, he was just as valuable and as important to the owner and his friends as if he could go in 2:06 1-2.

When such men as John O'Connor, the well-known printer, who weighed 385 pounds; Ross Woodbury, the deep-sea pilot, who weighed 296 pounds; E. L. Hopkins, the well-known South Boston real estate man, who weighed 290 pounds; William M. Morrison, the master builder, who weighed 283 pounds; and Dave Biggs, the well-known contractor, who weighed 278 pounds, would get up behind their horses and drive in races, it meant that they were, or at least they thought they were, having some fun.

Age also had no terrors for some of the members. There was a very interesting race held at one of its field days when the combined ages of four of the drivers totaled 268 years, and they were the youngest old men on the field that day.

To the members of the Dorchester Driving Club, also, belongs the honor of staging the first handicap race for harness horses ever given in this country. This race took place at Readville on Labor Day, September 5, 1901, and the prizes were a two-minute harness, valued at \$75; a silver ferrule whip, valued at \$30, and \$10 in gold for each second horse. The harness was won by the black mare, Brightness, by Tarratine, dam Nancy Pilot, owned by A. M. Newbert and driven by W. E. Newbert, with a handicap of 39 feet back of the scratch. Silkey, a chestnut mare by Nelson, owned and driven by Fred Eldredge, with a handicap of 8 to feet and three inches, took second money. The handicap race for the whip was won by Azote, a bay gelding by Constantine, owned and driven by E. O. Haddock, with a handicap of 678 feet back of the scratch. Rex, a bay gelding by Electricity, owned and driven by Albert Fellows, was the scratch horse in this event, and won second money.

The first ladies' night was held on the evening of December 11, 1899, in the Dorchester

Women's clubhouse. A fine entertainment was given, an equally fine supper served, and dancing was enjoyed until well on towards daylight. S. Walter Wales was master of ceremonies. More than 400 attended, and the success of the affair was unqualified.

SEASON OF 1900

The board of officials elected at the annual meeting were: President, Charles L. Young; first vice-president, S. Walter Wales; second vice-president, Louis Pfingst; secretary, Charles H. Belledeu; treasurer, John M. E. Morrill; clerk, Frederick J. Brand; directors, T. A. Bresnahan, Cyril C. Blaney, Frederick J. Brand, Geo. H. Greenwood and Charles L. Bartlett; racing and speedway committee, R. S. Fitch, chairman, C. H. Belledeu, A. S. Gushee, F. J. Brand, S. H. Mildram, L. E. H. Jones, Geo. B. Fowler, H. P. Gallup, F. S. Eldredge, F. L. Codman, Alpheus Sanford; membership committee, Geo. E. Griffin, W. E. Newbert, C. L. Hinds.

During President Young's second year in office, the first public race for gate money was held at Readville, on Bunker Hill Day, June 18, and again on Labor Day, September 3. On June 18 there were four classes for purses of \$100 each.

The 2:45 class had six starters, and the race was won by Ashmont, owned and driven by H. P. Gallup, best heat in 2:37 1-2. The 2:25 class had seven starters, and was annexed by Prince Wilkes, owned and driven by C. H. Belledeu, best heat in 2:22 3-4. The free-for-all had five starters, which was won by Kentucky Star, also owned by Mr. Belledeu, best heat in 2:17 1-2. The double-team race had three starters, and was won by Randolph K. and Embrino, driven by J. M. E. Morrill, whose fastest time was 2:28 1-2, which was considered very good for horses which had never been hitched together before.

The Labor Day races had five classes for purses of \$100 each, and a running race for a purse of \$75. The three-minute trot had five starters, and was won by Azote, owned and driven by E. O. Haddock, best heat in 2:34 1-2. The free-for-all trot had four starters, and was won by Camden Girl, owned by John Hood, best heat in 2:22 1-2. The 2:45 class had six starters, and was won by Gladys M., owned and driven by R. K. Clarke, best heat in 2:24 3-4. The 2:35 class had eight starters and was won by Lightfoot, owned

and driven by T. H. Galvin, best heat in 2:25. The free-for-all pace had four starters and was won by Landlord, owned and driven by C. L. Young, best time 2:17.



C. L. YOUNG
President 1899-1900

It was on this day that A. S. Gushee, owner of the well-known mare, Trinket, in the 25th year of her age, started against the record for aged horses, which at that time was 2:20 1-2. Although Mr. Gushee had never been in a race of that nature before, he drove the mare a mile in 2:20 3-4, only a quarter of a second short of the record. Considering the age of the mare, it was a wonderful performance, and both horse and driver received much applause from the large crowd present.

The social features of the year were the holding of a clam supper on October 1, with more than 100 present, and a month later was held a stag party, at which more than 200 attended. The stag parties were held frequently thereafter in the clubroom.

SEASON OF 1901

The board of officials elected for 1901 were: President, S. Walter Wales; first vice-president, Louis Pfingst; second vice-president, Robert S. Fitch; secretary, Charles H. Belledeu; treasurer, John M. E. Morrill; clerk, Frederick J. Brand; directors, T. A. Bresnahan, Cyril C. Blaney, George H. Greenwood, Charles L. Young and H. P. Gallup; racing

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and speedway committee, C. C. Blaney, Geo. W. D'Arcy, J. R. Stuart, Jr., L. S. Timberlake, Louis Tewhart, Frederick S. Gore, Hollis P. Gallup, George B. Fowler, R. K. Clarke, Charles L. Young, Almond S. Gushee, Wilbur C. Littlefield, Jesse Moulton and William C. Fitzgerald; finance committee, Robert S.



S. WALTER WALES
President 1901-1902

Fitch, Charles L. Young and George H. Greenwood; membership committee, Walter E. Newbert, Charles L. Hinds and George E. Griffin.

During President Wales' first year in office the club only held one race meeting at Readville, on Labor Day, September 2. There were five classes for purses of \$100 each.

The 2:35 class had six starters, and was won by Aggie H., owned and driven by R. W. Hickey, who in the second heat made the fastest time of the day, 2:18 1-2. A special slow class, always a feature with this club, had eight starters, and was captured by Brightness, owned and driven by A. M. Newbert, in 2:43 1-4. The 2:20 trot had six starters, and was won by Lady Madison, owned and driven by P. J. Fitzgerald. Alice B., owned and driven by Walter Newbert, took the third heat in the fastest time of the race, 2:22 1-2, and everybody thought that Lady Madison was beaten, but she came back strong in the fourth heat and won, finishing

the race. The 2:22 class had seven starters, and was won by Gladys M., owned and driven by R. K. Clarke, in 2:22 1-2. The free-for-all pace had six starters, and was easy for Kentucky Star, driven by his owner, C. H. Belledeu, best time, 2:19.

The second annual ladies' night was held on January 30. Thomas N. Hart, the Mayor of Boston, honored the occasion with his presence. President Wales and Treasurer Morrill had charge of the floor. Like its predecessor, it was an unqualified success.

SEASON OF 1902

The new board of officials were: President, S. Walter Wales; first vice-president, Louis Pfingst; second vice-president, John M. E. Morrill; secretary, George H. Greenwood; treasurer, Robert S. Fitch; clerk, George D'Arcy; directors, T. A. Bresnahan, Jesse Moulton, Frederick J. Brand, Charles L. Young and Almond S. Gushee; racing and speedway committee, Almond S. Gushee, S. Walter Wales, Fred S. Eldredge, Jesse Moulton, Hollis P. Gallup, George W. D'Arcy, W. W. Grant, Louis Pfingst, R. S. Fitch, William P. Boutelle, Randolph K. Clarke, D. W. Sullivan, Walter E. Newbert, Fred S. Gore, L. S. Timberlake, Charles L. Young, William M. Brummett, Edgar O. Haddock, J. W. Linnahan and William J. Fitzgerald; finance committee, T. A. Bresnahan, F. J. Brand and Jesse Moulton; membership committee, George E. Griffin, Charles L. Hinds, Dr. R. W. Balkan and E. S. Harris.

During President Wales' second term in office the club held two field days at Readville. One on Bunker Hill Day, June 17, and the other on Labor Day, September 1. The races on June 17 were the most interesting that the club had ever held. There were four classes, with purses of \$100 each.

The 2:20 trot had nine horses, and every horse had a large following, the grandstand pulling for their favorite to win. India Panis, owned and driven by George French; Captain Haff, owned and driven by J. G. Cleary; Alice B., owned and driven by W. E. Newbert; Lady Madison, owned and driven by P. J. Fitzgerald; Ramus, owned and driven by Cary Keith; Newsboy, owned and driven by J. E. Wilber; Princess Ebilo, owned and driven by F. J. Brand; Ninety-One, owned and driven by R. C. Richardson, and Gipsy

Felix, owned by H. G. Turner and driven by E. O. Haddock, were the horses in this class. Princess Ebilo won the race, trotting in 2:20 1-4, but not without a battle in every heat. A blanket would have covered Princess Ebilo and Gipsy Felix at the wire.

The 2:22 pace had seven starters, and was won by Gladys M., owned and driven by R. K. Clarke, in 2:21 3-4. The free-for-all class had five starters, and was quickly taken by George G., owned by J. F. Fitzgerald and driven by W. J. Fitzgerald, in 2:18. A special slow class had twelve starters, and was won by Cartuna, owned and driven by Frank Henderson, the fourth trip being a dead heat with Dexter, W. I. Estabrook driving, in 2:32.

The Labor Day, September 1, races were the most bitterly fought of any ever held by the club. Every horse in each of the classes had his particular friends in the grandstand, coupling with the fact that there were over 4,000 people present, and that it was an ideal day for racing. So important were these races considered that a professional starter was engaged and judges appointed who had no connection with the club. Two of the classes were of six heats, and had to be carried over until the following day, one event to finish two heats and the other three. There were five races, with purses of \$100 each.

The 2:30 class had nine horses, and was won by Yellow Boy, after going six heats. He was owned and driven by L. E. Billings. The fastest heat was in 2:24 1-2. Lackawanna, driven by his owner, John O'Connor, got two heats, and should have nailed the race, but he tired in the third heat. He certainly had good reason in getting weary, as his driver weighed 385 pounds, and they made some picture circulating the Readville track. The 2:20 trot had six starters, and was won after four hard fought heats by India Panis, owned and driven by George French. Lady Madison, the speedway champion, won the first heat in the fastest time of the race, 2:22 1-2, but the Lady was getting too old to stall off the younger horses.

The free-for-all had six starters, and was very easy for the little horse, Rondo, owned by S. Walter Wales, and driven by that master reinsman, Fred Eldredge. Two heats, in 2:16 1-2 and 2:16, was all he had to do, and he could have easily gone three seconds faster if necessary. The 2:23 class had five starters, and went six heats, four of which heats were trotted the first day. McNary's Hal, owned

by R. Y. Woodbury and driven by W. E. Newbert, won the first heat in 2:23 3-4. Budweiser, owned and driven by J. W. Linnehan, annexed the second heat in 2:26 3-4. Captain Hall, owned and driven by A. S. Gushee, secured the third heat in 2:26 1-4. Grover C., owned by P. J. Fitzgerald and driven by E. O. Haddock, got the fourth heat in 2:27.

These four horses went to the stable after the first day's racing with a heat apiece to their credit. They were so evenly matched that several hundred dollars was wagered that night among the friends of the different horses. Pools were sold in regular Grand Circuit style, and when the race was called the next day over 800 people were in the grandstand. Budweiser, whose caretaker had put in some extra work on him after the race the day before, came out fresh and full of fight, and won the two heats necessary to land the money, in 2:26 1-2 and 2:27 1-2, but not until after a battle with Newbert and Haddock, who would have given a good part of Franklin Field to have won.

The special slow class was another race carried over from the first day and decided on September 2. Two heats, one in 2:32 1-2, the fastest of the race, had been won the first day by Bonnie Patchen, owned and driven by T. R. Galvin, and one heat by Emma R., owned and driven by C. R. Hinds. The second day, Pholyphema, owned and driven by Dr. R. W. Balkam, came out the freshest, and won in three straight heats.

The third annual ladies' night took place on February 11. President Wales and Mrs. Wales led the grand march at the dance which followed the entertainment and supper. George W. D'Arcy was chairman of the committee of arrangements, and J. M. E. Morrill was floor director.

SEASON OF 1903

The annual board of officials were as follows: President, Frederick J. Brand; first vice-president, Randolph K. Clarke; second vice-president, J. M. E. Morrill; secretary, George H. Greenwood; treasurer, Robert S. Fitch; directors, S. Walter Wales, T. A. Bresnahan, Charles L. Young, Almond S. Gushee and Hollis P. Gallup; racing and speedway committee, Almond S. Gushee, S. Walter Wales, George H. Greenwood, Hollis P. Gallup, Hiram A. Haven, George W. D'Arcy, W. W. Grant, Louis Pflugst, Jacob Mosser, R. S.

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Fitch, William P. Boutelle, Randolph K. Clarke, D. W. Sullivan, Walter E. Newbert, Fred S. Gore, Wilbur S. Littlefield, Fred S. Eldredge, Charles L. Young, William M. Brummett, Edgar O. Haddock, J. W. Linnehan, William J. Fitzgerald and Charles L.



FRED J. BRAND
President 1903-1904

Hinds: finance committee, T. A. Bresnahan, S. Walter Wales, Albert Fellows, Almond S. Gushee; membership committee, George E. Griffin, Dr. R. W. Balkam, E. S. Harris, Nelson Pierce and C. M. Mandell; clerk, George W. D'Arcy.

The feature of the ladies' night, held on February 12, was the presentation to the retiring president, S. Walter Wales, of a costly gold stop-watch. President Brand introduced Second Vice-President Morrill, who made the presentation speech. On the watch was inscribed:

"Presented to S. Walter Wales by the members of the Dorchester Gentlemen's Driving club as a small token of their esteem and appreciation of his efforts in behalf of the driving club, while he was president.
"Boston, February 12, 1903."

The first banquet of the club took place at Hendrie's, on the evening of November 5, and was dedicated especially to the men. The members turned out in goodly numbers, and invited guests were present, private, political and otherwise. The members and guests were

gathered around small tables, thus choosing their own companions. First Vice-president Randolph K. Clarke was head of the committee of arrangements. A fine entertainment was given and there were excellent speeches.

One of the features of the evening was the presentation to A. S. Gushee, who had just completed his three years' service as chairman of the racing committee, of an easy chair.

The usual matinees were held at Readville on June 17 and on Labor Day, which fell on September 7. On the first named date, there were five events, each for a purse of \$100.

The free-for-all attracted a lot of attention, the starters being Parker S., Rex and Landlord. When it came to racing it was discovered that the first named gelding had the speed of the party, his fastest heat being in 2:17 1-4.

The largest field was in the 2:23 pace, and was conducive of the best sport of the afternoon. Budweiser, owned and driven by J. W. Linnehan, grabbed off the last three heats, after finishing fourth in the opening one, which was taken by McNary's Hal.

The races on Labor Day were four in number. In the special slow class, the first heat was won by Sunny Jim, owned by W. M. Brummett and driven by W. E. Newbert. Then Lucinda, owned and driven by A. D. Gould, showed by the unusual manner in which she won the next two heats that she had no license to be entered in the slow class.

The 2:34 pace was copped by Don Wilkes, owned and driven by F. H. Robinson. The 2:26 pace and 2:22 trot was a fighting race from start to finish. The first heat was won by Brightness, owned by A. M. Newbert and driven by E. O. Haddock. The second heat was captured by Captain Hall, owned and driven by A. S. Gushee. The third heat was taken by India Panis, owned by George French and driven by J. W. Linnehan. Then the fourth and fifth heats and race were won by Captain Hall. The 2:19 pace and 2:15 trot were annexed by W. W. Saylor, owned by H. R. Barry and driven by Fred Eldredge, in straight heats, the fastest in 2:18 1-4.

SEASON OF 1904

President Brand was returned for a second term in office, as under his first administration the club had increased its membership, while its cash balance was about 30 per cent more than before he took the chair. The first

election of officials was held on January 4, but owing to a question of legality, a second election was held on January 18, the latter, of course, being the one that counted.

It was this election that marked a new method of the selection of officials. The old way was to have the president appoint a nomination committee to bring in a list of the officers for the ensuing year. Then if there was no opposition, the election was by acclamation. As there was seldom any opposition under this system, everything worked very smoothly, but still was not satisfactory to many members of the club.

In the election of January 18, what was known as the Brand system, but which in all reality was the same as our state elections in using the Australian ballot, the plan being for open nominations of the members from the floor for the different offices and each man nominated, of course, was placed on the ticket for the members to choose and vote for in secret. Following were the officials for the ensuing year:

President, Frederick J. Brand; first vice-president, Randolph K. Clarke; second vice-president, Almond S. Gushee; secretary, George H. Greenwood; treasurer, Robert S. Fitch; directors, H. P. Gallup, G. W. D'Arcy, J. W. Linnehan, P. J. Fitzgerald, Jacob Mosser; finance committee, Albert Fellows, Diedrich Eilers, J. A. Smith; racing and speedway committee, W. E. Newbert, E. O. Haddock, H. R. Barry, Wm. Brummett, F. S. Eldredge, F. H. Robinson, D. M. Biggs, E. S. Harris, J. R. Stuart, Jr., E. W. Berrigan, D. W. Sullivan; membership committee, Nelson Pierce, R. C. Richardson, G. E. Griffin; clerk, Ernest H. Morgan.

Socially, there were held several big stag parties and whist parties. The annual ladies' night and concert was on the evening of April 17, and the appointments, entertainment, music and attendance were of the highest class.

The second annual banquet was held on October 27 at the women's clubhouse, R. K. Clarke being the toastmaster. Members and guests were present in even greater numbers than on the year previous, many of the city officials being among those seated at the tables. It marked the closing days of the construction of the Franklin Field Speedway, the work having begun on August 1. This really was the stellar event under President Brand's administration of two years in office, and at

the dinner the speaking on all sides was of the jollification sort. Congratulations by the politicians present were heartily extended to the president and other officers of the club in the accomplishment of their heart's desire. The speedway was completed on November 21.

It was counted that the dedication of the Franklin Field course, which was held on Thanksgiving Day, would be celebrated in no uncertain manner, but the day was inclement and it was impossible to hold the races, but a goodly number of the members took part in the preliminary parade, while many others gathered along the line of the new speedway and stood in the drizzling rain in the hope that the racing might take place. The length of the new speedway was a quarter of a mile.

As was customary, two racing meets were held at Readville during 1904, the first on June 17, and the other on Labor Day, which fell on September 5.

The June 17 races drew out a large attendance, and the most interesting event of the afternoon proved to be the 2:13 trot, which was won by Authentic, owned and driven by D. M. Biggs, his time of the third heat, 2:16 1-4, being the best made during the day by a trotter. Dr. Shorb, driven by J. W. Linnehan, grabbed off the second heat, which gave his entry a place in the summary next to the winner.

The free-for-all had a good field of starters, and was captured by Ned Wilkes. The first two heats of this race were scorches, the opening one being in 2:13 1-4 by The Private, while the next Ned Wilkes placed to his credit in the fast time of 2:13.

There were four classes decided on Labor Day. The 2:25 trot or pace was won by Billy Barlow, owned by W. P. Boutelle and driven by E. O. Haddock. The special slow class was won by Mutineer, owned and driven by C. C. Blaney.

In the fast class, the 2:18 trot or pace, after Miss Pratt had reeled off the initial heat in 2:17 3-4, John W. Linnehan gathered in the race with Budweiser, his second and third heats being each in 2:18 1-4. C. C. Blaney won the 2:35 class with Charlena.

The club took part in the horse show at Mechanics Building in the Spring and carried off second prize. President Brand, with Minetta, led the Dorchester contingent of the parade, followed by J. R. Stuart, Jr., with Susie F., D. M. Biggs with Authentic, M. A.

The Driving Clubs of Greater Boston

Nevens with Richmond, and H. A. Haven with Baroness. The cash prize of \$50 was turned into the club's coffers.

SEASON OF 1905

The important change in the election for this year was Almond S. Gushee securing the



A. S. GUSHEE
President 1905

most votes for president. The contest was a strenuous one, the opposition to Mr. Gushee coming from R. K. Clarke, who had filled the position of first vice-president and always had been a hard and sincere worker of the interests of the club. The friends of Mr. Clarke contended that he was more entitled to the office of president than was Mr. Gushee, as the latter was second vice-president and it was, in their opinion, the proper way for the officers to graduate into higher positions and not jump over anybody's head. There were 114 votes cast for the candidates, of which Mr. Gushee got 58, and Mr. Clarke 56. However bitter the feelings were during the smoke of battle, yet, when the decision had been rendered, it was accepted with utmost good humor by everyone, all being again reunited to work for the best interests of the organization. The complete board of officers for the year were:

President, Almond S. Gushee; first vice-president, George W. D'Arcy; second vice-president, Jacob Mosser; secretary, George H. Greenwood; treasurer, Robert S. Fitch; direc-

tors, Peter J. Fitzgerald, Fred S. Eldredge, Hollis P. Gallup, J. Rollin Stuart, Jr., and Walter E. Newbert; clerk, Ernest H. Morgan; racing and speedway committee, H. R. Barry, D. E. Page, F. H. Robinson, J. F. Carey, W. A. Marsh, E. O. Haddock, J. N. Terry, R. C. Richardson, E. S. Harris, Patrick Sullivan, C. C. Blaney; membership committee, Nelson Pierce, E. P. Denn, M. E. Harrington; finance committee, Albert Fellows, J. A. Smith, Diedrich Eilers, C. M. Mandell, C. H. Morse.

On January 19 was held the annual ladies' night, the affair being in charge of R. K. Clarke, and, due to his hard work, it was thought the best ever held since the inception of the club. In the Fall was held the annual banquet, the Quincy House being the scene of gaiety, and it was well on toward the small hours of morning before a large number of the members reached home and retired for rest upon their downy couches.

It was during this year that the club held its last race meet over the Readville track, the same being decided on June 17, with four events. The free-for-all was for a purse of \$200, the others remaining at \$100 each. It was with much regret that the club gave up these regular field days, as, while the management had raised the price for the use of Readville track from \$100 to \$250, starting the new rate the year before, the race meets had come out on the right side of the ledger.

In the events of June 17, General Fiske proved the best of the party in the free-for-all, winning the second heat in 2:14 1-2, the fastest time of the afternoon. Ornament and Budweiser had a hot battle in the 2:18 class, but the former had just enough left to win each trip. Goldie took the 2:24 event in straight heats, and Roy Wilkes was successful in the 2:35 class, though losing the second heat to Ethel Wagner.

SEASON OF 1906

The contest for president this year was between George W. D'Arcy and John W. Linnehan, and each worked hard to get out the full vote and earn the honor of occupying the executive chair. The result of the polls was Mr. D'Arcy 73 votes and Mr. Linnehan 58 votes. The complete slate for the ensuing year follows:

President, Geo. W. D'Arcy; first vice-president, W. E. Newbert; second vice-president,

P. J. Fitzgerald; secretary, Geo. H. Greenwood; treasurer, R. S. Fitch; directors, E. O. Haddock, E. S. Harris, F. S. Eldredge, A. Fellows, H. R. Barry; racing and speedway committee, J. W. Linnehan, chairman, Hiram Haven, J. A. Swendeman, W. A. Marsh, W. M. Brummett, F. H. Bellows, M. A. Nevens, Geo. A. French, R. C. Richardson, A. T. Wheelock, F. H. Robinson, J. F. Carey, J. W. McEnany, S. Wolfson; house committee, C. L. Young, chairman, S. W. Wales, Jr., Percy Blaney, Dr. R. W. Balkam, J. N. Terry; membership committee, Nelson Pierce, chairman, E. P. Denn, H. P. Gallup, E. B. Swett; finance committee, D. Eilers, chairman, J. A. Swett, C. H. Morse, C. M. Mandell, C. C. Blaney; clerk, E. G. Richardson.

The most successful ladies' night in the history of the club up to that time was held in President D'Arcy's administration. It was held at the Women's Clubhouse, and so many were present, that commodious as the quarters are, the rooms were almost filled to overflowing. After the dinner, which was to all purposes a banquet, was an elaborate entertainment followed by dancing.

Through the remainder of the Winter months, there were several gander parties held at the club rooms, and, in December, was held the annual banquet at the Quincy House.

President D'Arcy's term in office has always been looked back to by members of the club as the leading year in social prominence of the organization.

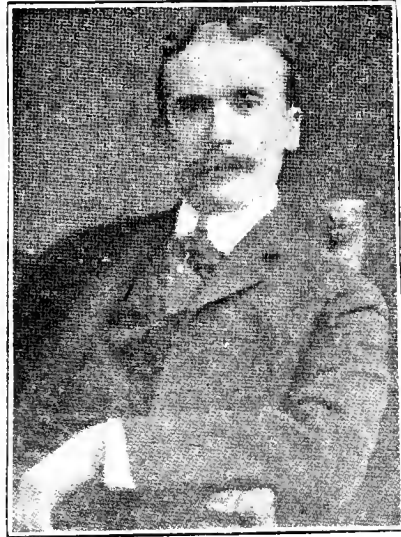
The Franklin Field Speedway remained just as popular as ever, each of the Saturdays, when weather permitted, the racing was very interesting with a very large attendance at these weekly meetings.

SEASON OF 1907

Walter E. Newbert was the choice of the club when the votes were counted for president, and, in securing this member to fill the honored position, the club rewarded the hardest worker it had for the welfare of the organization. Both day and night President Newbert worked in securing new members, the club increasing its membership more during his administration than it did during any other period in its career. The complete list of officers for the ensuing year was as follows:

President, W. E. Newbert; first vice-president, E. O. Haddock; second vice-president,

D. Eilers; secretary, G. H. Greenwood, treasurer, R. S. Fitch; directors, H. P. Gallup, E. B. Swett, C. H. Morse, S. W. Wales, Jr., A. T. Wheelock; racing and speedway committee, J. E. Swendeman, chairman, A. M.



GEORGE W. D'ARCY
President 1905

Newbert, W. P. Boutelle, F. S. Eldredge, P. C. Blaney, E. S. Harris, F. H. Bellows, A. H. Fitch, J. W. Linnehan, A. S. Gushee, R. C. Richardson, W. J. Fitzgerald, R. G. Crosby, J. S. Rockwell, F. W. Hamlin; finance committee, C. C. Blaney, chairman, A. Fellows, W. M. Brummett, G. A. French, J. W. McEnany; membership committee, E. P. Denn, chairman, E. H. Morse, A. H. Keeler, C. E. Devereaux, W. J. Estabrook; house committee, C. L. Young, chairman, H. C. Thayer, J. W. Mahoney, C. G. Richler, Chas. Patterson, W. A. Marsh, E. W. Berrigan; clerk, E. G. Richardson.

There was the annual ladies' night in the latter months of the Winter as well as several gander parties held in the club rooms, and, on December 5 was held the annual banquet at the Quincy House.

Past President Gushee was toastmaster at the banquet at which 250 members and their guests attended. The visitors from the Lynn Driving Club devoted considerable of their attention in their after-dinner addresses to the defeats their club had administered to the Dorchesters in the interclub meets of the past season.

The Driving Clubs of Greater Boston

President Newbert, in speaking of the success of the club, stated that the present standing had only been attained by the hardest and most faithful work on the part of the members. While the club has one of the best



WALTER E. NEWBERT
President 1907-1908

quarter-mile tracks in the country, yet he was working hard, in the interests of the people who enjoyed the sport, to have built, the coming year, a grandstand at the speedway.

Ex-president Fred J. Brand stated that it was his opinion that the club would at no distant day own a clubhouse of its own near the speedway and that plans to that effect were being made.

One of the particular features of the evening was the presentation to Hollis P. Gallup, by the club, of a watch-chain and charm. Mr. Gallup had done more to increase the club's membership than any other member. In response Mr. Gallup said that he had never found it hard to sell goods when full value could be given in return.

On the speedway that year matters were kept going at top speed in the number of races

started and horses entered. The club, too, took part in a series of interclub meets with Lynn, and, while the latter came off the victors, yet there was the best of good feeling on the part of both contestants.

SEASON OF 1908

Matters with the club had flourished so under the first year of President Newbert that he was re-elected by a very large majority, the following being the complete list of officials:

President, W. E. Newbert; first vice-president, E. O. Haddock; second vice-president, D. Eilers; secretary, G. H. Greenwood; treasurer, R. S. Fitch; directors, H. P. Gallup, F. O. Guild, J. W. Linnehan, F. H. Bellows, A. M. Johnson; racing and speedway committee, F. W. Hamlin, chairman, E. H. Morse, A. M. Newbert, F. S. Eldredge, E. S. Harris, A. T. Wheelock, A. H. Keeler, A. S. Gushee, J. E. Swendeman, W. P. Boutelle, P. C. Blaney, E. B. Swett, J. N. Terry, R. C. Richardson, W. J. Fitzgerald; membership committee, C. E. Devcreaux, chairman, C. W. Patterson, L. E. Mirram, L. Nelson, E. P. Denn, A. M. Cain, W. J. Bates, A. Briggs; finance committee, A. Fellows, chairman, G. A. French, J. W. McEnany, C. T. Greenwood, H. C. Thayer, L. Tewhart, P. O'Hearn, A. J. Furbush, Geo. Johnson, Geo. Leonard; house committee, C. L. Young, chairman, J. N. Terry, T. A. Winsloe, M. F. Maher, H. E. O'Neil, W. C. Hawkes, E. W. Berrigan, H. Graham, L. Martin, A. F. Spencer; clerk, E. G. Richardson.

There were the usual ladies' night and many gander parties in the clubroom, and on December 6 was held the annual banquet at the Quincy House. Among the speakers were Mayor Hibbard, President Brooks of the Fells-way Club, Frank J. Babbitt, president of the Lynn Club; C. J. Brown, president of the Attleboro Club; Levi Lord, president of the Hamilton Club; J. W. Brown, president of the Brockton Club; T. Lee Quimby, of the Gentlemen's Driving Club of Boston, and A. H. Jewett, of the Quannapowitt Club.

In the after-dinner addresses, the speakers were enthusiastic that the driving clubs of New England form an organization for the purpose of promoting the sport. The handicap system of racing was also given a good word by President Babbitt of the Lynn Club, who thought the plan should be adopted by all the driving clubs.

On the speedway, the year was made more prominent than some of the preceding ones. The grandstand promised by the city had been completed and was much appreciated by the members and their lady friends, while the important racing event was between the Lynn and Dorchester horses, and a grand field day was held between these two clubs.

SEASON OF 1909

As the result of the election this year, John W. Linnehan was elected president by a big margin, and, during his career in the executive chair, the club continued in very prosperous condition. The list of officers for the year was:

President, J. W. Linnehan; first vice-president, A. M. Johnson; second vice-president, W. P. Boutelle; secretary, Geo. H. Greenwood; treasurer, R. S. Fitch; directors, H. P. Gallup, R. G. Crosby, F. W. Hamlin, A. M. Newbert, W. M. Brummett; racing and speedway committee, F. W. Hamlin, chairman, A. H. Keeler, E. H. Morse, A. S. Gushee, F. H. Bellows, L. A. Bean, L. Tewhart, A. Fellows, A. T. Wheelock, W. J. Fitzgerald, W. E. Newbert, E. O. Haddock, P. C. Blaney, J. H. Coakley, R. C. Richardson, T. A. Winsloe, A. J. Furbush; finance committee, C. T. Greenwood, chairman, H. Buchner, T. E. Henderson, D. E. Page, E. L. Goodnow, A. Ripley, F. S. Eldredge, T. F. Cannon, John Spiers, A. J. Legg and C. C. Blaney; membership committee, E. S. Harris, chairman, E. A. Fuller, D. Eilers, J. N. Terry, E. J. Norris, W. H. Bennett, J. W. McEnany, M. F. Maher, T. J. Griffin, Geo. E. Griffin, J. H. Casey, H. P. Gallup and C. S. Coffin; house committee, C. L. Young, chairman, W. P. Boutelle, A. M. Cain, Chas. Patterson, J. A. Graham, A. M. Brown, W. J. Bates, J. Murphy, S. Bradford, L. Nelson and B. F. Tuttle; clerk, E. G. Richardson.

The social affairs of the club were equal to any, particularly the ladies' night and the annual banquet held on December 8 at the Quincy House. Two hundred and fifty enthusiastic light harness horse owners and road drivers participated in the seventh annual dinner. Among those present were representatives from almost all of the driving clubs around Boston, as well as from the Speedway Club of Worcester.

President Linnehan introduced Walter E.

Newbert, chairman of the entertainment committee, as toastmaster. The first speaker was President Brand of the Board of Aldermen, then acting as Mayor of Boston in Mayor Hibbard's absence. He went into the early



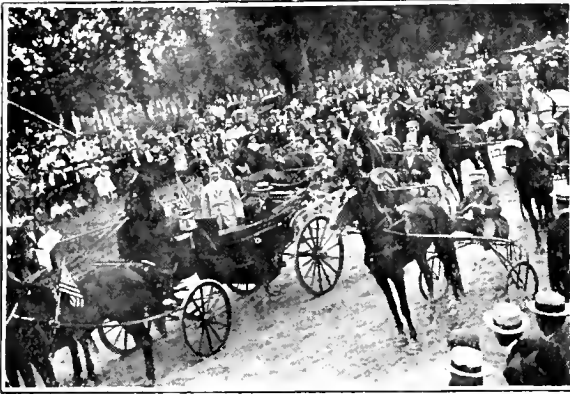
J. W. LINNEHAN
President 1909

history of the club, with which he was so familiar, having filled the position of president. Ex-Mayor Fitzgerald was enthusiastically greeted as he entered the banquet hall, and in his brief address spoke of equality and humanity as two essentials both in civic and private life. "The city of Boston," said Mr. Fitzgerald, "instead of being conducted as a strictly business institution should be managed in the lines of a very philanthropic institution."

Senator E. A. Cowee, president of the Speedway Club of Worcester, brought the greetings of the Worcester horsemen to their Dorchester and Boston brethren. Frank E. Morrison, secretary of the Fellsway Driving Club, President Babbitt of the Gentlemen's Driving Club of Lynn, Fred C. Garmon, chairman of the board of trustees of the Met-

ropolitan Driving Club, and E. Mark Sullivan, assistant United States District Attorney, were among the speakers.

Besides the regular Saturday and holiday matinees at Franklin Field Speedway, there were held, during the Summer months, a



Mayor Fitzgerald Leading Parade at Dedication of the Half-mile Speedway on Franklin Field

grand interclub series of meets between Dorchester, Fellsway, Lynn and Quannapowitt, each of these clubs meeting in the races, that were decided at Combination Park, Medford, Rockdale Park, Peabody, the Reading-Wakefield track, and the last session back again at Combination. As the result of this grand contest, the large silver cup was won by the Dorchester Driving Club, and placed with all honor in the private office of the club.

President Linnehan, in summing up the grand success of the Dorchester Club in winning this trophy, gave great credit to Frank Hamlin, the chairman of the racing committee, who worked early and late getting the members to enter and start their horses in the several races, and in this way was Dorchester so well and strongly represented that it carried away the cup.

Previous to the big interclub meets, the Fellsway and Dorchester Clubs had a sort of introductory clash on June 17 at Combination Park, which resulted in the defeat of the Fellsway Club by the very close score of 77 points for Dorchester, to 70 1-2 points for the Fellsway. This was the closest interclub meet ever held in the history of driving clubs in New England. Of the 18 events on the card that day, the Dorchester Club won 10.

SEASON OF 1910

A. M. Johnson, who had been strongly identified with the club since its inception both in filling offices and by racing on the speedway, was elected president, the full ticket for the ensuing year being as follows:

President, A. M. Johnson; first vice-president, W. P. Bontelle; second vice-president, F. W. Hamlin; secretary, Geo. H. Greenwood; treasurer, A. Fellows; directors, A. T. Wheelock, J. W. Coakley, F. W. Guild, M. McDermott, John Spiers; racing and speedway committee, A. H. Keeler, chairman, L. Tewhart, R. G. Crosby, A. Fellows, E. L. Hopkins, F. H. Bellows, A. C. Maher, L. A. Bean, D. E. Page, E. H. Morse, J. W. Coakley, F. S. Eldredge, and T. J. Griffin; membership committee, H. P. Gallup, chairman, J. Dunn, E. S. Harris, A. M. Cain, E. P. Denn, H. Buchner, F. M. Bleiler, E. J. Norris, M. McDermott, A. Kaan and W. J. Bates; house committee, S. Bradford, chairman, J. A. Graham, A. H. Paul, B. F. Tuttle, F. F. Cannon and W. P. Bontelle; finance committee, C. T. Greenwood, chairman, T. E. Henderson; clerk, John H. Buckley.

The eighth annual banquet of the club was held at the Quincy House, on December 6, with 200 members and invited guests present.



Mayor Fitzgerald Winning with Ralph Wick on Dorchester Day in 1912. Time 1:06

The leading speaker of the evening was Councillor F. J. Brand, who characteristically termed the evening the club's annual free-for-all. The speaking was interspersed with music, and a number of capital stories with remarks upon matinee racing and what it was

purposed to accomplish during the coming season.

Among those who spoke were F. C. Garmon, president of the Metropolitan Driving Club, Daniel Paine of the Fellsway Driving Club, Harry C. Thayer, president of the Old Colony Driving Club, and Councillor T. J. Buckley, whose interest in behalf of the Franklin Field Speedway had given him a place upon the club's honorary membership list.

During the year there were strenuous efforts made in securing an appropriation from the City of Boston in extending the Franklin Field Speedway from a quarter of a mile in length to that of one-half a mile. By hard work from President Johnson and his committee this was finally accomplished, and work upon the course was begun the middle of July, and at odd times continued until the frost put a stop to operations that Fall.

Of the principal events on the speedway was the race in July between Charley King, owned by A. T. Wheelock, and Cascade, the property of T. J. Griffin. These two crack pacers not only fought it out to the bitter end, but each lowered the previous track record to 29 seconds. The complete summary of this race is appended.

Franklin Field Speedway, July 1, 1910.—Class A, pacing.

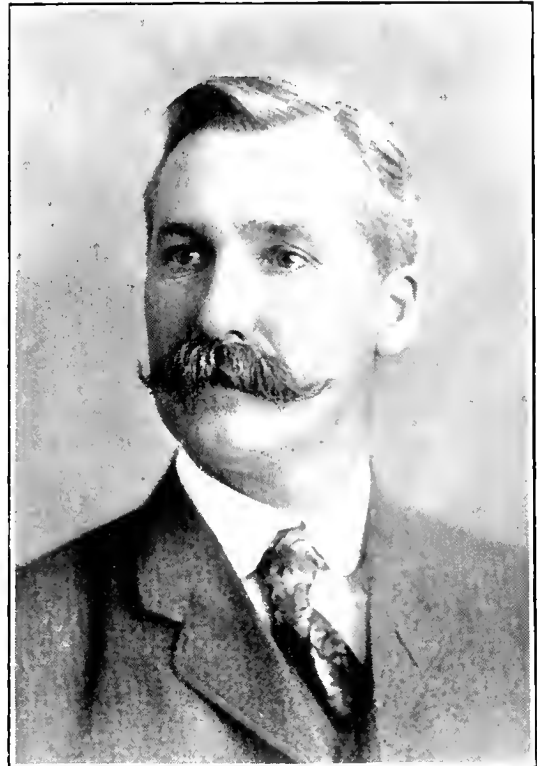
Charley King, blk. g. (A. T. Wheelock)	1	1	2	1
Cascade, br. g. (T. J. Griffin)	2	2	1	2
Time—31 1-4s., 30s., 29s., 29s.				

SEASON OF 1911

President Johnson was re-elected for another year, and the following shows the complete list of officers: President, A. M. Johnson; first vice-president, F. W. Hamlin; second vice-president, R. G. Crosby; secretary, Geo. H. Greenwood; treasurer, A. Fellows; clerk, John H. Buckley; directors, H. Buchner, W. J. Fitzgerald, P. O'Hearn, A. T. Wheelock and W. H. Young; racing and speedway committee, F. W. Hamlin, chairman, L. A. Bean, E. H. Morse, J. W. Coakley, T. J. Griffin, M. McDermott, C. Carroll, F. W. Clark, J. R. Fraser, A. G. Tileston, J. P. McDonald, R. Ward, J. MacDonnell, M. D., R. G. Crosby, A. H. Keeler, F. S. Eldredge, F. H. Bellows, D. M. Spinney, A. S. Gushee, W. J. Fitzgerald, H. P. Gallup, H. B. Flanders, S. W. Wales and G. O. Goudey; membership committee, A. Fellows, chairman, J. A. Sherlock, C. M. Durland, J. W. Burns,

Dr. W. H. Sawyer, E. P. Denn and J. F. Carey; finance committee, H. P. Gallup, chairman, G. E. Griffin; house committee, W. P. Boutelle, chairman, S. Bradford, J. A. Graham, B. F. Tuttle and T. F. Cannon.

The ninth annual banquet was held at the Quiney House, in December, and, like the previous ones, brought out a full house, all of the leading members of the other driving



A. M. JOHNSON
President 1910-11-12

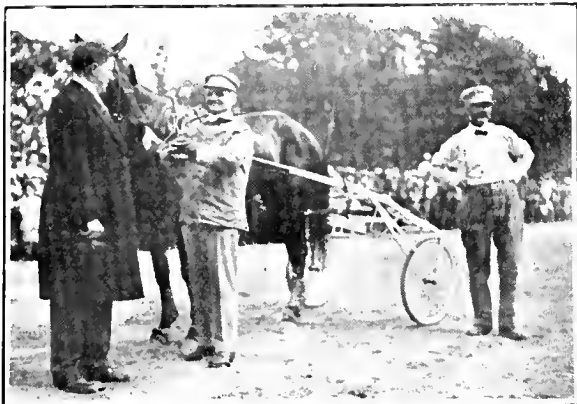
clubs being present. Mayor Fitzgerald and several members of the City Council were also present.

The principal event of this season was the interclub meet between the Dorchester and Springfield Clubs, Dorchester going to Springfield.

The year was an important one, inasmuch as that on Dorchester Day, June 9, was dedicated the new half-mile speedway at Franklin Field. Mayor Fitzgerald was the guest of honor, and showed his versatility by driving the fast trotter, Ralph Wick, 2:13 1-4, owned by President Johnson, the half-mile in 1:06,

The Driving Clubs of Greater Boston

which was considered fast for the new track. The Mayor looked for all the world like a Grand Circuit pilot, and amply proved that he was no novice in driving the trotter. After the feat, Councillor Collins made a brief speech of introduction and presented the



Mayor Fitzgerald Receiving Prize Cup from Councillor Collins for Winning Race with Ralph Wick

Mayor with a solid silver cup for winning the race. Then Mayor Fitzgerald dedicated the track by a short speech and singing "Sweet Adeline." Over 15,000 persons were at the speedway at the dedicatory opening. Following is the summary of the race won by the Mayor, and the first event decided over the new speedway:

Franklin Field Speedway, June 9, 1911.—Special race (solid silver cup)

Ralph Wick, br. g. (Mayor J. F. Fitzgerald).....	1
Camello, blk. g. (M. McDermott)	2
Bonnie Patchen, bl. g. (H. Buchner)	3
Baron Patch, b. g. (W. J. Fitzgerald).....	4

Time—1:06.

On June 30 the track record was lowered to 1:02 1-4 by Camello, owned and driven by M. McDermott, defeating Ralph Wick, President Johnson's trotter, the last heat being in 1:02 1-4. The summary:

Franklin Field Speedway, June 30, 1911.—Class E, trot.

Camello, blk. g. (M. McDermott).....	1
Ralph Wick, b. g. (A. M. Johnson).....	2

Time—1:03, 1:02 1-4.

One week later the trotting record of the course received another dent, this time it being Ralph Wick, President Johnson's speedy trotter, defeating Camello, and reducing the record to 1:01. It was a peculiar fact, but the mark set by Ralph Wick was one-half a

second faster than the record for pacers over the speedway held by Easter Direct, owned by T. J. Griffin, and made on June 17. The summary:

Franklin Field Speedway, July 7, 1911.—Class A, trot.

Ralph Wick, b. g. (A. M. Johnson).....	1
Camello, blk. g. (M. McDermott).....	2

Time—1:01, 1:03 1-4.

An unusual feature of the matinees of that season happened on August 18, when Miss Edith M. Gushee, a Boston school teacher, drove Manila Boy in a special heat against Cracker Boy, the latter driven by her father, A. S. Gushee. Miss Gushee held the reins like an old-timer, and passing under the wire she plied the whip to defeat Cracker Boy, which she did by a length in 1:05 1-2. Miss Gushee was a thorough horsewoman and had been desirous of driving for some time, but the officials of the club had refused, up to that time, to permit a woman to drive in races.

SEASON OF 1912

President Johnson was re-elected to office for the third term. It was a complete distinction for him to occupy that position three years, as he was the only man since the inception of the club in 1899, that had been so honored. Following is the complete list of officers for the year:

President, A. M. Johnson; first vice-president, F. W. Hamlin; second vice-president, P. O'Hearn; secretary, Geo. H. Greenwood; treasurer, A. Fellows; clerk, John H. Buckley; directors, D. M. Spinney, C. M. Warren, W. H. Young, T. J. Griffin, E. O. Haddock; racing and speedway committee, A. S. Gushee, chairman, J. A. Anderson, A. W. Staples, M. McDermott, P. O'Hearn, D. M. Spinney, J. F. Griffin, C. Carroll, H. M. Minkler, W. E. Wells, J. W. Coakley, A. H. Keeler, C. M. Warren, R. G. Crosby, W. J. Fitzgerald, O. E. Linscott, G. O. Goudey, H. Graham, E. F. Powers, W. H. Sawyer, J. O. Reay, C. C. Blaney, H. P. Gallup, W. H. Young; finance committee, A. S. Gushee, chairman, C. M. Warren; membership committee, E. O. Haddock, H. P. Gallup, A. V. Staples, D. M. Biggs, A. G. Tileston, H. Buchner, R. Mager, A. Briggs, F. H. Bellows and E. P. Denn; horse committee, J. T. Willard, chairman, J. W. Burns, J. P. McDonald, C. Starrett, S. Bradford, J. A. Graham, Wm. Douse, J. McGraw.



RALPH WICK, 2:13 1-4

**Winner of More Races Over Half-mile Tracks than Any Other Trotter in the World, and the
First Trotter to Win a Heat in 1:01 at the Franklin Field Speedway
Owned by A. M. Johnson**

The Driving Clubs of Greater Boston

The club was thrown into deep grief by the death of Frederick J. Brand, who passed away on March 12. His was the initial break in the line of the club's executives, and it was, indeed, a great shock to the members in realizing that one in the prime of manhood could be so quickly cut off.

Mr. Brand was one of the charter members of the Dorchester Gentlemen's Driving Club, being on the first board of directors. The years of 1900 and 1901 he served the club in the position of clerk, and in 1903-4 he was president, these being the years of the construction of Franklin Field Speedway.

Politically, Mr. Brand was a power in the city of Boston. He was president of the Board of Aldermen in 1909, and acting Mayor in the absence of Mayor Hibbard.

The social events of the year were the stag parties at the clubhouse and the tenth annual banquet at the Quincy House.

The season was an eventful one on the speedway, the first of importance being the equaling of the trotting record of 1:01, held by Ralph Wick, by the noted gelding, Nut Boy, owned and driven by P. O'Hearn. This occurred on May 18, when the gelding was matched against Earl King, defeating him in straight heats, the times of which were 1:01 and 1:01 1-2. The time was the best for two consecutive heats ever made by a trotter. The summary:

Franklin Field Speedway, May 18, 1912.—Class A, trot.

Nut Boy, b. g. (P. O'Hearn).....	1	1
Earl King, b. g. (H. P. Gallup).....	2	2
Time—1:01, 1:01 1-2.		

In the matinee held on September 7, the record for the speedway by pacers was reduced to 1:00 flat by Manila Boy, owned and driven by A. S. Gushee, he winning the first heat in a race against Charley King. Though gaining honor in establishing the new record, yet Manila Boy was defeated in the race by his opponent, who gathered in the next two heats. The summary:

Franklin Field Speedway, Sept. 7, 1912.—Class A, pace.

Charley King, blk. g. (A. T. Wheelock)...	2	1	1
Manila Boy, b. g. (A. S. Gushee).....	1	2	2
Time—1:00, 1:04 1-4, 1:05 1-4.			

SEASON OF 1913

Riley G. Crosby, who had been very prominent in the affairs of the club, particularly in

the racing end, he having owned more horses and contested in more matinees than any other member of the club, was one of the candidates for the office of president. Mr. Crosby had filled the position of second vice-president in President Johnson's second term of office, and for an extended period had been on the board of directors and a strong factor in the racing committee.

Opposing him was Frank Hamlin, who had been first vice-president under A. M. Johnson's administration. Mr. Hamlin, since the early days of the club, had been an earnest and faithful worker, having served on the racing and other committees. In the campaign the admirers of Mr. Hamlin brought out the fact of his having been the real factor in the club winning the large and elegant silver trophy, in 1909, at the big interclub series of meets. Also, how he had raced horses and had, to a large extent, induced others in buying speed and competing in the matinees.

When it came to the vote, Mr. Crosby received the majority cast, and was duly elected to the position for the ensuing year, with the following list of officials:

President, R. G. Crosby; first vice-president, P. O'Hearn; second vice-president, W. H. Young; secretary, Geo. H. Greenwood; treasurer, A. Fellows; clerk, John A. Anderson; directors, F. H. Bellows, M. McDermott, F. S. Eldredge, A. T. Wheelock and D. M. Biggs; membership committee, E. P. Denn, chairman, T. H. Clements, D. F. Doyle, A. Ripley, Chas. Starrett and J. A. Tilley; house committee, J. T. Willard, chairman, J. McGray, J. A. Graham, Chas. Starrett and J. W. Burns; finance committee, C. M. Warren, chairman, and Geo. E. Griffin; racing and speedway committee, W. J. Fitzgerald, chairman, A. H. Keeler, A. Briggs, J. W. Burns, J. H. Burns, J. W. Biggs, F. W. Calash, J. B. Chadbourne, C. M. Durland, H. P. Gallup, H. Graham, G. O. Goudley, H. J. Harris, F. W. Hamlin, E. O. Haddock, O. E. Linscott, J. F. Robie, W. H. Sawyer, W. H. Young, A. C. Tileston, R. Ward, C. R. Young, O. C. Charles, M. McDermott, J. McGray, R. DeVoe, A. S. Gushee, F. H. Bellows, W. E. Newbert, J. A. Anderson, E. H. Morse and P. B. Shaw.

The social features of the year were the several stag parties held in the clubhouse and the annual banquet at the Quincy House. President Crosby introduced ex-President Johnson as toastmaster for the evening.

Among the guests were President G. Pray Smith of the Metropolitan Club, President G. A. Law of the Fellsway Club, and President H. A. Brackett of the Quannapowitt Club. In the after-dinner speaking the matter generally discussed was that the members of all the driving clubs should become better acquainted and there should be more occasions offered where all of the clubs would meet and in this way the social part of the organization be extended. Many of the speakers believed that the future depended a great deal on the sociability of the different clubs.

There was much rejoicing on the part of the members in the racing at Franklin Park Speedway, especially the ladies, on the city putting a roof on the grandstand. This was appreciated, particularly on the hot days of the Summer months.

There was interclub racing during the season. A big program had been arranged for Dorchester Day, twenty-two horses coming over from the Fellsway Club to participate in the interclub events, but it proved such a bad, rainy day that there was no opportunity for racing and the program had to be declared off. On May 30, in the interclub meet with Fellsway, the latter won the most points, and in the return meet between these clubs, held on Labor Day, Dorchester was victorious, this making the honors even between the two clubs.

SEASON OF 1914

At the annual meeting and election of the club in January, President Crosby was re-elected to serve his second term in office, the following being the complete ticket selected for the ensuing year:

President, R. G. Crosby; first vice-president, P. O'Hearn; second vice-president, D. M. Biggs; secretary, G. H. Greenwood; treasurer, A. Fellows; clerk, John A. Anderson; directors, J. W. Biggs, J. H. Burns, A. Briggs, J. Dunn, S. R. Carey; racing and speedway committee, W. J. Fitzgerald, chairman, J. F. Robie, E. O. Haddock, A. H. Keeler, J. W. Biggs, A. T. Wheelock, O. C. Charles, A. S. Gushee, J. W. Burns, T. J. Clements, F. S. Eldredge, H. Graham, C. R. Young, M. McDermott, W. H. Minton, S. R. Carey, A. Briggs, J. Dunn, T. J. Griffin, D. M. Spinney, A. M. Johnson, J. H. Burns, P. O'Hearn, R. Ward, H. P. Gallup, Wm.

Douse, M. Green, and D. M. Biggs; membership committee, W. H. Young, chairman, F. G. Potter, Lee Raymond, C. M. Durland; house committee, J. T. Willard, chairman, J. A. Graham, Chas. Starratt, J. W. Burns, W. J. Edson, and Roy Ballard; finance committee, G. E. Griffin, chairman, E. F. Powers.



R. G. CROSBY
President 1913-1914

An unfortunate occurrence happened in the early Summer, when the grandstand was destroyed by fire. The club immediately began work on the city government in securing a new one, and the promises were readily made that by the opening of the racing season of 1915 a new concrete grandstand would have been erected.

For some time the members had complained that the speedway was not in as good condition for fast time as it should be. This was caused by the top soil breaking out in places, making the footing uncertain. After the speedway had settled from the Winter frost, the city put its employees at work and scraped off all of the old material from the surface and put on a new top soil, which resulted in

The Driving Clubs of Greater Boston

its being the fastest piece of racing dirt out-of-doors.

The first great event on the speedway came on Dorchester Day, June 6. Mayor Curley put in his appearance at three o'clock, donned in a khaki suit and jockey cap that had been loaned to him by Building Commissioner O'Hearn. As the Mayor took his seat in the sulky behind Jack Bingen, President Crosby's black trotting gelding, there were assembled in the grandstand and massed three and four deep along the fence that separated the track from the field fully 9,000 people, while on the field itself were thousands more, men, women and children. As the Mayor jogged up the stretch to take the word in what was hoped would terminate in his reducing the record held by ex-Mayor Fitzgerald, of 1:06, the immense crowd kept up a constant ovation of cheering.

Opposed to Mayor Curley and his Jack Bingen was Color Bearer, owned by C. M. Warren and driven by P. O'Hearn, and Lester W., owned by Cal MacDonald and driven by President Crosby.

When the word was given to this field, Presiding Judge Horace Harris announced through the megaphone that the Mayor was coming. "The Mayor leads at the quarter," was the next shout, and immediately there was a great crush to get a glimpse of His Honor driving his first horse race. He drove like a veteran, keeping the lead all the time, and won by a neck from Color Bearer in 1:06 1-2.

"That's good," said the Mayor at the finish. "I must try another heat." He was joked some from the crowd, but told them that it beat any political race he was ever in. There was more applause and the horses were off up the stretch for the second heat.

In place of Lester W., who had been withdrawn, was Sister Patch, the pacing mare, owned and driven by William H. Young. To a good start the Mayor kept Jack Bingen busily at his work the whole half-mile, and he was obliged to in order to defeat Sister Patch, as the latter was right at his throat latch and ready to take the lead if the trotting gelding made the slightest wobble. True as a die, the Mayor had Jack Bingen on his stride and passed the wire in record-breaking time, the announcer calling out 1:04 1-2.

This started the immense throng to wild cheering and the band began playing a patriotic selection. City Councillor Walter Collins stepped forward and pinned a blue ribbon on

the Mayor, who, after waving his jockey cap to the spectators, hustled away to meet his other engagements of the afternoon. The summary:

Franklin Field Speedway, June 7, 1914.—Special race.

R. G. Crosby's Jack Bingen, blk. g. (Mayor Curley)	1	1
C. M. Warren's Color Bearer, b. g. (Mr. O'Hearn)	2	3
Cal MacDonald's Lester W., b. g. (Mr. Crosby)	*3	
William H. Young's Sister Patch, b. m. (Mr. Young)	2	

Time—1:06 1-2, 1:04 1-2.
*Changed horses in the second heat.

On June 27 Sister Patch, owned and driven by W. H. Young, defeated Charley King in straight heats and tied the pacing record of the track, held by Manila Boy, at 1:00. She won the second heat in 1:01 1-4, thus giving her the fastest two consecutive heats ever paced over the speedway. The summary:

Franklin Field Speedway, June 27, 1914.—Class A, pace.

Sister Patch, b. m. (W. H. Young)	1	1
Charley King, blk. g. (A. T. Wheelock) ..	2	2

Time—1:00, 1:01 1-4.

Interclub meets were held with the Fells-way and Old Colony Clubs. On May 30 the Dorchester boys went to Combination, and were successful in defeating the Fellsways.

Dorchester tackled the Old Colony at South Weymouth on July 4, and only lost the verdict by the narrow margin of two points. Charley King was as reliable as ever, however, bringing home a victory for the Dorchesters in his event, and turned the track in 1:07 3-4 and 1:07 1-4. In the fast trotting event President Crosby's Jack Bingen headed the summary, defeating Kaldar and Catherine C., two of the Old Colony star trotters.

The second interclub meet was held at South Weymouth on Labor Day, September 7, and while the Dorchester horses were again defeated, yet they captured both of the fast classes. In the feature trotting event, President Crosby's Jack Bingen defeated Katherine R. and Higgins in 1:08 3-4 and 1:09, while Sister Patch, owned and driven by William H. Young, took the measure of Edith R., one of the best of the Old Colony pacing division, by winning the second and third heats in 1:07 and 1:08 1-2, Edith R. having captured the first heat in 1:06.

The history of the Dorchester Gentlemen's Driving Club is replete with trotters and pacers which have earned for themselves promi-

ment places in the history of the professional turf of this country. Among those that can readily be brought to mind, having a national reputation, can be mentioned the trotting mare Trinket, 2:14, the champion four-year-old trotter in 1879, when she earned a record of 2:10 3-4. She was the property of A. S. Gushee.

Jewett, the champion three-year-old trotter in 1870, with a record of 2:23 1-2, and later converted to a pacer, getting a record of 2:14, was for years the champion snow horse of New England. During that time he was owned by J. M. E. Morrill.

Ethel's Pride, 2:06 3-4, winner of the classic Transylvania stake at Lexington, Ky., and an \$8,000 stake at Syracuse, N. Y., in 1905, was then the property of John Shepard.

Nut Boy, 2:07 1-4, who went all the way down through the Grand Circuit, in 1906, without losing a race, and who has won a heat at Franklin Field Speedway in 1:01, which equals the best time ever made by a trotter over that piece of racing dirt, was owned by Patrick O'Hearn.

Ralph Wick, 2:13 1-4, the trotting gelding that has the distinction of having won more races over half-mile tracks than any other trotter raced in this country or Canada, and first placed the record of the speedway of 1:01, was owned by A. M. Johnson.

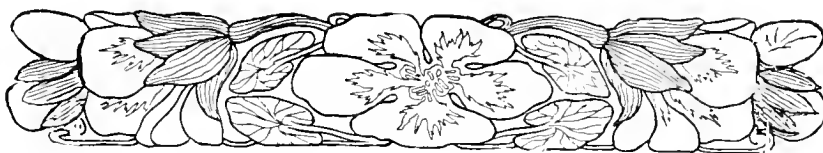
Phoebon W., 2:08 3-4, which was owned by W. J. Furbush, and entertained the members and spectators at Franklin Field on many occasions, and on one in particular, when he and Bunker Hill raced five heats on the quarter of a mile speedway, the average time being in 30 seconds, the record for the course for a five-heat race, and which event was never fully decided as to which pacer was the better, the club giving to both a silver cup as the winner.

Altro L., 2:09 3-4, that has been a veteran in winning blue ribbons over at Franklin Field Speedway, when not engaged in matinees at South Weymouth, was owned by Harry C. Thayer.

Kentucky Star, 2:08 1-2, a persistent race horse and one of the fastest matinee pacers in New England, was owned by C. H. Belledeu. Then can be named Parker S., 2:06 1-2, the property of W. J. Furbush; The Private, 2:07 1-2, owned by Harry Russell; Cascade, 2:06 1-2, Thomas Griffin's speedy pacer; Caffeno, 2:07 1-4, owned by Fred H. Bellows; Ned Wilkes, 2:09 1-4, one of the gamest race horses that ever looked through a bridle, owned by Louis Pfingst; Mascot, Jr., 2:10 1-4, owned by John Hood; Judge Green, 2:09, a good trotter over the Grand Circuit, owned by H. P. Gallup; Early Bird, Jr., 2:11 1-2, owned by A. E. Kenney; Senator L., 2:12, owned by John Shepard; Sanford L., 2:12 1-2, owned by T. A. Bresnahan, and George G., 2:12, owned by W. J. Fitzgerald.

Bunker Hill, 2:13 3-4; B. S. Dillon, 2:14 1-4; Annie Lee, 2:07 1-4; Grace G., 2:05 1-4; Postman, 2:14 1-4, can all be remembered as the property of R. G. Crosby. Rex, 2:13 1-2, the pacing gelding that held the records of the Marshfield and South Weymouth tracks for several years, and a consistent winner at the matinees, owned by John Neal; Rondo, 2:14 3-4, one of the sweetest matinee horses in the club, owned by S. Walter Wales; Wilkes Brino, 2:14 1-2, has won many blue ribbons for his owner, A. J. Legg; Landlord, 2:16 3-4, that had the honor of defeating more horses for the championship ribbon on the Dorchester speedway in his day than any other horse, was owned by C. L. Young.

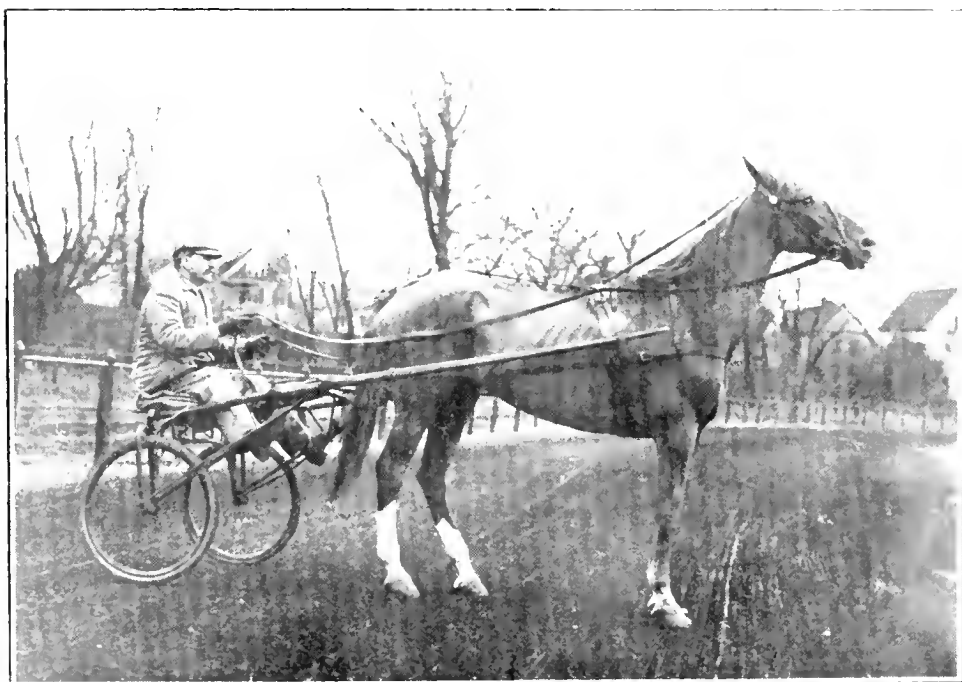
While among the others are Max G., 2:12 1-4, owned by A. G. Turner; Rubsley G., 2:16 1-2, owned by Jesse Moulton; Bob Fitz, 2:17 1-2, owned by H. P. Gallup; Bonnets' O'Blue, 2:18 3-4, owned by George D'Arcy; Budweiser, 2:18 1-4, and Reno K., 2:15 1-2, owned by J. W. Linnahan; Susie F., 2:20 1-4, owned by J. Rollin Stuart, Jr.; the great matinee trotter, Lady Madison, 2:20 1-4 who held the championship longer than any other trotter in the Dorchester Club, owned by P. J. Fitzgerald, and the fast but unfortunate mare, Charlena, 2:22 1-4, owned by C. C. Blaney.





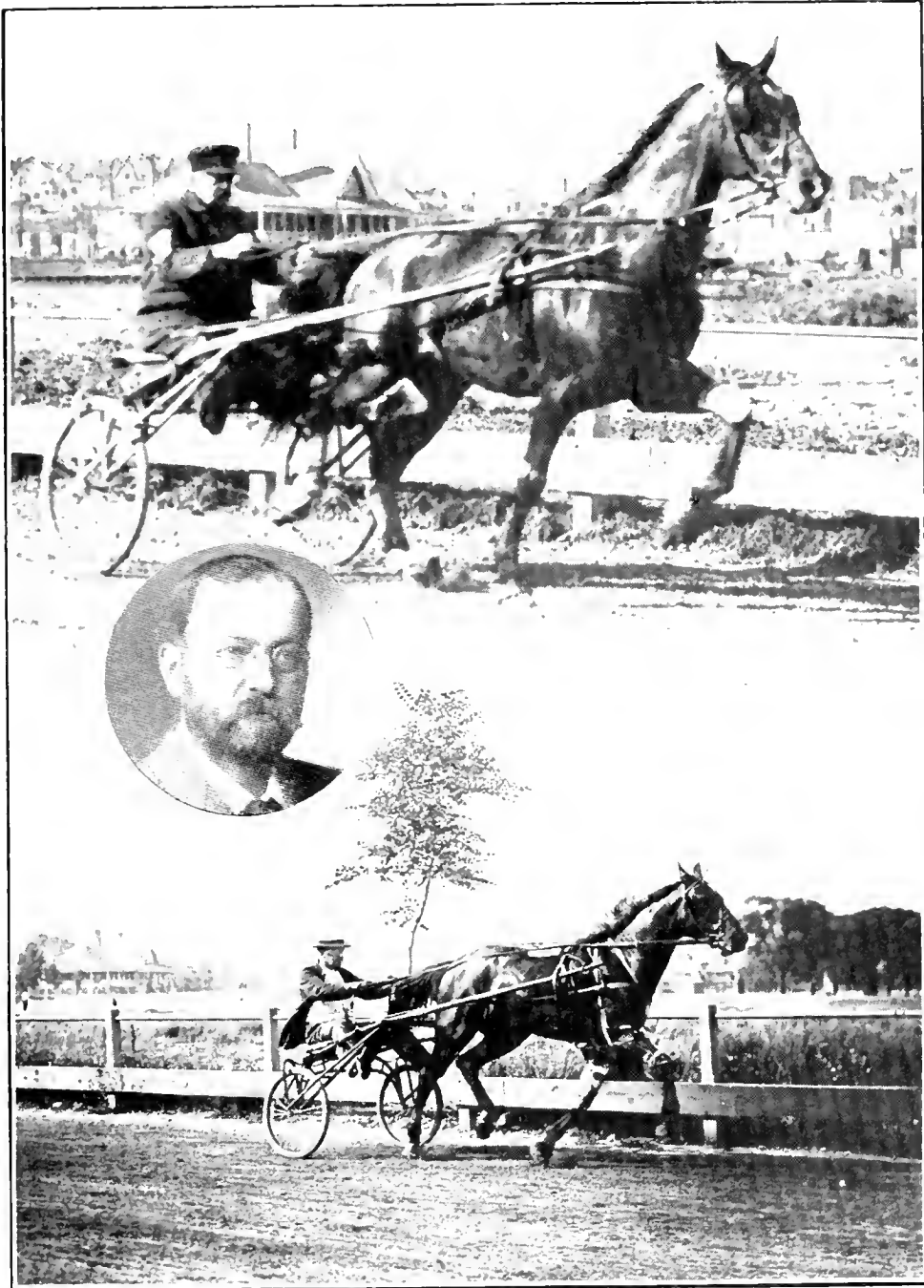
NUT BOY, 2:07 1-4

The Biggest Money Winning Trotter in the Grand Circuit of 1907, and Joint Holder of the Speedway Record of 1:01 at Franklin Field. Owned by P. O'Hearn



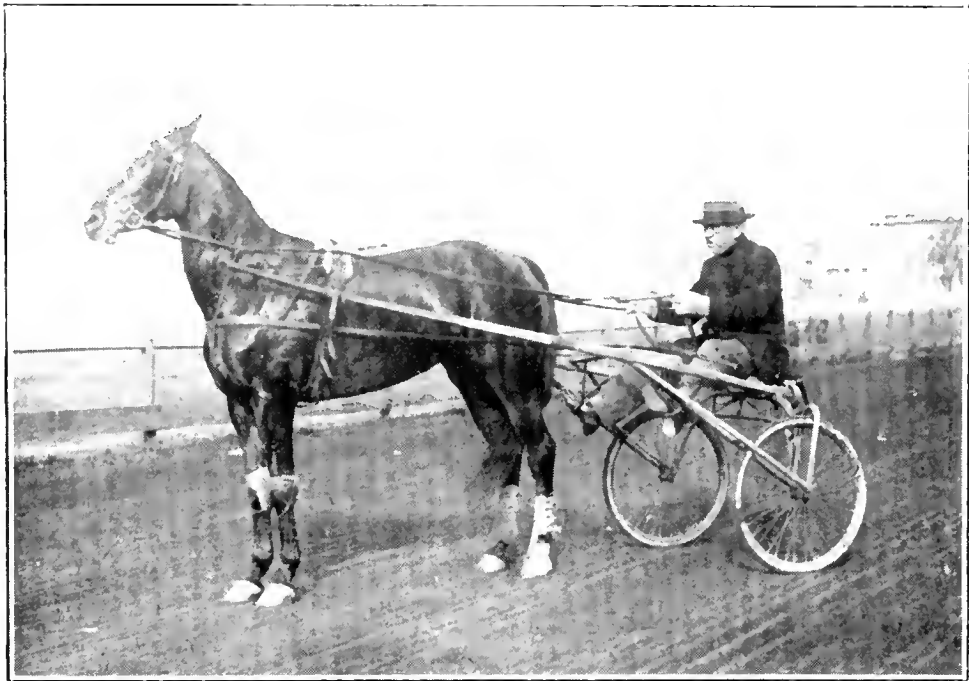
GEORGE M., 2:14 1-4

One of the Stars of Franklin Field Speedway. Owned by O. C. Charles



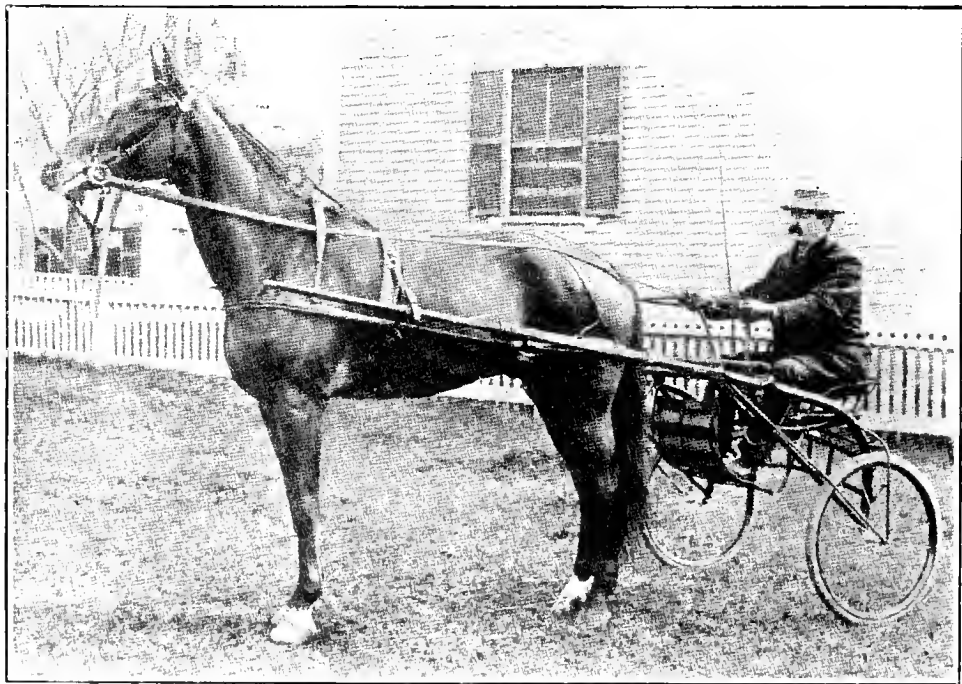
HOLLIS P. GALLUP AND HIS TROTTERS

Top:—Earl King, Winner of More Races Against Pacers Than Any Trotter in Greater Boston ;
Bottom:—Hollis Bingen, Bred, Raised and Developed into a Fast Trotter by Mr. Gallup



MARY Mc.

A Sweet Gaited Trotting Mare That Has Been Prominent in Dorchester and Old Colony Club Races. Owned by M. McDermott



BUDWEISER, 2:18 1-4

One of the Crack Pacers in the Early Days of Matinee Racing That Was Never Defeated Until the Race Was Over. Owned by J. W. Linnehan

JACK BINGEN, 2:22 1-4

The Trotter Mayor Curley Won with in 1:04 1-2 and Has Been a
Very Consistent Matinee Winner.

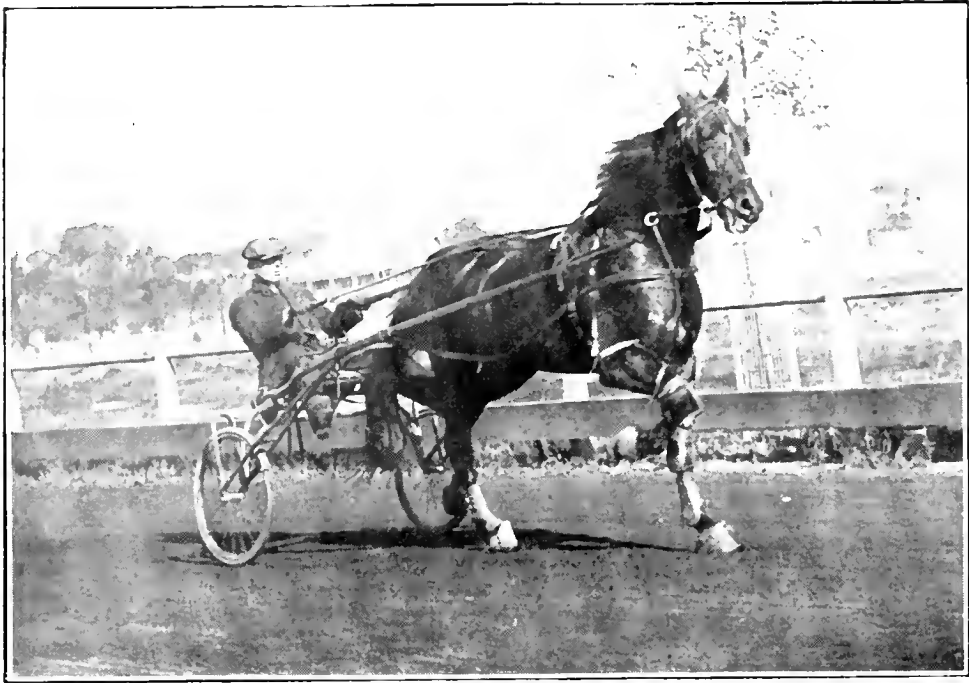
Owned by R. G. Crosby



SISTER PATCH

Joint Holder of Franklin Field Speedway Pacing Record of 1:00
and Fastest Two Heats of 1:00, 1:01 1-4.

Owned by W. H. Young



BARON PATCH, 2:18 3-4

A Money Winning Trotter on the Half-mile Tracks and a Favorite with All in Matinee Racing. Owned by Fred S. Eldredge



DIMPLE, by Lothair, Jr.

In All-Round Qualities the Peer of Any Pacing Mare in Greater Boston and with Speed to Tackle the Best. Owned by J. W. McEnany

**The Metropolitan
Driving Club of Boston**

1904

1914



CHARLES RIVER SPEEDWAY

Ruth D. (at pole) and Miss Adbell Getting the Word. Former Won in 1:04

The Metropolitan Driving Club

ONE afternoon, during the September meeting of 1904 at the Readville track, William D. Hunt, meeting two Boston newspapermen, John H. Jewett and Edward E. Cogswell, suggested the plan of forming a driving club to hold matinees over the Charles River Speedway, which course had been built at an enormous expense by the State of Massachusetts, and, despite the fact that on the year previous several members of the Gentlemen's Driving Club of Boston, headed by Thomas G. Plant, had erected a clubhouse and stables there, had been neglected by the great mass of road drivers of Boston as a racing ground for their horses.

It was there decided to approach Lemuel G. Trott, another Boston newspaper man, and by the means of articles in the daily press, to find how generously the local lovers of the light harness horse would support such a club. Mr. Trott was enthusiastic when informed of what was in the air, and took hold of the project with Jewett and Cogswell to have it a big success.

A call for a meeting of the road drivers of Greater Boston to meet at Young's Hotel, Room B, on Saturday, October 1, 1904, at 10 A. M. attracted a goodly gathering. The call for the meeting was read by George A. Graves and he was elected temporary chairman, with Randolph K. Clarke as temporary secretary. In the general debate that followed, in which all present joined, it was the consensus of opinion that a driving club was the crying need in making the Charles River Speedway popular with the horsemen. It was voted to name the organization the "Metropolitan Driving Club of Boston," and to have the membership fee \$5 per year. A committee to solicit members for the new club was appointed, as follows: G. A. Graves, J. V. N. Stults, William H. Allen, John W. Linnehan, Frank O. Gould, Harry J. Russell, J. Henry Nay, R. K. Clarke, C. C. Blaney, M. A. Nevens, John H. Jewett, Lemuel G. Trott and Edward E. Cogswell. Thirteen on the committee, but as events proved not an unlucky number.

The permanent organization of the club was perfected on October 10. J. V. N. Stults was elected president; Henry M. Whitney, George A. Graves, W. J. Furbush, Isaac Sexton, M. C. Harrison and E. C. Barry, vice-presidents; Monroe Goodspeed, treasurer, and Randolph K. Clarke, secretary.

On account of the resignations of J. V. N. Stults, Monroe Goodspeed and Randolph K. Clarke, a meeting of the club was called for October 25, at Young's Hotel. The organization had so quickly jumped into popularity, in the short time the membership mounting to 250, of which, by a personal canvass, the



C. H. BELLEDEU
President 1904-1909 (inclusive)

newspaper trio, Messrs. Jewett, Trott and Cogswell, had secured nearly 200. Mr. Stults had come to the conclusion that the duties of president of such a hustling organization would prove too arduous for him to fulfill; this, too, was the case with Mr. Goodspeed, while Mr. Clarke's action was caused through being a candidate for president of the Dorchester Gentlemen's Driving Club, and he thought it better not to hold official positions in two separate driving clubs. Charles H. Belledeu was elected president in place of Mr. Stults, while M. C. Harrison was elected to the positions of treasurer and secretary, it being considered a good plan to combine the two offices. A board of ten directors was elected, as follows: C. H. Belledeu, W. J. Furbush, George A. Graves, John Shepard, M. C. Harrison, John W. Linnehan, Isaac Sexton, J. V. N. Stults, Henry M. Whitney and Monroe Goodspeed. The directors then appointed J. H. Jewett presiding judge; L. G. Trott official

programmer and E. E. Cogswell starting judge of the matinee racing, Messrs. Jewett and Cogswell being named as the matching committee. It was voted to hold ribbon matinees on Wednesdays and Saturdays, beginning with October 29, and ending Thanksgiving Day, November 24, with nine silver cups to be offered for the holiday events.

In the meantime, informal matinees had been held on the speedway on October 15 and 22, the racing comprising of impromptu brushing between the owners of the horses, without any time being taken. So many of the members came out on these occasions that at the meeting of the club at Young's Hotel on October 25, a message was read from Thomas G. Plant and his associates, who were owners of the clubhouse and stables at the speedway, that, to further encourage the new club, the use of the clubhouse would be given the members of the Metropolitan Club on race days, beginning with the matinee of November 2.

Thus it was that the initial blue ribbon matinee of the Metropolitan Driving Club was held on October 29, 1904. Superintendent John S. Gilman not only had the speedway in excellent condition, but through his efforts a telephone connection had been made from the starter's post to the judge's, at the half-mile pole, to be used in timing the heats. Some very close racing was the feature that day. The winners of the races were Miss Monroe (Goodspeed) in 1:12; Scotia (W. J. Furbush) in 1:14; Susie K. (Belledeu) in 1:11; Special Boy (W. J. Furbush) in 1:06 1-4; Axtello (Harrison) in 1:05; and John Shepard drove his pole team, Altro L. and Promise, in 1:08 1-2. At the conclusion of the races, Mr. Shepard announced to the press representatives and the members present that he was open to meet any pole team in New England with his pair of trotters, for fun and glory.

So great was the rivalry among the members to possess one of the nine silver cups on Thanksgiving Day that more than fifty horses were entered, and forty-five took the word, there being from four to seven starters in each class. Rain falling after three events had been decided, the remainder of the card was raced the following Saturday, with the following cup winners:

T. J. Donnelly's My Chance (Crowley) in 1:07 1-4.
T. J. Donnelly's Madeline Electrite (Crowley) in 1:09 1-2.
W. J. Furbush's Montana Maid (Furbush) in 1:07.
W. J. Furbush's Scotia (Furbush) in 1:08 1-2.
Thomas T. Murray's Pat L. (Crowley) in 1:05.
M. C. Harrison's Axtello (Harrison) in 1:03 3-4.
C. G. Peck's Nigira (Peck) in 1:13.

T. D. Blake's Pensive Maid (Parker) in 1:06.
W. J. Furbush's Phoebe W. (Furbush) in 1:04 1-2.

The fast trot, won by Axtello, was a thrilling four-heat race, John Shepard's Altro L., C. H. Belledeu up, winning the opening heat in 1:04. Then Walter Farmer captured the second heat with Fashion in 1:05. In these heats A. W. Turner's Max G., M. A. Nevens up, was barely beaten at the wire. Axtello then won the next two heats, and by taking the third in 1:03 3-4 placed a new speedway record for trotters. A new speedway record for pacers was, also, set by Phoebe W., covering the half-mile in 1:04 1-2.

The directors immediately announced another series of matinees, to close Christmas Day, with four silver cups for prizes. These were a champion cup for the trotter winning the fastest race, and a point cup for the trotter winning the most points in the series. Two cups were offered the pacers under the same conditions as the trotters.

In spite of the cold weather, and racing over frozen ground, wonderful interest was manifested by the members of the club; in fact, on December 7, with a couple of inches of snow, Superintendent Gilman ran his scrapers over the course, permitting seven well-filled classes to be decided, on very good footing.

It was on this date, also, that the members of the club received a severe jolt upon arriving at the speedway, that came near disorganizing the club. They found that the clubhouse and stables had been closed to them, as per order from the owners of the property, and though it was a particularly blustering afternoon the members and spectators were obliged to witness the sport from the sidewalks, while the horses had no shelter between heats, excepting what blankets the grooms happened to have in covering them. A movement was started by the directors of the Metropolitan Club to erect a clubhouse and stables of their own, and securing the land adjoining the other clubhouse upon which to build their new home. Events which developed immediately made this action unnecessary, thanks to Walter B. Farmer.

The first sleighing of 1904 was held on December 14, and the next Saturday was the initial snow matinee of the club, with eleven classes and twenty-seven starters. With the beginning of the sleighing season, the Selectmen of Brookline issued a notice forbidding racing to sleigh over the Beacon Street boulevard, which for years had been the sleighing ground for the horsemen of Boston. This so stirred up a lot of road drivers, who in the order thought they saw a movement to com-

pel them to race over the Charles River Speedway, that a committee of them went to Henry M. Whitney, a citizen of Brookline, and asked him to intercede for them with the selectmen in having the ban removed. Mr. Whitney succeeded in doing so, but it proved later that Beacon Street boulevard, as a popular resort in racing to sleigh, was doomed.



Old-Time Winter Scene on Beacon Street Boulevard

This was brought about by the action of the Boston newspaper men, Messrs. Jewett, Cogswell and the Trotts, Frank G. and L. G., who made a round robin that no attention be paid, by writing press stories, of those using the boulevard to sleigh, but that long accounts be given to the racing and brushing going on at Charles River Speedway. It was surprising how quick was the result; in a few days the Beacon Street boulevard was deserted by owners of fast trotters and pacers, and the Charles River Speedway was crowded.

Walter B. Farmer, as previously stated, proved the power that was the real making of the club, when on December 21 (matinee day), he personally presented to every man woman and child that lined the sidewalks, his signed invitation to use the clubhouse as his special guest on that afternoon, and on every matinee afternoon in the future, until further notice. As may be imagined, the independent action of Mr. Farmer caused the owners of the property great concern; in fact, to an extent that after a few days they sold the clubhouse and stables to the Gentlemen's Driving Club of Boston, the majority of whom were members of the Metropolitan Club, the directors of which, at a special meeting, leased the property to the Metropolitan Driving Club for one year.

With the assurity of a home for one year, at least, it was a happy crowd of members that assembled at the clubhouse on Christmas Day to witness the final matinee of the series,

and the presentation of the cups won. Walter B. Farmer won the champion cup for trotters with Fashion, his fastest race being in 1:06 1-4, 1:06 1-2 and 1:06 1-2. E. C. Smith won the point cup for trotters with Lady Hilton. The champion pacing cup was won by Harry J. Russell with The Private, M. A. Nevens doing the driving, in 1:06 1-4, 1:06 1-4 and 1:06 1-2, while the pacing point cup was awarded to L. E. Seeton, the owner of Fred H.

One bright feature in the matinees of the Fall of 1904 was C. W. Marks, of Chicago, a Boston born boy, who shipped from Chicago for racing on our speedway his three horses, Tom Keene, 2:04 1-4, Carlo M, 2:09 1-4, and Fanfaron, 2:11 1-2, and he certainly had great sport with his fleet trio.

A sad occurrence that season was the trotting mare, Madeline Electrite, owned by T. J. Donnelly, dropping dead in the third heat of her race on November 30, after having won the initial heat of the event in 1:09 1-2. This was the only accident of the season.

In the matinee held on December 24, M. C. Harrison won a heat to sleigh with Axtello in 1:12, which still remains (1914) the Charles River Speedway record for a half-mile to sleigh.

SEASON OF 1905

The first matter of importance coming before the officials of the Metropolitan Driving Club of Boston, in 1905, was accepting the invitation of the Concord (N. H.) Driving Club for an intercity matinee on February 15, the event to be held over the Concord (N. H.) Speedway. It was a big day in that city, the Governor of New Hampshire holding his biennial reception and ball in the evening, while the racing, in the afternoon, attracted an immense crowd.

The one great feature was John Shepard driving his pole team, Promise and Altro L., an exhibition heat in 37 seconds. As the clean-stepping pair of trotters, hitched to a natty Perrin sleigh, with their 71-year-old owner holding the reins, swept over the course with the Governor seated beside him, there was a continuous ovation from the start to the finish.

As to the racing, sad to relate, not a winner was returned for the Metropolitan Club, Concord horses earning all the glory for their owners. The events were quarter-mile heats, and in Class A trot "Lo" Carrier's Plural defeated A. W. Turner's Max G. Best time, 32s. Class B trot went to H. G. Kilkenny's Charley Benton, beating C. H. Belle-

The Driving Clubs of Greater Boston

deu's Susie K. and H. J. Russell's Picture Hat. Best time, 36s. Class C pace was won by John Marston's William L., defeating C. H. Belledeu's Dart. Best time, 32 1-2s. Class D pace went to H. A. Stonely's Tom Arnold, beating H. J. Russell's The Private, and J. W. Linnehan's Rex. Best time, 32 1-2s. A banquet was held after the races, at the Eagle Hotel, in honor of the visiting horsemen from Boston, when Mr. Shepard was introduced by the Governor as the best known gentleman driver in New England. The crowd cheered long and loud.

There was much sleighing on the Charles River Speedway during this Winter, the fast trotting events being very exciting between T. G. Plant's Alice Carr, 2:09 1-4; John Shepard's Altro L., 2:09 3-4; and Walter Farmer's Fashion, 2:15. The struggle for honors of champion trotter of the speedway finally narrowed down to between Alice Carr and Fashion, the latter having the better of the argument in the earlier clashes, but Alice Carr showing her superiority by a slight margin in the closing matinees, and thus gaining the distinction of snow champion for the season.

A special meeting of the board of directors was held on April 22. William D. Hunt was elected a member of the board in place of John W. Linnehan, who had resigned. Mr. Hunt was also made chairman of the racing committee, and it was voted to give four silver cups for the Spring series of matinees, to begin May 6 and close June 24. On account of a postponement, the last matinee was July 1, the cup winners for this series being as follows:

Trotters

Speed cup—Isaac Sexton's Tom Phair.
Point cup—George P. Johnson's Alice Shedd.

Pacers

Speed cup—William McPhee's Whiffet.
Point cup—William Steele's Lady Rose.

A noteworthy feature of the series was Tom Phair winning all of his starts, seven in all, and lowering the speedway trotting record, held by Axtello, from 1:03 3-4 to 1:03 1-4.

The second annual meeting of the club was held at Young's Hotel on October 3. The election resulted as follows: C. H. Belledeu, president; G. A. Graves, H. M. Whitney, W. J. Furbush, Isaac Sexton, Charles H. Traiser and W. D. Hunt, vice-presidents; M. C. Harrison, secretary and treasurer. Board of directors, C. H. Belledeu, W. J. Furbush, G. A. Graves, John Shepard, M. C. Harrison, W. D. Hunt, Isaac Sexton, J. V. N. Stults, Charles H. Traiser and M. Goodspeed. Mr. Hunt was reappointed chairman of the

racing committee. It was voted to offer four silver cups for the Fall series of matinees, to begin October 11 and close on November 30; also to change the day of matinees from Saturday to Wednesday, as many of the members were unable to leave their business duties on Saturday afternoons.

The winners of the silver cups in the Fall series were:

Trotters

Speed cup—W. D. Hunt's Curta.
Point cup—Isaac Sexton's Tom Phair.

Pacers

Speed cup—W. H. Emerson's Louise E.
Point cup—A. E. Kinney's Early Bird, Jr.

In this series both the trotting and pacing records of the speedway were lowered, as in the matinee of November 1, Curta, driven by



CURTA, 2:13 1-4

Winner of Speed Cup in 1905, Making Speedway Record to Wagon of 1:02 1-4. Owned by W. D. Hunt

C. H. Belledeu, reduced the previous mark of 1:03 1-4, made by Tom Phair, to 1:02 1-4, and the same afternoon Charlie Lockwood drove Louise E. a winning heat in 1:02, the former pacing record being the 1:04 1-2 by Phoebon W.

SEASON OF 1906

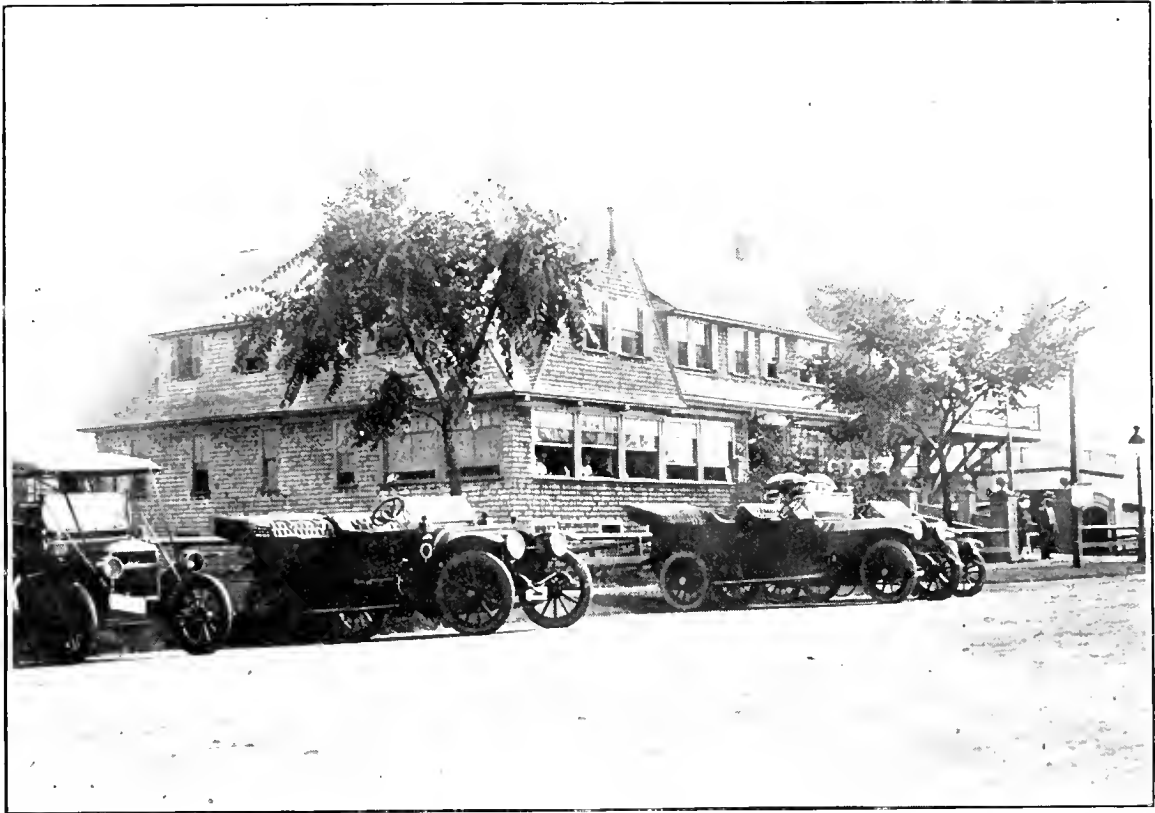
It proved that this year was a history-making period for the club, as in the month of January it was incorporated, and on February 2, at a meeting of the incorporators at 73 Tremont Street, Room 923, the Metropolitan Driving Club of Boston received its charter from the State of Massachusetts. This act required a new election of officers, as under the charter the annual election shall be held on the second Wednesday of January of each year. Dues to the chartered club were placed

at \$10 annually, and life membership upon payment of a fee of \$150.

Not all of the vice-presidents and board of directors being elected at the meeting held on February 2, the complete list of officers was concluded at a meeting held on the 24th, at the same place, the following being elected for the year, the board of directors having been increased from ten to fifteen in the meantime: C. H. Belledeu, president; A. S. Bigelow, C. W. Leonard, John Shepard, Frank G.

house and stable at Charles River Speedway, the minutes of the meeting reading as follows:

Upon motion of Charles H. Traiser, seconded by George A. Graves, it was voted that the corporation purchase of Albert S. Bigelow and others acting as trustees of the Charles River Speedway, club, stable and the real estate and personal property, situated upon the Charles River Reservation, Brighton, heretofore occupied and used by the Gentlemen's Driving Club of Boston, and



METROPOLITAN CLUBHOUSE

Purchased on February 24, 1906, from a Syndicate, Headed by Thomas G. Plant

Hall, H. M. Whitney, J. V. N. Stults and Monroe Goodspeed, vice-presidents; M. C. Harrison, secretary and treasurer. Board of directors, C. H. Traiser, G. A. Graves, W. D. Hunt, H. M. Whitney, John Shepard, C. H. Belledeu, F. C. Garmon, W. J. Furbush, Isaac Sexton, H. J. Russell, L. N. Cushman, M. C. Harrison, M. Goodspeed, A. J. Furbush, and M. A. Nevens. Executive committee, W. D. Hunt, G. A. Graves, Isaac Sexton, A. J. Furbush, and C. H. Traiser.

It was at the meeting held on February 24 that the vote was passed to purchase the club-

that in consideration of the release of the subscribers under the trust upon which said property is now held, that each of said subscribers, Albert S. Bigelow, John E. Thayer, John Shepard, Chas. Whittemore, George G. Hall, C. W. Marks, Walter B. Farmer, James A. Hathaway, William D. Hunt, C. W. Lasell, Benjamin Pope, Henry C. Jackson, Arthur H. Alley, George F. Leonard, George A. Graves, B. F. Dutton, George A. Litchfield, B. W. Currier, Ralph B. Williams, Thomas D. Blake, E. C. Swift,

Charles H. Traiser, George R. Woodin, Charles W. Leonard, C. H. Belledeu, George R. Hall, Frank G. Hall, Stearns R. Ellis, George W. Norton, George A. Fales, Francis P. Sprague, Caleb S. Spencer, John O'Connor, and P. B. Bradley, be and hereby are elected to life membership in the Metropolitan Driving Club of Boston, and that for the purpose of effecting said purchase the treasurer be authorized and directed to issue to each of said subscribers an agreement that in the event of the dissolution of the Metropolitan Driving Club of Boston, this corporation will pay to each of said subscribers the amount subscribed by him under said trust for the purchase of the "Charles River Speedway Club Stable" of said property, and in the event of the assets of the Metropolitan Driving Club of Boston not being sufficient to pay in full the amount so subscribed, that each of the above mentioned subscribers shall be paid the amount due him in proportion to the assets of this corporation at the time of such dissolution.

On motion of Charles H. Traiser, seconded by W. D. Hunt, it was voted that in consideration of the transfer to this corporation of all the assets of the unincorporated association heretofore known as the Metropolitan Driving Club, that the entire membership of said association be admitted and are hereby admitted to membership in this corporation and that all members hereby admitted are to be exempt from dues until after October 1, 1906.

At a meeting of the directors on April 7, the resignation of M. C. Harrison as treasurer and secretary was presented and accepted, and upon the motion of C. H. Traiser it was voted to proceed to the election of a secretary and treasurer, and W. D. Hunt was declared elected upon receiving the whole number of votes cast.

Thomas G. Plant was elected a life member of the club on May 11, and on August 27 was purchased about 3,715 feet of land adjoining the clubhouse. The executive committee recommended on December 11, that the annual dues for all new members be \$20 for the first year, from the first of January, and \$10 per year thereafter.

The house-warming was held by the club on December 26, about 100 members being present. It was the first time that a business meeting had been held in the clubhouse since it became the property of the Metropolitan Club. The improvements in the clubhouse and the new stables met with the approval of those members present.

The matinees of the season of 1906 attracted a liberal list of entries and starters, and were productive of good contests, though none of the speedway records were lowered. Two cups were offered for the Spring series and four for the Fall series, and resulted as follows:

SPRING SERIES

Point cup for trotters—Monroe Goodspeed's Zambia.
Point cup for pacers—A. J. Furbush's Chief Wilkie.

FALL SERIES

Trotters

Speed cup—F. E. Burnham's Bert S.
Point cup—C. H. Belledeu's Dash.

Pacers

Speed cup—A. J. Furbush's Chief Wilkie.
Point cup—A. J. Furbush's Marchwood.

At the conclusion of the regular Fall series of matinees the directors of the club thought that, on account of the expenditure of so much money in renovating the clubhouse and building new stalls in the stables, it would be advisable not to give any ribbons or cups for the snow racing, thus saving that much for the treasurer to expend in other ways, perhaps more necessary.

Therefore, when the sleighing came in December, the racing was of the impromptu character until the 30th of the month, when one race was put on which was won by Colbath, owned by A. C. Furbush, in five closely contested heats.

The result of this race clearly demonstrated that it was a mistake not to have had ribbons and cups given for the Winter season. Therefore, several of the prominent members of the club devised a scheme to raise by subscription sufficient funds to purchase trophies and ribbons for events to be decided while the sleighing lasted.

SEASON OF 1907

The first event of importance was the annual election of officers which resulted as follows: President, C. H. Belledeu; vice-presidents, A. S. Bigelow, John Shepard, M. Goodspeed, H. M. Whitney, C. W. Leonard, F. G. Hall, J. V. N. Stults; secretary and treasurer, W. D. Hunt; directors, A. H. Parker, C. A. Graves, C. H. Belledeu, Isaac Sexton, M. Goodspeed, F. C. Garmon, C. H. Traiser, W. J. Furbush, John Shepard, W. D. Hunt, G. H. Hicks, H. J. Russell, A. J. Furbush, L. N. Cushman, and M. A. Nevens. Executive committee, G. A. Graves, Isaac Sexton, A. J. Furbush, C. H. Traiser, and W. D. Hunt.

In the first week of January came the announcement from the Fasig-Tipton Co., of

New York through their Boston representative, Wilbur L. Duntley, that they had donated a cup for the champion snow trotter of the Charles River Speedway, the trophy to be won two years before becoming the property of the winner, and all contesting horses to be driven by bona-fide owners, all aspirants to race three days in each week of sleighing, quarter-mile heats. The Metropolitan Driving Club of Boston was made custodian of the cup and all contestants were compelled to be members of that body.

Following this liberal offer from the New York horse sale firm, came other donations from the club members. John M. Brison gave a cup, a sweepstakes event for pacers, open to members of the club, the same to go to the one winning the greatest number of races during the sleighing season. Fred Horton, of Providence, a member of the club, gave what was called the Horton cup, to go to the fastest trotter of the Winter. Then, there was, too, a number of prizes of blankets, oats, whips, etc., the largest contributor being W. D. Hunt, his offerings being described as the Hunt prizes which went for trotters not taken care of by the Horton cup; and W. J. Furbush filled the gap by taking care of the pacers not eligible for the Brison cup.

On February 26 came the final sleighing matinee for these trophies. There were so many starters for the Hunt prizes that the event was divided in two divisions, the winner of each to race off the final. H. B. Ralston won the first division with Little Bill and W. J. Bates won the second with Welchman. In the final between these two horses, the latter proved the best and took the prize and honors. For the pacing championship, Mardel secured the Brison cup by defeating Louise E., while C. E. Jordan proved the best of the ones starting for the Furbush prizes.

There was great interest in the event for the Horton cup, as the contests through the Winter had been very close between Alice Carr, Alga W. and Tom Phair, and this race, being a deciding one, brought a tremendous crowd to the speedway. The cup went to Alice Carr in straight heats. However, she had a stiff battle in each, in the first one barely winning right at the wire. After the race Thomas G. Plant returned the Horton cup to the club for further competition. The first leg of the Fasig-Tipton cup was won by Tom Phair, and remained with the club according to conditions for further competition the next Winter.

Charles River Speedway, Feb. 26, 1907.—Hunt prizes (for trotters), first division.

H. B. Ralston's b. g. Little Bill (Mr. Ralston) 1 1

A. J. Furbush's br. m. Loma (Mr. Furbush) 2 2
 J. Bean's ch. g. Captain (Mr. Bean)..... 3 3
 Time—34 1-2s., 33 3-4s.

Hunt prizes (for trotters), second division.
 W. J. Bates' ch. g. Welchman (Mr. Trout) 1 2 1
 Walter Cobbett's ch. m. Wavelite (Mr. Cobbett) 3 1 2
 W. J. Furbush's b. g. Little Ben (Mr. Furbush) 2 3 3
 Time—34 1-2s., 34 1-4s., 34s.

Hunt prizes (for trotters), finals.
 W. J. Bates' ch. g. Welchman (Mr. Trout) 1
 H. B. Ralston's b. g. Little Bill (Mr. Ralston) 2
 Time—33s.

W. J. Furbush prizes (for pacers).
 A. J. Furbush's ch. g. C. E. Jordan (Mr. Furbush) 2 1 1
 M. A. Nevens' b. g. Rob B. (Mr. Nevens) 1 2 2
 Fred Furbush's gr. g. Outcast (Mr. Furbush) 3 3 3
 Time—33 3-4s., 35s., 32 1-2s.

Horton cup (for trotters).
 Thomas G. Plant's blk. m. Alice Carr (Mr. Plant) 1 1
 Fred Horton's br. m. Alga W. (Mr. Belledett) 2 2
 Isaac Sexton's br. h. Tom Phair (Mr. Sexton) 3 3
 Time—32 3-4s., 33 3-4s.

Pacing Championship.
 W. F. Bennett's ch. g. Mardel (Mr. Bennett) 1 2 1
 William Emerson's br. m. Louise E. (Mr. Lockwood) 2 1 2
 Time—32 3-4s., 32 3-4s., 32 1-4s.

On March 6 there was decided an event for the valuable cup, that was donated to the club by an unknown member, between Mercury Wilkes, driven by Al Furbush, and Major, owned and driven by D. Nelligan, and was won by the former, thus giving him three victories, which were required to make him the property owner of the cup.

The important feature of the Summer racing came on October 16, when Mack Mack, 2:08, owned and driven by George A. Graves, made his debut in the matinees, meeting the fast gelding, Chase, 2:07 1-4. During the Summer Mack Mack had been participating in the matinees at the Readville track, there having been nothing fast enough for him to meet in the free-for-all trotting class at the speedway, but with Chase again in condition, he was brought over to give him a battle.

Much to the surprise of the large number of spectators present, Chase reeled off the first heat in 1:00 1-4, a clean cut of two seconds from the record of the speedway proper. In the next two heats, however, Mack Mack held his opponent safe when it came to the last hundred yards, and showed his rare turn of speed by taking his second heat in 1:00 1-4, thus equaling what Chase had previously ac-

completed. He then came back so strong in the third heat that the time was announced 1:00 1-2. This race was decided over the upper road.

The result of the Spring and Fall matinees for the cups were as follows:

SPRING SERIES.

Trotters

Speed cup—Isaac Sexton's Tom Phair.

Point cup—C. G. Newcomb's George Lee.

Pacers

Speed cup—A. J. Furbush's Chief Wilkie.

Point cup—A. J. Furbush's Al Ray.

FALL SERIES

Trotters

Speed cup—C. H. Belledeu's Chase.

Point cup—F. H. Garmon's Hulman.

Second point cup—J. A. Craig's Lady Klondyke.

Third point cup—E. Phillips' Gloria Rex.

Pacers

Speed cup—E. Phillips' Al Ray.

Point Cup—M. F. Maher's Belle Gold.

Second point cup—A. T. Watts' Elmwood.

SEASON OF 1908

The annual election was held on January 8, and resulted as follows: President, C. H. Belledeu; vice-presidents, A. S. Bigelow, H. M. Whitney, F. G. Hall, J. V. N. Stults, John Shepard, C. W. Leonard, and Monroe Goodspeed; secretary and treasurer, W. D. Hunt; directors, A. H. Parker, C. H. Belledeu, C. H. Traiser, W. J. Furbush, L. N. Cushman, W. D. Hunt, M. Goodspeed, G. A. Graves, Isaac Sexton, F. C. Garmon, G. H. Hicks, E. A. Bayley, J. V. N. Stults, A. J. Furbush, and John Shepard; executive committee, J. V. N. Stults, W. D. Hunt, Isaac Sexton, C. H. Traiser, A. J. Furbush, W. B. Farmer, and E. A. Bayley.

On February 3, the resignation of George A. Graves was accepted from the board of directors, and Walter B. Farmer was elected in his place. Then, on February 12, C. H. Traiser resigned from the board of directors, as did W. D. Hunt, from the board and as secretary and treasurer. Charles H. Dow and Cyrus C. Mayberry were elected to take the place of the two members that resigned, and the latter was also elected to the executive committee. Charles H. Dow was made treasurer of the club, and Wilbur L. Duntley the secretary.

There was very little sleighing during the Winter, a day now and then, and it was only by extreme effort that the owner of the Fasig-Tipton cup was decided. Isaac Sexton, with Tom Phair, secured the trophy by exactly win-

ning the necessary five races, as required under the conditions.

In the Spring matinee of June 30, the speedway proper being heavy from showers, the racing was done on Soldiers', or as called, upper road, and it developed, with the strong wind that blew directly in the rear of the horses, to be an afternoon of extreme speed. In the first place, Claymos, owned and driven by W. J. McDonald, stepped off a winning heat in 57 3-4 seconds, and Phoebon W. was right at the winner's heels up to three lengths from the wire, when he went to a break.

The important feature of the Fall series was Harry Wood's gelding, Sid Axworthy, on November 3, setting a new mark for the upper road speedway for trotters by winning the first heat of his race in 58 3-4 seconds. About all the winners that day lowered their previous efforts in matinee racing, Tom Phair doing a heat in 1:00 1-2, while Billy Ross stepped off one in 1:02 1-2.

There had been so much agitation about double-team racing that the racing committee finally decided to put an all-star racing bill for horses hitched to pole, to take place on November 24. There was a scurrying around of the members in securing mates for the horses each owned, in order to head the summary and have the distinction of being the owner of one of the pair to trot, or pace, the fastest heat of the day.

When the entries were announced it looked as though Tom Phair and Jim Ferry, that were matched against Dodie K. and Talpa, would be the star trotting event of the afternoon. While for pacers, Cinch and Reliance against My Star and Phoebon W. was the principal attraction.

The initial heat of the fast trot was marred by Dodie K. and Talpa running away with A. J. Furbush. It looked, at one time, like a very nasty mix-up in which the lives of several spectators and those in the nearby teams were in danger, and only through the bravery of A. Jameson, of Somerville, who caught and hung on to the horses until he brought them to a standstill, was this prevented. Tom Phair and Jim Ferry spanked off two rattling heats in 1:05 and 1:06 1-4, and later, to show that they were the kingpins of the speedway hitched to pole, they won a heat from Martha G. and The Baron in 1:06 1-4.

For the pacers, Cinch and Reliance defeated My Star and Phoebon W., without a waver, tramping their heats in the fast time of 1:04 1-4 and 1:05. It was in every way the greatest afternoon of double-team racing that had been held in Boston for years, if ever be-

fore, and on that account the complete summary of the events is herein given:

Charles River Speedway, Nov. 24, 1908. Class A, trotting.
 Isaac Sexton's br. h. Tom Phair and S. L. Tingley's gr. g. Jim Ferry (Page) 1 1
 A. J. Furbush's blk. m. Dodie K. and W. J. McDonald's b. m. Talpa (Furbush) 2 dr
 Time—1:05, 1:06 1-4.

Class B, pacing.
 A. J. Furbush's ch. g. Cinch and b. g. Reliance (Furbush) 1 1
 W. J. Furbush's ch. g. My Star and Miles Holden's br. g. Phoebon W. (Furbush) 2 2
 Time 1:04 1-4, 1:05.

Class C, trotting.
 W. J. Furbush's b. g. Carl C. and Harry Wood's b. m. Susie F. (Furbush) 1 1
 George D. Merrill's b. g. Earl King and H. H. Cook's b. g. Billy Ross (Merrill) 2 2
 Time—1:24 1-4, 1:17 1-4.

Class D, pacing.
 J. W. Coakley's ch. g. Red Echo and ch. g. Wildwood (Coakley) 1 1
 H. G. Reid's b. g. Colbath and L. A. Beane's b. g. Go See (Beane) 2 2
 Time—1:12 1-4, 1:00 1-4.

Class E, trotting and pacing.
 H. C. Reid's b. g. Colbath and L. A. Beane's b. g. Go see (Beane) 1
 F. C. Garmon's blk. m. Martha G. and Jesse Eddy's blk. g. The Baron (Garmon) 2
 Time—1:00.

Class F, trotting.
 Isaac Sexton's br. h. Tom Phair and S. L. Tingley's gr. g. Jim Ferry (Page) 1
 F. C. Garmon's blk. m. Martha G. and Jesse Eddy's blk. g. The Baron (Garmon) 2
 Time—1:06 1-4.

The result of the Spring and Fall series of matinees is told by the following prize winners:

SPRING SERIES

Trotters

Champion cup—C. H. Belledeu's Chase.
 Speed cup—A. J. Furbush's Dodie K.
 First point cup—Walter Corbett's Lord Quex.
 Second point cup—H. H. Cook's Billy Ross.

Pacers

Champion cup—W. J. McDonald's Claymos.
 Speed cup—W. J. Furbush's My Star.
 First point cup—E. S. Morse's Edith J.
 Second point cup—J. D. Thompson's Dean Swift.

FALL SERIES

Trotters

First speed cup—C. H. Belledeu's Chase.
 Fastest average heats—A. J. Furbush's Dodie K.
 First point cup—Walter Corbett's Lord Quex.
 Second point cup—H. H. Cook's Billy Ross.
 Third point cup—J. Doherty's Alalay H.
 Slow trotting cup—D. A. Thompson's Patricia.
 London harness—A. J. Furbush's Dodie K.
 The Wood cup—A. J. Furbush's Dodie K.
 The Daniels cup—A. J. Furbush's Dodie K.
 The "hard luck" cup—Fred Furbush's Forest Bingen.

Pacers

First speed cup—W. J. McDonald's Claymos.
 Fastest average heats—Frank M. Burke's My Star.
 First point cup—E. S. Morse's Edith J.
 Second point cup—J. D. Thompson's Dean Swift.
 Third point cup—S. Schoolman's Colbath.
 Slow pacing cup—E. A. Fuller's Bobby Patchen.
 The "hard luck" cup—C. A. Thompson's Lanter.

The John Shepard cup for women road drivers to single hitch, which had been under dispute since the Winter before, was awarded to Mrs. H. H. Cook.

SEASON OF 1909

For the third term C. H. Belledeu was given the office of president, the election being on January 13, and the other officers were as follows: Vice-presidents, A. S. Bigelow, H. M. Whitney, F. G. Hall, John Shepard, C. W. Leonard, Monroe Goodspeed, J. V. N. Stults; treasurer, C. H. Dow; secretary, W. L. Duntley; directors, John Shepard, C. H. Belledeu, W. J. Furbush, Monroe Goodspeed, Isaac Sexton, F. C. Garmon, A. J. Furbush, E. A. Bayley, C. H. Dow, B. W. Gove, Henry Wood, B. W. Carpenter, R. A. Spaulding, Walter B. Farmer, C. C. Mayberry; executive committee, F. C. Garmon, C. H. Dow, C. H. Belledeu, A. J. Furbush, Isaac Sexton, B. W. Carpenter, C. C. Mayberry.

It was voted to adopt blue as the club's color in all interclub meets. On November 24, the resignation of R. A. Spaulding, from the board of directors, was accepted and J. V. N. Stults was elected in his place.

Records over the speedway proper were set skiting on June 22, Superintendent Gilman, not only having the course on feather edge, but the day itself being conducive to fast time. Chief Wilkie, 2:12 3-4, set a new record for two heats by a pacer by covering the half-mile in 59 and 58 seconds, respectively. The last heat was the fastest ever made over the speedway proper, though Claymos, last year, paced a half on the upper road in 57 3-4 seconds.

The race of the afternoon, however, was the fast trotting class in which the double-gaited mare, Louise G., pulled off a hard-earned victory at the end of the fourth heat. The daughter of Alclayone finished ahead in all but the second heat, but the judges very properly set her back last for pacing in the third heat. Fred Garmon's trim little black mare, Martha G., came out of the contest, while not the winner, yet covered with glory, as, by taking the third heat in 1:00 3-4, she gained for herself the distinction of lowering

the trotting record over the regular speedway course. On account of the importance of these two races, the complete summary is given, as follows:

Charles River Speedway, June 22, 1900, Class E, pacing.
 A. J. Furbush's b. g. Chief Wilkie (Furbush) 1 1
 W. J. McDonald's b. g. Claymos (McDonald) 2 3
 H. J. Reid's ch. g. Edwin S. (Furbush)..... 4 2
 Jesse Eddy's b. g. Sir Albert S. (Garmon).... 3 4
 Time—50s., 78s.

Class I, trotting.
 W. J. Furbush's b. m. Louise G. (Furbush) 1 3 4 1
 Walter Corbett's blk. g. Lord Quex (Ralston) 3 1 2 2
 F. C. Garmon's blk. m. Martha G. (Garmon) 2 4 1 3
 J. W. Coakley's ch. g. Crown Prince (Coakley) 4 2 4 4
 Time—1:03, 1:02 1-2, 1:00 3-4, 1:01 1-4.

At the conclusion of the Fall series of matinees, John W. Dorey, who had filled the position of chairman of the race committee for two years, was called into the main office in the clubhouse and presented with an elegant gold watch. Superintendent Gilman was not forgotten by the members of the club, and was the recipient of a fur-lined overcoat.

Mr. Dorey's work, as chairman of the race committee, could not have been excelled. It was a particularly hard proposition, anyway, to please the members racing their horses, and to match the different entries so that the racing would prove interesting, but in this Mr. Dorey proved very successful.

Superintendent Gilman had, since the opening of the speedway, worked almost day and night to have that piece of racing dirt the fastest in the country, and that he had succeeded was amply attested by the feeling expressed by the active members of the club.

On October 14, the driving club gave its first horse show, that was in every way a pronounced success. About 2,000 spectators witnessed the show from the clubhouse, in teams, and on foot. The largest winner of the afternoon was Mrs. Larz Anderson, with the stable of W. C. Jewett a close runner up. A long program was finished without a hitch, the work of the judges giving general satisfaction. H. L. Camp, Middletown, Conn., judged all the classes, with the exception of the events for trotters and pacers, in which he was assisted by J. V. N. Stults and Arthur L. Power of the driving club.

Following are the prize winners for the Spring and Fall matinee racing series:

SPRING SERIES

Trotters

Champion cup—F. C. Garmon's Martha G., 1:00 3-4.

Speed cup—W. J. Furbush's Louise G., 1:03, 1:01 1-4.
 First point cup—A. C. Furbush's Forest Bingen.
 Second point cup—Walter Corbett's Lord Quex.

Pacers

Champion cup—A. J. Furbush's Chief Wilkie, 58s.
 Speed cup—W. J. McDonald's Claymos, 1:00 1-4, 1:01 1-2.
 First point cup—J. D. Thompson's Dean Swift.
 Second point cup—F. W. Dorr's Toppan Boy.

FALL SERIES

Trotters

Champion cup—L. Fred Sanborn's Billie J., 1:02.
 Speed cup—W. J. McDonald's Dodie K., 1:02 1-4, 1:03.
 Point cup—Harry Wood's Susie F.
 Second point cup—H. H. Cook's Billy Ross.
 Cup for trotter winning the most heats in 1:10 or slower—T. H. Hubbard's Blue Clay.

Pacers

Champion cup—W. J. McDonald's Claymos, 1:00.
 Speed cup—W. J. McDonald's Chief Wilkie, 1:00 3-4, 1:01.
 Point cup—W. J. Furbush's Louise G.
 Second point cup—W. J. McDonald's Blue Light.
 Cup for pacer winning the most heats in 1:07 or slower—C. J. Newcomb's Chester Boy.

SEASON OF 1910

A meeting of the directors was held on January 7, when it was voted that the initiation fee for that month be waived and that special efforts be made in securing new members. It was also voted that the cups for Spring and Fall series of matinees in the future be purchased early in the year and placed on exhibition, and after the close of each series of matinees, that the awarding of the cups be within two weeks. It was also voted that in the future the documents and records of the racing seasons be turned over to the executive committee for approval.

The annual meeting of the club was held on January 12, and the following officers were elected for the ensuing year: President, F. C. Garmon; vice-presidents, A. S. Bigelow, F. G. Hall, C. W. Leonard, H. M. Whitney, John Shepard, M. Goodspeed, J. V. N. Stults; treasurer, C. H. Dow; secretary, W. L. Dumtley; directors, John Shepard, C. H. Belledeu, W. J. Furbush, M. Goodspeed, Isaac Sexton, F. C. Garmon, J. V. N. Stults, A. J. Furbush, E. A. Bayley, C. H. Dow, B. W. Gove, Henry Wood, B. W. Carpenter, W. B. Farmer, C. C. Mayberry; executive committee, B. W. Carpenter, F. C. Garmon, C. H. Dow, C. H. Belledeu, C. C. Mayberry, A. J. Furbush, Isaac Sexton.

On a rising vote the retiring president, C. H. Belledeu, was given a general expression of good will and esteem for his great executive ability, demonstrated the three years that he

guided the club. At the conclusion of the election of officers, the record of the racing committee was accepted, and on motion of A. W. Davis a vote of thanks was tendered Chairman J. W. Dorey for his excellent work during the season of 1909.

With the retirement of Mr. Dorey from



FRED C. GARMON
President 1910-1911 and part of 1912

the racing committee, G. Pray Smith was elected in his place as chairman. H. H. Cook was made official handicapper, a new office for the club.

At a meeting of the club held March 4, several changes were made in the racing rules. One was the racing off of a tie at the end of a race for a position, and that the horse starting shall have one point, and any horse having a walk-over shall have two points.

The second horse show of the club was held on May 19. With the record breaking crowd present, and the list of entries so large, it was imperative that the judging of the classes begin in the middle of the forenoon, and even then it was not concluded until after sunset. In the event for speedway trotters, H. H. Cook won the silver cup and blue ribbon with Billy Ross, while in the class for speedway pacers the silver cup and blue ribbon were taken by the speedway champion, Chief Wilkie, the property of W. J. McDonald. Miss Eleanor Sears was one of the most conspicuous figures of the day, winning three blue and four red ribbons with the horses she drove. The officials were H. L. Camp, Middletown, Conn.; S. A. Maurvais, Millet, Mass.;

A. L. Power, Norwell, Mass., and J. B. Stults, Boston, Mass.

A review of the racing events showed that the contests were as liberally supported and as closely contested as had always been the case since the inception of the club, and, while the sport was exciting, yet no new speedway records were made.

On the evening of July 8, at the clubhouse, the trophies for the Spring series were awarded. The speed cup differed from the time cup inasmuch that it was for the fastest average time in a winning race, while the time cup was for the fastest heat. The winners were:

SPRING SERIES

Trotters

- Time cup—Chauncy Sears' Chase, 1:00 1-4.
- Speed cup—W. J. Furbush's Louise G., 1:02 1-2.
- First point cup—B. W. Gove's B. R. C.
- Second point cup—W. J. McDonald's Dodie K.
- Slow Cup—T. H. Hubbard's Blue Clay.

Pacers

- Time cup—Henry Reid's Edwin S., 1:01.
- Speed cup—E. F. Adams' Tony D., 1:02 3-4.
- First point cup—E. S. Morse's Billy F.
- Second point cup—C. C. Mayberry's Claberta.
- Slow cup—A. I. Nelson's Red George.

FALL SERIES

Trotters

- Time cup—F. L. Sanborn's Billie J., 1:02 1-4, 1:02 1-2.
- Speed cup—B. W. Gove's Victor C., 1:03 1-4, 1:04.
- First point cup—A. I. Nelson's Dandy Jim.
- Second point cup—W. J. McDonald's Munroe.
- Slow cup—H. B. Ralston's Cinnamon Girl.

Pacers

- Time cup—W. J. McDonald's Chief Wilkie, 1:02.
- Speed cup—E. S. Morse's Billy F., 1:04 1-4, 1:04 1-2.
- First point cup—C. A. Thompson's Johnny Snoker.
- Second point cup—A. C. Furbush's Louise Direct.
- Slow cup—M. F. Maher's Lady Pinewood.

SEASON OF 1911

The annual meeting was held on January 11, and the following officers were elected: President, F. C. Garmon; vice-presidents, A. S. Bigelow, F. G. Hall, C. W. Leonard, H. M. Whitney, John Shepard, M. Goodspeed and J. V. N. Stults; treasurer, C. H. Dow; secretary, W. L. Duntley; directors, John Shepard, C. H. Belledun, W. J. Furbush, C. S. Spencer, Isaac Sexton, F. C. Garmon, W. J. Lovell, A. J. Furbush, E. A. Bayley, C. H. Dow, B. W. Gove, Henry Wood, B. W. Carpenter, A. L. Power and C. C. Mayberry; executive committee, A. L. Power, C. H. Dow, A. J. Furbush, C. C. Mayberry, F. C. Garmon, C. H. Belledun and W. J. Lovell.

It was voted at this meeting that horses, to be eligible to start in interclub races, must have started in at least three regular matinees

over the home track, and to have been owned by a man who has been a member of the club for at least three matinees. Furthermore, that the Metropolitan Driving Club would not participate in interclub racing unless hoppers were barred in the contests.

So successful was the clambake, held in the Fall of 1911, that the club agreed to make it an annual affair, the same to be left in the hands of the entertainment committee.

At the regular meeting of the club, the resignation of E. A. Bayley as director and member of the club was accepted, much to the regret of the members, who appreciated the earnest efforts he made in promoting the interests of the organization.

The annual horse show was fully as successful as the preceding one, and was handled admirably by Edgar Power, E. A. Fuller and A. W. Davis. Later in the year, Maurice E. Dimond was elected chairman of the horse show committee.

The owners of fast trotters and pacers were out in full force, as usual, during the racing season, and there was keen competition for the prizes offered. A feature of the wind-up of the Spring series was a dinner and dance at the clubhouse. Before the members and ladies sat down to the banquet table, the cups and ribbons were awarded to the winners of the various classes, Arthur Power, the official starter for the club, presenting the trophies.

At the conclusion of the Fall series, a notable fact that came to hand was that W. J. McDonald's Chief Wilkie had, during his speedway career, raced nearly one hundred heats close to a minute, and in one of the matinees that Fall he stepped two successive heats in 59 1-4 seconds. During the season he had taken the word in 18 regular races over the Charles River Speedway, winning 17 of them. This left no doubt, of course, that he was clearly entitled to the distinction of champion of all pacers owned by members of the club. The prize winners for the year were:

SPRING SERIES

Trotters

Time cup—E. H. Merrow's Hawkins, 1:02 1-2.
 Speed cup—C. A. Thompson's Margate, 1:02 1-4.
 First point cup—T. H. Hubbard's Patricia.
 Second point cup—F. C. Garmon's Torreon.
 Slow cup—W. J. McDonald's Castle Todd, 1:10 3-8,
 First special ribbon—Edgar Power's Prince of Monaco.
 Second special ribbon—O. H. Johnson's Silence.
 Third special ribbon—E. J. Scanton's Nancy Oldfield, 1:07 2-3.

Pacers

Time cup—W. J. McDonald's Chief Wilkie, 1:00 1-2.
 Speed cup—J. O. Reay's Wesley Summers, 1:05.
 First point cup—C. C. Mayberry's Claberta.

Second point cup—J. D. Thompson's Edith R.
 Slow time cup—T. J. Watt's Elmwood 1:12 5-8.
 First special ribbon—J. Buffington's Country Boy.
 Second special ribbon—E. S. Morse's Billy F.
 Third special ribbon—M. F. Maher's Lady Pinewood.

The battle for cups in the Fall matinee series by the horses of the Metropolitan Driving Club was very keen, and, in several instances, the lucky horse got the trophy by the narrow margin of one point. During the Fall season 330 horses started in the ten matinees, as compared with 304 in the Fall series of 1910.

Following is the official list of cup winners. As three pacers were tied with 30 points, the cups, according to rule, went to those having the fastest average time, hence Lady Pinewood and Chester Boy received the awards.

FALL SERIES

Trotters

Time cup—W. J. McDonald's Demarest, 1:04 1-4.
 Speed cup—W. J. McDonald's La Boudie, 1:02 1-4.
 First point cup—W. J. McDonald's Castle Todd.
 Second point cup—D. M. Holmes' Major Dillard.
 Slow cup—G. W. Norton's Ned Norton, 1:17 1-2, 1:18.

Pacers

Time cup—W. J. McDonald's Chief Wilkie, 59 1-4s.
 Speed cup—S. B. Hastings' Star Lilly Bingen, 1:03 1-8.
 First point cup—C. G. Newcomb's Chester Boy.
 Second point cup—M. F. Maher's Lady Pinewood.
 Slow cup—W. J. Lovell's Helen L., 1:17 1-2, 1:18.

SEASON OF 1912

For the third successive year Fred C. Garmon was elected president of the driving club at the annual meeting, held on January 10, the other officers being as follows: Vice-presidents, John Shepard, T. H. Hubbard, J. V. N. Stults, A. H. Parker, M. Goodspeed, A. J. Furbush, and C. H. Belledou; treasurer, C. H. Dow; secretary, W. L. Duntley; directors, F. C. Garmon, W. D. Hunt, C. H. Dow, W. J. McDonald, Geo. F. Leonard, Henry Wood, W. J. Furbush, C. S. Spencer, B. W. Gove, A. H. Power, C. C. Mayberry, Geo. D. Merrill, W. J. Lovell, A. H. Parker, and E. H. Kingman; executive committee, F. C. Garmon, C. S. Spencer, C. H. Dow, Geo. F. Leonard, B. W. Gove, A. H. Power, and C. C. Mayberry.

Superintendent Gilman having promised that the new half-mile track, located opposite the clubhouse and between the straightaway speedway and the river, would be ready for racing on April 19, it was voted by the club that the occasion be celebrated with a grand opening day, which would include a horse show and matinee racing, members of

other clubs to be invited to send their horses and participate on that occasion.

The excellent services rendered by G. Pray Smith and Jesse Eddy on the racing committee in the past year were recognized by the club giving them a vote of thanks and the president appointing them to again serve in the same capacity the ensuing year.

At the directors' meeting held on January 25, Mr. Eddy resigned as secretary of the racing committee, and W. D. Hunt from the board of directors and racing committee. The vacancy of Mr. Eddy was filled by the selection of J. O. Reay, while Mr. Hunt's place on the board of directors was taken by A. J. Furbush.

So much pressure was brought to bear on Mr. Eddy that, at the directors' meeting held on February 21, he was once more put on the racing committee, with the position of secretary and clerk. While Mr. Eddy felt that his business connections were such that it was almost impossible for him to spare the required time in filling the position, yet he did not disappoint the active racing members of the club and accepted the position for, at least, the coming season.

It was decided, too, at this meeting that the horse show on April 19 be abandoned and the day be given entirely to matinee racing.

On June 24 there was a surprise sprung on the members by President F. C. Garmon resigning his position as president and director. It was voted by the board to lay the resignation on the table, as they were loath to lose the services of Mr. Garmon during the balance of the year, and it was thought that possibly, by communicating personally with Mr. Garmon, he might be prevailed upon to change his mind and hold the chair. It was said the reason that Mr. Garmon tendered his resignation was on account of his business. The board held his resignation on the table until the meeting held on November 18, at the very end of the Fall series of matinee racing, when they elected C. S. Spencer president, to serve the unexpired term of Mr. Garmon.

With the use of the half-mile track for racing, there was an impetus for the members to take part in the matinees, many more horses taking the word in the Spring series than had ever before in the early portion of the year. To the credit of Superintendent Gilman, the footing was very good for a track just built, and with use kept constantly improving, the time made in the different races showing that at no time was it very slow.

The best heat by a pacer over the half-mile track for the Spring series was made by Chief

Wilkie on June 18, when he stepped in 1:05 1-4.

A peculiar condition prevailed in the trotting division, as, on July 9, three horses placed the record at the same notch, and each was a starter in the same race. First away was A. J. Furbush, winning the first heat with W. J. McDonald's Demarest in 1:07 1-4. Then the second trip Mr. McDonald, himself, won with La Boudie, and in the third, Chauncy Sears stepped his trotter, Major Wellington, around the track in 1:07 1-4. The event, by the way, was won by Demarest, who trotted the fourth heat in 1:08 1-4.

SPRING SERIES

Trotters

Time cup—W. J. McDonald's Demarest, 1:07 1-4.
 Speed cup—Chauncy Sears' Major Wellington, 1:07 1-4.
 First heat cup—A. J. Furbush's Velzora (11 heats).
 Second heat cup—W. J. McDonald's Castle Todd (10 heats).
 First heat cup—(4-year-olds and under)—H. B. Ralston's Hector K. (12 heats).
 Second heat cup (4-year-olds and under)—H. B. Ralston's Codare (11 heats).

Pacers

Time cup—W. J. McDonald's Chief Wilkie, 1:05 1-4.
 Speed cup—W. J. Furbush's Will Be Sure, 1:06.
 First heat cup—J. D. Thompson's Spim (13 heats), average time, 1:08 11-13.
 Second heat cup—B. W. Gove's Mardel (13 heats), average time, 1:10 23-26.

The executive committee decided that for the Fall series there would be no cups offered for prizes, the incentive to win being considered sufficient with the awarding of ribbons for the different races.

The principal feature of the series was Demarest, owned by W. J. McDonald, on October 18, lowering the half-mile track record for trotters to 1:06 3-4, a reduction of one-half second. On October 19, over the straight-away speedway, Chief Wilkie paced a heat in 1:00, while on the same afternoon Demarest trotted his heat in 1:01, both of these performers being the property of W. J. McDonald. On November 19 Frank M. Burke, owner of the Fatherland Farm in Byfield, Mass., and who resides in Ipswich, Mass., brought to the Charles River Speedway the pacing mare, Miss Adbell, with the intention of defeating Chief Wilkie, if such a thing were possible, and it proved that it was, as that afternoon the champion met his Waterloo, the time being 1:01 3-4. However, in justice to the defeated king, it can be said that he was far from being in his best condition, and it was only that Mr. McDonald did not wish to disappoint the large crowd that had been attracted by the event, that he started him at all in the race.

SEASON OF 1913

The annual meeting of the club was held on January 8, with President C. S. Spencer presiding. Following the reading of the minutes of the last annual meeting, the election was held and G. Pray Smith was elected president for the ensuing year. Vice-presidents, John Shepard, A. H. Parker, W. J. Furbush, C. H. Traiser, L. F. Sanborn, C. B. Holden, C. G. Newcomb; treasurer, C. H. Dow; secretary, W. L. Duntley; directors, C. S. Spencer, G. D. Merrill, G. W. Norton, A. J. Furbush, C. H. Dow, T. H. Hubbard, C. A. Thompson, G. Pray Smith, W. J. Lovell, G. H. Hicks, W. J. McDonald, A. L. Power, R. E. Thompson, E. H. Kingman, and C. C. Mayberry; executive committee, C. S. Spencer, W. J. McDonald, C. H. Dow, T. H. Hubbard, C. C. Mayberry.

At a meeting of the directors on January 16, it was voted, on the motion made by C. C. Mayberry, that any director who failed to attend every executive meeting of the board shall be asked to resign. This was on account of so many of the members of the board accepting the position when elected, and then apparently forgetting that there was any such office for the remainder of the year, so far as attending the meetings. It was also decided at this meeting that with the election of W. D. Hunt as chairman of the race committee, it would be left to him entirely in the appointing of his associates and a clerk. A. W. Davis was chosen to fill the position of press agent, in place of Wilbur L. Duntley, who had held the office since 1908.

On February 18 the resignation of C. S. Spencer, as director and chairman of the executive committee, was received and accepted, and the board of directors voted that President Smith be instructed to notify Mr. Spencer of the sincere regrets of the club that his business in New York was such that it necessitated his taking a residence there and severing his connections with the Metropolitan Driving Club. W. D. Hunt, not caring for the office of chairman of the racing committee, C. C. Mayberry was given the position, with the power to choose his associates and a clerk.

The board voted on March 13 to purchase about 100,000 square feet of land, of which they had an option, located on the boulevard adjoining the clubhouse, and to be erected thereon a stable, and, also, to have certain improvements made in and around the clubhouse, the sum of money to be expended not to exceed \$20,000.

On July 24 the board met and voted that

a hall be finished in the clubhouse, as per plans of W. J. McDonald.

E. H. Kingman resigned his position as director in July, and C. H. Dow the office of treasurer. W. J. Furbush was elected to take the place of Mr. Kingman, while A. J. Furbush accepted the position of treasurer. On November 14 George A. Graves and W. D. Hunt were elected to the board of directors.



G. PRAY SMITH
President 1913-14

Appreciating the expense for the State in keeping in repair the entire mile of the straightaway speedway, the members of the driving club had come to the opinion that it was quite unnecessary to compel the State to maintain the last half-mile of the course. The result of this was that, at a regular meeting of the directors, on April 4, J. O. Reay made the motion, which was carried, that the lower half-mile of the Charles River straightaway speedway course be abandoned, and that a committee consisting of Messrs. McDonald, Mayberry and Davis wait upon the Metropolitan Park Commission and convey the vote of the club.

Sleighting was limited during the Winter, the month of February furnishing the largest supply. On the 14th of that month, Chief

Wilkie lowered the quarter-mile record for pacers, to sleigh, by winning the first heat of a winning race in 29.3-4 seconds. Miss Adbell, owned and driven by Frank Burke, was his opponent. The Spring matinees furnished several matters of racing interest. On June 3, Chief Wilkie lowered the pacing record of the half-mile track to 1:04 3-4, going against time. June 17 Major Wellington reduced the trotting record for the half-mile track to 1:06 1-4, and in securing the honor won a very commendable race, as the following summary shows:

Charles River Speedway (1-2 mile track), June 17,
1:06 1-4.
Major Wellington, b. g. (Chauncy Sears) 2 2 1 1
Demarest, b. g. (W. J. McDonald) 1 3 3 2
Orale, br. m. (W. J. McDonald) 3 1 2 3
Time—1:09 1-4, 1:07 1-2, 1:06 1-4, 1:08 1-2.

On May 30 was held the testimonial matinee to ex-President C. S. Spencer, whose business, as mentioned above, was calling him to reside in New York City. There was a large crowd out to do honor to the departing member of the club, and on all sides were heard expressions of regret that so valuable a member was lost to them.

The prize winners for the Spring series of matinees were as follows:

SPRING SERIES

Trotters

Time cup—Chauncy Sears' Major Wellington 1013, Class I, trotting.
Speed cup—W. J. McDonald's Demarest, 1:07 1-4.
First point cup—W. J. McDonald's Orale (40 points).
Second point cup—C. C. Mayberry's Margate (37 points).

Pacers

Time cup—W. J. McDonald's Chief Wilkie, 1:04 3-4.
Speed cup—W. J. Furbush's Will Be Sure, 1:06 1-2.
First point cup—George W. Norton's George N. (43 points).
Second point cup—A. C. Furbush's Ethel Direct (35 points).

There were no cups offered for the Fall series. A notable addition to the racing fraternity was George A. Graves with his trotter, Bronson, 2:12, and he amply proved how valuable a speedway trotter he was by defeating his field week after week.

On November 1 he set a trotting record for the half-mile track at 2:18 3-4, beating Major Wellington, Morine and La Boudie. There was a great deal of interest manifested in this race, as many thought they would see the downfall of Bronson by the mare Morine, owned and driven by Sam Hastings, that had been very successful in the professional races of that season, getting a record of 2:09 1-4 at Columbus, O. The week following Bronson again

defeated the same field in straight heats, and further reduced the track record to 2:15 1-4.

In the pacing division Chief Wilkie, as had been the case for a number of seasons, continued to hold the championship.

SEASON OF 1914

The annual meeting and election of officers of the Metropolitan Driving Club was held at



JOHN S. GILMAN

Supt. of Charles River Speedway. His Hard Work Made the Plant Perfect for the Amateur Horsemen

the club on the evening of January 14, and the following officers were elected for the ensuing year: President, G. Pray Smith; honorary presidents, C. H. Belledun and F. C. Garmon; vice-presidents, John Shepard, W. D. Hunt, J. M. Johnson, A. H. Parker, G. G. Hall, Chauncy Sears, A. W. Hastings, Warren Kimball, Frank Burke, Fred H. Bellows, C. B. Holden, L. F. Sanborn, C. G. Newcomb, and G. A. Law; secretary, W. L. Duntley; treasurer, John N. MacLeod; directors, G. Pray Smith, George D. Merrill, George H. Hicks, George W. Norton, T. H. Hubbard, W. J. Lovell, W. J. McDonald, C. C. May-

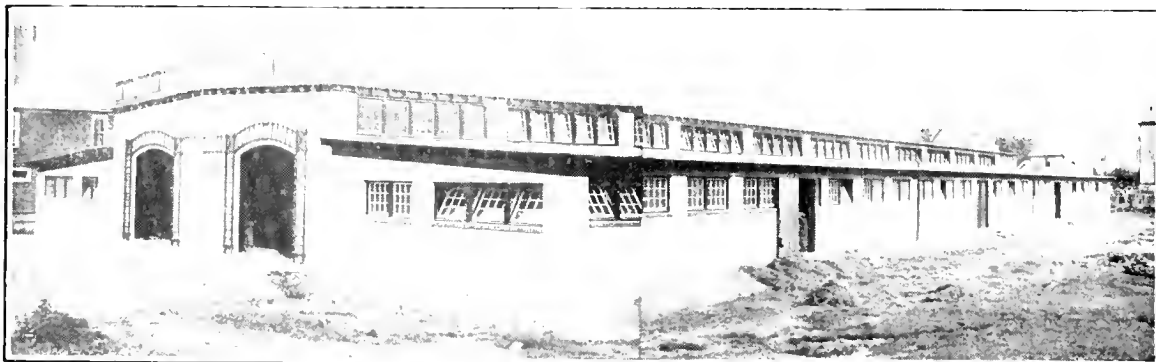
berry, A. J. Furbush, W. J. Furbush, George A. Graves, Dr. C. A. Thompson, A. L. Power, R. E. Thompson, C. H. Traiser; executive committee, W. J. McDonald, George A. Graves, C. H. Traiser, C. C. Mayberry, and G. Pray Smith.

After remarks by the new treasurer and by W. J. McDonald, relative to proposed building operations of the club, which were received with much applause, a silver ice cream set was presented to the president and Mrs. Smith, the latter the president of the Ladies' Auxiliary, and the token of esteem was received by Mr. Smith with appropriate words of thanks.

It was voted by the club that no prizes, other than ribbons, be given for the racing awards of 1914.

field that enjoyed the sport were George Leonard with his handsome trotter, Southern Spy; William Lovell with Margaret L., and Fred Garmon with Mokello, each of these horses showing up excellently in the snow matinees that they took part in.

While there were no cups offered for the series of races, yet there was plenty of interest manifested, the racing being of a very brilliant order. Ruth D. made her initial start on the dirt on May 16, and showed her speed by defeating Chief Wilkie and taking the second heat in 1:05 1-2. On the 19th of the same month, Chief Wilkie, to show that he was not a dead toad in the puddle, turned the tables on Ruth D., not only beating her in straight heats, but lowering the half-mile track pacing record



METROPOLITAN CLUB STABLE

Dedicated on July 25, 1914. A Perfect Home for the Horse in Its Sanitary and Model Construction

At the directors' meeting, on April 29, it was voted that the club colors be blue and gold, and that in case of postponement of any Tuesday matinee that the meet be held on the following Saturday.

Again this Winter the lovers of sleighing had but little of their favorite sport, the snow only lasting for a couple of weeks in the month of February. The racing fraternity were greatly excited over the arrival of a new Roman in the pacing field, J. O. Reay having purchased the prominent mare Ruth D., 2:06 1-4. This mare had been campaigned for several years over both mile and half-mile tracks with pronounced success, and it was openly stated by Mr. Reay and his friends that it was the hope of the admirers of Ruth D. that she displace Chief Wilkie for the pacing championship.

For some time, too, Frank Burke had had at his Fatherland Farm the pacing mare Miss De Forest, 2:05 1-4, and when the sleighing arrived she was shipped to the Mets' club stable. Among others new to the matinee

to 1:04, the first heat, and capturing the second heat in 1:06.

On May 26 Demarest reduced the half-mile record for trotters on the two-lapped track to 1:04 3-4, defeating Major Wellington in straight heats.

The warmest battle of the Spring series occurred on June 2, when Ethel Direct won her race in five grilling heats and in which event all four of the starters succeeded in annexing a heat. The summary of this race is appended:

Charles River Speedway (1-2 mile track), June 2, 1914—Class J, pace.					
Ethel Direct blk. m. (A. C. Furbush)	3	1	3	4	1
The Pink Lady, b. m. (A. G. King)	4	2	1	2	3
Spim, b. g. (C. A. Thompson)	2	4	4	1	2
Miss Vassar, ro. m. (B. W. Gove)	1	3	2	3	4
Time—1:13, 1:08 1-2, 1:10, 1:11 1-2, 1:09 1-4.					

Bronson was never in so good condition as in his Spring races, which was later proved by his remarkable professional campaign over the half-mile and mile tracks, where he won many races for his owner and driver, G. A. Graves. On July 7 he met the fastest field of

trotters owned in the club, and defeated them in straight heats, lowering the previous record of the course to 2:14 1-2, as per summary:

July 7, 1914—Class F, trot—(1-2 mile track).	
Bronson, b. g. (G. A. Graves)	1 1
Major Wellington, b. g. (C. Sears)	2 3
Demarest, b. g. (W. J. McDonald)	4 2
E. D. M., b. g. (A. J. Furbush)	3 4
Time—2:15 1-2, 2:14 1-2.	

The dedication of the new stable was held on July 25, with 2,500 spectators present to see the matinee racing. It was a perfect day for the occasion, and the members were hospitably entertained by the Ladies' Auxiliary of the club serving a sumptuous luncheon in the clubhouse.

Invitations had been extended to the other driving clubs of Greater Boston, and quite a liberal entry from them had been received in the seventeen races on the card. When the day's sport was concluded, it was found the Fellsways had won two blues, three reds, and one yellow ribbon; the Quannapowitts one blue, three reds, and one yellow ribbon; and the Dorchesters, one blue, one red, and two yellow ribbons.

In the fast pacing event, Ruth D., driven by Robert Thompson for Mr. Reay, equaled the half-mile pacing record of 1:04, held by Chief Wilkie over the circular track, by defeating Miss Adbell in straight heats, in the second one making her fast time. In the feature trot, W. D. Hunt's Mike Agan, driven by G. A. Graves, headed the summary, and won the first heat in 2:17 3-4.

Between heats the members critically examined and favorably commented on the model and sanitary construction of the new stable. It was found there were stalls for 54 horses, with offices for the trainers and sleeping rooms for the grooms. The stalls are located so as to give each plenty of light and fresh air, being all "outside rooms," as it were. A good point, too, was giving so much space on the inside of the stable, that in bad weather the horses could be joggled under cover, it only

taking ten laps around the interior to make a mile. The stable must make a valuable addition to the already perfectly equipped quarters of the club.

The annual clambake was held on Columbus Day, October 12, and the affair was a gala one, the club holding in connection with the feast, a horse show of nine classes, a band concert, and a whole afternoon of very closely contested racing on the speedway. About 250 gathered in the south end of the new stable for the clambake spread, which was served under the direction of the Ladies' Auxiliary. One of the largest crowds ever at the speedway saw the racing and horse show and enjoyed the music. Every inch of space in the clubhouse was occupied by the members and their guests.

About twenty-five members of the club had a dinner at the Revere House on Oct. 23. The feature event of the evening was the presentation to George A. Graves of a finely executed oil painting of himself and his trotting gelding, Bronson, the work of Willbur L. Duntley. President Smith made the presentation speech. Following the dinner was discussed the improvement of the clubhouse.

Following a meeting in the clubhouse the members and their wives and guests enjoyed the evening of Oct. 30 with a Hallowe'en party which was given under the auspices of the Ladies' Auxiliary. The clubhouse was prettily decorated with Hallowe'en novelties, and games of the night were held, including bobbing for apples, potato race, etc., for which prizes were presented. A fortune-teller also caused much merriment. Dancing was enjoyed in the main room, while whist was played in the reception room.

Of the Fall series of matinees there were two prominent features, the superiority of George A. Graves' Bronson in the fast trotting class and Frank M. Burke's series of victories with Miss De Forest in the fast pacing events. The popular little trotting mare, Martha G., the property of J. W. Ellis, was also a consistent blue ribbon winner.



The Ladies' Auxiliary of the Metropolitan Driving Club

SIX years ago a ladies' auxiliary to a gentlemen's driving club was unknown, but G. Pray Smith had long fostered the thought that some day there might be such an organization connected with the Metropolitan Driving Club of Boston.

The subject was discussed with the members of the club until in January, 1900, when, at an entertainment held in the clubhouse, Mr. Smith was requested to appoint a committee whose duties would be to organize a Ladies' Auxiliary to the Metropolitan Club, and the following ladies were placed on the committee: Mrs. W. J. McDonald, Mrs. A. J. Furbush, Mrs. Fred C. Garmon, Mrs. Wilbur L. Duntley and Mrs. G. Pray Smith.

Owing to the numerous social engagements of the ladies it was not until the latter part of February that a meeting, called by Mrs. W. J. McDonald, was held. Mrs. G. Pray Smith was elected chairlady, and then was born an organization, unique in its name and its object.

One week later, on March 5, the first regular meeting was held; the work of the committee was ratified, by-laws adopted and officers elected. No precedent guided this young organization. They were obliged, as it were, to blaze the way through unoccupied ground, but from the very first business principles were strictly adhered to, with the result that the auxiliary have always been a thoroughly organized working power, with this object in view: "To cement the bonds of friendship and advance the social interests of the Metropolitan Driving Club."

The membership consisted of the mothers, wives, sisters and daughters of the members of the Metropolitan Club. The dues were placed at \$3 per year, which entitled the members to many social advantages. The auxiliary colors adopted were blue, which, set in a gold border, made a very pretty pin for the members. The following are the first officers of the auxiliary:

President, Mrs. G. Pray Smith; first vice-president, Mrs. C. H. Belledeu; second vice-president, Mrs. W. L. Duntley; secretary, Mrs. Nellie Dorey; treasurer, Mrs. A. J. Furbush. Executive board—Mrs. F. C. Garmon, chairlady; Mrs. H. H. Cook, Mrs. Jesse Eddy, Mrs. W. J. McDonald and Mrs. G. D. Merrill. Entertainment committee—Mrs. W. J. McDonald, chairlady; Mrs. A. J. Furbush and Mrs. B. W. Carpenter. Hospitality committee—Mrs. B. W. Gove, chairlady; Mrs. A. J. Furbush, Mrs. H. E. Prescott, Mrs. C. E. Austin, Mrs. J. T. Bailey and Mrs. J. Brigham.

In 1910 the only change in the list of officers was Mrs. F. C. Garmon being elected secretary in place of Mrs. Nellie Dorey. The following year, Mrs. H. E. Prescott took the position of secretary. In 1912 the officers were the same, with the exception of Mrs. G. D. Merrill becoming second vice-president. In 1913 Mrs. G. D. Merrill was first vice-president, and the second vice-president was Mrs. J. D. Thompson, the other officials being re-elected.

After four years existence the members, feeling that there was a call for their activities outside of social duties, entered the realm of charity, and in the Spring of 1913 raised, through the generosity of their friends, and especially the members of the Metropolitan Club, a fund for the Floating Hospital; out of this fund, in June, 1913, they paid \$250 to the Floating Hospital for a permanent bed for five years, to be known as the Ladies' Auxiliary and Metropolitan Driving Club Bed, and thus showed to the general public that the members of the auxiliary and of the M. D. C. were not devoted entirely to pleasure, but that they wished to assist the unfortunate. A small balance was left in the fund, which is still held sacred for the use of the Floating Hospital.

At the annual election in 1914 the result was as follows: President, Mrs. G. Pray Smith; first vice-president, Mrs. G. D. Merrill; second vice-president, Mrs. J. D. Thompson; secretary, Mrs. H. E. Prescott; treasurer, Mrs. A. J. Furbush. Executive board—Mrs. W. J. McDonald, chairlady; Mrs. F. C. Garmon, Mrs. A. C. Furbush, Mrs. B. W. Gove and Mrs. A. I. Nelson. Entertainment committee—Mrs. F. C. Garmon, chairlady; Mrs. R. E. Thompson and Mrs. J. O. Reay. Hospitality committee—Mrs. H. E. Prescott, chairlady; Mrs. A. C. Furbush, Mrs. J. Brigham, Mrs. C. B. Holden, Mrs. J. N. MacLeod, Mrs. E. C. Smith and Mrs. D. MacNevin. House committee—Mrs. Jesse Eddy, chairlady; Mrs. B. W. Gove. Flower committee—Mrs. J. D. Thompson, chairlady; Mrs. D. MacNevin and Mrs. A. I. Nelson.

Mrs. Smith has held the position of president throughout the entire history of the Ladies' Auxiliary, and, to her earnest endeavors the big success of the auxiliary was largely due. She has excellent executive ability that has enabled her to enroll about her a sincere body of workers. It is well known to the members of the Metropolitan Club that any affair taken in charge by the Ladies' Auxiliary will be taken well care of and brought to a most successful finish.



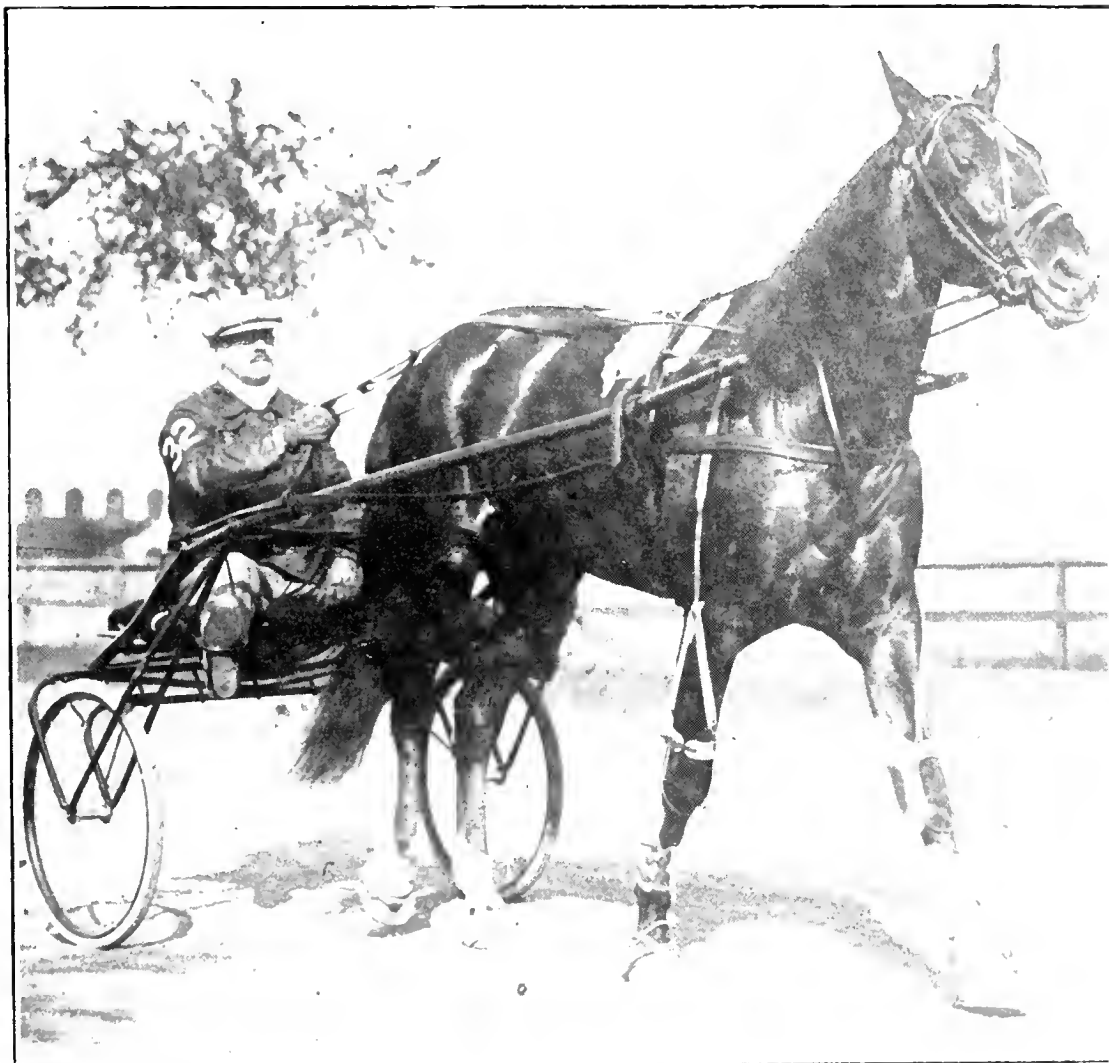
Standing, reading from left to right:—Mrs. C. C. Mayberry, Mrs. A. I. Nelson, Mrs. E. W. Brigham, Mrs. J. O. Reay, Mrs. D. W. MacNevin,
 Mrs. J. N. MacLeod, Mrs. G. H. Hicks, Mrs. Jesse Eddy, Mrs. C. E. Austin, Mrs. E. L. Sharpneck.
 Sitting:—Mrs. W. J. McDonald, Chairlady Executive Committee; Mrs. A. J. Furbush, Treasurer; Mrs. G. D. Merrill, 1st Vice-President;
 Mrs. G. Pray Smith, President; Mrs. H. E. Prescott, Secretary; Mrs. F. C. Garmon, Mrs. B. W. Gove.
 Insets:—Mrs. E. C. Smith, Mrs. J. D. Thompson, 2d Vice-President; Mrs. A. C. Furbush.



W. J. McDONALD

Owner of the Leading Matinee Stable of Trotters and Pacers in New England

W. J. McDonald's Matinee Horses

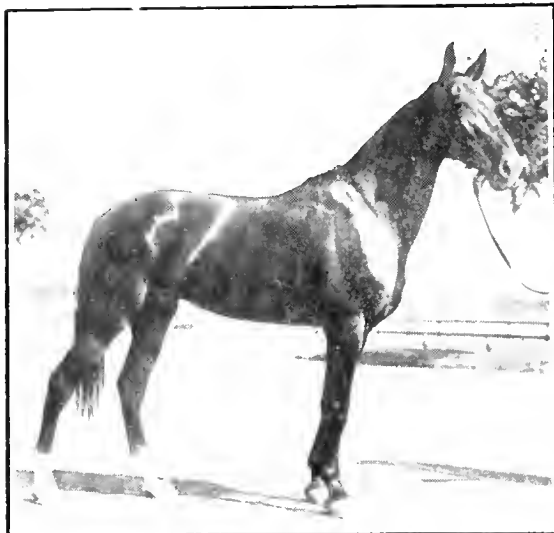


(Photo from Boston Herald)

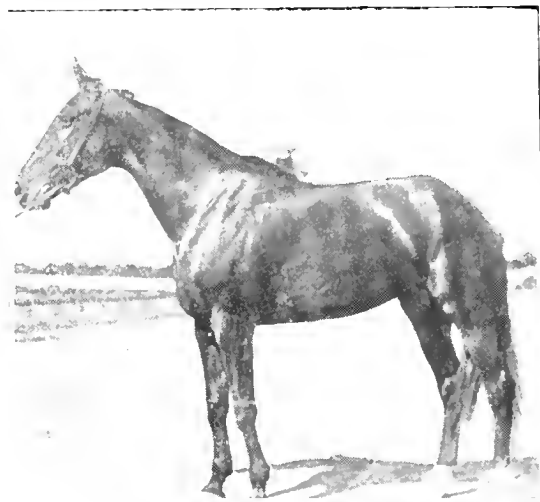
CHIEF WILKIE, 2:12 3-4 (W. J. McDonald Driving)

Winner of Nearly One Hundred Heats in Close to a Minute. He Holds Straightaway Speedway Record, Pacing, of 58 Seconds, and Joint Holder of Half-mile Track Record of 1:04. Was Pacing Champion of Charles River Speedway for Eight Seasons

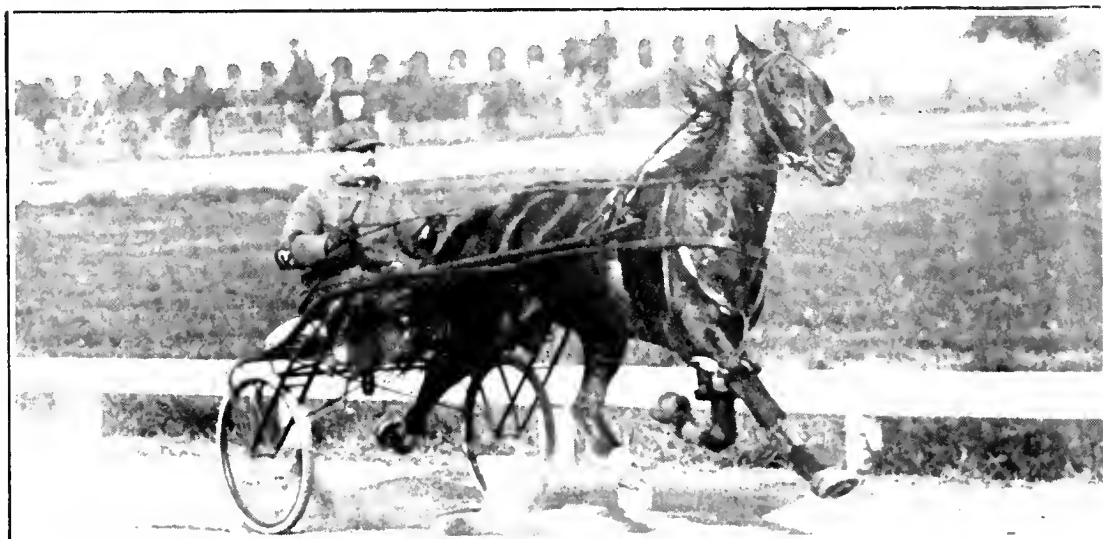
W. J. McDONALD'S MATINEE HORSES---Continued



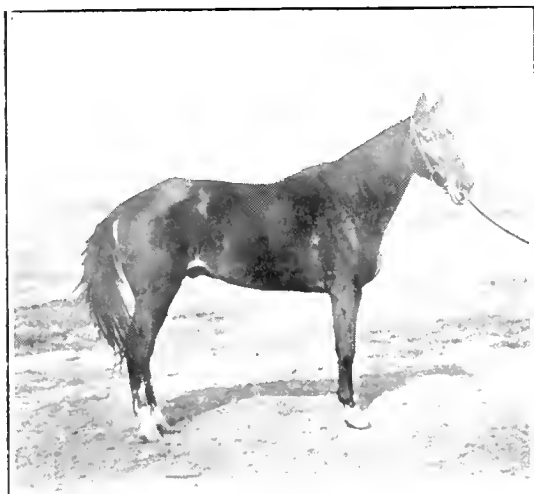
MISS ADBELL, 2:06 1-4



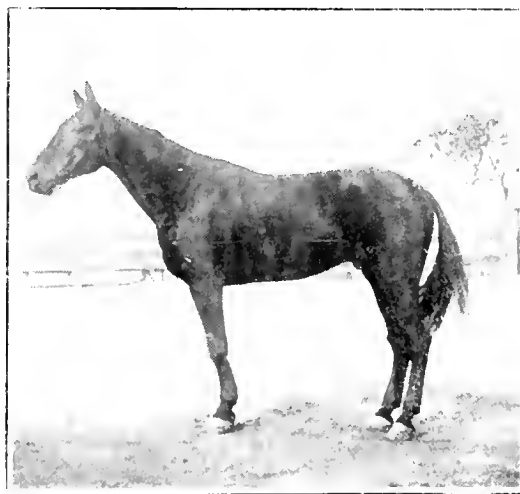
LA BOUDIE, 2:10



DEMAREST, 2:06 1-4 (Trotting a Fast Heat for Mr. McDonald)



DON LABOR, 2:05 1-4

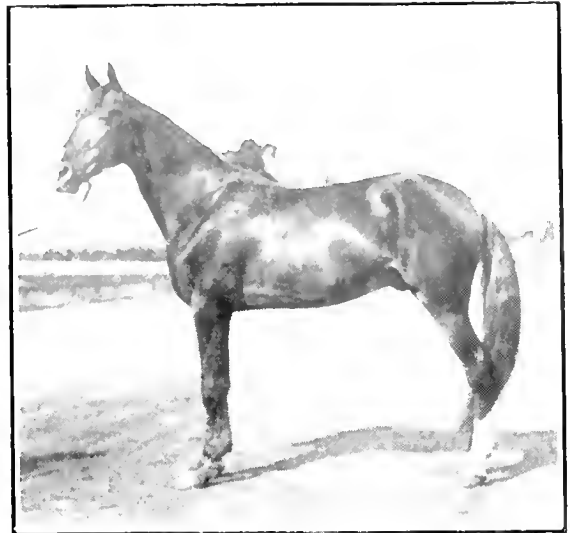


DIRECTUM REGENT, 2:09 1-4

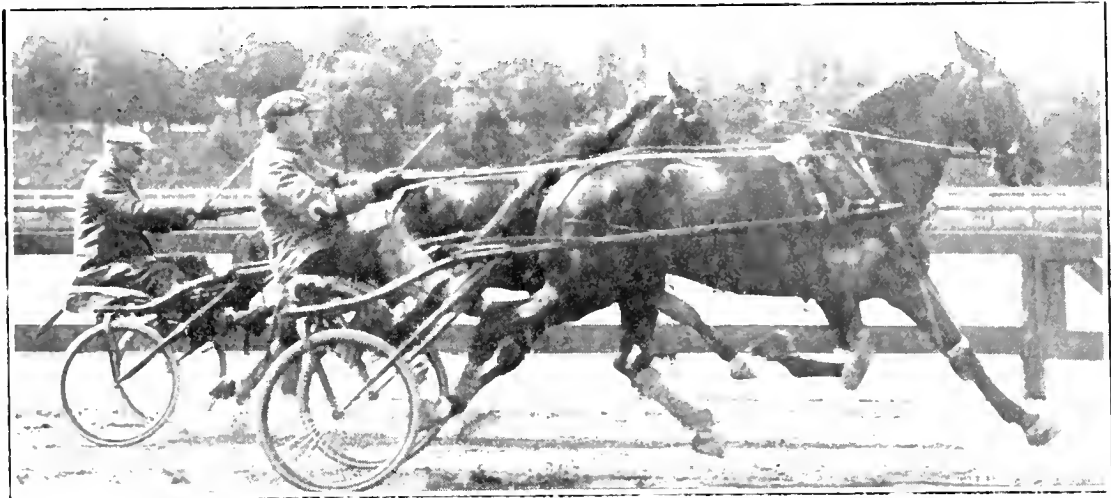
W. J. McDONALD'S MATINEE HORSES---Continued



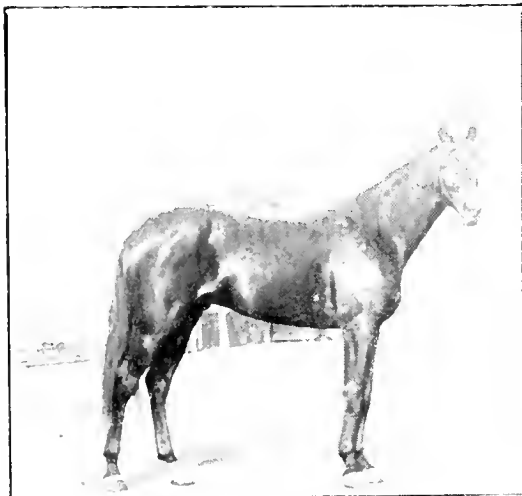
THE COUNSELLOR, 2:17 1-4



MENDELL, 2:21



ORALE, 2:17 1-2 (Winning a Heat for Mr. McDonald)

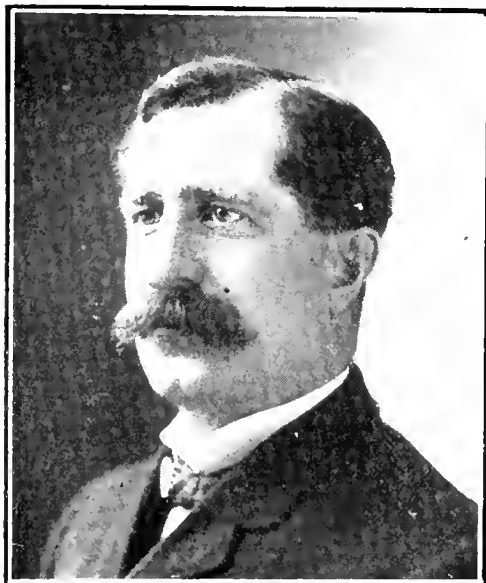


ECCE VOLO



CASTLE TODD

Well Known Members of the Metropolitan Club



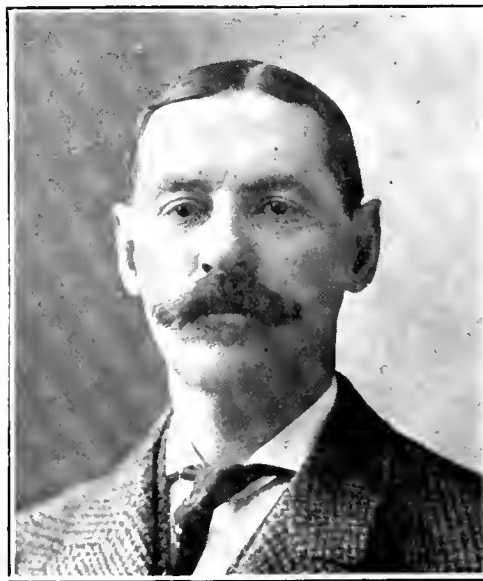
C. C. MAYBERRY



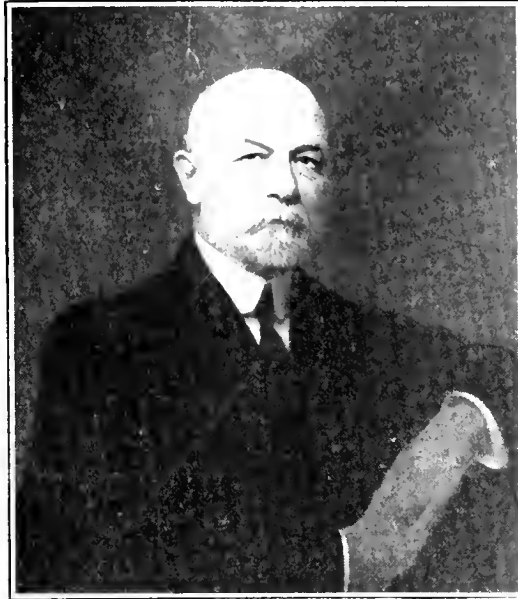
JESSE EDDY



SAM B. HASTINGS



GEORGE W. NORTON



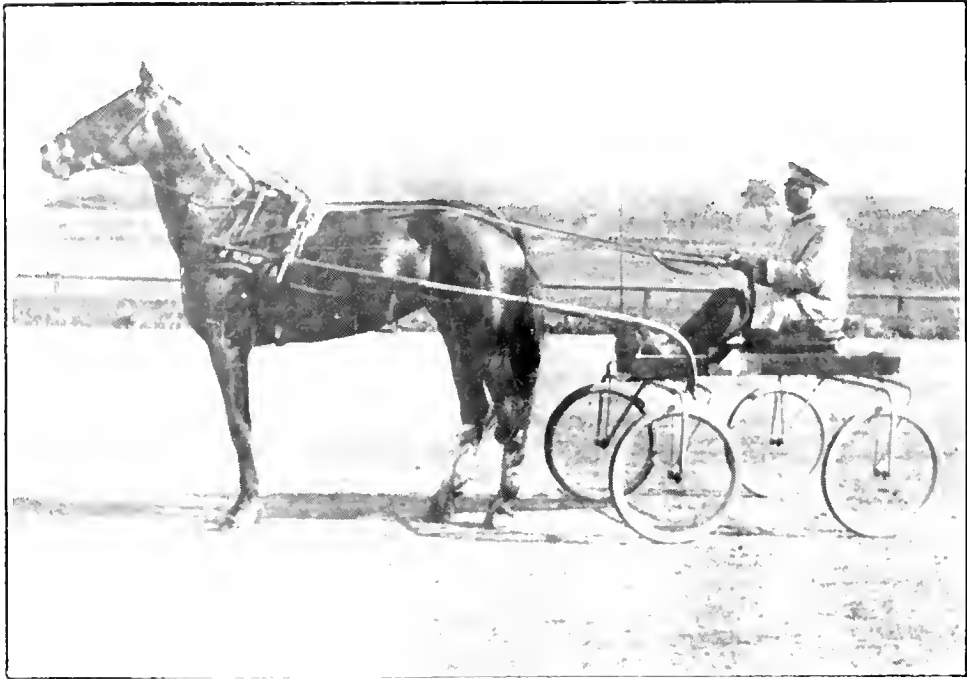
GEORGE A. GRAVES

Chairman of First Meeting Held in Organizing
the Metropolitan Club



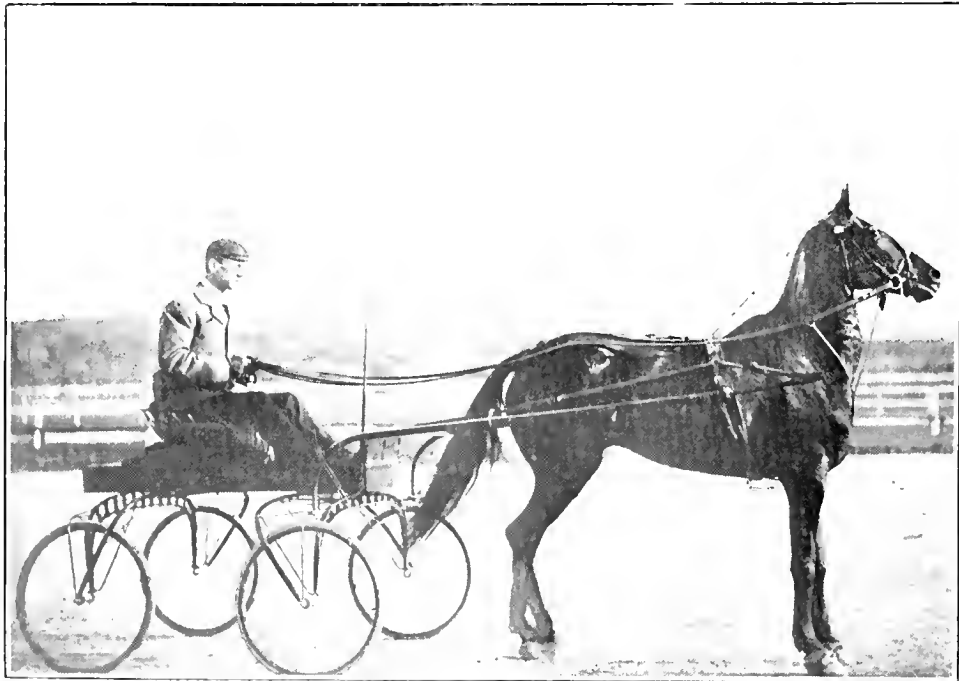
BRONSON, 2:12

Owned and Driven by G. A. Graves. Champion Trotter of Charles River Speedway in 1913-14, and Held
Half-mile Speedway Track Record of 2:14 1-4. Won \$4,395 in Professional Racing the
Season of 1914. Photo Was Taken at Goshen, N. Y.



CHIMES BELL, 2:09 3-4

Owned and Driven by George F. Leonard. Fastest Green Trotter to Wagon in 1905,
Earning a Record of 2:14 1-4



LOTTIE FALLIS, 2:20 1-4

Matinee Record to Wagon of 2:15. Owned and Driven by Arthur H. Alley

Fellsway Driving Club of Somerville

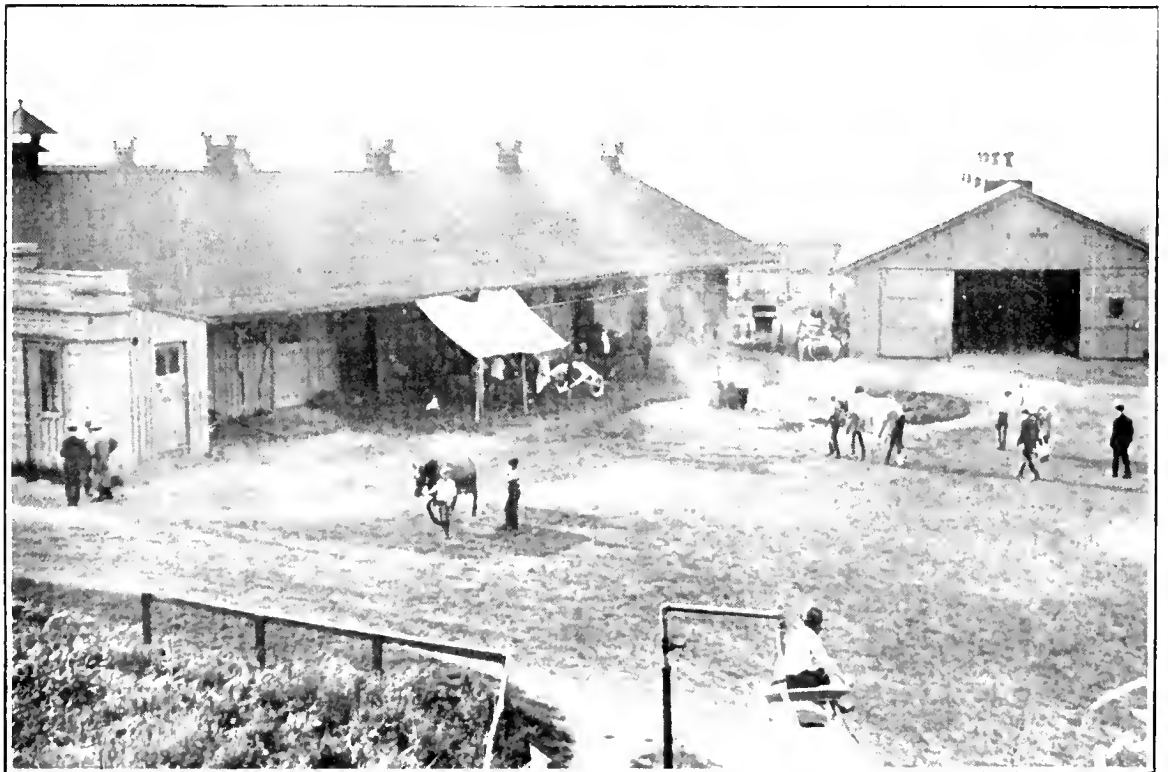
1908

1914

COMBINATION PARK, MEDFORD



A HOT FINISH



STABLE SCENE---Walking the Horses Between Heats

Fellsway Driving Club

BELIEVING that Somerville was the center of a big territory filled with humanity who were lovers of the horse was the incentive for the forming of a driving club by the following thirteen well known horsemen of that city: James I. Brooks, Frank E. Morrison, George M. Davis, Harry W. Litchfield, F. S. McKown, Daniel Paine, G. L. Davis, Fred B. Brown, A. Towle, William Patten, George N. Coyle, G. M. Welch, and William Garland.

These men met on March 7, 1908, in the directors' room of the Columbia Building, in Somerville, and officially organized themselves as the Fellsway Driving Club. After electing F. E. Morrison secretary pro tem, an adjournment was made for the following Friday evening, which fell on the 13th.

While it is noticeable that the club was conceived by thirteen men, and held its first meeting on Friday the 13th, it might be deemed by superstitious people that it started under adverse circumstances, but the history of the club has since well proved that such was not the case.

On this Friday evening, James I. Brooks presided, and, after he had deliberated on the object of the new organization, was held the first election of officers, which resulted as follows: President, James I. Brooks; vice-president, George M. Davis; treasurer, Harry W. Litchfield; secretary, Frank E. Morrison; directors, B. R. Cobb, George H. Cross, John M. Temple, George A. Law, F. S. McKown, Fred M. Viles, James Hennessey, George Carter, and A. E. Kenney. Fred Morrill was elected chairman of the racing committee and Frank Morrison as secretary, while Daniel Paine had charge of the ribbons.

One important matter taken up was the appointing of a committee, Amos W. Shepard, chairman, to interview the Metropolitan Park Commission on the location of a speedway which the club members decided they wanted built a half-mile long. The meeting closed with a very interesting talk on speedways and future prospects by Albion Towle, George M. Davis, A. E. Jones, A. E. Kenney and George Coyle.

So rapid was the growth of the club that at the very next meeting, held on March 27, there were thirty-five members present. Permanent quarters were secured at 21-2 Franklin Street, Somerville, which was called the Fellsway Clubhouse, and arrange-

ments were made for the purchase of furniture to have the room comfortable for the use of the members. It was further decided that the club hold weekly meetings, Friday



JAMES I. BROOKS
President 1908-09 and 1911

being the day chosen. A committee was appointed to wait upon G. A. Graves about securing the use of Combination Park for matinee racing.

The by-laws of the club were adopted on April 3, one of which was that the dues shall be \$10 per year, payable \$5 semi-annually, in advance.

The members met in their new clubroom the evening of April 10, and they were much pleased with the way the committee had arranged the spacious room. The racing committee brought in a report that the rules governing matinees held by the Fellsways be the same as those already in use by the Dorchester Gentlemen's Driving Club.

At the meeting held on April 17, the committee reported that the Metropolitan Commission, while favorable for the building of a speedway, saw no way of doing it that year. It was then decided that the committee find out the condition of the back-stretch of old Mystic Park, as Mr. Brown, of the racing committee, claimed that it was in perfect shape for racing of quarter-mile heats.

This committee's report was so favorable that at the next meeting the club decided to lease Mystic Park for its matinees that season. Arrangements were then made to measure off a quarter of a mile and mark it with flags, and Rance Wentworth was selected the starting judge. In the matinees it was thought best to give two ribbons for each race, a blue and a red. Samuel Harris, to boom the club, contributed a track harness, the winner to be decided during the Summer.

Before the adjournment of the meeting the club voted to donate \$25 to the Chelsea Fire Sufferers, which was the first, but proved not the last act of charity rendered by the organization.

The first matinee was held at Mystic Park the first week in May, and the members turned out in full force with their horses, enjoying a good afternoon sport. So many were in attendance that it was found advisable to build judges' stands, one for the starter and the other at the finishing post.

On May 27 it was voted that a grandstand be erected opposite the wire at the finish, and also decided that the harness, given by Mr. Harris, be awarded to the owner of the horse winning the most number of points. A silver cup was put up for a prize by President Brooks and Secretary Morrison, for the horse winning the fastest heat.

On June 1 the club had increased to such proportions that they felt like seeking new fields, and voted to enter into correspondence with the Quannapowitt Club for the purpose of holding an interclub meet over the Reading-Wakefield track. At the following meeting the Dorchester Driving Club, having learned how fast the Fellsways were jumping into popularity in their section of Greater Boston, sent an invitation to join them in an interclub meet to be held at Franklin Field Speedway and this meet was decided on July 11.

G. A. Law was appointed on the board of directors on July 15, and immediately became active in the affairs of the club. At a later meeting brown was adopted as the club color, to be worn in all interclub meets.

The first meeting held over Combination Park was on Labor Day, and was a success in every particular; in fact, to use up some of the extra funds it was decided to purchase a pool table in order that the members of the club might keep in practice at their club-room during the long Winter evenings that would soon be at hand.

On October 3 the club met the Quanna-

powitts at Combination Park in an interclub meet, which in every way was another money maker.

It was then decided to wait upon G. A. Graves and lease Combination Park for the year 1909, for a sum not to exceed \$2000 with full privileges. Messrs. Thyng, Simpson and Dr. Richardson were appointed the committee to attend to this. After seeing Mr. Graves, the report was that he would not think of leasing the park for less than \$3000. The club then came back with an offer to split the difference, and call it \$2500, and that President Brooks be added to the committee to wait on Mr. Graves. Upon again seeing the owner of Combination Park, it was found that he would consider \$2600, which price was agreeable, and, upon the motion of Secretary Morrison, it was voted that the club be incorporated and close the Combination Park proposition with Mr. Graves.

However, it being found out later that Mr. Graves would lease the track for \$2200 for the club's use on twenty-four Saturdays and five holidays, this was thought a better proposition than the one of \$2600 and all privileges, and the \$2200 offer was duly accepted.

At a meeting held on December 9, the prizes for the season were given out, the President's Cup for the fastest heat made during the season being won by William Patten's John O'Donald, and the harness presented by W. H. Harris was won by H. W. Smith's Royce W.

SEASON OF 1909

The lease of Combination Park was signed on January 13, and was the first business transacted that year. In the month of January, too, was held at the Quincy House in Boston, the first banquet of the club, with about 200 on hand. After-dinner speaking by invited guests from other clubs and by members of the Fellsway, and a good musical entertainment, made the feast one long to be remembered by those fortunate in being present.

In Columbia Hall, Somerville, in February, was held the first ladies' night. The gentle sex were present, not only from the Fellsway Club but accompanied by members of the other driving clubs. Dancing and a luncheon, also magic work by Walter Newbert, of the Dorchester Gentlemen's Driving Club, made the occasion very enjoyable.

The annual meeting took place on March 3, and the following officers were elected for

the ensuing year: President, James I. Brooks; first vice-president, George M. Davis; second vice-president, Daniel Paine; secretary, Frank E. Morrison; treasurer, Harry W. Litchfield; directors, E. H. Kingman, W. W. Sprague, Knapp Forshner, B. R. Cobb, Geo. A. Law, W. W. Croft, A. Taylor, F. S. McKown, H. W. Smith, Dr. W. H. Hitchings; clerk, F. E. Morrison.

Interclub races were held with the Dorchester Club on June 17, and that Summer were decided the interclub meets between the Fellsway, Quannapowitt, Lynn and Dorchester Clubs. The last named club won the elegant silver cup, the Fellsways finishing second; certainly very creditable work.

On the evening of September 20, President Brooks was awarded the whip given by the club as a prize to the member getting the largest number of members for the six preceding months.

Since the inception of the club, the ladies had been very strenuous in their efforts to have the organization a big success. In clearing several of the earlier debts of the club, the women held socials, card parties and rummage sales, the proceeds going into the treasury of the club. Then, the magnificent flag that swept over Combination Park was made by the women admirers of the Fellsways. In fact, the story was never denied that the real working secretary of the driving club was Mrs. Frank E. Morrison, which probably accounted for the pains taken in a complete record of the events that transpired.

In return for all this labor, the members concluded that the least they could do for the women was to extend to them the privilege of using the clubroom afternoons for meetings and social gatherings, and, at a meeting held November 10, it was so voted.

At the very last meeting held by the club that year, in partial payment for the work Mrs. Morrison had done, a Christmas and New Year present was voted to be sent to her in the form of a check calling for \$20.

A busy driver in the matinees during the season was Charles R. Forshner, who won eight Blue ribbons, came twelve times second, seven times third, and twice fourth, a total of 26 races. He won with Tower Boy, owned by M. A. Pero, the \$85 matinee cart, and with Alice E., a suit of horse clothing.

The club lost two of its most valued members during the year in Dr. J. E. Richardson and Rance Wentworth. Both were enthusiastic horsemen and thoroughly at heart in everything beneficial to the club, or advancement of the horse.

SEASON OF 1910

In the month of January the first important occasion was the annual banquet, held at the Quincy House, Boston, and, as in the previous ones, were present officials from all the neighboring driving clubs and the leading politicians of Somerville. After-dinner speeches and vaudeville, with plenty of singing and music, made the evening a memorable one.

In February was held the ladies' night, with dancing, luncheon, and an entertainment. There was a large, joyful party present.

Arrangements were completed early in the year with George A. Graves for the leasing of Combination Park for the season of 1910.

With committees present at the Quincy House from each of the five driving clubs of Greater Boston it was decided to hold a grand championship interclub series of matinees at Combination Park during the Summer months, the winning club to receive a valuable silver cup, the emblem to represent the driving club championship of New England. All these events were to be decided over the Medford track, and the five clubs to take part were the Fellsway, Dorchester, Metropolitan, Quannapowitt, and Lynn. From each club ten horses were to be picked, five of the best trotters and the five fastest pacers. This made a field of fifty horses to take the word on racing days, there being ten races on the card, with five horses in each event.

The annual election of officers was held on March 2, with the following result: President, Daniel Paine; first vice-president, L. Fred Sanborn; second vice-president, Chas. W. Thyng; third vice-president, George A. Law; fourth vice-president, James S. McRae; treasurer, Geo. M. Davis; secretary, Frank E. Morrison; directors, James I. Brooks, Harry W. Litchfield, William W. Sprague, Charles M. Lockwood, B. R. Cobb, Geo. N. Coyle, Frank S. McKown, A. Jameson, W. A. Rice, Chas. Forshner.

With the election of Mr. Paine to the chair of honor, the club gave a rising vote of thanks to James I. Brooks, the retiring president, in having cleverly steered the craft through the dangerous rapids in the early days of the club.

John W. Dorey was elected chairman of the racing committee, and his work throughout the Summer was very commendable, giving satisfaction to all the members that raced horses under his classification.

At a meeting held on May 18, Represent-

tative Sidney B. Keene reported to the club that the bill for the new speedway had passed both the House and Senate and that the Park Commissioners had been authorized to survey the course and give an approximate cost of building a speedway. Mr. Keene



DANIEL PAINE
President 1910

presented President Paine with the pen that the Governor signed the speedway bill with. However, through some slip or miss, the Fellsway Club, up to this time (1914), have not had their speedway, which looked so certain at the time Representative Keene addressed them.

As the result of the interclub matinees, the championship cup went to the Metropolitan Club, second place being taken by the Fellsway Club, which was considered excellent work for the club in beating out for positions organizations like the Dorchester and Lynn Clubs, not to mention the Quannapowitt.

The prize winners of 1910 were as follows:

Trotters

Championship cup—L. Fred Sanborn's Billy J.—Fastest heat, 1:05.
 First point cup—C. E. Twombly's The Doctor.
 Second point cup—C. R. Forshner's Alice F.
 Third point cup—F. H. Odams' Charles H.
 Fourth point prize—W. A. Rice's Shimosa.
 Fifth point prize—B. W. Pike's Raritan.
 Sixth point prize—John Kennedy's May Barnes.
 Seventh point prize—M. A. Pero's Tower Boy.
 Eighth point prize—F. L. York's Peacemaker.
 Trotter winning the least number of heats—F. H. Odams' Lady Almont.
 Trotter averaging slowest time—J. F. Sterling's Dixie.
 Owner driving his horse in the most heats—Harry Davis' Earl W.

Pacers

Championship cup—J. I. Brooks' Young Chimes—Fastest heat, 1:05.
 First point cup—F. S. McKown's Fifene.

Second point cup—F. E. Morrison's Decima Deane.
 Third point cup—G. M. Welch's Watchman.
 Fourth point prize—Fred Brown's Independence.
 Fifth point prize—P. Hagerty's Mamie H.
 Sixth point prize—E. A. Sears' Captain Hall.
 Seventh point prize—G. N. Coyle's Ella Hal.
 Eighth point prize—H. J. Foster's Ben Agan.
 Pacer winning the least number of heats—Jack Wilson's George S.

Pacer averaging slowest time—E. H. Kingman's Grenadier.

Note.—Charles R. Forshner during the season drove in sixty-three races, winning twenty firsts, twenty-two seconds, fifteen thirds and six times fourth.

SEASON OF 1911

The annual banquet took place on January 3, at the Hotel Langham, it being thought a good idea, for one season at least, to try a new banquet hall instead of holding it in the same old place. There was the usual number of after-dinner speeches, and the entertainment committee gave an excellent musical program and vaudeville. Most of the members, at the conclusion of the dinner, adjourned to the nearest bowling alleys and indulged, until closing time, in finding who was the crack pin splitter of the club. This was not decided, however, as Frank Morrison, George Coyle, and a couple of others asserted that their form was not up to the average on account of being physically unfit, after the heavy banquet dinner, and so the bowling championship for individuals was left to be determined at another session.

The annual election was on January 4, and resulted in James I. Brooks once more having the position of president. The other officers were as follows: First vice-president, Chris. W. Thyng; second vice-president, W. W. Sprague; third vice-president, Harry O. Davis; fourth vice-president, Asa Pritchard; treasurer, Geo. M. Davis; secretary, Frank E. Morrison; directors, Daniel Paine, L. Fred Sanborn, W. W. Sprague, A. H. D. French, Chas. W. Thyng, W. A. Rice, Chas. M. Lockwood, Knapp Forshner, Geo. A. Law, Harry W. Litchfield.

On March 20, was completed all arrangements with G. A. Graves as to terms for the lease of Combination Park for the ensuing year, and the lease was signed by the club.

There was a mix-up in getting the different driving clubs together for another series of interclub meets, it having been found that the Lynn and Quannapowitt Clubs had dropped out and the Metropolitan Club would not consider racing at all, if hoppers were to be used. The club then voted to get into communication with the Dorchester Club, with the object of arrang-

ing dates during the season for an interclub meet. This was later done, and a couple of very excellent meetings were decided.

On Thanksgiving night was held the annual dance and whist party, a large number of members and their wives and guests being present. The affair was such a success that it was then decided to hold another the next February.

While there were no prizes offered for the season, yet the records were kept the same as though silver cups were up for trophies. In one or two instances silver cups were offered for handicap races and on single events, but nothing for the season's races. At the conclusion of the Summer matinees, the racing committee found the following was the standing of the horses:

Trotters

- Fastest heat—L. Fred Sanborn's Fred C.—1:06 3/4.
- Fastest heat in seven races—James Hennessey's Leach Girl—1:00.
- First point—F. H. Odams' Lady Almont—95.
- Second point—H. J. Foster's Virginia Dare—92.
- Third point—C. E. Twombly's Doctor—86.
- Fourth point—J. R. Sterling's Dixie—85.
- Fifth point—A. H. French's Phyllis F.—77.

Pacers

- Fastest Heat (George Coyle's Ella Hal—1:05
- W. H. Sprague's Outcast—1:05
- Fastest heat in seven races—F. Morrison's Decima Deane—1:07.
- First point—J. Brown's Independence—80.
- Second point—P. Malanson's Teddy K.—57.
- Third point—Roger Hagerty's Mamie H.—54.
- Fourth point—A. J. Carpenter's The Kid—35.

Note.—C. R. Forshner drove in sixty races of 133 heats, winning twenty races and forty-two heats. A. H. D. French drove in thirty-five races of eighty-six heats, winning twelve races and twenty-nine heats.

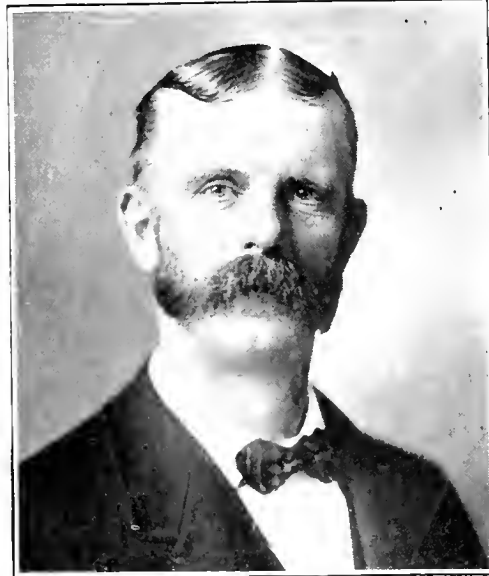
SEASON OF 1912

On January 3 was held the annual election, and quite a change was noticeable in the selection of the officials for the ensuing year. James I. Brooks, complaining that the club took much of his time from his business, would not run again for president, and the same was true in the instance of Frank E. Morrison, who had been the secretary ever since the club was instituted. The members of the club chose George A. Law, a prominent citizen of Arlington, for the presidency, while C. E. Twombly, who had always done much for the welfare of the club, was selected for the position of secretary. The complete result of the election follows:

President, Geo. A. Law; first vice-president, Dr. W. H. Hitchings; second vice-president, Chas. R. Forshner; third vice-president, H. O. Davis; fourth vice-president, Fred Brown; secretary, C. E. Twom-

bly; treasurer, Geo. M. Davis; directors, C. M. Lockwood, Dr. W. H. Hitchings, John Stackpole, Chas. Thyng, W. W. Sprague, Chas. R. Forshner, C. M. Marinoni, Geo. N. Coyle, A. L. Baker, H. O. Davis.

President Law took the chair immediately upon his election and the new administra-



GEORGE A. LAW
President 1912-13-14

tion's first act was passing a vote of thanks to Messrs. Brooks and Morrison for their energetic labor in behalf of the organization in the years they had so faithfully served in their official capacities.

The annual banquet was held on February 20, at the Quincy House, there being 125 present. Many of the after-dinner speakers were in favor of holding a number of interclub meets during the season, even more than had been the case in previous years. It was the general idea, too, that Combination Park should be leased, and several of the members thought that action should be taken, in a more forcible manner, toward having the State begin work on the proposed speedway. The usual entertainment of music and vaudeville was rendered and all voted that the evening had been a very pleasant one.

On the 27th, the club kept up its round of merry-making by indulging in a whist party and dance, which was greatly enjoyed. In fact, so much so, that it was decided to hold public whist parties at the clubroom every Saturday evening, although, for the evening of April 4, Newcomb Hall, in Somerville,

was engaged for the whist playing and dancing.

On April 10, the club opened its racing season with an interclub meet with the Metropolitan. This was only the beginning of what proved to be an active season on the turf, as, during the Summer, the Fellsways had contests with Dorchester and Quannapowitt, meeting each of these clubs at least twice.

Terms having been agreed upon, Combination Park was once more leased for the season by the club, and all papers signed and passed on April 3.

C. M. Marinoni, thinking that it was a good plan to have something up of value in the style of an emblem, to keep for the sake of memory and associations, donated an elegant silver cup to be awarded the trotter winning the most heats during the season.

The Fellsway horses having shown, in many instances, so much speed early in the season, several of the members got chips on their shoulders, which finally ended in issuing a defi that the Fellsway Club would meet any other club in Greater Boston, each to pick their best trotter and fastest pacer, and the match or matches to determine the championship club for the year. This challenge was sent to each and every club.

Unfortunately, however, none of the clubs appeared to realize that they would be any gainer in having such a race, so the event never took place, and the incident is used only to prove the gameness of the men owning horses in the Fellsway Club, they never being afraid to go out to tackle any horse. A defeat was only taken in the best of good graces.

As had been the case in the past number of seasons, Charles R. Forshner was the leading driver for the year, he having taken the word in sixty-one races, of which he won twenty-four, was twenty-four times second, nine time third, and came fourth in four races.

SEASON OF 1913

The annual election was held on New Year's night, and, with the counting of the ballots, it was found the following were elected for the ensuing year: President, Geo. A. Law; first vice-president, Dr. W. H. Hitchings; second vice-president, G. M. Marinoni; third vice-president, H. J. Foster; fourth vice-president, W. A. Smith; secretary, C. E. Twombly; treasurer, Geo. M. Davis; directors, G. M. Marinoni, Chas. R. Forshner, Chas. M. Lockwood, O. E. Linscott, John Stockpole, H. A. Pero, C. E. Twombly, Geo. N. Coyle, Chas. Thyng, L. H. Taylor.

On January 7, at the Quincy House, was held the annual banquet, with the usual good time, after-dinner speaking, etc., the affair, as usual, bringing members and guests together on a friendly footing that insured the cementing of friendship and burying of any hatchets that had been created in the speed contests of the previous months.

At the meeting, held on January 8, it was the voice of the members that the future welfare of the club would be benefited greatly were cups and other trophies to be given at the end of the racing season.

In response to this appeal, there was a generous donation of prizes, the most prominent of which were President Law offering a silver cup for the trotter winning the most heats; Secretary Twombly, a silver cup for the pacer winning the fastest heat; G. M. Marinoni, a silver cup for the trotter winning the fastest heat; H. S. Campbell, twenty-five bushels of oats for pacer winning the most heats; Charles Lockwood, \$10 in gold for the trotter winning the highest number of points; O. E. Linscott, \$10 in gold for the pacer winning the highest number of points; E. W. Pike, a blanket for the trotter winning the second highest number of points; Dr. Harris, a horse suit for the pacer winning the second highest number of points; the Fellsway Driving Club, \$5 in gold for the trotter winning the third highest number of points; the Ladies' Auxiliary, \$5 in gold for the pacer winning the third highest number of points. President Law then again came to the front with the offer of a gentleman's sweater for the trotter winning the fourth highest number of points; Charles R. Forshner donated \$5 worth of horse shoeing for the pacer winning the fourth highest number of points, and the Boston Badge Co. donated six beautiful ribbons for awards.

The annual ladies' night ball was held on April 30, and was successful, the club being benefited quite materially in a financial way.

It was decided to lease Combination Park again, and the papers were passed on March 26. At the same time arrangements were entered into for racing with the Dorchester Club, and invitations extended to other of the local driving clubs to meet the Fellsway at the Medford track. The first interclub meet with the Dorchesters came on May 30. By motion of the club, it was made compulsory that all the members in the events be compelled to wear the club colors, brown silk caps and white suits, and, when necessary, the club to furnish them.

The second grand ball and whist party of the club took place in Newcomb Hall, on De-

ember 30, and there was a large gathering of the members and invited friends, and it was fully as successful as any that had previously been held.

In the matinee season, there was great interest manifested in the series of races between A. T. Wheelock's pacer, Charley King, of the Dorchester Club, and E. R. Whitman's pacing gelding, Joe K., representing the Fellsway Club. The most of these matches were half-mile heats, although Joe K. headed the summary over his rival at the mile distance. The particularly sensational clash was at the interclub meeting between the Dorchester and Fellsway Clubs on June 17, when the former organization won the rubber meet by sixty-one points to Fellsway's forty-eight, and Charley King had to turn the track in 1:04 to defeat Joe K., by a narrow margin. This was the fastest heat by a pacer that year over a half-mile track in Greater Boston. The prize winners for 1913 follow:

Trotters

- Cup for fastest heat—H. J. Foster's J. C. L., 1:08 1-2.
- Cup for most heats—W. J. Forsyth's Billy C.
- First point prize (\$10)—C. E. Twombly's Doctor.
- Second point prize (blanket)—G. Horsman's Ed King.
- Third point prize (\$5)—E. A. Ware's Chubby Boy.
- Fourth point prize (sweater)—L. H. Taylor's Prince Henry.
- Ribbon specials—James Hennessey's Luther Moko; B. W. Pike's Baratan; H. S. Campbell's P m Pom.

Pacers

- Cup for fastest heat: (C. M. Marinoni's Billy Baggs, 1:07 1-2 / D. T. Dever's Big Tramp.
- Prize for most heats (25 bushels of oats)—O. E. Linscott's Lady Belle.
- First point prize (\$10)—A. Carpenter's The Kid.
- Second point prize (horse suit)—C. R. Forshner's Billy Bingen.
- Third point prize (\$5)—C. A. Law's Fellsway Boy.
- Fourth point prize (horse shoeing)—J. F. Starling's W. R. E. T.
- Ribbon specials—L. J. Wood's John W.; J. F. Miles' Ben Barney; A. G. Nichols' Willoughby.

A sad happening to the members of the club was the death of William Garland, of Somerville, one of the charter members of the club, and whose ever cheerful and optimistic disposition had done much to bring the club to its flourishing condition. Resolutions of condolence were extended to his near relatives. The breach made in the club by his loss was deemed irreparable.

SEASON OF 1914

The annual election took place on January 7, George A. Law being once more honored

with the unanimous vote of the club. The complete result of the election follows: President, G. A. Law; first vice-president, Dr. Hitchings; second vice-president, G. M. Marinoni; third vice-president, Jas. Hennessey; fourth vice-president, C. M. Lockwood; treasurer, G. M. Davis; secretary, C. E. Twombly; directors, John Stackpole, Chas. Forshner, Geo. L. Davis, C. M. Marinoni, Chas. L. Ellis, A. J. Carpenter, Geo. A. Law, C. M. Lockwood, C. E. Twombly, O. E. Linscott.

The annual banquet, held at the Quincy House, was up to the high standard always set by the club, and, according to the expressions of the horsemen, the future of matinee racing was very bright. President Law extended a welcome to the members and invited guests, and asserted that the matinee sport would be obliged to go to racing mile heats, in place of the half-mile affairs, as the public was apparently much more interested in horses going the full distance.

President G. Pray Smith, of the Metropolitan, opened his after-dinner address by a compliment to the horsemen in being the most honorable in business matters, and that he could not call to mind any time the horsemen had resorted to crookedness, if perchance one fellow member would get the worst of it. He was delighted that the driving clubs were working shoulder to shoulder for the good of racing. He said that the horse had done vastly more to develop this country than is usually believed. He had hopes that eventually the "Mets" and Fellsway Club would merge into one driving club, that would have no superior in the entire country.

President R. G. Crosby, of the Dorchesters, said that it was the hope of his club to have, in the near future, an adequate stable for the accommodation of visiting members and horses at the Franklin Field Speedway.

President C. H. Playdon, of the Quannapowitt Club, urged the driving clubs to become interested in the building of good roads, that being the crying necessity of the present era. As it is today, the majority of the state roads are made entirely for the use of automobiles, and there should be a portion on each side, with suitable footing for the driving of the light harness horse. It would also prove a matter of greater safety for those who enjoy driving, instead of motoring, as the automobiles would have the entire middle of the road for their use, and the teams would keep to each side.

It was voted, on February 25, to lease Combination Park for the season of 1914, and arrangements were completed for the signing of the lease.

The matinee season opened on April 20 with a rush, all of the classes receiving a liberal list of entries. The free-for-all was particularly well filled with fast racing material, the following taking the word: Ruth D., Miss Adbell, Ethel S., Manila Boy and Robert Kernan. The event was won by J. O. Reay's Ruth D., in straight heats, in the fast time of 1:05 1-4 and 1:06, which, for so early in the season, was considered remarkable. Ethel S. was second to the winner the first heat, while Miss Adbell was beaten by Ruth D. the second heat by a close margin.

There were several interclub meets held during the Summer, the club going to the Reading track in conflict with the Quannapowitts, and the Quannapowitts returning the favor at Combination Park, and also there was a meeting with the Dorchester Club, at the club's home track.

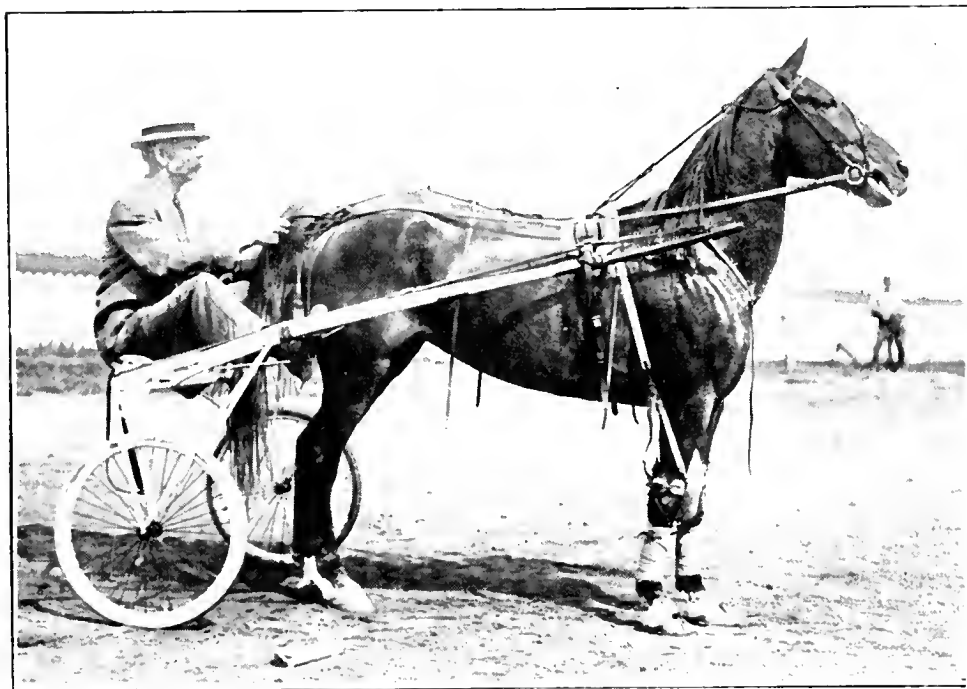
At the close of the racing season the following was found to be the standing of the club's horses in prizes won:

Trotters

First point prize—C. E. Twombly's Doctor—53.
 Second point prize—E. A. Ware's Chubby Boy—48.
 Third point prize—M. Leach's Baron Gwynn—34.
 Fourth point prize—G. Horsman's Ed King—28.
 Fifth point prize—G. Reid's Nut Axworthy—15.
 Sixth point prize—W. J. Forsyth's Billy C.—14.

Pacers

First point prize—C. E. Twombly's Manila Boy—64.
 Second point prize—A. J. Carpenter's Robert Kernon—59.
 Third point prize—G. A. Law's Fanny M.—49.
 Fourth point prize—L. J. Wood's John W.—47.
 Fifth point prize—B. La Croix's Little Dan—44.
 Sixth point prize—O. E. Linscott's Lady Belle—43.
 First prize for winning most heats—G. A. Law's Fanny M.—46.
 Second heat prize—C. E. Twombly's Manila Boy—45.
 Third heat prize—O. E. Linscott's Lady Belle—38.
 Fourth heat prize—L. J. Wood's John W.—38.
 Fifth heat prize—B. La Croix's Little Dan—36.
 First prize for most starts—C. E. Twombly's Manila Boy—19.
 Second prize for most starts—G. A. Law's Fanny M.—17.



FANNY M., 2:24 1-4

Always in the Thick of the Racing Battle, Both in Club and Interclub Meets
 Owned by G. A. Law

Ladies' Auxiliary of the Fellsway Driving Club



Top Row, reading from left to right:—Mrs. F. E. Morrison, Mrs. L. H. Phelps, Mrs. O. E. Linscott, Mrs. A. B. Pritchard

Lower Row:—Mrs. A. J. Carpenter, Secretary; Mrs. C. W. Thyng, Vice-President; Mrs. Agnes M. Cornwell, President; Mrs. C. R. Forshner, Treasurer

IN the Summer of 1909 was organized the Ladies' Auxiliary of the Fellsway Driving Club, and in numerous ways did it prove of vast importance in the advancement of the Fellsway Club. Almost from the start the ladies added to the material benefit of the club by holding social functions, the revenue derived being used in securing comforts and articles of necessity required by the driving club.

The large flag that floats from the flag-pole at Combination Park on race days was made by the Ladies' Auxiliary, while the present clubroom in Franklin Street was almost entirely the result of the auxiliary's work.

In raising the funds the auxiliary held dances, whist parties, luncheons and many odd little gatherings that would bring in the nifty penny. It has always been active, at the present time (1914) holding weekly meetings on Wednesday afternoons, in the Fellsway clubroom. The first list of officers of the auxiliary was as follows:

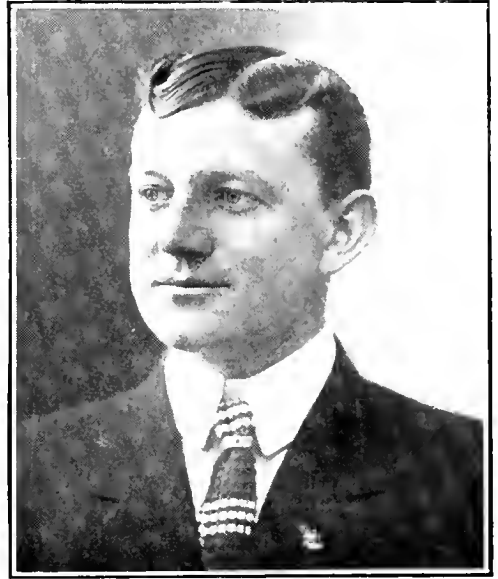
President, Mrs. J. W. Litchfield; vice-president, Mrs. J. S. McRae; treasurer, Mrs. F. S. McKown; secretary, Mrs. Frank E. Morrison.

The officials for 1914 were: President, Mrs. Agnes M. Cornwell; vice-president, Mrs. C. W. Thyng; treasurer, Mrs. C. R. Forshner; secretary, Mrs. A. J. Carpenter.

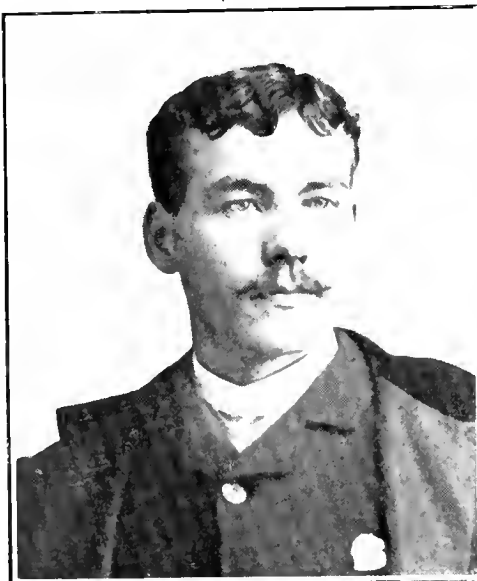
Well Known Members of Fellsway Club



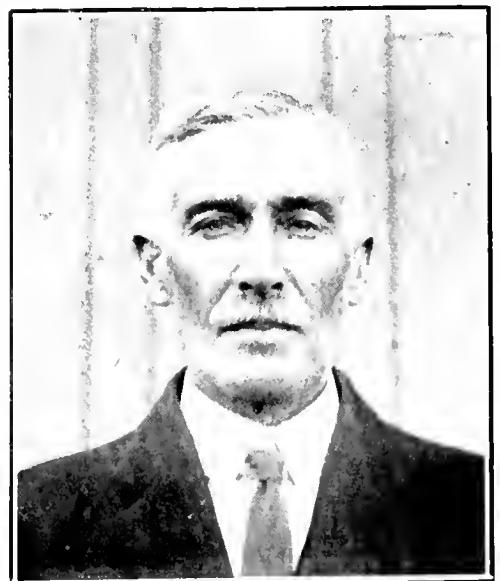
GEORGE N. COYLE
One of 13 Who Organized the Club



FRANK E. MORRISON
Club's First Secretary



E. R. WHITMAN

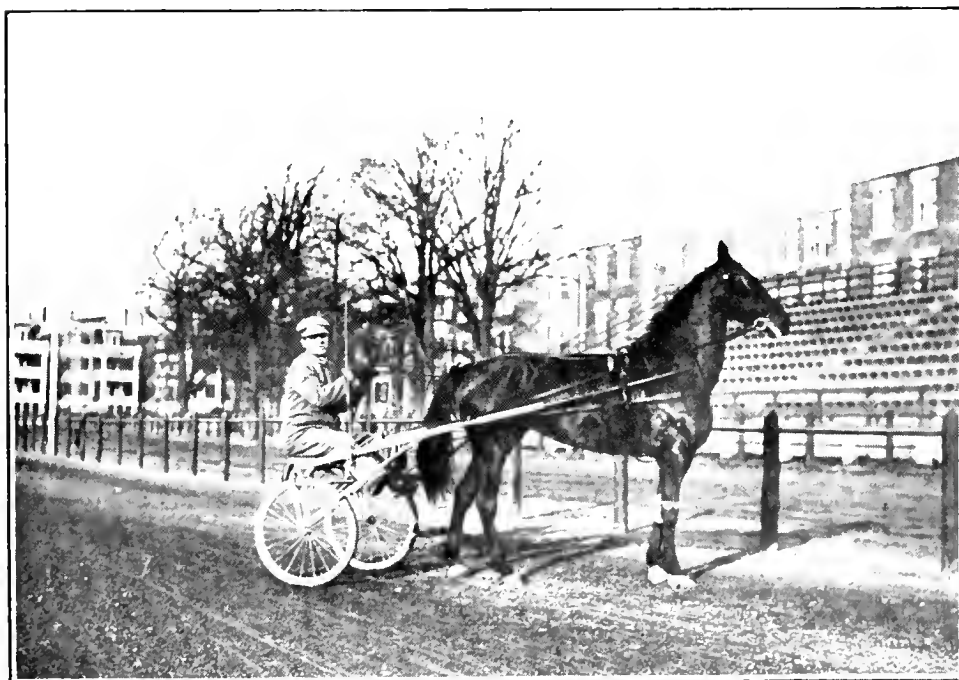


C. M. LOCKWOOD



DOCTOR

Perhaps the Best Known Matinee Trotter in Greater Boston, He Having Raced for Nine Consecutive Seasons and a Constant Prize Winner. Owned and Driven by C. E. Twombly



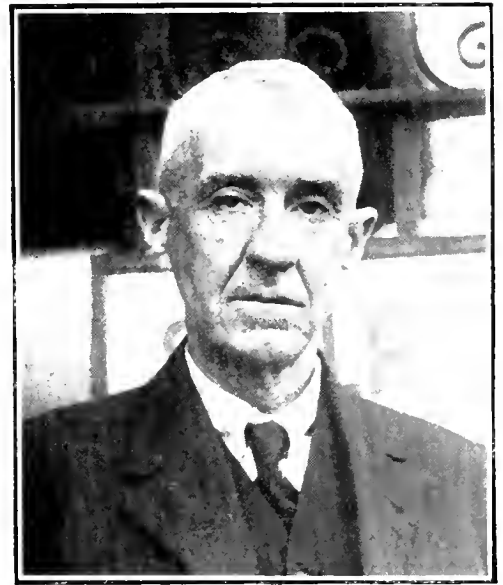
LADY BELLE

A Popular Mare with the Patrons and Members of the Fellsway Club Matinees at Combination Park. Owned and Driven by O. E. Linscott

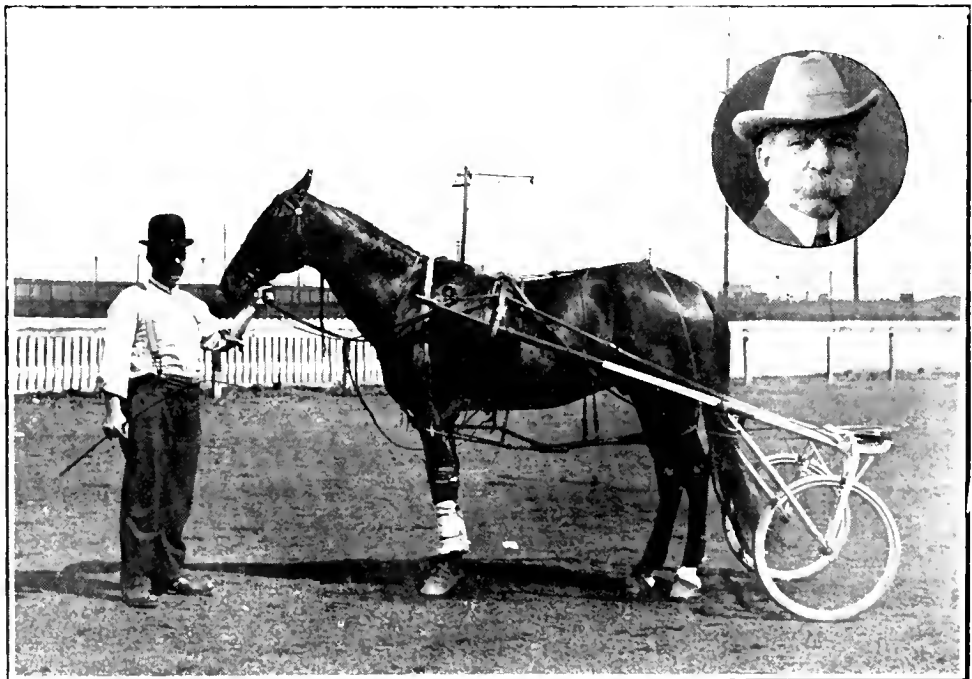
Well Known Members of Fellsway Club



BRADFORD R. COBB



HUGH J. MORRISON



ARGOT LAD, 2:17 1-2

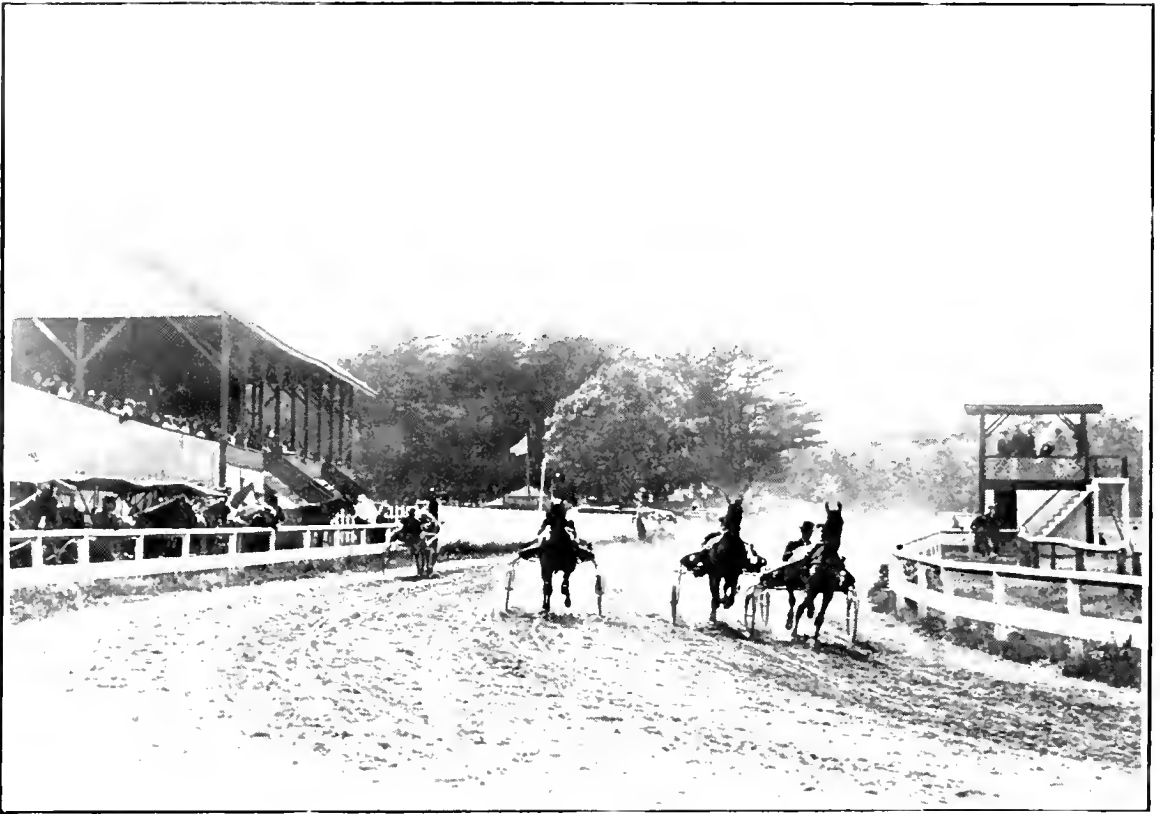
Prominent in the Matinees of the Fellsway Driving Club. Owned by George M. Davis
and Driven by G. L. Davis, Who is Seen at the Gelding's Head

**The
Old Colony Driving Club**

1908

1914

South Weymouth Track



FREE-FOR-ALLERS ON THEIR WAY



THE STABLES—READY FOR THE NEXT HEAT

The Old Colony Driving Club

THE Old Colony Driving Club, from the humble first membership of five, who, at that time, were members of the Dorchester Gentlemen's Driving Club and, residing on the South Shore, had to drive quite a distance from their homes to race on the Dorchester Speedway, has grown within the past three years to be one of the largest and most enthusiastic, as well as prosperous, driving clubs in New England. The club draws its membership from Quincy, Weymouth, Braintree, Whitman, Abington, Rockland and Hingham.

The racing ground of the club is at South Weymouth, directly in the center of this territory, and they have one of the best half-mile tracks, with spacious grandstands and sixty-two as fine horse stalls as there are in New England. All of these things have a great bearing on the success and prosperity of the club, coupled with the interesting races held every Saturday and holiday during the season, which begins April 19 and ends November 1. On holidays the club features extra attractions and charges admission at the gate. On all other racing days admission is free.

On a returning trip home from an annual election of the Dorchester Gentlemen's Driving Club, one night in December of 1907, Harry C. Thayer, H. P. Hobart, W. H. Foss and George French, of South Braintree, with B. C. Wilder, of Hingham, talked over the matter of organizing a driving club for the horsemen of the South Shore, and the leasing of the South Weymouth track.

Meetings were held in the stable office of Harry Thayer, at 19 Stafford Street, South Braintree, where, around the hot stove during the cold Winter evenings, the Old Colony Driving Club was born with the five members mentioned above.

After preliminary arrangements had been completed, a call was sent out to the horse owners in the several towns to meet at Mr. Thayer's stable office on January 24, 1908. In the meantime, each one of the five button-holed every horse owner he met and talked the proposition over in true advertising solicitor's style.

On the evening of the meeting, so well had the promoters done their work that the stable office was not large enough to accommodate the number gathered. So, after a few remarks from Mr. Thayer, who stated the object of

the meeting, adjournment was taken to Odd Fellows' Hall, for the evening of January 31.

In the meantime, their friends in the Dorchester Gentlemen's Driving Club, not wishing to lose them as members, tried to influence these five against the proposition by trying to convince them that the adventure was a foolish one and could not be made a success.

Much of this reasoning was caused from the fact that some years previous there had been a club, called the South Shore Driving Club, which had leased the South Weymouth track to give horse races for purses and gate money.

This club had put the name of driving clubs in bad with the horsemen of that vicinity. They had horses named as entered in their races who never appeared. They had classes advertised to start with ten and twelve horses, guaranteeing to the paying public interesting races with large fields of horses. These interesting races never took place; in fact, the horses advertised had never been entered. The public was fooled so many times that it became disgusted and refused to attend the races.

But despite all this, Mr. Thayer and his associates felt that they could gain back the good opinion of the horsemen and racegoers of the South Shore by being careful of whatever they might do.

So on the evening of January 31, when the meeting was called to order in Odd Fellows' Hall, there were nearly fifty horse owners present. After the usual routine business necessary to organizing, there was a general discussion for and against the proposition, but the opposition was very small.

The promoters at this point appreciated the fact that, if they were to pull the thing through to a success, they must carefully select their officials. So the following slate was made up and elected unanimously:

President, Col. A. C. Drinkwater, one of the leading horse breeders of New England; vice-president, Lot Lohmes; secretary and treasurer, Theron L. Tirrell; directors, Geo. A. French, W. H. Foss, B. W. Shaw and Frank P. Fay; racing committee, Harry C. Thayer, E. H. Waite, H. P. Hobart, Lot Lohmes, B. W. Shaw, W. F. Drinkwater, A. R. Hobart, Joseph A. Haley, C. S. Hanaford and John J. Hanley; membership committee, Robert R. Stocker, James Ford, Joseph A. Haley; finance committee, J. Marcus

Arnold, H. Parker Hobart, J. W. Ford; house committee, John J. Hanley and F. A. Oliver. All were leading business men and residents of the several towns before mentioned on the South Shore.

After the election of officers and the appointing of committees for the ensuing year, it was voted that the weekly meetings of the

half-mile track and entire plant at South Weymouth, for the use of the Old Colony Driving Club.

Just as soon as the weather softened, at the end of Winter, work was begun on the plant in improving the stable, grandstand and the race track, so that at the opening, held on April 20, the 19th falling on Sunday, the plant had been so thoroughly renovated that an agreeable surprise awaited those present.

While a number of the members of the new club were also affiliated with the Dorchester Gentlemen's Driving Club, yet it was, in their opinion, a wise move to prohibit the use of hobbles in the matinees at the South Weymouth track.

The result of this action was immediately demonstrated in the number of trotters that started in the races in proportion to the pacers, the former outnumbering the side-wheelers at least three to two. When a lot of the men owning horses along the South Shore found that the racing was to be with horses not wearing the straps, they immediately joined the organization, bought a fast trotter or a free-legged pacer, and started in to have some fun. So it was that the Old Colony Club rapidly grew into distinction, even more so than its promoters dared to dream.

There were eight events scheduled for the first day's racing of the new club, and while the afternoon was cold and rainy, yet all that had entered put in an appearance, while the grandstand was well filled with horse-loving residents of that vicinity.

In the first event of the afternoon, one of the starters was the trotting gelding, Altro L., owned and driven by Harry C. Thayer. While he lost the race, yet he took the first heat in 1:10 1-2, which placed a record for other trotters over the track to shoot at. It is a peculiar instance that of all the horses that raced that season for the club, Altro L. was, in the Fall of 1914, the only one left in the matinee events of the club. The summary of the first matinee follows:

So, Weymouth, April 20, 1908—Class A, trot.

Willie John (Ford).....	2	1	1
Altro L. (Thayer)	1	2	2
Hulman (Littlefield)	3	3	dr
Time—1:10 1-2, 1:11, 1:11.			

Class B, trot.

India Panis (French).....	2	1	1
Willie J (Cushman)	1	2	2
Time—1:13, 1:10 1-2, 1:13.			

Class C, trot.

Lassie (Hannaford)	3	1	1
King Bruce (Wilder)	1	2	2
Eagle Bell (Ford)	2	3	3
Time—1:17, 1:13 1-2, 1:13.			



Photo by Cluckering

COL. A. C. DRINKWATER
President 1908

club, which had been duly christened the Old Colony Driving Club, be held during the Winter in different halls, on account of the members being so widely scattered, some living as much as twelve to fifteen miles away. In holding these meetings at the hall in each town in the club's territory, there was sure to be a representative gathering from the place where the meeting was held, and, at the same time, all the members would eventually have a meeting of the horsemen in their own vicinity.

In the Summer months it was decided that there would not be so many members to attend the meetings. Therefore, the essential matter before the club would be in having the race committee assemble weekly to match the horses in the races to be decided on Saturdays. Mr. Thayer kindly offered the use of his stable office for this purpose, and, it being central for the race committee, they accepted the use of it.

It was also voted to lease from the Weymouth Agricultural and Industrial Society the

Class D, trot.	
Patricia (Fay)	1 1
Molly Pitcher (Reed)	2 2
Time—1:20, 1:26.	

Class E, trot.	
Queen Lily (Waite)	1 1
Billy Boy (Stocker)	2 2
Time—1:40 1-2, 1:41.	

Class F, trot or pace.	
Nina (Wilder)	1 1
Katrina (French)	2 2
Black Bess (Baker)	3 3
Time—1:17, 1:18.	

Class G, trot or pace.	
Yankee Girl (Baker)	1 1
Mizoleta (Shaw)	2 2
Sontie (Oliver)	3 3
Time—1:20, 1:23.	

Class H, pace	
Cleio (Soule)	2 1 1
Scotch Oil (Ford)	1 2 2
Time—1:10 1-2, 1:15, 1:17 1-2.	

During that season there were held over the South Weymouth track 21 regular matinees and three interclub meets, including the one held by the fair. In the same time, the racing members competed away from home with the Brockton Club, with Dorchester, and another interclub meet with Brockton during the Weymouth Fair. Not content with these, they visited Brockton, in October, for the final session away from home.

In the interclub meet with Brockton, held June 27, Old Colony won by 40 points to 37 points for their rivals. On the first day of August, Brockton visited the Old Colony and were beaten, 55 points to 43 points. The meeting between the two clubs at the Weymouth Fair, September 24, resulted in Old Colony getting 23 points, to 18 for the Shoe City boys. The final session between the clubs, held at Brockton on October 17, was taken by Brockton, they scoring 53 points to Old Colony's 41.

The Old Colony horses competed against Dorchester at Franklin Field Speedway on August 8, the result being in favor of the Dorchesters by the overwhelming score of 72 1-2 points to 17 1-2 points. This was the worst beating the South Shore representatives ever received. It being the first year of their career on the turf, it taught them many valuable lessons in the art of interclub racing.

On September 7 was the three-cornered interclub meet at the South Weymouth track, in which Dorchester scored 75 points, Old Colony 43 points, and Brockton 25 points.

During the season the trotting record was reduced to 1:07, the following being the way the record fell: May 9, India Paris stepped in 1:10; May 23, Willie John in 1:08 1-2; July 4, Altro L., in 1:08; September 12, Altro L. defeated Czarina in 1:07 3-4; Sep-

tember 26, Altro L. defeated Willie John in 1:07.

For the pacers, Winter quarters found the record placed at 1:05. The method of accomplishing this is shown by the following: April 20, Cleio started the pacing record by winning in 1:15; April 25, Czarina lowered it to 1:10; May 23, Nina B. turned the track in 1:09; May 23, Czarina dropped the record to 1:05.

The race committee, after thoroughly going through the performances for the Summer, found the following were the winners of the season's trophies:

PRIZE WINNERS

Trotters

Gold mounted whip for fastest average time—Harry C. Thayer's Altro L., 1:10 9-10.

Blanket for greatest number of heats—D. F. Daley's Aquiline.

Horse suit and knee pads for the greatest number of points—B. C. Wilder's Nina—61 1-2.

Pacers

Cooler for fastest average time—J. F. Young's Kallanos—1:12 1-8.

Blanket and surcingle for greatest number of points—E. L. Soule's Cleio—38.

SEASON OF 1909

At the annual election held in January, the following was the result: President, Lot Lohnes; vice-president, H. C. Thayer; secretary and treasurer, T. L. Tirrell; directors, Col. A. C. Drinkwater, Geo. A. French, J. B. Reed, B. C. Wilder; racing committee, E. H. Waite, chairman; A. R. Hobart, H. P. Hobart, J. F. Young, G. A. French, B. W. Shaw, M. F. Drinkwater, Jas. Ford, D. F. Daley, D. W. Hart; membership committee, A. S. Marsh, O. W. Watson, S. A. Litchfield; finance committee, J. B. Reed, B. C. Wilder and R. D. Stetson; house committee, A. F. Clapp, Max Schraut and Nat'l Ellis; auditing committee, C. C. Pendergast, H. C. Thayer and J. F. Young; entertainment committee, J. F. Young, H. C. Thayer, H. P. Hobart, J. A. Haley and C. F. Cavanagh.

The first annual banquet was held in February, and was a pronounced success, the dinner, entertainment and after-dinner speeches bringing forth praise from all.

With Lot Lohnes, the president, and a lot of good men, hard workers, on the committees, the season proved a very successful one on the track. The membership grew very rapidly and the attendance on holidays and field days of the club was very creditable indeed.

On May 31 was held an interclub meet with Dorchester and, on July 5, the local club had a session with the Brockton horsemen. Both of these meets aroused a great deal of interest.

A number of prizes were given which created an unusual amount of rivalry between the members. At the conclusion of the season's matinees, it was found that the following had captured the trophies.

PRIZE WINNERS

Trotters

- Director's cup (value \$25) for winner of most races—B. C. Wilder's Nina.
 Cup (value \$25) for fastest average time—T. A. Cushman's Willie J.
 Cup (value \$15) for winner of most points that never before started in club's races—J. J. Buckley's Duffy's Malt.
 Cup (value \$10) for the fastest time in winning races—M. F. Drinkwater's Winaka.
 Sonoma Girl harness (value \$50) for winner of most points—B. C. Wilder's King Bruce.
 Bristilian service fee (value \$25) for starting and finishing in greatest number of races—S. A. Litchfield's Starling.
 Racing bridle (value \$10) for winner of most heats—D. Frank Daley's Aquiline.
 Turkey (value \$6) for winner of greatest number of races, including matches—B. C. Wilder's King Bruce.
 Blue ribbon winners—A. A. Davenport's Lady Sampson, A. R. Hobart's Miss Paris, A. S. Marsh's Campwood.

Pacers

- Racing committee cup (value \$50) for winner of most points—E. H. Clapp's Dolly Lincoln.
 Cup (value \$25) for fastest average time—Lot Lohnes' Sunderland King.
 Cup (value \$15) for winner of most points that never before started in club's races—E. F. Maher's Louise D.
 Cup (value \$10) for the fastest time in winning races—H. P. Hobart's Nina B.
 Carriage robes (value \$25) for winner of most races—J. Cummings' Fire Bug.
 Blue ribbon winners—C. E. McKenzie's Kathleen, D. F. Bates' Oswego Boy, Lot Lohnes' Maud Miller.

SEASON OF 1910

The following shows the officers elected at the annual meeting: President, B. C. Wilder; vice-president, D. Frank Daley; secretary and treasurer, T. L. Tirrell; directors, Lot Lohnes, A. S. Marsh, G. A. French, S. A. Litchfield; racing committee, J. F. Young, H. Miller, E. H. Waite, H. C. Thayer, G. A. French, A. R. Hobart, J. W. Ford, T. A. Cushman, D. F. Daley and Jas. Cummings; membership committee, A. S. Marsh, S. A. Litchfield and Wm. Gilligan; finance committee, D. W. Hart, M. C. Sproul and E. H. Waite; house committee, Max Schraut, D. F. Daley, A. S. Marsh.

Matters were kept humming during the administration of B. C. Wilder, both on the track, where the matinee and interclub events brought forth big fields of starters and great enthusiasm from both the members and the

spectators, and at the weekly meetings during the Winter, where refreshments were served and after-luncheon speaking was indulged. In every way the club prospered and kept branching out. The annual banquet brought out the best there was in the club.

In awarding the prizes for the season, it was found that Harry Thayer's Altro L. was the king of trotters, and J. W. Linnehan's Budweiser had put it over the pacers. For the point prizes, S. A. Litchfield's Starling made the most for the trotters, and George Beal's Young Bayard got the highest count for the pacers.

PRIZE WINNERS

Trotters

- Time cup—H. C. Thayer's Altro L.
 Point cup—S. A. Litchfield's Starling.

Pacers

- Time cup—J. W. Linnehan's Budweiser.
 Point cup—George Beal's Young Bayard.

Note.—In 1910 were held 234 races with 573 heats, racing 398 trotters and 278 pacers.

SEASON OF 1911

The annual election resulted as follows: President, D. Frank Daley; vice-president, Jas. F. Young; secretary and treasurer, L. L. Kennedy; directors, B. C. Wilder, T. L. Tirrell, A. R. Hobart and S. A. Litchfield; racing committee, Jas. F. Young, chairman, E. H. Waite, H. C. Thayer, H. P. Miller, A. R. Hobart, H. P. Hobart, A. S. Marsh, Geo. Beal, Jas. Cummings and B. C. Wilder; house committee, E. H. Waite, A. R. Hobart, A. S. Marsh.

Matters were kept humming in both a social way and on the track during the year, there being interclub meets with the nearby driving clubs, and each Saturday and holiday there was the regular matinee held at the South Weymouth track. In February was the annual banquet.

There was a lot of rivalry during the Summer for the valuable cups offered for the season, and when it came to sifting out the victors, it was found the following were the fortunate ones.

PRIZE WINNERS

Trotters

- Time cup—J. W. Ford's Willie John.
 Point cup—H. C. Thayer's Altro L.

Pacers

- Time cup—E. F. Maher's Onward March.
 Point cup—J. F. Hollis' Thistle.

Note.—In 1911 were held 234 races with 553 heats, racing 375 trotters and 291 pacers.

SEASON OF 1912

At the annual election, the following were placed in office for the ensuing year: President, Jas. F. Young; vice-president, S. A. Litchfield; secretary and treasurer, L. L. Kennedy; directors, B. C. Wilder, E. H. Waite, D. Frank Daley, H. P. Hobart; racing committee, D. Frank Daley, chairman, J. W.



JAMES F. YOUNG
President 1912

Ford, G. A. French, J. J. Buckley, W. H. Gilligan, A. R. Hobart, H. P. Miller, Thos. MacKenzie, C. H. Richards, S. B. Totman.

In the selection of James F. Young for president in 1912, the members of the Old Colony Driving Club thoroughly believed in recognizing a hard worker in the interests of the organization.

President Young had been identified with the racing committee from the inception of the club. In 1909 he worked under Chairman E. H. Waite. The following year he accepted the office of chairman of that committee, which he held through 1911.

Any person familiar with the duties of chairman of the racing committee realizes the difficulty of fulfilling the position to the satisfaction of the members racing horses. President Young had accomplished this in a way that was almost miraculous. Far from being unpopular, he was really liked best by the men who had raced under him. Both as a handicapper and as the starting judge, he had become vastly more appreciated in their es-

timation, his good judgment and diplomacy having made him a lot of friends.

It was thus easy to see that the season of 1912 was destined to be one of the most prosperous in the history of the Old Colony Driving Club. President Young not only kept matters humming on the track, but in a social way.

That Winter was held in Odd Fellows' Hall, Quincy, a banquet at which were in attendance the presidents and leading officials of other clubs in Greater Boston and Brockton. It was one of the real good times that so much help to cement into friendship the members of the club with those belonging to other driving clubs.

It was found at the close of the season that the following were successful in winning the trophies.

PRIZE WINNERS

Trotters

Time cup—J. W. Ford's Willie John.
Point cup—T. A. Cushman's Willie J.

Pacers

Time cup—J. B. Reed's Edith R.
Point cup—I. R. Anderson's Benjamin.

Note.—In 1912 were held 195 races with 472 heats, racing 341 trotters and 216 pacers.

SEASON OF 1913

Following are the officials that were elected for the ensuing year: President, Harry C. Thayer; vice-president, Henry P. Miller; secretary and treasurer, M. C. Sproul; directors, John F. Hollis, Thos. Green, H. P. Hobart and J. F. Young; breeding committee, Lot Lohnes, M. F. Drinkwater, S. A. Litchfield; racing committee, J. F. Young, chairman, H. P. Miller, H. P. Hobart, E. H. Waite, A. R. Hobart, Lot Lohnes, B. C. Wilder, D. F. Daley, Thos. Green and J. W. Ford; membership committee, A. R. Hobart, E. C. Wilcox, and D. F. Daley; finance committee, E. H. Waite, Geo. Beal and C. F. Cavanaugh; house committee, H. P. Hobart, C. H. Richards and C. E. MacKenzie; auditing committee, R. D. Stetson, B. C. Wilder and T. A. Cushman.

It had always been with rare foresight that the members of the club selected their leading officials. This was manifest by the electing of Harry C. Thayer as the chief executive of the club. President Thayer was one of the five that instituted the Old Colony Driving Club, and, from that very opening night to the present time, his heart and soul have been in the prosperity of the organization which he helped to found.

President Thayer not only used his influ-

ence in every way in having the club grow stronger in numbers and finance, but he used his check book in increasing the quality of the horses in the matinees. One venture of his was the purchase of the trotting mare, Katherine R., 2:11 3-4, from Trainer Harry Jones, Rushville, Ind. This naturally led other in-



HARRY C. THAYER
President 1913

fluential members of the club to dig into their pockets for racing material that would be capable of giving President Thayer's new purchase a real horse race.

In the Winter was held another banquet in Quincy, and the after-dinner speaking was a revelation to many present. G. Pray Smith, of the Metropolitan Club, expiated on the good accomplished by any driving club that prohibited the use of the hopples, and said that during the coming season there would be interclub meetings between the Metropolitan and the Old Colony, as the only two clubs in Greater Boston that barred the straps.

There was a big delegation present from the Dorchester Club, the feelings between the Old Colony and that club always having been of the very best. Somehow the remarks about the hopples did not sit very easily on their nerves, and, among others, President R. G.

Crosby spoke right out in the meeting and said that his club, the Dorchesters, was willing to meet any and all clubs in Greater Boston, and it was the sentiment of its members that they were fully as strong in racing material as any of the driving clubs. He, furthermore, said that the Dorchesters were not bound down to using hopples on their horses, but they did so because in the beginning it was popular with all horsemen to use the straps on pacers when the occasion required. In this way many members of the Dorchester Club had purchased pacers that, in order to race their best, had to wear hopples, and it would be a big injustice to these members in preventing their use. It was wholly on account of justice that the club still continued upholding the hopples.

President Thayer gave a very interesting talk, saying that he hoped that the coming months would see a lot of friendly rivalry between the driving clubs, and that the Old Colony Club intended being a participant in many of the interclub events. He knew the sentiment of the club was favorable to going out and meeting other clubs, and it was his opinion that when it came to interclub racing, the Old Colony was fully as well fortified in fast trotters and fast pacers as any club in not only Greater Boston, but in New England. In the interclub meets of 1910, the Metropolitan had won the prize cup, the emblem of the championship of New England. He hoped that ere the season of 1913 had closed, the Old Colony and the Metropolitan would have met, and the supremacy of the two organizations be firmly decided.

Among other speakers were Col. A. C. Drinkwater, first-president of the Old Colony and the breeder of the noted stallion, Cochat (3), 2:11 1-2; S. Walter Wales, past president of the Dorchesters; Harry C. Briggs, past president of the Brockton Club; Fred Beachey, publisher of the American Horse Breeder; J. O. Reay, the owner of many valuable racing horses in the present and past, and Edward E. Cogswell.

With the counting up of the awards at the close of the season, it was found that President Thayer had bought wisely in securing Katherine R., as she had not only captured the point prize, but on August 16, in a race against Van Dyke, she equaled the track record of 1:07, which Altro L. had held for five years.

The pacers, too, had demonstrated a lot of speed, as on two occasions during the season the record had been lowered. On June 28, Miss Winifred, the property of H. W. Waite, and driven by John Daley, won the

race, and paced one of her heats in 1:04, thus chopping off a whole second from the previous pacing record of the course, made by Czarina in 1908. Benjamin, on August 16, tied the record of 1:04 by going to beat 1:05. Benjamin was the property of E. L. Edes, and was driven in his successful effort by L. R. Anderson.

Among the new trotters that raced in the matinees was Kaldar, purchased by S. B. Totman, and noted as one of the winners in the American Trotting Derby of 1909. The cups for the season were awarded as follows:

PRIZE WINNERS

Trotters

Time cup—S. B. Totman's Kaldar.
Point cup—H. C. Thayer's Katherine R.

Pacers

Time cup—I. R. Anderson's Benjamin.
Point cup—C. E. MacKenzie's Kathleen.

Note—In 1913 were held 104 races with 470 heats, racing 330 trotters and 215 pacers.

SEASON OF 1914

The annual election resulted as follows: President, Henry P. Miller; vice-president, Rector D. Stetson; secretary and treasurer, M. C. Sproul; directors, D. F. Daley, T. H. Green, J. F. Young, S. B. Totman.

In February was held the annual banquet, in Fogg's Opera House, South Weymouth, and among the invited guests was a liberal representation from the Dorchester Club. In the after-dinner speaking, plans were proposed which eventuated in the holding of the interclub meets that were decided later in the season.

President Miller spoke very enthusiastically over the continued success of the Old Colony Club in its matinees keeping up to the standard. Though in many of the older clubs of Greater Boston, there had been a decided falling off in the number of starters, the racing members of the Old Colony continued to stick by the ship in good style, with the result that each Saturday there was a first-class racing card decided. It was President Miller's idea that the coming season should find the club's horses meeting those of Dorchester, and, if possible, he would like to see a series of meetings held with the Metropolitan Driving Club.

The first contest between the Dorchesters and Old Colony took place at South Weymouth on July 4. There were fourteen classes on the card, and the final result was in doubt until the very last race had been decided, Old Colony only winning by the close margin of 45 points to 43 for their rivals.

While all of the events were particularly interesting, yet the one that showed up more

brilliantly than the others was the winning of Benjamin in the fast pacing class over Sister Patch, the pacing queen of the Dorchester Club, the gelding turning the track in 1:08 and 1:07.



HENRY P. MILLER
President 1914

Charley King, owned by A. T. Wheelock, of the Dorchesters, who had for so many seasons been the bearcat for all comers, was pitted against Edith R., of the Old Colony, the other starter being Teddy Bingen, who also represented the Dorchesters. Charley King was as reliable as always, and reeled off the event in 1:07 3-4 and 1:07 1-4.

Another pacer that covered himself with credit was Chato, owned and driven by Fred H. Bellows, who represented the Dorchesters, though a member of both of the clubs. Chato defeated Pauline and Redondale, both of the Old Colony, stepping his heats in 1:10 1-2 and 1:08 1-2, and clearly demonstrated to those who saw him perform the brilliant professional career in store for him later in the season.

In the trotting events, the fastest performers were Jack Bingen, owned by President R. G. Crosby, of the Dorchesters, and driven by Fred Eldredge; Kaldar, entered by S. B. Totman of the Old Colony; Catherine C., owned and driven by Ezra Waite of the same club, and Silence, with Hollis Gallup, the veteran of the Dorchesters, in the sulky. These horses were in Class B, and the event was decided in the order named. Kaldar won the first heat in 1:09 3-4, but afterwards Jack Bingen was first in 1:09 and 1:09 3-4.

Another split-heat race was that taken by The Guy, of the Old Colony, who won the second and third heats in 1:13 1-4 and 1:13, after losing the first heat to George M., owned and driven by O. C. Charles of the Dorchesters, in 1:16. Mary Mc, owned and driven by M. McDermott of the Dorchesters, proved quite a factor in the final heat, The Guy only beating her by a neck, in the fastest time of the race.

With the excitement at fever pitch on account of the two clubs being nearly together in points at this late stage of the racing card, Class N, for pacers, kept everybody on tiptoe until the decision was rendered. Red Bird won for Old Colony in three heats, Orange Girl taking the first trip in 1:14, and then the former catching the judge's eye in 1:12 1-2 and 1:11 1-2.

The second interclub meet held between the Dorchesters and Old Colony was on Labor Day, September 7, at the South Weymouth track, and resulted in a much easier victory for the Old Colony than the one of July 4, the visiting club only getting 35 points, while the home boys were gathering a cluster of 58 points.

In the fast pacing class, the local flyer, Miss Vassar, owned by James F. Young and driven by Millard Drinkwater, defeated Benjamin in 1:06 1-4 and 1:06 1-2, which was quite a surprise to many of the admirers of the latter.

In Class B pacing, Sister Patch, of the Dorchesters, was pitted against Edith R., of the Old Colony, while Fred Eldredge, of the Dorchesters, was the other starter with Joe King. Edith R. landed the first heat in 1:06, thus beating the fastest time made by the free-for-allers. Sister Patch then came to the front, winning in 1:07 and 1:08 1-2.

Trixie S., that had been purchased earlier in the season by R. D. Stetson of the Old Colony, was in the event against Color Bearer and Harry Direct, both of the Dorchesters, while Teddy Muscovite was the other starter and represented the home club. Trixie S. made short work of winning, and her time was 1:09 3-4 and 1:12.

For the trotters, in the feature event was President Crosby's Jack Bingen, of the Dorchesters, Katherine R., Harry C. Thayer's entry for the Old Colony, and Higgins, who also represented the local club, while Hollis Gallup came over from Dorchester with Silence. Jack Bingen was not to be denied the victory, he stepping the circle in 1:08 3-4 and 1:09.

An event not in the list of interclub races was between Kaldar and Miss Lake, the lat-

ter owned by H. C. Thayer, the distance being mile heats. The former headed the summary in 2:22 1-4 for the fastest heat. Though defeated, Miss Lake showed great improvement; in fact, this mare had come very fast in the last year of her handling and critics predicted that, before her retirement from racing, she would make a creditable record.

Not since the inception of the club had there been so successful a racing season. On each Saturday there were held from eleven to fourteen different racing events with a liberal number of starters in each, and, to show how well matched the contestants were, the races averaged three heats, showing that in most instances the winners did not have an easy time in securing the blue ribbon. With most of the matinee clubs working hard to hold their own, it was refreshing to the admirers of amateur sport to note the flourishing condition of the Old Colony Club. The winners for the various cups and prizes for the season were as follows:

PRIZE WINNERS

Trotters

- Cup (value \$10) for winner of fastest heat—H. W. Waite's The Reckoning, 1:08 3-4.
- Harness (value \$35) for winner of the greatest number of points—H. C. Thayer's Miss Lake, 79.
- Horse clothing (value \$20) for fastest average time in winning mile races—D. Frank Daley's The Senator.
- Stop watch (value \$15) for winner of second greatest number of points—J. W. Totman's Kaldar, 72 1-2.
- Carriage robe (value \$10) for fastest average time in winning races—H. W. Waite's Catherine C.
- Wool sweater (value \$10) for starting and finishing in greatest number of races—C. H. Williamson's George W.
- Traveling bag (value \$10) for winner of most points and never before competed in club's races—C. I. Swan's Higgins, 56.
- Horse boots (value \$7.50) for winner of greatest number of races—A. A. Davenport's Sampson Maid.
- Open bridle (value \$6) for winner of most heats—C. E. Abbott's Stella Nelson.
- Blue ribbon winners—E. C. Wilcox's Nelsa Benton, W. H. Foss' Warren H., Sandy Rulston's Patriot, and D. M. Biggs' Annie M.

Pacers

- Silver cup (value \$10) for winner of the fastest heat—H. W. Waite's Miss Winifred, 1:05.
- Harness (value \$35) for winner of greatest number of points—T. E. McKenzie's Doubtful, 63 1-2.
- Stop watch (value \$15) for winner of second greatest number of points—L. R. Anderson's Benjamin, 57 1-2.
- Carriage robe (value \$10) for fastest average time in winning races—J. E. Young's Miss Vassar, average 1:09 1-4.
- Traveling bag (value \$10) for winner of most points that never before competed in club's races—E. F. Maher's Pauline.
- Horse boots (value \$7.50) for winner of greatest number of races—B. A. Burke's Blix.
- Blue ribbon winners—H. P. Hobart's Jefferson McKerron, John Dwyer's Bobby.

Note.—In 1914 were held 620 races with 1,553 heats, racing 350 trotters and 264 pacers.

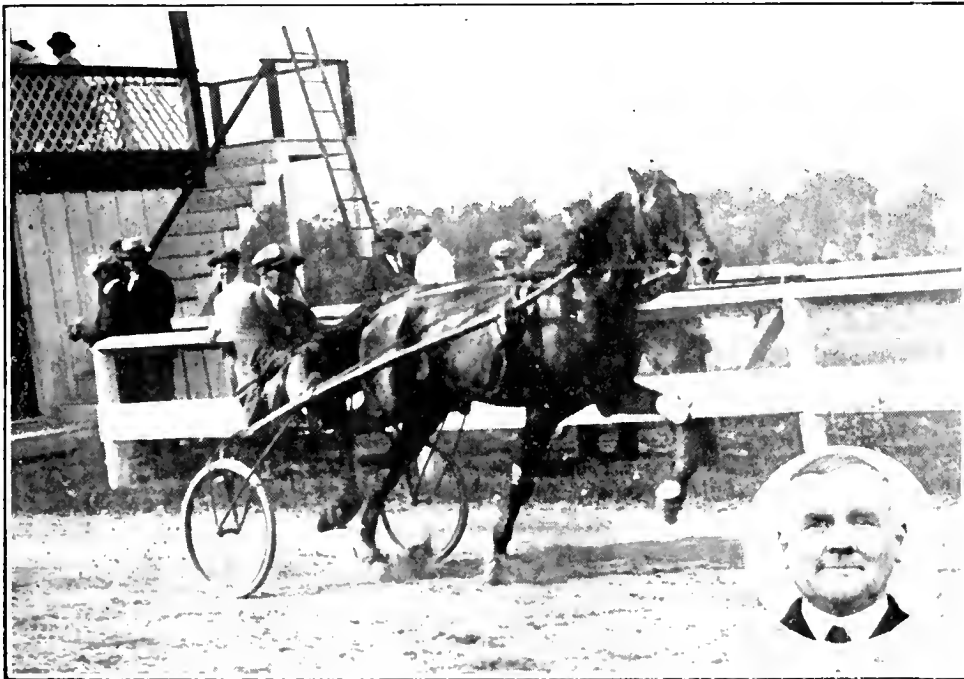
Well Known Members of Old Colony Club



MATTHEW C. SPROUL
Secretary-Treasurer 1913-14



FRED H. BELLOWS
Also Member of Metropolitan and Dorchester Clubs



KALDAR, 2:17 1-4
Winner of Third Money in 1909 Readville Handicap and a Sterling Matinee Trotter.
Owned by S. B. Totman and Driven by J. W. Totman



KATHERINE R., 2:11 3-4

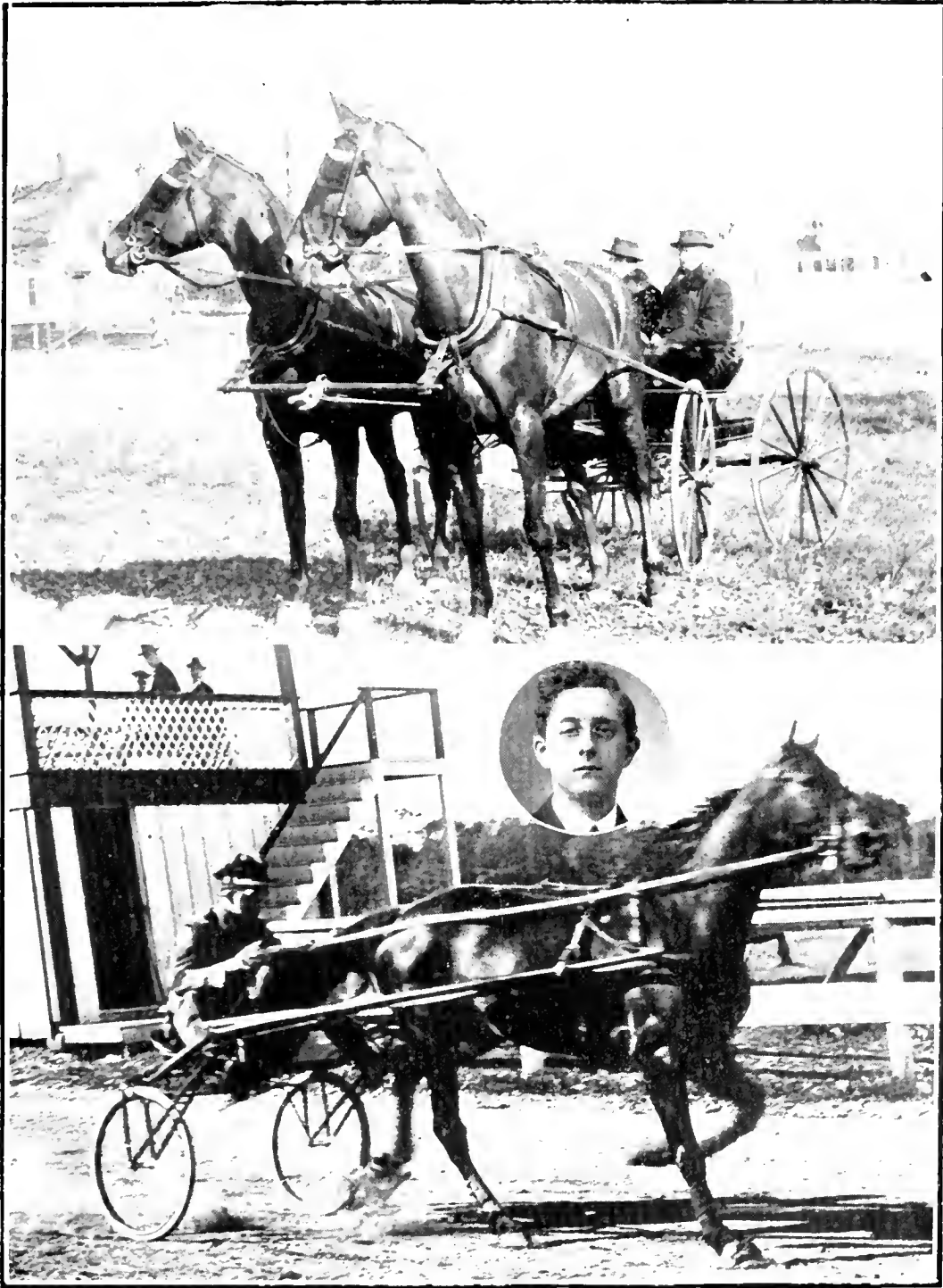
Joint Holder, with Altro L., 2:09 3-4, of Matinee Trotting Record at South Weymouth Track of 1:07. Owned and Driven by Harry C. Thayer



EDITH R., 2:18 1-4

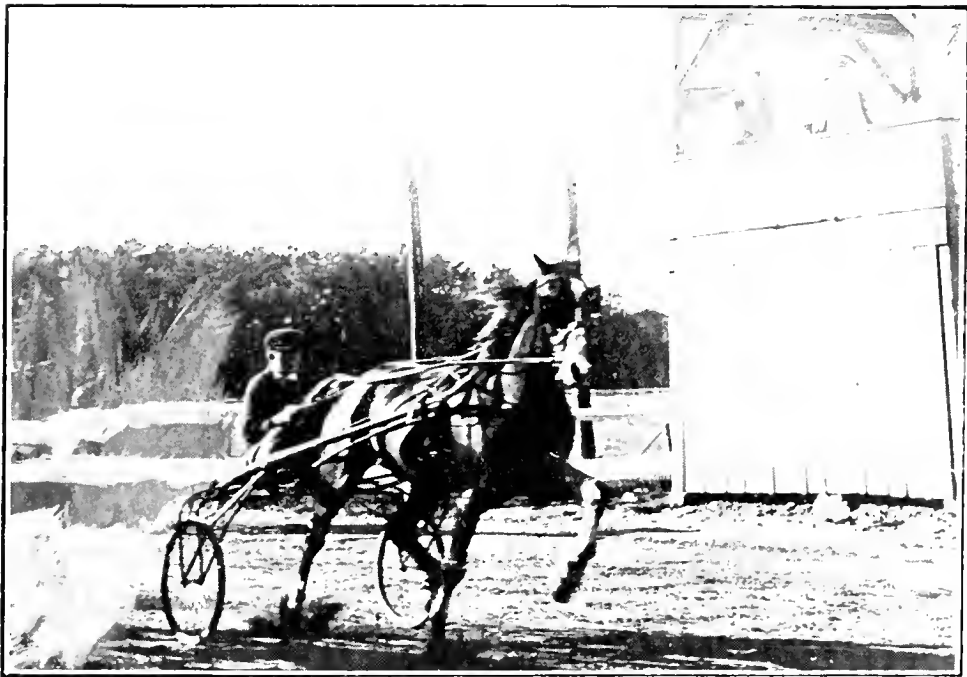
Has Raced with Success in Matinees of Old Colony Club for Four Seasons. In the Cart is George Reed, Grandson of George Reed, One of the Original Founders of the Weymouth Agricultural Society on Whose Track Edith R. Races. Owned by Josiah B. Reed

Rector Damon Stetson and His Horses

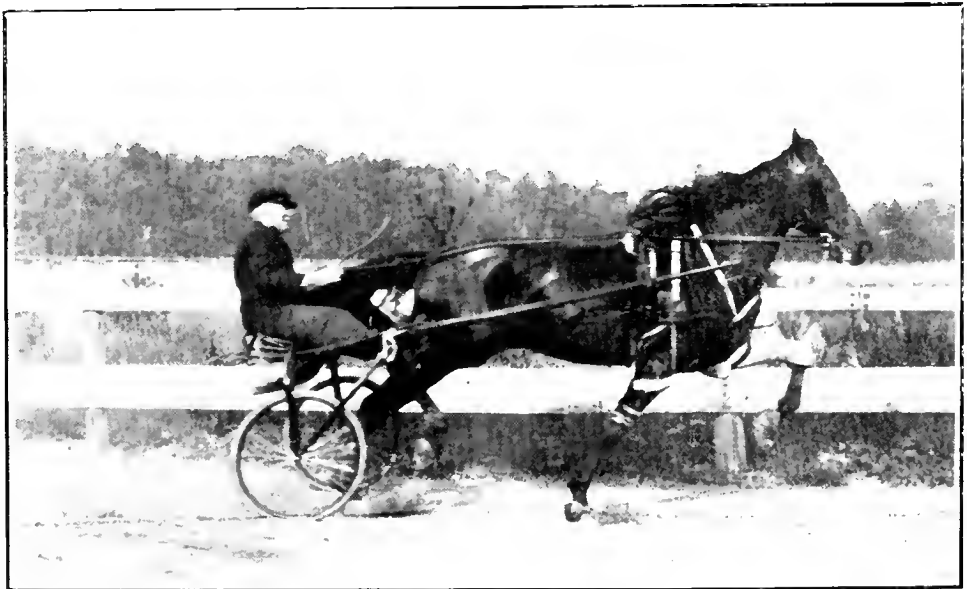


FANCY P., Trial 2:22, and CHARM P., Record of 2:10
Considered the Best Pole Team of Trotters on the South Shore

TRIXIE S., 2:14 1-2
Mr. Stetson's Crack Pacer in Old Colony Club Matinee Races



BENJAMIN, 2:26 1-4 (Trial, 2:17)
Joint Holder of Matinee Pacing Record at South Weymouth Track of 1:04.
Owned by E. L. Edes and Driven by I. R. Anderson



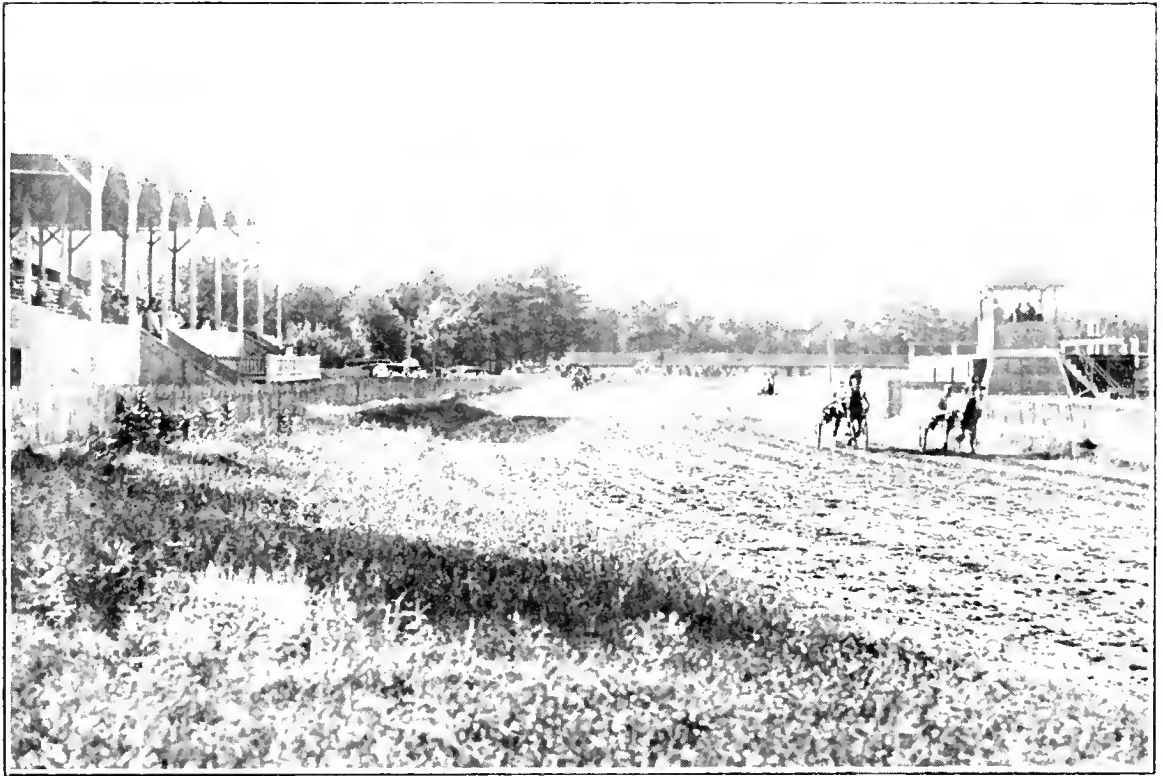
GEORGE W.
One of the Best Known Matinee Performers of the Old Colony Club in the Local
and Interclub Meets. Owned and Driven by George H. Williamson.

The Quannapowitt Driving Club

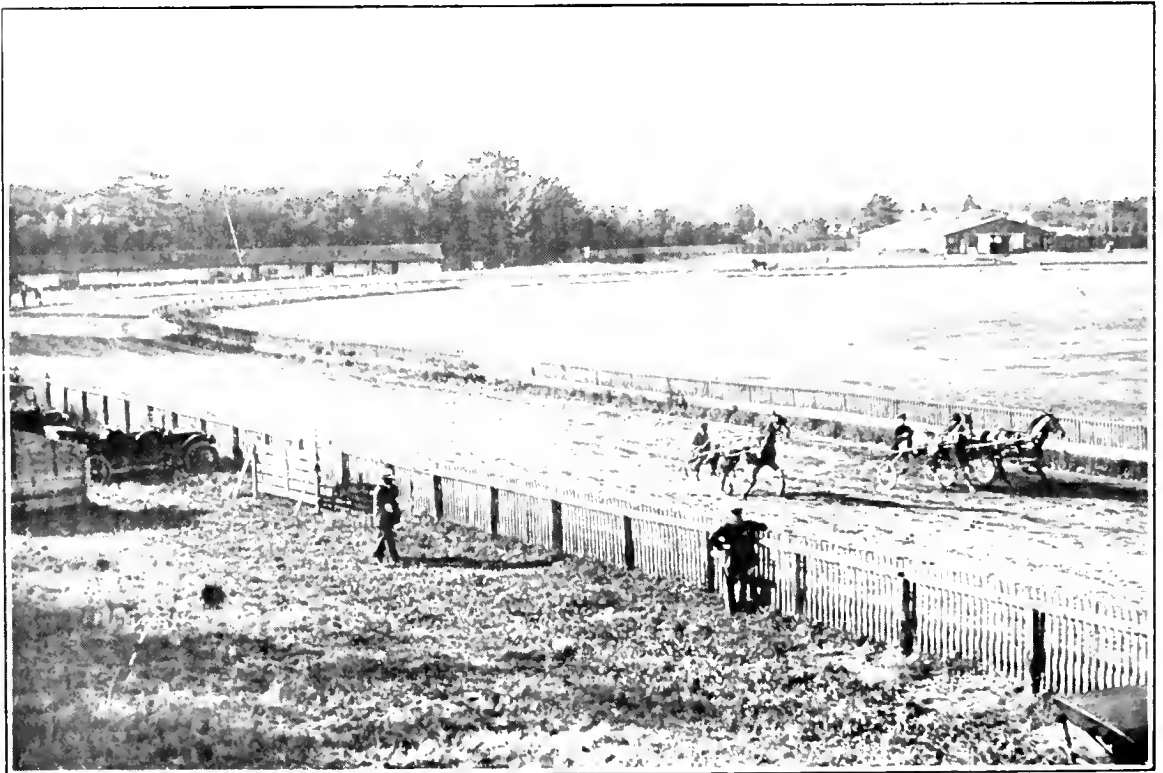
1907

1914

Reading-Wakefield Track



SHOWING HOMESTRETCH AND GRANDSTAND



WINNING BY A HEAD

STABLES SEEN IN BACKGROUND

The Quannapowitt Driving Club

WITH driving clubs representing the several sections of Greater Boston, the fever spread to Reading and the surrounding towns in 1907, the dyed-in-the-wool horse lovers believing that there was sufficient material at hand to form a driving club.

So it came about that in the month of May, of that year, the following called a meeting that was held in Reading, and the Quannapowitt Driving Club was the outcome: George A. Cowdrey, J. C. Macomber, H. A. Brackett, George A. Shackford, J. B. Wilkinson, C. D. Wells, Dr. C. H. Playdon, and A. H. Jewett.

The election of officers was made after the announcement of the call of the meeting, with its object, had been read, as follows: President, J. C. Macomber; vice-president, G. A. Shackford; treasurer, G. A. Cowdrey; secretary, H. A. Brackett.

On account of the club's membership being so widely scattered, it was decided that the organization not attempt having a social side in its affairs, outside of holding a banquet each year, and possibly a ladies' night. It was voted that the annual meetings be held each January, in Odd Fellows' Hall, Reading.

The first business of the club was the leasing of the Reading-Wakefield half-mile track to hold its matinee races over. It was also decided that on holidays there be held, in connection with the racing, a horse show, with the entry to come from the local residents owning good horseflesh.

The first season of matinee racing proved fully as successful as had been anticipated, the membership of the club rapidly growing, as the result of the wholesome rivalry in racing for the ribbons awarded to the first, second and third horses in the summary of each event.

SEASON OF 1908

At the first annual election, President Macomber was re-elected for a second term, G. A. Cowdrey being the vice-president, H. A. Upton the treasurer, and A. H. Jewett the secretary.

The first annual banquet was held on January 14, in Hawthorne Hall, Melrose. Arthur H. Jewett was toastmaster. Among the guests were Hon. Levi S. Gould, county commissioner of Middlesex County; President Walter E.

Newbert and Frank W. Hamlin, of the Dorchester Gentlemen's Driving Club; Dr. W. H. Niminess, of the Gentlemen's Driving Club of Lynn; A. W. Davis, of the Metropolitan Driving Club; S. M. Lawrence, Lexington, and Frank E. Witherell, of Woburn. After-dinner speeches were made by the ones named and by Thomas B. Brady, Melrose; Walter S. Parker, Reading; J. B. Wilkinson, Melrose; G. A. Shackford, Reading, and H. A. Upton, North Reading.

On June 6, the Lynn Club visited the Reading track, and in the interclub meet won 10 of the 18 races from Quannapowitt. The feature event was won by Al Ray, the property of Eben Phillips, of Lynn, though Directumwood, the Quannapowitt pacing champion, owned by J. B. Wilkinson, made the winner march a heat in 1:05 1-2.

Fast time was made on June 17, the trotting mare Dehesia, owned and driven by Thomas Brady, defeated the pacer, Directumwood, in 1:09 1-2 and 1:07 1-4. Baron B., the property of W. H. Bird, stepped fast, too, his heats being paced in 1:08 and 1:08 1-4. Another feature was the open air horse show.

The Quannapowitts visited the Lynns at Rockdale Park on July 13, and the result was a victory for the Lynn Club, they winning 11 out of the 16 events on the card.

It was decided by the officials of the club that the second annual banquet be held in December, in place of waiting a month later. This came off at the Quincy House, Boston, on December 16, and Arthur H. Jewett was toastmaster. The after-dinner speakers from visiting clubs were President Walter E. Newbert, of the Dorchester Gentlemen's Driving Club; President F. J. Babbett, of the Gentlemen's Driving Club of Lynn, and President James I. Brooks, of the Fellsway Driving Club. Following the entertainment and after-dinner speeches, the awards of the cups for the season just closed were made, the winners being:

PRIZE WINNERS

- Cup for fastest time trotter in ten races—E. Gerry Emmons' Belle Stirling.
- Cup for fastest time pacer in eight races—W. H. Bird's Baron B.
- Cup for most races—B. A. Russell's Kellerton.
- Cup for hardest luck—Henry Mellon's Strong Hal.
- Cup for most ribbons in ladies' driving class—Miss Myrtle Wells' Woodland.
- Cup for most ribbons in men's driving class—William P. Pierce's Black Beauty.

SEASON OF 1909

The result of the second annual election was as follows: George A. Shackford, president; G. A. Cowdrey, vice-president; H. A. Brackett, treasurer; A. H. Jewett, secretary.

A peculiar happening was President Shackford taking a residence out of the State in about two weeks after his election. G. A. Cowdrey, the vice-president, was thus called upon to fill the executive chair for the year.

During the year many improvements were made in the grounds and stands at the Reading-Wakefield track, while the club finished the season with a neat balance on the right side of the ledger.

The club took part in the big interclub meets with Dorchester, Fellsway and Lynn, a complete account of which is related elsewhere in this book.

The principal racing event for the members alone was two handicaps held on October 23. The one for trotters was won by Levi Herr, owned by D. Morin, while the pacing handicap went to Nellie S., driven out by Belle Parks, Vice-President Cowdrey's little mare.

SEASON OF 1910

The third annual meeting and election of the club was held on January 11, when the following officers were elected for the ensuing year: President, George A. Cowdrey; vice-president, W. H. Nichols; treasurer, H. A. Brackett; secretary, W. P. Pierce; clerk, A. H. Jewett; directors, G. A. Cowdrey, W. H. Nichols, W. P. Pierce, H. A. Brackett, C. D. Wells, F. Churchill, C. J. Bolton and W. C. Barrows.

After the business of the evening was decided, a collation was served in the banquet hall. This was followed by speeches, amusing stories, and vocal and instrumental music. President Cowdrey gave a talk on "Hopples and Exhibitions Against Time." The straps were "cussed" and the exhibition miles freely discussed.

The annual meeting filled the place of the banquet, and it was decided to have a collation, with some entertainment, at monthly meetings, to be held up to the opening of the racing season.

In the Winter the club laid out a three-eighths of a mile course on Lake Quannapowitt, Wakefield, over which was enjoyed ice racing for a couple of weeks. On race days was served hot coffee, with the proverbial doughnut.

Early in the season, President Cowdrey purchased the trotting gelding, Crown Prince,

2:17 1-4, and, in the matinee of June 22, he defeated three of the fastest pacers owned in the club, and reduced the trotting record of the track to 1:06 1-2, which, in 1914, still remained the mark to shoot at.

Another record-breaking performance occurred in the matinee of July 4, when the



GEORGE A. COWDREY
Acting President 1909
President 1910

pacer, Ginger B., 2:18 1-4, the property of William Pierce, lowered the pacing record of the course to 1:05, and it still stood as the best in 1914.

The club took part in the big interclub meets with the Metropolitan, Fellsway, Lynn and Dorchester, that were decided at Combination Park, the complete account of which is related elsewhere in this book.

SEASON OF 1911

The fourth annual meeting and election resulted as follows: President, M. F. Clarke; vice-president, H. A. Brackett; treasurer, William B. Pierce; secretary, A. H. Jewett.

On July 16, the Lynn Club visited the Quannapowitt at the Reading-Wakefield track, and won the interclub meet by 49 points to 17, capturing nine out of the ten races.

In the return meet between the two clubs, on the following Saturday at Rockdale Park, the Lynn horses were again victorious, the standing being: Lynn, 36; Quannapowitt, 31 points.

SEASON OF 1912

The annual meeting and election resulted as follows: President, M. F. Clarke; vice-president, J. B. Wilkinson; treasurer, A. H. Jewett; secretary, H. W. Weymouth; clerk, W. P. Peirce; directors, M. F. Clarke, J. B. Wilkinson, H. W. Weymouth, A. H. Jewett, H. P. Hubbard, Fred Churchill, W. F. Gibbons, George A. Cowdrey and A. W. Simpson.

The first business attended to by the new administration was having the club incorporated and chartered by the State.

A new addition to the club's pacers for the matinees was the purchase of the gelding, Boraldo, 2.21 1-2, by J. B. Wilkinson.

There was racing on the ice on Lake Quannapowitt, and during the Summer months the weekly matinees over the Reading-Wakefield track, which were up to the standard of previous years.

SEASON OF 1913

The annual meeting and election resulted as follows: President, Herbert A. Brackett; vice-president, W. H. Nichols; treasurer,



HERBERT A. BRACKETT
President 1913

M. F. Clarke; secretary, W. H. Weymouth; clerk, W. F. Gibbons; directors, H. A. Brackett, W. H. Nichols, W. H. Weymouth, M. F. Clarke, C. D. Wells, A. H. Simpson, G. A. Cowdrey and C. J. Bolton.

The club held an interclub meet with the Fellsway at Combination Park, on July 8, and

carried off the honors by the close score of 49 points to 47 points. Quannapowitt won five of the nine races scheduled, came second four times and third in four of the events.

On July 22, the Fellsway made the return interclub meet by visiting the Reading-Wakefield track, and again met with defeat, the points being, Quannapowitt, 64; Fellsway, 45. The local club won all of the races with the exception of two.

Once more were the Quannapowitt horses on the winning end, as over the Rockdale Park track they defeated Lynn, on August 10, by 49 points to 45 points.

It was decided by the club and several of its members that it would prove beneficial for prizes offered for the season's matinees and, as the result, the club donated a \$10 gold piece; President Brackett, a prize cup; M. F. Clarke, a prize cup; and Dr. C. H. Playdon, a \$5 gold piece. At the close of the season's matinees, it was found the winners were as follows:

PRIZE WINNERS

Trotters

Club prize, \$10, for horse winning the most points—H. P. Hubbard's Mary Robbins—50 points.

President's prize cup for winning most races—C. D. Wells' Border W.—7 races.

Pacers

Cup for horse starting in greatest number of races and winning the most points—H. W. Weymouth's Helen L.—13 races, 48 points.

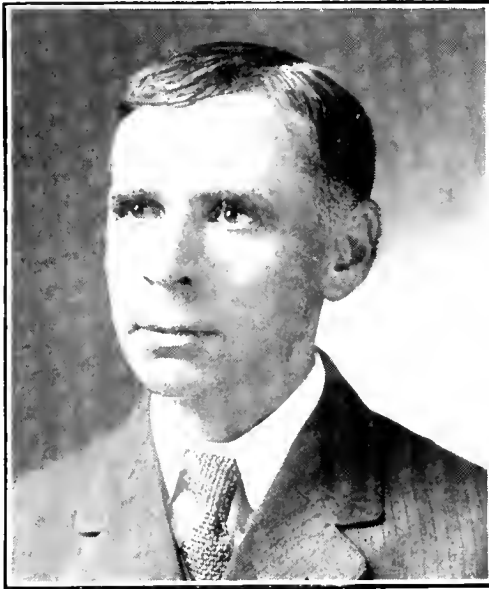
Dr. Playdon prize, \$5 (consolation), for starting in most races and winning fewest points—N. M. Gaillow's Banty—11 races, 32 points.

SEASON OF 1914

The annual meeting and election of the club resulted as follows: President, Dr. C. H. Playdon; vice-president, W. F. Gibbons; treasurer, M. F. Clarke; secretary, H. W. Weymouth; clerk, Jason Zurikes; directors, Dr. Playdon, W. F. Gibbons, H. W. Weymouth, M. F. Clarke, A. Simpson, H. P. Hubbard, Fred Churchill, W. H. Nichols and N. M. Gaillow; racing committee, M. F. Clarke, chairman, G. F. McDonald, H. W. Weymouth.

The club held four interclub meets, two each with Lynn and with Fellsway. On August 1, the members entertained the Lynn Club at the Reading-Wakefield track, and defeated them by 62 points to 38 points. The following Saturday they visited Rockdale Park, and, for the first time in two years, they were beaten by Lynn, the standing being, Lynn, 52 points; Quannapowitt, 43 points.

There was one race alone on the card that was well worth going a long way to see, the fast trotting class, between Dehesia, Awning



DR. C. H. PLAYDON
President 1914

Boy, Crash and Mary Robbins. Crash, driven by his owner, Mr. Tassinari, was given the initial heat over the Quannapowitt entry, Dehesia, though the gelding paced a lot of the

way. The time was 1:10 1-2. The pacing of Crash and decision of the judges started the fun. The second heat was given to Dehesia in 1:11 1-2, though Awning Boy finished ahead, but he was placed last, as Charles McGovern, his owner and driver, had cut in too soon in taking the pole in the first turn. Then, amid great cheering, the Lynn trotter, Awning Boy, annexed the third heat by a neck from Dehesia. It was now do or die for Quannapowitt, and Edward Brady, to better the conditions, as he thought, turned Dehesia over to his son, Paul, to team the fourth heat. It proved a good move, as the game little mare won in the fastest time of the race, 1:10.

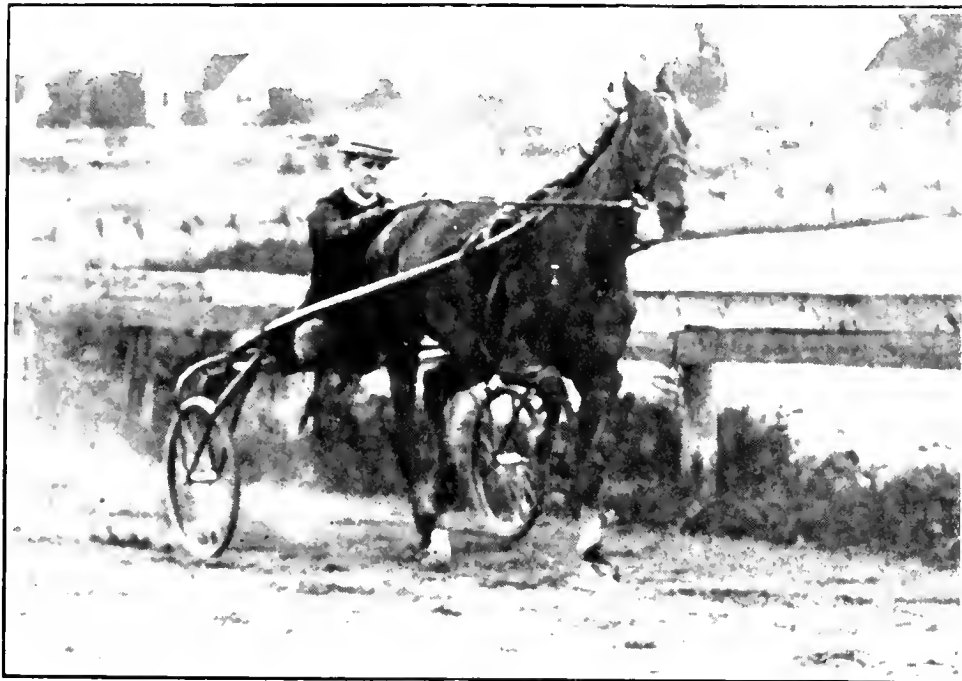
On August 15, the Quannapowitts went to Combination Park and tackled the Fellsways, winning by the narrow margin of 36 points to 34 points. Some of the members of the Fellsway complained that one of their members, a Mr. Wood, withdrew Billy F. in Class F, after having finished second in the opening heat, as, had he only come last the second trip, the two points would have tied Quannapowitt, while a second position would have beaten them a point.

The return interclub meet between the two clubs was held at Reading, on August 22, and the Fellsway horses were badly outclassed, the defeat being the worst one ever recorded in interclub racing in the history of Greater Boston, the final standing being, Quannapowitt, 50 points; Fellsway, 9 points.



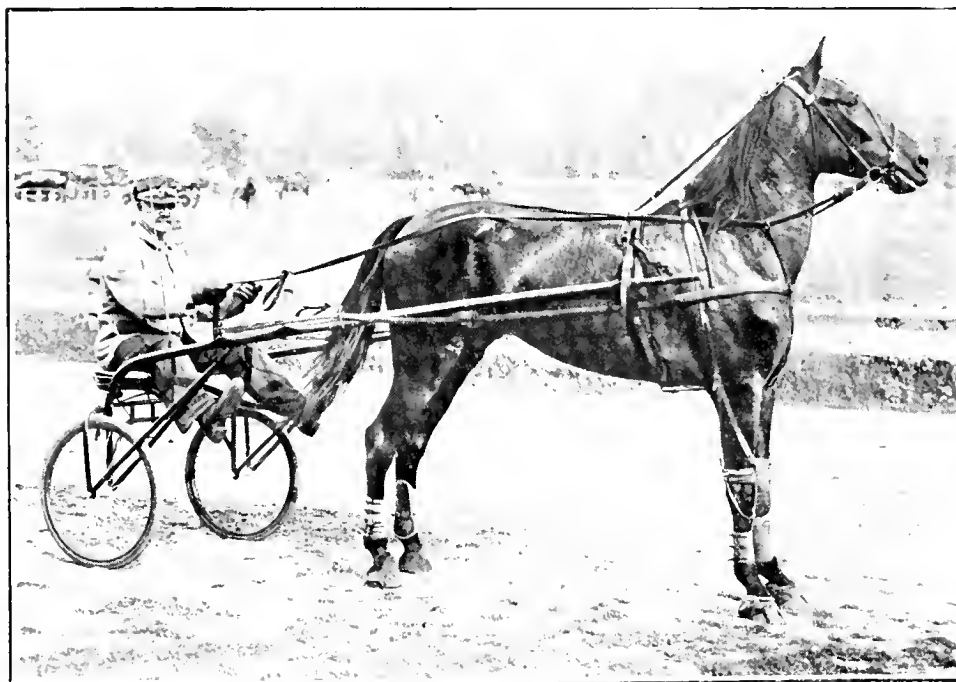
TOM SMELZEY, 2:18 1-2

When 29 Years Old He Won Many Races Over Reading Track, and Made Friends by His Gameness. Owned and Driven by Henry W. Weymouth, Secretary 1912-13-14



DEHESIA, 2:23 1-4

By Bingen, 2:06 1-4, Dam Zembia, 2:11 1-4 (a great pole mare). Dehesia Began Racing in Matinees of Quannapowitt Club in 1907, and Was a Blue Ribbon Winner in Season of 1914, the Only Horse in Matinees Since Opening of Club. A Big Winner of Cups and Blue Ribbons, and a Favorite with All. Owned and Driven by Edward Brady, Melrose, Mass.



BORDER W.

One of the Prominent Trotters of the Quannapowitt Club. Winner of President's Cup in 1913. Owned and Driven by Charles D. Wells



HECTOR K., 2:29 1-4
Sired by Seumanee. Besides Having Speed, is the True Type of a Gentleman's Driver.
Owned and Driven by W. H. Nichols



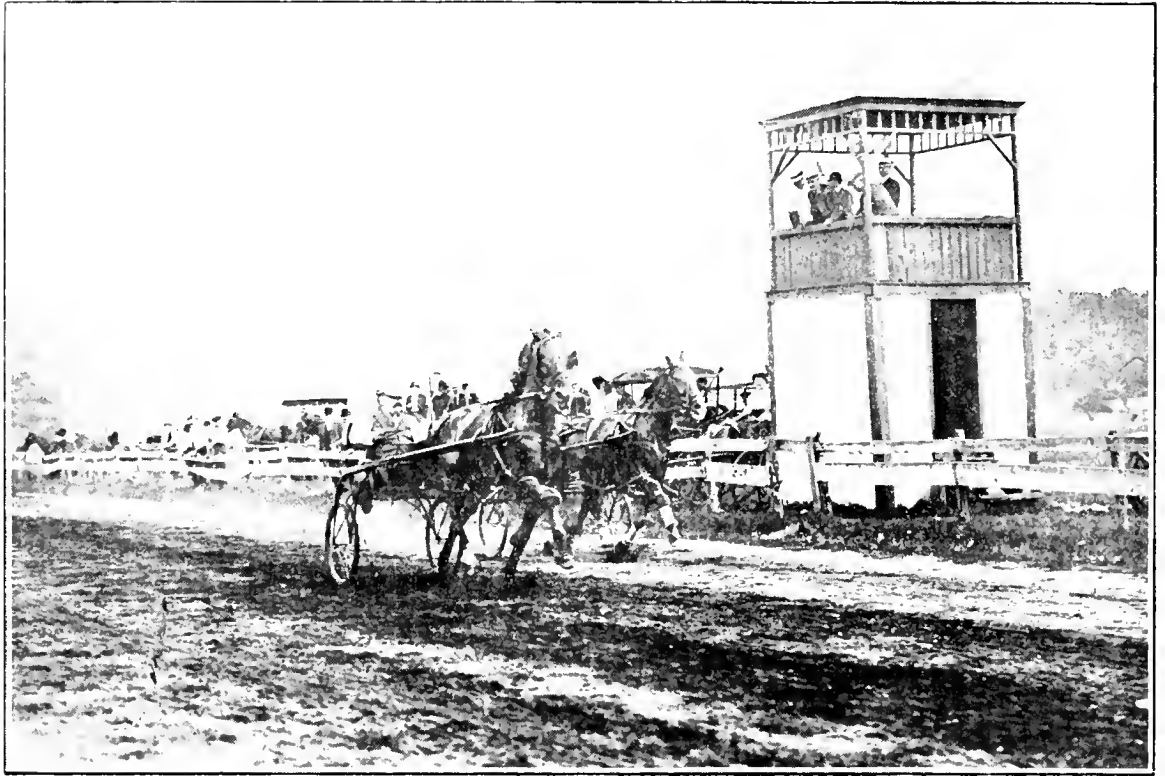
BESSIE WILKES
Always a Contender in Her Races Against the Best in the Quannapowitt Club.
Owned and Driven by Fred Churchill

The Gentlemen's Driving Club of Lynn

1904

1914

Rockdale Park, Peabody



A LYNN HORSE WINNING



AFTER A HEAT

The Gentlemen's Driving Club of Lynn

THE Gentlemen's Driving Club of Lynn was conceived by a few members of a local social club, which held informal meetings in the stable of Alden Southworth (Tilton Hall). This small club-room was known by the name of The Mission, and during one of its services in the Winter of 1904, some one of the horse enthusiasts suggested that the City of Lynn ought to have a driving club. Alden Southworth, a well known contractor and amateur horse trainer, was the prime mover in organizing the horsemen, and was ably seconded by Frank H. Thompson, who, in later years was destined to fill many important positions in the Lynn Club, such as clerk and official starter.

These two zealous workers were fortified by the able assistance of D. Fortin, S. Walter Simonds, and Walter B. Moore, in the carrying out of their ideas, and, it was under Mr. Moore's suggestion that the club closely followed, in incorporation and subsequent methods of transaction of business, the Dorchester Gentlemen's Driving Club. In fact, the Lynn organization have looked upon the Dorchester Club as a child would look upon its parents, and the most kindly feelings have always existed between the members of both clubs.

The small beginning developed a few months later into a permanent organization, including the names of the most prominent citizens of Lynn and surrounding towns.

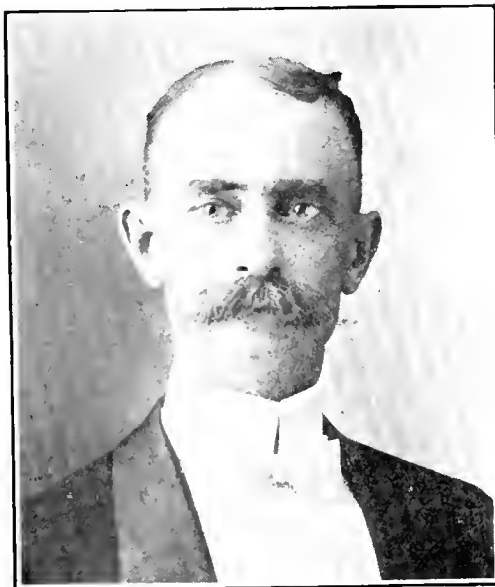
The object in the formation of the club was: primarily, to stimulate an interest in horse matters; and, secondly, to secure a speedway for the City of Lynn, which was subsequently accomplished, the State appropriating the necessary money and the club donating out of its treasury liberally for the campaign.

The Lynn horsemen used the speedway for about three years, and then, owing to the condition of the land with its constant settlement and depressions, it was deemed unsatisfactory and the club turned to racing at Rockdale Park, Peabody, the speedway being in use only a few Winters and then entirely abandoned.

The first meeting of the club was held on June 26, 1904, when William La Croix

was elected president; Walter B. Moore first vice-president; S. Walter Simonds, second vice-president; Clifton Colburn, treasurer; Herbert L. Sawyer, secretary; Samuel G. Brown, clerk.

The first regular racing matinee of the club took place on October 7, 1904, at the



WILLIAM La CROIX
President 1904-05-06

Saugus track, and all the events were decided to wagon. There was a notable gathering of horsemen at the meet, many coming from Danvers, Hamilton and other places from a distance.

SEASON OF 1905

At the annual election President La Croix was again unanimously chosen to fill the highest chair of the club, with W. B. Moore as first vice-president; S. W. Simonds, second vice-president; Clifton Colburn treasurer; E. E. Bray, secretary, and S. G. Brown as clerk.

The first annual banquet was held in February, and particular attention was paid in having present the officers and leading members of other driving clubs in Greater Boston. President F. J. Brand and Director

J. W. Linnehan, of the Dorchester Driving Club, Walter B. Farmer and John Shepard of the Gentlemen's Driving Club of Boston brought the greetings of their clubs and a most pleasant evening was spent in talking over matters of interest to the light harness horsemen present.

A special meeting was called in April to find the sentiment of the members in the leasing of Rockdale Park, Peabody, for the season, but the members voted to reject the proposition, although the club raced over Rockdale on Labor Day, hiring the track for that day only.

On October 21, the club had its first inter-city meet, tackling the Dorchester Club over the latter's track.

SEASON OF 1906

President William La Croix was elected his third term for president at the annual meeting held in January, the other officers being as follows: First vice-president, W. B. Moore; second vice-president, S. W. Simonds; treasurer, Clifton Colburn; secretary, E. E. Bray; clerk, S. G. Brown, this being the same retinue of officials as the previous year.

The club had now grown to an organization of upward of 150, with every member's dues paid for the year, a very creditable showing under the secretaryship of Elmer E. Bray.

The annual banquet of the club was held

Dorchester Club Members at Lynn's First Interclub Meet at Rockdale Park



Back Row, reading from left to right:—G. A. French, A. S. Gushee, F. J. Brand, E. G. Richardson, Dr. Babbitt, Lynn; J. Mosser, P. J. Fitzgerald, J. E. Swendeman, J. H. Jewett
 Front Row:—E. E. Bray, Lynn; R. S. Fitch, J. M. Carey, S. G. Brown, Lynn; G. H. Greenwood, G. W. D'Arcy, S. W. Wales, F. H. Thompson, Lynn. Sitting:—J. W. Linnehan, C. C. Blaney

in February, and, like the previous one, was a great success. A party of twenty from the Dorchester Club was present. All of the after-dinner speakers were strong in voicing the opinion that the future of the club certainly was filled with promise. The speedway was about to be constructed and other matters were moving satisfactorily to those greatly interested in the club.

On Labor Day, Dorchester visited the Lynn Club at Rockdale Park, and so wide was the interest in Lynn, and the surrounding country, that the grandstand was filled to overflowing, the quarter-stretch had its full quota of spectators, while the railing next the inner field was lined with horses attached to vehicles that were filled with people.

SEASON OF 1907

This was a most eventful year in the career of the club, matters of importance following one another in rapid succession. Of course, first came the annual election. Dr. F. J. Babbitt received the election of president, William La Croix declining to fill the chair again, saying he had ushered the club through its babyhood days and now, while he was willing to act as adviser, if necessity required, still he thought the hard work of the club should fall on other shoulders. Believing that Dr. Babbitt should have a strenuous co-partner in the hard work that was mapped out for the club that year, the selection of Sam Brown was made for first vice-president, while Elmer E. Bray was elected second vice-president; Clifton Colburn, cashier of the Manufacturer's Bank of Lynn, was re-elected to the office of treasurer; and Dr. W. H. Ninness secretary.

The third annual banquet was held on February 14, and this was indeed a gala occasion. Members of the Dorchester, Fellsway and Boston clubs were out in force. The speedway was rapidly nearing completion, the driving club having for three years put in its entire energy in securing it. There was a hearty endorsement, too, in having the club buy Rockdale Park.

On October 22, the purchase of Rockdale Park was completed and came into the possession of the club. The purchase of this property was made possible through the personal efforts and influence of the late president, William La Croix, who was ably assisted by Clifton Colburn. Mr. Colburn had not only worked hard in getting the track, but it was through his efforts

that the club secured a nice suite of rooms in Union Square, which were made the headquarters, or clubhouse, for the members. In accomplishing this Mr. Colburn brought to bear a great influence on the owners of the property in order to obtain the lease.

After purchasing Rockdale Park, the club laid out \$1,000 on the property in loaning



DR. F. J. BABBITT
President 1907-1911 (inclusive)

the track, ploughing up the infield, and erecting new stables. It was considered by the members an ideal outing spot for the Summer and that, nearer home, was the speedway which could be utilized during the sleighing season.

With Rockdale Park, a speedway, and a comfortable clubhouse, the affairs of the organization were now all that could be desired. At frequent occasions it was deemed a good proposition to entertain the other driving clubs of Greater Boston with interclub meets, and in this way, not only giving good wholesome amusement to the members of the driving clubs, but also to the citizens of Lynn and surrounding districts.

On June 17 was held an interclub meet with the Dorchester Club on the Dorchester speedway, the return meeting with that club being held at Combination Park on July 4.

For the first time the club offered silver cups for the winners of the season's racing, and when the committee had gone through the records it was found the following were the winners:

The Driving Clubs of Greater Boston

Trotters

Championship time cup—W. La Croix's The Sailorman—1:08 1-4.
Point cup—W. La Croix's Sally March.

Pacers

Championship time cup—T. W. Fogg's Lady Laurin, 1:03.
Point cup—J. G. Fadden's Sunderland King.

SEASON OF 1908

At the annual election Dr. F. J. Babbitt was re-elected president; first vice-president, E. E. Bray; second vice-president, Eben B. Phillips; treasurer, Clifton Colburn; secretary, Charles Chamberlain; clerk, S. G. Brown.

The customary banquet was held in February, the political fathers of the City of Lynn being present, as were prominent officials from other driving clubs. A real old-fashioned jollification took place, the club being in a most flourishing condition and everything apparently insuring the year to come to be one of prosperity.

There was much racing on the Rockdale track during the season, members of the club coming forward with large donations for the prizes to be contested for, the list likely to be one of the very largest that had been awarded by any of the Greater Boston clubs. The following is the list of prize winners:

Trotters

Championship time cup—Frank J. Linnehan's Rose Mack, 1:07 3-4.
Championship heat cup—Levi Lord's General.
L. H. Phillips cup—F. J. Linnehan's Rose Mack.
Lynn Daily Item cup for most heats in 1:11 3-4 or better—George Cokeley's Forrest W.
E. B. Phillips cup—Levi Lord's General.
W. F. Newhall cup—William La Croix's King Bingen.
Cochato prize (service fee of stallion)—Levi Lord's General.
Arfrida prize (service fee of stallion)—James G. Croscup's Red Oak.

Pacers

Championship time cup—T. W. Fogg's Lady Laurin, 1:05.
Championship heat cup—William La Croix's Rose Direct.
F. J. Linnehan cup—T. W. Fogg's Lady Laurin.
Lynn Theatre cup—E. B. Phillips' Al Ray.
Race Committee cup—J. G. Fadden's Sunderland King.
Torrence-Vary prize (one ton of hay)—William La Croix's Rose Direct.

Other Prize Winners

W. F. Smith's prize (suit of horse clothing)—John A. Wood's Fanny B.
E. E. Bray's prize (suit of horse clothing)—E. B. Phillips' Al Ray.
W. H. Hutchinson's prize (stable outfit)—E. Gerry Emmons' Regent.

J. G. Fadden's prize (stable outfit)—A. A. Pitman's Lady Nance.
S. H. Dane's prize (whip)—Charles G. Wilson's Walter M.
H. H. Fullam's prize (two-stall awning)—M. J. Healey's Dare Devil, Jr.
House Committee prize (stop watch)—W. C. Whit-tredge's O. S. W.
Robinson-Brockway prize (street blanket)—George S. Manson's Gipsev Girl.
Ranno Saddlery Co. prize (harness)—L. H. Phillips' Mink McGregor
Z. S. Richard's prize (\$15 of shoeing)—Joseph G. Fadden's Sunderland King.
Richard McGlue prize (\$15 of shoeing)—George S. Manson's Prince.
T. & B. prize (chair)—J. F. Ingraham's Pertrina.
M. Plumstead prize (carriage robe)—Charles Na-son's Helen K.
M. J. Healey prize (box of oranges), driver having hardest luck—Mertie L. Paige.
Besse-Rolfe prize (dress suit case), driver appearing in the most attractive and appropriate uniform—Frank H. Thompson.
H. J. Pearce prize (meerschbaum pipe)—William La Croix's Sally March.

SEASON OF 1909

Again was Dr. Babbitt re-elected to fill the office of president at the annual meeting of the club. The first vice-president was E. E. Bray; second vice-president, E. B. Phillips; treasurer, Clifton Colburn; secretary, Charles Chamberlain; clerk, S. G. Brown.

During the year there were held the usual banquet and weekly matinees over Rockdale Park, but, in general, the club continued on the even tenor of its way, there being very little of an unusual character to mention, except the big interclub meets between Lynn, Dorchester, Fellsway and Quannapowitt. In this series of matinees the Lynn horses did excellent work, though they finished third in the list, getting 127 points for the series, while in the second meeting of the series they secured more points than any of the other clubs.

At the close of the matinee season, the race committee, Eben B. Phillips, chairman, announced the following prize winners:

Trotters

Time cup—Won by Eben B. Phillips' Croesns.
Point cup—Won by Levi Lord's General.

Pacers

Time cup—Won by True W. Fogg's Lady Laurin.
Point cup—Won by A. Hunson's Miss Manager.

SEASON OF 1910

Dr. Babbitt was once more chosen to perform the duties of president of the club and was unanimously elected at the annual meeting, E. E. Bray filling the position of first

vice-president; E. B. Phillips, second vice-president; Charles Chamberlain, secretary and treasurer, and the ever reliable Sam G. Brown as clerk.

This season was held the big interclub meets between the Metropolitan, Fellsway, Dorchester, Quannapowitt, and Lynn, all of the events being decided at Combination Park. In this series of matinees the Lynn Club finished third, only fifteen points back of the Metropolitans, and five points in the rear of the Fellsway Club, which finished second.

Even with all the local racing at Rockdale Park, interclub meets, the Winter banquet and other diversions, C. J. McGovern, one of the enthusiastic members of the club, concluded to try an outside diversion by entering his horse, Awning Boy, in a three-quarter mile handicap race at Combination Park, Medford. Then he was very happily pleased with winning the race, and the time was announced as 1:48. Soon after, however, he discovered that under the National Trotting Association rules, any horse winning a heat at a distance greater than a half-mile and under a mile secured a record or bar. This caused Mr. McGovern considerable worryment, as he had counted on starting Awning Boy in a few professional races, and had supposed that he was eligible to the slow classes. Finally Mr. McGovern carried his case before the board of appeals of the N. T. A., in New York, and they declared that inasmuch as Awning Boy had earned a record of 1:48 it would have to stand, making the gelding eligible only for the free-for-alls. Naturally, this ruling put Mr. McGovern out of winning any of the rich stakes, like the M. & M., the Massachusetts, etc.

The prize winners for the year of 1910 follow:

Trotters

Championship time cup—E. B. Phillips' Croesus.
Point cup—Levi Lord's General.

Pacers

Championship time cup—T. W. Fogg's Lady Laurin.
Point cup—A. Hanson's Miss Manager.

SEASON OF 1911

Dr. Babbitt still continued to receive the most votes for president of the driving club, as, at the annual meeting in January, he was elected to sit in the big chair for another term, making it his fifth consecutive year in the office. Other officers were: First vice-president, E. E. Bray; second vice-president,

E. B. Phillips; secretary and treasurer, Charles Chamberlain; clerk, S. G. Brown.

The club decided early in the season not to participate in any more interclub meets, or rather a big interclub meet like the previous year with the events to be decided at Combination Park. If similar to the season of 1909, when the several clubs met at each of the tracks in rotation, thus having one of the series at Rockdale Park, the Lynn Club would act differently in being a party to interclub racing.

At the conclusion of the club's Summer of matinee racing at Rockdale, the following were awarded the cups for the year:

Trotters

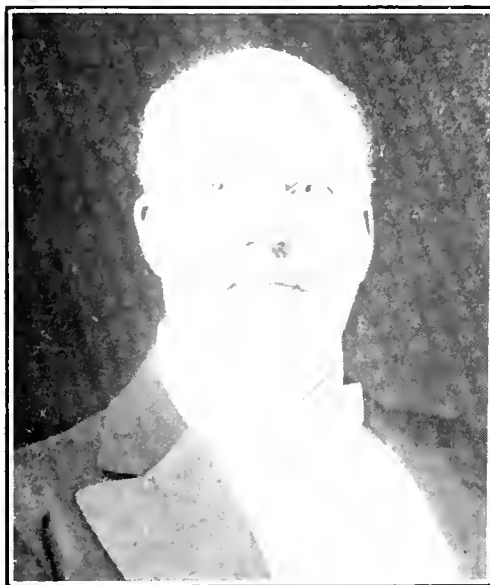
Championship time cup—F. J. Linnehan's Rose Mack, 1:07 3-4, 1:07, 1:07.
Point cup—C. J. McGovern's Awning Boy.

Pacers

Championship time cup—E. B. Phillips' Reliance, 1:04 3-4, 1:04 1-4.
Point cup—A. Hanson's Dewey Dumas.

SEASON OF 1912

There was a change in the list of officials at the annual election, Dr. Babbitt refusing any further honors in that line. While he



ELMER E. BRAY
President 1912

said he wanted to be a good fellow and would always have his heart's interest in the welfare of the club, yet he thought that five years in harness gave him the privilege of sitting on the side lines for a while and watch how somebody else could do it.

The Driving Clubs of Greater Boston

His successor was Elmer E. Bray, who had been Dr. Babbitt's right hand bower for a number of years, having in succession, filled the offices of secretary, second vice-president, and then first vice-president. E. B. Phillips was made first vice-president, Sam G. Brown, second vice-president, and the secretary and treasurer was Charles Chamberlain.

During this year occurred the work-horse parade, modeled after the one held so many years with pronounced success in Boston. The event was held on June 17. President Bray was responsible for Lynn having this parade, as it was entirely through his personal efforts and self-sacrifice that the affair was instituted. President Bray even went so far as to say that any financial shortage he would personally be responsible for. In this connection, it may be well to state that President Bray was the man who secured the major portion of the subscriptions for the splendid drinking fountain in Washington Square, Lynn, which was bought by, or through the Society of Prevention of Cruelty to Animals.

There was the usual interesting racing of the club at Rockdale Park during the Summer months, while in the Winter the sport to sleigh was done on President Street, in Lynn, which was put in shape by the club and policed by the city. The cup awards for the year follow:

Trotters

Championship time cup—E. B. Phillips' Croesus.
Point cup—Levi Lord's General.

Pacers

Championship time cup—Charles Nason's Pat Haynes.
Point cup—Leonard Phillips' Lady Russell.

SEASON OF 1913

Though loath to have Elmer E. Bray give up the reins of governmentship he had held out a single year, and also to step aside from active work in the club's interest, yet Mr. Bray was firmly decided in the matter, as he could not see where his valuable services were now as necessary as in the years gone by when the club had to get out of its creeping clothes and grow into long pants.

With Mr. Bray eliminated, the choice of the club naturally fell on Eben B. Phillips, the well known horseman, who the year before had filled the position of first vice-president and in no less than four terms the office of second vice-president. Sam G. Brown a twenty-four-hour-a-day worker in

the interests of the club was elected side partner to President Phillips, he being made vice-president. The office of second vice-president was eliminated, but for secretary and treasurer, J. M. Harriman was elected



EBEN B. PHILLIPS
President 1913

in place of Charles Chamberlain who had held the important position of secretary for five years. Sam Brown also received the appointment of clerk.

During the season there were several interclub races held at Rockdale Park, and return meets when the club's horses visited the Reading track and Combination Park. As the result of the series of matinees between themselves the winners of the annual club prizes were as follows:

Trotters

Championship time cup—E. L. Morse's Willie John.
Point cup—R. T. Rockett's Estell Boy.

Pacers

Championship time cup—H. T. Birdsey's Mardel.
Point cup—S. L. Marden's Kitty Napes.

SEASON OF 1914

At the annual election, the club rewarded Samuel G. Brown with the presidency, the war horse of the organization, who had been in fighting armor in the interests of the club ever since its inception, being one of the few that originally instituted the club from the old "mission boys." A. J. Hollinsworth was elected vice-president, J. M. Harriman

was re-elected to the office of secretary and treasurer, while A. B. Wood was appointed clerk.

On being notified of his election, President Brown addressed the members in his well known inimitable way, which frequently



SAMUEL G. BROWN
President 1914

brought forth prolonged applause from those within hearing distance. The following is a portion of his address:

"Fellow members of the Gentlemen's Driving Club of Lynn: For many years I have associated with all of you in a more or less detailed manner having, as you know, been one of the original few that brought this organization into existence. In these years I have filled all of the positions that the club can give its members, from clerk, starting judge, handicapper and general man-of-all-work until now it is my privilege, through the courtesy of my brothers present, to fill the highest honor in their power to bestow upon me. It is with becoming modesty that I will state that my ambition in life has now been fully achieved in having the honored place of president of this grand and good club, which stands for good fellowship and the love of that noble animal—the horse.

"Tonight my mind goes back to the scene of 1904, when we were just branching out into a driving club and held our initial matinee over the old Saugus race track. Well I remember how John Shepard, the dean of Boston road drivers, came out to see his

close friend, Mr. Carrier of Lynn, win one of the events with the well known trotter, El Paso.

"Even through the passing of years, in my mind's eye comes many of the celebrated horses that have been owned by the Lynn club, such as: The Sailor man, 2:14 1-4, that in the intercity meet at Combination Park between five clubs defeated Mack Mack, 2:08; Chase, 2:07 1-4; Crown Prince and Carl C. trotting the second heat in 1:03 3-4. This fast gelding was the property of our late lamented member, William La Croix, who during his connection with the driving club did such excellent work in bringing about the prosperity we have since been blessed with. His death will always be remembered by the members of this club and true horsemen of Greater Boston, with the deepest of regret.

"Then, my thoughts drift along to that great little pacer, Reliance, 2:11 1-4, owned by Eben B. Phillips that, at the same interclub matinee won his race and made a New England record for pacers over a half-mile track by turning the course in 1:01 1-2. Pat Haynes with a record of 2:07, was also owned by a member of the Lynn Club. The matinee trotter, Croesus, 2:10 1-2, who for two whole seasons was invincible, getting a matinee trotting record of 1:06 over Combination, raced many years for us. Lady Laurin, 2:13 1-2, was one of the Lynn star performers taking a matinee record over Rockdale Park at 1:03, and also winning a race at Combination Park, where the average time of her heats was 1:03 1-2. The name of Rose Mack was also conspicuous on our list, she being at all times up to the heat in 1:06 or 1:07 on the trot. Later, we owned the campaigner, Peter Sterling, 2:11 1-2, and still we cannot forget Lady Nance, 2:18 1-2, the chestnut mare owned by the late Mr. Pitman, which was one of the most reliable of matinee performers, nor Widlar, 2:10 3-4, that Lincoln Pedrick raced so successfully.

"The coming season we expect to see in our own matinees, and those with rival driving clubs in interclub meets, the fast pacing gelding, Kid Downey, 2:16 1-2 and T. E. P., both of which should race over our half-mile track on Saturday afternoons in 1:07 or 1:08.

"I will now assert that in following the example of the Dorchester Gentlemen's Driving Club, and, in later years the Fells-way Club, that I look back with great pleasure to many social appointments which we interchanged and earnestly believe that our thorough organization, with its code of by-

The Driving Clubs of Greater Boston

laws and racing rules, taken from the clubs I mention, are accountable to a great degree,



J. MARO HARRIMAN
Secretary-Treasurer 1913-14

if not entirely, to whatever success we have had.

"In closing, I will say, furthermore, while we are still racing horses and holding prominent interclub meets, yet at the same time, we, nor hardly any of the driving clubs, have exactly the same racing material, as far as calibre, that we had several years ago. We have lost through death many of our enthusiasts and wealthy horse owners, men who were financially able to keep horses for matinee purposes. At the same time we have now a membership role of upwards of 200 members, and we intend to keep right on racing horses at the same old Rockdale Park."

There was a successful season of matinee racing at Rockdale Park, and two interclub meets were held with the Quannapowitt, the club in turn going to Reading track and entertaining their neighbors at home. The honors were divided, as each club secured the most points at their own track.

In the season's matinees the following were the prize winners:

Trotters

Time Cup—Frank Morse's Willie John.
Point Cup—C. E. Burns' Hazel Delmar.

Pacers

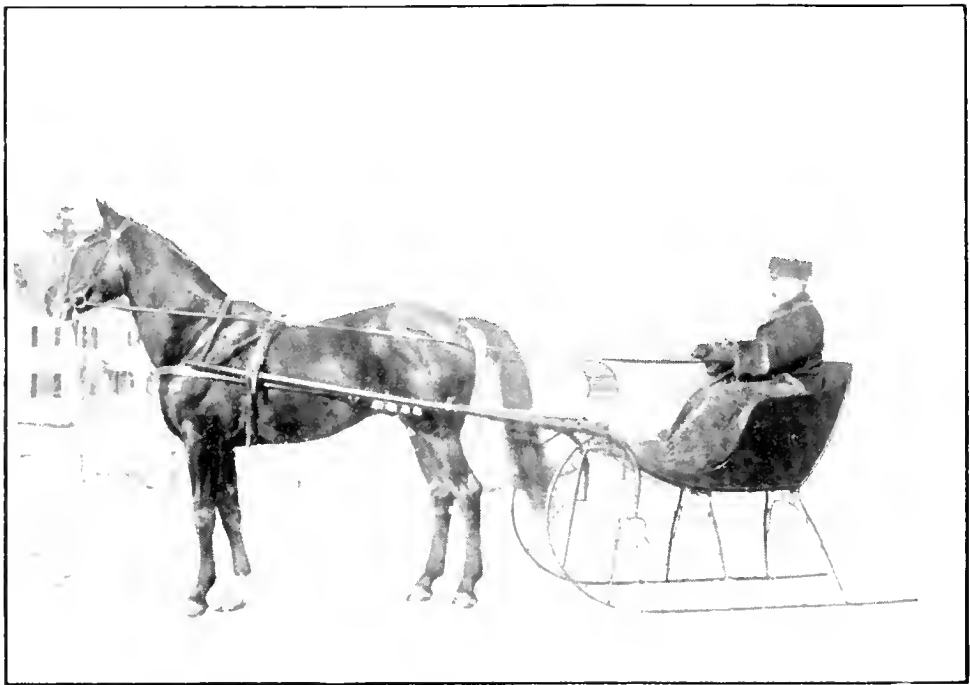
Time Cup—H. M. Brewer's Kid Downing.
Point Cup—Walter Hackett's F. E. P.



HENRY H. FULLAM
Charter Member of Lynn Club and Prominent in Matinee Racing



**Big Interclub Matinees
of Greater Boston
Driving Clubs**



PHOEBON W., 2:08 3-4
Made World's Record of 2:16 1-4 to Ice in Fifth Heat of Winning Race over Half-mile Track
at Ottawa in 1907, and Received a Valuable Silver Cup.
Owned and Driven by W. J. Furbush



PICTURE HAT
One of the Handsomest Trotters in Greater Boston and a Perfect Driving Horse.
Owned and Driven by Harry J. Russell

Metropolitan vs. Concord, N. H.

FIRST of the important interclub races held in Greater Boston was between the Metropolitan and Concord (N. H.) Driving Clubs at the Charles River Speedway, on February 12, 1907. The invitation to the New Hampshire horsemen was given by the members of the Mets in return for the royal good time the home boys had had in the interclub meeting held in Concord on February 15, 1905.

While the day was the most severe of the entire Winter, yet the footing could not have been better than that day at Charles River, and the visitors and home horsemen had a thoroughly enjoyable occasion. About eighty of the husky sons of the Granite State came on the first early train, and later trains brought still more. The cold weather did not prevent a large attendance at the speedway, the Soldiers Road being filled with sleighs of all descriptions, while the sidewalks were lined with spectators, all muffled to their eyes to keep out the strong wind.

While there were twelve races scheduled, yet the Concord members not having entries in Classes E and F, it was decided by the committee, comprised of members from the two clubs, that in settling the afternoon's dispute the club winning the most races in the ten should be declared the conqueror.

The sport proved very thrilling, it being nip and tuck for the honors to the very finish, the Metropolitan horses scoring six of the ten events through the excellent showing of William Emerson's pacing mare, Louise E., and W. F. Bennett's gelding, Mardel, each of which stepped heats in 31 seconds in defeating their speedy opponents.

The Concord Club, however, besides winning four of the races, came in for additional glory in capturing the Van Naman cup for the fastest heat of the day which went to the rapid fire little gray gelding, Amos R., who tramped off the first heat in 30 1-2 seconds.

In connection with the racing there was a carnival parade which was a pronounced success. George Leonard gave a valuable silver cup for the most "old-fashioned" rig on the road, which was won by Miss Margaret W. Pope, the red ribbon going to Mrs. Benjamin Pope, and the yellow ribbon to A. L. Power. There were twenty entries in this class. The prize for the best pony turn-out was won by Miss Agatha Kendall, of Brookline. A special

prize for a double-seated sleigh was awarded to Caleb Chase, who with his family occupied an elegant vis-a-vis, drawn by a pair of short-tailed horses.

In the evening a banquet was held at the Quincy House. Nearly 300 sat down to the dinner, and everyone had a jolly good time. Compliments were showered upon the Metropolitan Club by President H. H. Dudley and other members of the Concord Club. The first speaker of the evening was Mayor Fitzgerald, who eulogized the horse, and was enthusiastically received. Perhaps the most important speech was that of Chairman de Las Casas of the Metropolitan Park Commission. Mr. de Las Casas went into the history of the building of the Charles River Speedway. President Newbert of the Dorchester Club spoke in favor of holding a big convention of all the driving clubs of New England in this city at an early date. Other speakers were A. S. Perrin of Buffalo, Edwin A. Bayley and T. Lee Quimby. Summary of the races:

Charles River Speedway, Feb. 12, 1907—Class A, pacing.

Hugh Tallent's b. m., Canterbury Girl (Tallent) C.....	1	1
A. J. Furbush's ch. g., C. E. Jordan (Furbush) B.....	2	2
D. J. Nelligan's b. g., Major (Nelligan) B.....	3	3
L. N. Cushman's br. m., B.....	4	4
Time—33s., 32 1-4s.		

Class B, trotting.

L. A. Bean's ch. g., Captain (Bean) B.....	1	1
W. G. Corbett's ch. m., Wavelite (Corbett) B.....	3	2
J. E. Marston's b. g., William L. (Marston) C.....	2	3
H. H. Cook's b. g., Billy Ross (Cook) B.....	4	4
Time—33 1-4s., 33 1-4s.		

Class C, pacing.

M. P. Collins' ch. g., Apollo (Collins) B.....	2	1	1
M. A. Nevens' b. g., Gen. Fiske (Nevens) B.....	1	3	2
H. F. Hathaway's b. g., Albertson (Hathaway) C.....	3	2	3
Time—34s., 35s., 33 1-4s.			

Class D, trotting.

P. J. Cronin's ch. g., Ned West (Dr. Cronin) B.....	1	4	1
G. P. Smith's ch. g., Sunolo Dudley (Duntley) B.....	2	1	3
J. E. Doherty's ch. g., Alalay H. (Bigley) B.....	4	2	2
J. M. E. Morrill's b. m., Helvetia (Morrill) B.....	3	3	5
J. E. Fitzgerald's b. g., Vesper (Fitzgerald) B.....	6	6	4
C. G. Newcomb's br. g., Geo. Lee (Newcomb) B.....	5	5	6
Time—34 3-4s., 37 1-4s., 34 3-4s.			



ROB B.
Winner of Quarter-mile Heat in 30 Seconds at Franklin Field Speedway. Still Remained in 1914 Track Record to Sleigh. Owned and Driven by M. A. Nevens



BILLY WILKES, 2:18 1-2
Prominent in the Matinees at Charles River and Franklin Field Speedways
Owned and Driven by E. S. Morse

Class E, pacing.

H. G. Kilkenney's b. m., Angie Wilkes (Kilkenney) C.....	1	1
H. G. Reid's b. g. Colbath (Reid) B.....	2	2
Henry Wood's b. g., Nyphen (Wood) B.....	4	3
F. H. Fay's b. m., Embrino (Fay) B.....	3	4
Time—33 3-4s., 33 3-4s.		

Class F, trotting.

W. J. Bates' b. h., Binjolla (Trout) B....	3	1	1
A. H. Fitch's b. g., Hills Boy (Dr. Fitch) B	2	3	2
W. J. Furbush's b. g., Little Ben (Furbush) B.....	1	2	dr
Fred Ames' b. m., Clara Peck (Ames) B..	4	4	dr
Time—34 1-2s., 34s., 34s.			

Class G, pacing.

J. E. Marston's b. m., Velnor (Marston) C...	1	1
C. S. Johnson's b. g., Rob B. (Nevens) B....	2	2
William La Croix's b. g., Max C. (Trout) B..	3	3
Time—34s., 33 1-2s.		

Class H, trotting.

F. L. Merrill's b. g., Norvet (Ralston) B....	1	1
F. E. Burnham's b. g., Bert S. (Gibbons) B..	2	2
H. F. Miller's b. g., Happy Jack (Duntley) C	3	3
F. C. Garmon's b. g., Hulman (Garmon) B..	4	4
Time—33 3-4s., 32 1-4s.		

Class K, pacing.

William H. Emerson's b. m., Louise E. (Lockwood) B.....	1	1
L. E. Currier's b. g., Palatka Jr. (Currier) C	2	2
Time—31 1-4s., 31s.		

Class L, pacing.

W. F. Bennett's ch. g., Mardel (Bennett) B..	1	1
N. A. Dunklee's ch. g., Red Rex (Dunklee) C	2	2
Time—31 3-4s., 31s.		

Class N, trotting.

F. B. Horton's br. m., Alga W. (Belledeu) B.....	3	1	1
F. E. Smith's ch. m., Nancy Nelson (Smith) B.....	1	3	3
T. G. Plant's blk. m., Alice Carr (Plant) B.....	2	2	2
John Cruikshank's b. g., Stam B. (Cruikshank) C.....	4	4	4
Time—32 1-4s., 33 1-4s., 33s.			

Class R, Pacing

G. W. Rice's g. g., Amos R. (Rice) C.....	1	1
William La Croix's g. g., Tiger (Trout) B..	2	2
Arthur H. Parker's b. h., Hal Ensign (Ralston) B.....	3	3
Time—30 1-2s., 32 1-4s.		

Dorchester Wins Big Four-Cornered Interclub Silver Cup

AFTER considerable agitation at the meeting of the committees from the four driving clubs, it was finally decided to hold a grand interclub series of racing between the Dorchester, Fellsway, Lynn and Quannapowitt Driving Clubs, two of the meets to be at Combination Park and one each at Rockdale Park, Peabody, and the Reading-Wakefield track. It was decided by the committee that in scoring points the first horse in each race was to be credited with five points, the second horse three points, and the third horse one point. In case of a tie for second or third place, the horses standing equal in the summary must go another heat to decide which was to be credited with the points in dispute.

On June 26, 1909, at Combination Park, Medford, was held the first meeting in the series of interclub matinees. It was a foregone conclusion that the racing would be of a sensational order, as included among the list of entries from the four clubs were noticed the names of the following horses: Pacers—Cascade, 2:06 1-2; Louise G., 2:08 1-2 pacing and 2:21 trotting; Aintree, 2:10 3-4;

Jimmy B., 2:11 1-4; Reliance, 2:11 1-4; Louise E., 2:11 3-4, and a matinee record to wagon of 2:10 3-4; Lady Laurin, 2:13 1-2; and B. S. Dillon, 2:14 1-4; trotters—Altro L., 2:09 3-4; Talpa, 2:09 3-4; Lord Quex, 2:10 1-2; Tom Phair, 2:14 1-4; Axteloid, 2:15 1-4; and Hawkins, 2:16 1-4.

The honors of the afternoon were secured by the Dorchester Club winning thirteen points more than its nearest opponent, Fellsway, and taking five of the twelve events on the card. John W. Coakley won the fastest race of the day, for a trotter, with Crown Prince, the second heat of his race being in 1:05 1-4. Knap Forshner with King's Heir, and Charley Bailey with Aintree, were the stars in the pacing division, the former winning the race and a heat in 1:05 1-4, while Aintree scored the second heat in 1:04 3-4. Lady Laurin and Cascade also had a bitter fight, with the honors going to the former, the fastest heat in 1:05 1-2.

The second interclub matinee of the series was held on the home grounds of the Lynn Driving Club, at Rockdale Park, Peabody, on July 24. All of Lynn, it seemed, turned out to see the races, the grandstand and quarter-

stretch being packed with spectators. The racing was very interesting, and, after a severe contest, the Lynn Club were returned the victors for the afternoon, by the close margin of a single point, having earned 36, to their nearest competitor, Dorchester, which got 35. Sam G. Brown, of Lynn, was the starting judge, and his excellent work was appreciated by all.

The feature event proved to be between Directumwood and Lady Laurin, the former winning through the clever driving of Eldredge, the master reinsman of the Dorchester Club. Another very closely contested race was Reliance beating Cascade. For the trot-



GENERAL, 2:31 1-4
Defeated Major Dillard at Combination Park,
and a Star Field of Trotters at Rockdale Park
in Interclub Meet. Owned and Driven
by Levi S. Lord

ters, General, owned and driven by Levi Lord, defeated a crack field of starters, while another race that kept the crowd on tiptoes until the winner was announced was Croesus defeating Crown Prince, the third and final heat being in the fast time of 1:07.

The interclub series now moved to the Wakefield-Reading track, the home of the Quannapowitt Club, the meeting being held on August 21. A peculiar feature of this occasion was that thirty minutes before the first race was called there was a mere handful of people in the grandstand, and when the word was given for the first heat of the afternoon, not a seat could be found for those who were tardy in arriving, so quickly had the grandstand filled to overflowing. Showing how evenly matched the horses were, Dorchester scored the most points of the afternoon by three points over Fellsway, while the latter was only two ahead of Lynn, thus only five points between these three clubs.

The big race was between Reliance and Directumwood. The meeting between the two at Lynn had aroused a lot of feeling between the admirers of each of the fast pacers. The first heat both raced head and head the entire half-mile, and were so closely aligned at the wire that the judges could not separate them and were obliged to announce a dead heat, the time being 1:04 3-4. The second heat looked like a repetition of the first to the quarter, but at this point Reliance moved out in front and won by a couple of lengths in the same time as the first heat. The last trip Reliance led all the way, winning handily in 1:03 1-2, which lowered the track record 1 3-4 seconds, held by Al Ray.

Dorchester was successful in Class H, for trotters, Harry C. Thayer taking the event with Altro L., the first heat in 1:09 1-2, while another interesting trotting class was that won by Walter Corbett with Lord Quex, the second heat in 1:08 1-2.

The closing matinee of the series of interclub racing was held at Combination Park, on September 25, and while the afternoon's racing resulted in Fellsway getting 42 points to 36 for Dorchester and 30 for Lynn, yet in the entire series Dorchester was returned the victor by securing 152 points, Fellsway 131, Lynn 127, and Quannapowitt 45, which gave to the Dorchester Club the elegant silver cup that was the trophy for the club winning the series.

Without the opposition of Reliance, Directumwood had an easy time winning his event. The real stirring races of the afternoon were the victories of Louise E. over Lady Laurin, and of Croesus, in Class K, each of these horses having to step in 1:07 3-4 to win their respective events.

POINTS WON IN INTERCLUB MEETS

Clubs	Dor.	Fells.	Lynn.	Quann.
First Matinee	45	32	30	11
Second Matinee	35	24	36	12
Third Matinee	36	33	31	20
Fourth Matinee	36	42	30	2
Total Points	152	131	127	45

COMBINATION PARK, MEDFORD, JUNE 26, 1900.

Class A, trotting.

The Christian, b. g. (Forshner) F.....	1	1
Billy Ross, b. g. (Bailey) D.....	2	2
Claynette, b. m. (La Croix) L.....	3	3
Adonis, b. g. (Rice) Q.....	4	4
Time—1:10 1-2, 1:11		

Class B, pacing.

Edith R., ch. m. (Rideout) F.....	1	1
Go See, b. g. (Gushee) D.....	2	2
Chesterhallis, blk. g. (Gibbons) Q.....	3	*4
Winola, b. m. (Delano) L.....	4	3
Time—1:10, 1:08 1-2.		

*Won heat to decide tie for third place.

Class C, trotting.

General, b. g. (Lord) L.....	2	1	1
Major Dillard, gr. g. (Trout) D.....	1	2	2
Time—1:00 1-4, 1:12 1-4, 1:10.			

Class D, pacing.

Lady Laurin, b. m. (Page) L.....	1	1	
Cascade, br. g. (Coakley) D.....	2	2	
Major M., b. g. (Rideout) F.....	4	*3	
Blue Light, ch. g. (Brackett) Q.....	3	4	
Time—1:06, 1:05 1-2.			

*Won heat to decide tie for third place.

Class E, trotting.

Croesus, br. g. (Phillips) L.....	1	1	
Oleander, b. g. (Brackett) Q.....	3	2	
Hawkins, blk. g. (Trout) D.....	2	4	
Axtelloid, ch. g. (York) F.....	4	3	
Time—1:07 3-4, 1:08 1-2.			

Class F, pacing.

King's Heir, ch. g. (Forshner) F.....	1	3	1
Aintree, b. g. (Bailey) D.....	2	1	4
Directumwood, b. g. (Gifford) Q.....	3	2	2
Charlena, b. m. (Blaney) L.....	4	4	3
Time—1:05 1-4, 1:04 3-4, 1:05 1-2.			

Class G, trotting.

Crown Prince, ch. g. (Coakley) D.....	1	1	
Capt. Higginson, b. g. (Wood) L.....	2	2	
Talpa, b. m. (Forshner) F.....	3	3	
Time—1:06 1-2, 1:05 1-4.			

Class H, pacing.

B. S. Dillon, ch. g. (Ralston) D.....	1	3	1
Bonnie Belle, ch. m. (Rideout) F.....	3	1	2
Belle Sherwood, b. m. (Foster) Q.....	2	2	3
Time—1:05, 1:06 1-2, 1:06.			

Class I, trotting.

Louise G., b. m. (Bailey) D.....	1	1	
Lord Quex, b. g. (Ralston) F.....	2	2	
Time—1:07 3-4, 1:06 1-2.			

Class J, pacing.

Jimmy B., b. g. (Phillips) L.....	1	1	
Dr. Band, b. g. (Richardson) D.....	2	2	
Pat L., ch. g. (Crowley) F.....	3	3	
Time—1:09 3-4, 1:11.			

Class K, trotting.

Ginger, b. g. (Eldredge) D.....	1	1	
Shimosa, b. m. (Rice) F.....	3	*2	
Forrest W., b. g. (Page) L.....	2	3	
Hampshire Boy, br. g. (Cowdrey) Q.....	4	4	
Time—1:08, 1:10 1-2.			

*Won heat to decide tie for second place.

Class L, pacing.

Krispen, blk. g. (Coakley) D.....	1	1	
Helen R., b. m. (Page) L.....	2	2	
Grey F., blk. g. (Thyng) F.....	3	3	
Time—1:00, 1:10.			

ROCKDALE PARK, PEABODY, JULY 24, 1909.

Class A, trotting.

May Barnes, b. m. (Collins) F.....	2	1	1
Prince, ch. g. (Manson) L.....	1	2	2
Umpire, b. g. (Eldredge) D.....	3	3	3
Time—1:13, 1:14, 1:14.			

Class B, pacing.

Go See, b. g. (Eldredge) D.....	1	1	
General Fiske, b. g. (Croft) F.....	2	2	
Lady Brazilian, g. m. (Gibbons) Q.....	3	3	
Time—1:13 1-2, 1:10 1-2.			

Class C, trotting.

Billy Ross, b. g. (Bailey and Furlush) D.....	3	1	1
Awning Boy, b. g. (McGovern) L.....	1	2	2
Tower Boy, b. g. (Petro) F.....	2	3	3
Time—1:12 1-2, 1:12, 1:11 1-4.			

Class D, pacing.

Belle Park, b. m. (Gibbons) Q.....	2	1	1
Dr. Band, b. g. (Richardson) D.....	1	3	2
Charlena, b. m. (Blaney) L.....	3	2	3
Time—1:11, 1:14 1-2, 1:11 1-4.			

Class E, trotting.

Forrest W., br. g. (Cokeley) L.....	Walk-over		
Time—1:10 3-4, 1:11.			

Class F, pacing.

Reliance, b. g. (Burke) L.....	1	1	
Cascade, gr. g. (Coakley) D.....	3	2	
Bonnie Belle, ch. m. (Rideout) F.....	2	3	
Time—1:08 3-4, 1:07.			

Class G, trotting.

Nancy Nelson, ch. m. (Small) L.....	1	1	
Louise G., b. m. (Bailey) D.....	2	2	
Time—1:00, 1:00.			

Class H, trotting.

General, b. g. (Lord) L.....	1	1	
Oleander, b. g. (Brackett) Q.....	2	2	
Lord Quex, b. g. (Ralston) F.....	3	3	
Altro L., blk. g. (Coakley) D.....	4	4	
Time—1:12, 1:12.			

Class I, trotting.

Croesus, b. g. (Phillips) L.....	2	1	1
Crown Prince, ch. g. (Coakley) D.....	1	2	2
Time—1:09, 1:11, 1:07.			

Class J, pacing.

Directumwood, b. g. (Eldredge) D.....	1	1	
Lady Laurin, b. m. (Young) L.....	2	2	
Time—1:06 1-2, 1:08 1-2.			

Class K, pacing.

Edith R., ch. m. (Rideout) F.....	1	1	
Aintree, b. g. (Bailey and Furlush) D.....	2	2	
Time—1:11, 1:07 1-4.			

Class L, pacing.

Gagnaunt, ro. g. (Jameson) F.....	2	1	1
B. S. Dillon, ch. g. (Ralston) D.....	1	3	2
Chesterhallis, br. g. (Gibbons) Q.....	3	2	3
Time—1:08, 1:07 3-4, 1:07 1-2.			

WAKEFIELD-READING PARK, AUGUST 21, 1909

Class A, pacing.

Go See, b. g. (A. S. Gushee) D.....	2	1	1
General Fiske, b. g. (W. W. Croft) F.....	1	2	2
Charlena, b. m. (C. C. Blaney) L.....	3	3	4
Ada R., b. m. (H. C. Barrows) Q.....	4	4	3
Time—1:07 1-2, 1:06 3-4, 1:07 1-4.			

Class B, trotting.

Baron Patch, b. g. (W. J. Fitzgerald) D.....	1	1	
Autobon, b. g. (G. Davis) F.....	2	2	
Forrest W., br. g. (George Cokeley) L.....	3	3	
Gilwood, b. g. (C. H. Bolton) Q.....	4	4	
Time—1:12, 1:10 3-4.			

Class C, pacing.

Reliance, b. g. (F. M. Burke) L.....	0	1	1
Directumwood, b. g. (T. J. Griffin) D.....	0	2	2
Pat L., ch. g. (E. K. Whitman) F.....	3	3	3
Time—1:04 3-4, 1:04 3-4, 1:03 1-2.			

The Driving Clubs of Greater Boston

Class D, trotting.			Class C, trotting.		
Nancy Nelson, ch. m. (F. C. Smith) L....	2	1 1	Baron Patch, b. g. (Fitzgerald) D.....	1	3 1
Tower Boy, b. g. (M. A. Pero) F.....	1	2 2	General, b. g. (Lord) L.....	2	1 2
Fred M., ch. g. (D. H. Fowle) Q.....	3	3 3	Tower Boy, b. g. (Pero) F.....	3	2 3
Time—1:11, 1:10, 1:10			Time—1:12, 1:12 1-2, 1:13.		
Class E, pacing.			Class D, trotting.		
Lady Laurin, b. m. (T. W. Fogg) L.....	1	1 1	The Jap, wh. g. (Furbush) D.....	1	1 1
Cascade, br. g. (J. W. Coakley) D.....	2	2 2	Amy, b. m. (Paine) F.....	2	2 2
Edith R., ch. m. (H. W. Litchfield) F.....	3	3 3	Maxine, b. m. (Gibbons) Q.....	3	3 3
Time—1:07 1-2, 1:06 1-2.			Time—1:15 1-4, 1:15 3-4.		
Class F, trotting.			Class E, pacing		
Croesus, br. g. (E. B. Phillips) L.....	1	1 1	Miss Ormond, b. m. (Crowley) D.....	1	1 1
Maxine, b. m. (H. B. Hubbard) Q.....	3	2 2	Edith R., ch. m. (Rideout) F.....	2	2 2
Amy, b. g. (Paine) F.....	2	3 3	Wildlock, b. g. (Spofford) L.....	3	3 3
Time—1:12, 1:14 1-4.			Chesterhallis, b. g. (Gibbons) Q.....		
			Time—1:08, 1:07.		
Class G, pacing.			Class F, trotting.		
Onward March (A. H. Fitch) D.....	1	1 1	Tom Phair, br. h. (Forshner) F.....	1	1 1
We Lead (M. Healey) F.....	3	2 2	Shila, b. m. (Page) L.....	2	2 2
Belle Park (J. B. Wilkinson) Q.....	2	3 3	Time—1:10, 1:08 1-2.		
Time—1:07 3-4, 1:08.					
Class H, trotting.			Class G, trotting.		
Altro L., blk. g. (H. C. Thayer) D.....	1	1 1	Rose Mack, b. m. (Page) L.....	1	1 1
Frank L., b. g. (C. M. Harrison) Q.....	2	2 2	Kitty Giltner, b. m. (Forshner) F.....	2	2 2
General, b. g. (Levi Lord) L.....	3	3 3	Time—1:12, 1:11 3-4.		
May Barnes, b. m. (E. Collins) F.....	4	4 4	Class H, pacing.		
Time—1:09 1-2, 1:10.			Directumwood, b. g. (Griffin) D.....		
			1 1		
Class I, pacing.			Dr. Ware, b. g. (Mason) L.....		
Gagnaunt, r. g. (E. H. Kingmond) F.....	1	1 1	3 2		
Chesterhallis, br. g. (A. H. Jewett) Q.....	2	2 2	Major M., b. g. (Rideout) F.....		
Minola, br. m. (C. J. Delano) L.....	3	3 3	2 3		
Time—1:09, 1:10.			Time—1:07 1-4, 1:07.		
Class J, trotting.			Class I, pacing.		
Lord Quex, b. g. (W. Corbett) F.....	1	1 1	My Star, ch. g. (Hickey) D.....	1	1 1
Rose Mack, b. m. (F. J. Linnehan) L.....	2	2 2	Independence, b. g. (Nelson) F.....	2	2 2
Oleander, b. g. (E. G. Emmons) Q.....	3	3 3	Time—1:17 1-4, 1:13.		
Ginger, b. g. (P. Buckley) D.....	4	4 4	Class J, pacing.		
Time—1:09 1-4, 1:08 1-2.			Louise G., b. m. (Furbush) D.....		
			1 1		
Class K, pacing.			The Welchman, b. g. (Forshner) F.....		
Miss Ormond, b. m. (J. F. Fitzgerald) D....	1	1 1	2 2		
May H., ch. m. (D. H. Fowle) Q.....	2	2 2	Time—1:12 3-4, 1:12 1-2.		
Ginger B., b. m. (J. I. Brooks) F.....	4	3 3	Class K, trotting.		
Bobby B., b. g. (E. B. Phillips) L.....	3	4 4	Croesus, br. g. (Phillips) L.....		
Time—1:10 1-2, 1:08.			1 1		
			Billy J., b. g. (Sanborn) F.....		
			2 2		
			Carl C., b. g. (Hickey) D.....		
			3 3		
			Time—1:07 3-4, 1:09 3-4.		
Class L, trotting.			Class L, pacing.		
Billy Ross, b. g. (H. H. Cook) D.....	1	3 1	Louise E., b. m. (Fox) F.....	1	1 1
Chazy Belle, b. m. (A. Worthylake) F....	2	1 2	Lady Laurin, b. m. (Page) L.....	2	2 2
Twin Prince, ch. g. (W. F. Rose) Q.....	4	2 3	Time—1:07 3-4, 1:08.		
Clarity Barrymore, b. m. (F. J. Linnehan) L	3	dr	Class M, pacing (for Dorchester Driving Club horses).		
Time—1:14, 1:15, 1:15.			Bud Posey, b. g. (Richardson).....		
			1 1 1		
COMBINATION PARK, MEDFORD, SEPT 25, 1909.			Rosemont, b. m. (Eldredge).....		
Class A, trotting.			2 2 3		
Autobon, b. g. (Davis) F.....	1	1 1	Bindweiser, b. g. (Barnard).....	3	3 2
Awning Boy, b. g. (McGovern) L.....	2	3 3	Billy K., gr. g. (Bleiler).....	4	4 4
Billy Ross, b. g. (Furbush) D.....	3	2 2	Time—1:10 3-4, 1:09, 1:11.		
Time—1:13 3-4, 1:13 1-2, 1:14.			Class N, pacing (for Dorchester Driving Club horses).		
			Helgamite, b. m. (Bellows).....		
			1 1 2 2 1		
			Fred R., b. g. (Richardson).....		
			2 2 1 1 2		
			Time—1:21, 1:18, 1:18, 1:19 1-2, 1:22 1-4.		
Class B, trotting.					
Ginger B., b. m. (Forshner) F.....	1	3 1			
Billy C., b. g. (Page) L.....	3	1 3			
Go See, b. g. (Beane) D.....	2	2 2			
Time—1:10, 1:13 1-2, 1:11 1-2.					

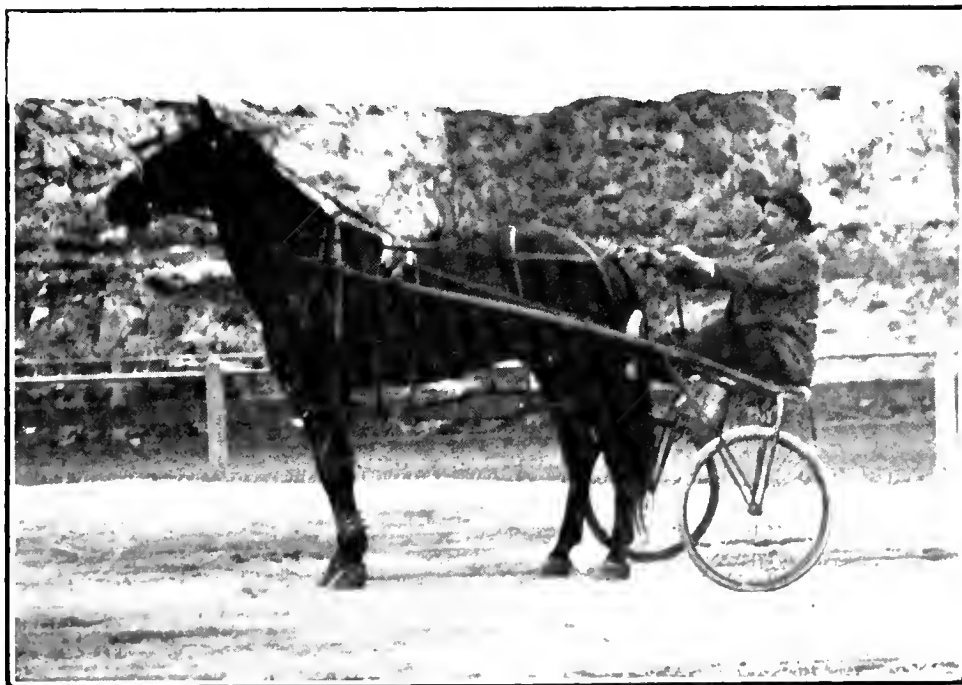
Metropolitan Earns Title of Champion Driving Club of New England

DURING the Winter of 1910 overtures were made to the Metropolitan Driving Club, by the other Greater Boston driving clubs that were in the interclub series of matinees the year before, to have the Metropolitan join them in a series to take place the coming Summer. This was finally agreed upon, with the condition that all of the meets take place over Combination Park, and to be six in number. It was further agreed that the points made in the races would be as follows: First horse, five points; second horse, three points; third horse, two points; and fourth horse, one point. In case of two or more horses standing equal in the summary at the conclusion of the race, the one standing the best in final heat to receive the additional point and preceding position in the summary.

In the early Spring months there was a great hustle between the members of the five clubs to secure material that would prove of benefit to their respective organizations in carrying away the elegant silver cup that was to be given to the club winning the most

points in the series. Thus, when the matinee season opened, or later during the matinees, the following galaxy of equine stars were among those entered in the events. Trotters—Chase, 2:07 1-4; Mack Mack, 2:08; Monroe, 2:10 1-2; Peter Sterling, 2:11 1-2; Ralph Wick, 2:13 1-4; Dodie K., 2:13 1-2; The Sailorman, 2:14 1-4; and Hawkins, 2:16 1-4. While Croesus, 2:19 1-2, and Dehesia, 2:23 1-4, did not have as fast a record as some of the others, yet they had a great deal of speed, and their admirable way of trotting gained for them general admiration from the spectators. Pacers—Gallagher, 2:03 1-2; Cascade, 2:06 1-2; Edwin S., 2:08; Frank S., 2:08 1-4; Louise G., 2:08 1-2; Phoebon W., 2:08 3-4; Billy Patten, 2:09 1-4; Easter Direct, 2:09 1-2; Reliance, 2:11 1-4; Young Chimes, 2:11 1-2; Aintree, 2:10 3-4; Dean Swift, 2:12 1-4; Johnny Smoker, 2:12 1-2; Lady Laurin, 2:13 1-2; Charley King, 2:14 1-4; and Decima Deane, 2:14 1-4.

The first matinee was held on July 9, and the honors for the afternoon went to Lynn with 30 points, Fellsway getting 24, Metropol-



CHARLEY KING, 2:14 1-4

Winner of Four Races in Five Starts in Big Interclub Meets of 1910. Owned and Driven by Adna T. Wheelock

itan 22, Dorchester 21, and Quannapowitt last with 14 points. The fastest event was won by Charley King, owned by A. T. Wheelock of Dorchester, who paced his second heat in 1:04 1-2. The next best performance by the pacers was made by Reliance, from the Lynn Club, beating a fast field, the last heat, in 1:05. For the trotters, The Sailorman, owned by William La Croix of the Lynn Club, did surprisingly well by stepping two heats in 1:05. Dehesia, the property of Thomas Brady of the Quannapowitt Club, marched off with a heat in 1:07; Billy F., from Fellsway, in 1:07, and Willie John, owned by W. J. Ford of Dorchester, his second heat in 1:06 1-2.

The second matinee came on July 16, and, after five races had been decided, rain called the balance of the program off. The Fellsway and Quannapowitt Clubs were tied with 13 points each, Dorchester got 11, Lynn 9, and Metropolitan 8. In the fast classes Reliance won the pace quite handily and Hawkins the trot.

There was some genuine horse racing at the third matinee of interclub meets at Combination Park, on July 23, the honors going to the Metropolitan Club with 29 points, Lynn and Dorchester getting 22 each, and Fellsway and Quannapowitt 18.

Reliance won the feature event of the day, though Cascade captured the first and fastest heat in 1:04. Louise G. reeled off a heat in 1:05 in her event, as did Aintree in his class. The best work by the trotters was The Sailorman winning his heat in 1:05 1-4, Rose Mack a heat in 1:06, and Dehesia one in 1:07.

The fourth weekly matinee of the interclub program was on August 6, and resulted in the Metropolitan getting 30 points, the most of any club, Fellsway 27 points, while Dorchester earned 26, Lynn 19, and Quannapowitt 6. This put the Mets in the lead for the series.

A new factor entered the field in the fast pacing mare, Easter Direct, who appeared against Reliance and others of that class, and made good the promise of her friends in the Fellsway Club by capturing the event in straight heats, the second one in 1:04 3-4. The Mets had out a pretty slick one, too, in Edwin S., who reeled off his second heat in 1:05, the same time that was made by Lady Laurin in her class.

But if there was plenty of fun in the pacing events, then the trotting classes were regular hurrahs in the way they fairly burned up the track. Chase, the trotting gelding that had been raced by C. H. Belledeu so successfully on the Charles River Speedway, had been purchased by Chauncey Sears of Fall River, and made his debut in Class F against The

Sailorman and Mack Mack. The last named gelding George Graves had been racing in matinees over the Readville track under the colors of the Boston Driving Club. When the smoke of the battle cleared in this event, it was found that Chase headed the summary with two heats in the remarkable time of 1:03 3-4, 1:04 1-2.

The next interclub matinee came on August 13, and the largest crowd of the season was attracted by the announcement that the celebrated pacer, Gallagher, 2:03 1-2, had been purchased by J. O. Reay and E. F. Adams, of the Metropolitan Club, and was going to make his appearance in Class D against the stars of the interclub meets. Bob Thompson drove the gelding, and while he did not have any picnic, yet the judges saw him first at the wire by a margin of a half-length each time, and, in winning these heats, he lowered the track record to 1:02 1-4, and came back in his second heat in 1:03 1-4. Easter Direct drove him out in the first instance, and Reliance got the place the next time.

A very close second to Gallagher in securing honors of the day were Lady Laurin and Louise G., the latter stepping off the first heat in 1:03 3-4, and was then barely beaten by Lady Laurin in 1:03 1-4 and 1:04 1-2. Another whirlwind pacer to take part was Billy Patten, who was out to take the measure of Edwin S., but just fell short, though making the winner tramp the last heat in 1:04 1-2.

Then to show there was no hard feeling, Charley King and Billy Baggs hooked up in a tremendous battle, Billy getting the first heat in 1:05. After that Charley King had all he could do to stall off Pointer Patchen, the final heat being in 1:04 1-2.

Remembering the decision of the previous week, George Graves was out with blood in his eye to take the measure of Chase with his Mack Mack. The first heat went to Chase in 1:06 3-4, The Sailorman being the contender. Then Mack Mack came to life and annexed the second one in 1:06 1-2, just nipping The Sailorman a few feet from the wire. The third heat was another duel between these two, Mack Mack barely getting the verdict, in the fast time of 1:04.

Ralph Wick took part in this interclub entertainment for the first time, he being entered in Class G, and the champion half-mile campaigner of the world won easily, turning the track the last heat in 1:06. Geiger, from the Metropolitan, in his event reeled off a trip in 1:06. Rose Mack and Monroe each did a heat in 1:06 1-4, and Willie John kept busy

the second heat of his race by negotiating it in 1:06 1-2.

The points for this session stood: Metropolitan 31, Fellsway 27, Lynn 22, Dorchester 21, and Quannapowitt 6.

The final interclub meet was held at Combination Park on August 20, and the result of the afternoon's races gave Lynn 28 points, Fellsway 26, Metropolitan 25, Dorchester 21, and Quannapowitt 11. The Metropolitan won the handsome silver cup, the trophy for the club winning the most points in the series, the score showing 145 for the Charles River Speedway horsemen, 135 for Fellsway, 130 for Lynn, 122 for Dorchester, and 68 for Quannapowitt. With the cup went the honor of the champion driving club of New England.

The trotters held the center of the stage in this matinee, and to square things as they should be, George Moore of Lynn, driving William La Croix's good trotter, The Sailor-man, headed the summary over his bitter rivals, Mack Mack, Chase, etc. The last heat of his event was in 1:03 3-4, just equaling the trotting record of the track, made by Chase on August 6.

Reliance and Louise G. were right on edge in their pacing race, and, to the surprise of all, the mare made Reliance pace in 1:01 1-2 the last heat of the event, which lowered the record of the track, recently made by Gallagher. Other notable features were Edwin S. winning in 1:04 1-4, Billy Patten in 1:04 1-2, and Charley King in 1:04 1-2.

POINTS WON IN INTERCLUB MEETS.

CLUBS	Mets.	Fells.	Lynn	Dor.	Quann.
First Matinee	22	24	30	21	14
Second Matinee	8	13	0	11	13
Third Matinee	29	18	22	22	18
Fourth Matinee	30	27	19	26	6
Fifth Matinee	31	27	22	21	6
Sixth Matinee	25	26	28	21	11
Total Points	145	135	130	122	68

FIRST MATINEE, JULY 9, 1910.

Combination Park, Medford, Class A. Pacing.

Dr. Ware, b. g. (Charles Mason) L.....	2	1	1
Ella Hal, b. m. (C. N. Clough) F.....	1	5	5
Kremella, b. g. (A. M. Johnson) D.....	3	4	2
Dean Swift, br. g. (J. Trout) M.....	4	2	3
Ada B., b. m. (H. C. Barrows) Q.....	5	3	4

Time—1:07 1-2, 1:08 1-4, 1:07.

Class B. trotting.

Geiger, blk. g. (A. J. Furbush) M.....	1	1
Awning Boy, b. g. (Charles McGovern) L....	2	3
Bonnie Patchen, br. g. (H. Buckner) D.....	4	2
Kitty McGregor, ch. m. (W. Patten) F.....	3	5
General C., br. g. (W. F. Gibbons) Q.....	5	4

Time—1:09 1-2, 1:09 1-4.

Class C. pacing.

Outcast, g. m. (W. F. Sprague) F.....	1	1
Phoebon W., br. g. (A. C. Furbush) M.....	2	2
Billy Bags, ro. g. (M. F. Clarke) Q.....	3	3
Mixedwood, blk. g. (M. J. Healy) L.....	4	4
Onward March, b. g. (F. H. Bellows) D.....	5	5

Time—1:06, 1:06 3-4.

Class D. trotting.

Billy F., b. g. (L. F. Sanborn) F.....	1	1
Rose Mack, b. m. (F. J. Linnehan) L.....	2	2
Louise G., b. m. (W. J. Furbush) M.....	3	3
Oleander, b. g. (E. G. Emmons) Q.....	4	4
Baron Patch, b. g. (W. J. Fitzgerald) D.....	5	5

Time—1:07, 1:07 1-2.

Class E. pacing.

Reliance, b. g. (E. B. Phillips) L.....	1	1
Aintree, b. g. (W. W. Croft) F.....	2	2
Ginger B., b. m. (W. B. Pierce) Q.....	3	3
Cascade, br. g. (T. J. Griffin) D.....	3	4
Tony D., g. g. (E. S. Adams) M.....	4	dr

Time—1:05 1-2, 1:05.

Class F. trotting.

Willie John, br. g. (J. W. Ford) D.....	1	1
Croesus, br. g. (E. B. Phillips) L.....	2	2
Major Dillard, gr. g. (J. Trout) M.....	3	3
Maud Bland, b. m. (W. F. Gibbons) Q.....	4	4

Time—1:07, 1:06 1-2.

Class G. pacing.

Billy C., b. g. (W. C. Clark) L.....	2	1	1
Johnny Smoker, blk. g. (H. B. Ralston) M	1	5	2
Prairie Queen, b. m. (J. R. Trazier) D....	5	2	4
Harry Wilkes, b. g. (Fred Rideout) F....	3	3	4
Maud F., blk. m. (D. Leary) Q.....	4	4	5

Time—1:06 1-2, 1:08, 1:06.

Class H. trotting.

The Sailorman, b. g. (William La Croix) L..	1	1
Victor C., g. g. (J. Trout) M.....	2	3
Fred C., b. g. (L. F. Sanborn) F.....	4	2
Carl C., b. g. (P. O'Hearn) D.....	3	4
Crown Prince, ch. g. (G. A. Cowdrey) Q....	5	5

Time—1:05, 1:05.

Class I. pacing.

Charley King, blk. g. (A. T. Wheelock) D..	1	1
Emily, b. m. (J. O. Reay) M.....	4	2
F. E. R., b. g. (W. F. Gibbons) Q.....	2	4
Decima Deane, b. m. (F. E. Morrison) F....	3	3
Lady Laurin, br. m. (F. J. Linnehan) L.....	5	5

Time—1:06 1-2, 1:04 1-2.

Class J. trotting.

Dehesia, b. m. (Thomas Brady) Q.....	1	1
Klondyke, br. g. (M. McDermott) D.....	2	2
Dodie K., blk. m. (W. J. McDonald) M....	4	3
Hawkins, blk. g. (E. H. Merrow) F.....	3	4
Peter Sterling, br. g. (J. Cullen) L.....	5	5

Time—1:08, 1:07.

SECOND MATINEE, JULY 16, 1910.

Combination Park, Medford, Class A. trotting.

Hawkins, blk. g. (E. H. Merrow) F.....	1	1
Klondyke, br. g. (M. McDermott) D.....	4	2
Dehesia, b. m. (T. F. Brady) Q.....	2	2
Dodie K., blk. m. (W. J. McDonald) M.....	3	3

Time—1:07 1-2, 1:06 1-4.

Class B. pacing.

Kremella, b. g. (A. M. Johnson) D.....	1	1
Dr. Ware, b. g. (Charles Mason) L.....	3	2
Ella Hal, b. m. (W. W. Croft) F.....	2	3
Harry M., g. g. (F. Churchill) Q.....	4	4

Time—1:06, 1:06 3-4.

The Driving Clubs of Greater Boston

Class C, trotting.

Geiger, blk. g. (A. J. Furbush) M.....	1	1
Isabelle, b. m. (B. W. Weeks) F.....	2	2
Baron Patch, b. g. (W. J. Fitzgerald) D....	3	3
Maud Bland, b. m. (W. F. Gibbons) Q.....	4	4
Time—1:08 1-2, 1:08 1-2.		

Class D, pacing.

Billy Baggs, r. g. (M. F. Clark) Q.....	1	3	1
Decima Deane, b. m. (F. E. Morrison) F....	5	1	4
Dean Swift, br. g. (J. Trout) M.....	3	2	2
Billy C., b. g. (W. C. Clark) L.....	2	4	5
Manila Boy, b. g. (J. W. Wentworth) D....	4	5	3
Time—1:07 1-2, 1:08, 1:10 1-2.			

Class F, pacing.

Reliance, b. g. (E. B. Phillips) L.....	1	1
Ginger B., b. m. (W. B. Pierce) Q.....	2	2
Cascade, br. g. (T. J. Griffin) D.....	3	3
Tony D., g. g. (E. S. Adams) M.....	4	dr
Time—1:05 3-4, 1:06.		

THIRD MATINEE, JULY 23, 1910.

Combination Park, Medford, Class A, trotting.

Dehesia, b. m. (Thomas F. Brady) Q.....	1	1
Hawkins, blk. g. (E. H. Merrow) F.....	2	2
Willie John, br. g. (W. J. Ford) D.....	3	3
Time—1:08, 1:07.		

Class B, pacing.

Phoebon W., br. g. (A. C. Furbush) M.....	1	1
Billy Baggs, r. g. (M. F. Clark) Q.....	2	2
Kremella, b. g. (A. M. Johnson) D.....	3	4
Billy C., b. g. (W. C. Clark) L.....	5	3
Outcast, g. m. (W. Sprague) F.....	4	5
Time—1:06 1-4, 1:06 1-2.		

Class C, trotting.

Rose Mack, b. m. (F. J. Linnehan) L.....	1	1
Monroe, b. g. (Dr. Jackson) M.....	3	2
Billy J., b. g. (L. F. Sanborn) F.....	2	3
Klondyke, br. g. (M. McDermott) D.....	4	4
Time—1:08, 1:06.		

Class D, pacing.

Reliance, br. g. (E. B. Phillips) L.....	2	1	1
Cascade, br. g. (T. J. Griffin) D.....	1	2	3
Ginger B., b. m. (W. B. Pierce) Q.....	3	5	2
Miss Cadmus, b. m. (A. C. Furbush) M....	4	3	5
Young Chimes, b. g. (K. Forshner) F.....	5	4	4
Time—1:04, 1:04 3-4, 1:05 3-4.			

Class E, trotting.

The Sailorman, b. g. (William La Croix) L..	1	1
Fred C., b. g. (L. F. Sanborn) F.....	3	2
Crown Prince, ch. g. (G. A. Cowdrey) Q....	2	3
Victor C., g. g. (J. Trout) M.....	4	4
Time—1:05 3-4, 1:05 1-4.		

Class F, pacing.

Louise G., b. m. (W. J. Furbush) M.....	1	1
Charley King, blk. g. (A. T. Wheelock) D....	2	2
Lady Laurin, br. m. (F. J. Linnehan) L....	3	3
W. H. B., b. g. (W. H. Bird) Q.....	4	4
Time—1:05 1-2, 1:05.		

Class G, trotting.

Geiger, blk. g. (A. J. Furbush) M.....	2	1	1
Baron Patch, b. g. (W. J. Fitzgerald) D....	1	2	4
Marine, b. m. (H. P. Hubbard) Q.....	4	3	2
Awning Boy, b. g. (Charles McGovern) L...	3	4	3
Time—1:09 1-2, 1:09, 1:10.			

Class H, pacing.

Aintree, b. g. (W. W. Croft) F.....	2	1	1
Lone, b. m. (R. G. Crosby) D.....	1	2	2
Mixedwood, blk. g. (M. J. Healey) L.....	3	3	4
Emily, b. m. (J. O. Reay) M.....	4	4	3
Maud F., blk. m. (D. Leary) Q.....	5	dr	
Time—1:06, 1:05, 1:05 1-4.			

Class I, trotting.

Dodie K., blk. m. (W. J. McDonald) M.....	1	1
General C., br. g. (W. F. Gibbons) Q.....	2	2
Isabelle, b. m. (B. W. Weeks) F.....	3	3
Time—1:10 1-4, 1:10 1-2.		

Class J, pacing.

Manila Boy, b. g. (J. W. Wentworth) D.....	1	1
Country Guy, ch. g. (M. Buffington) M.....	4	2
Decima Deane, b. m. (F. E. Morrison) F....	2	4
Dr. Ware, b. g. (Charles Mason) L.....	3	3
Time—1:07 1-4, 1:07 1-2.		

FOURTH MATINEE, AUGUST 6, 1910.

Combination Park, Medford, Class A, pacing.

Harry Wilkes, b. g. (F. Rideout) F.....	1	1
Manila Boy, b. g. (Eldredge) D.....	2	2
Dean Swift, b. g. (J. Trout) M.....	3	3
Dr. Ware, b. g. (Page) L.....	4	4
Ada B., b. m. (H. C. Burrows) Q.....	5	5
Time—1:08, 1:07 3-4.		

Class B, trotting.

Geiger, blk. g. (Bailey) M.....	1	1
Baron Patch, b. g. (W. J. Fitzgerald) D....	2	2
Awning Boy, b. g. (C. McGovern) L.....	4	3
Major Green, ch. g. (Thyng) F.....	3	4
General C., br. g. (W. F. Gibbons) Q.....	5	5
Time—1:08 3-4, 1:08 3-4.		

Class C, pacing.

Easter Direct, b. m. (L. P. Trembley) F....	1	1
Reliance, b. g. (Page) L.....	2	2
Ginger B., b. m. (W. B. Pierce) Q.....	3	3
Cascade, br. g. (Morgan) D.....	5	4
Louise G., b. m. (Bailey) M.....	4	5
Time—1:05, 1:04 3-4.		

Class D, trotting.

Hawkins, blk. g. (K. Forshner) F.....	1	1
Rose Mack, b. m. (O'Brien) L.....	2	2
Victor C., g. g. (J. Trout) M.....	4	3
Dehesia, b. m. (Thomas F. Brady) Q.....	3	4
Time—1:07 1-2, 1:06 1-2.		

Class E, pacing.

Edwin S., ch. g. (H. H. Reed) M.....	1	1
Outcast, g. m. (W. Sprague) F.....	2	2
Kremella, b. g. (A. M. Johnson) D.....	4	3
Billy Baggs, r. g. (M. F. Clark) Q.....	3	5
Billy C., b. g. (W. C. Clark) L.....	5	4
Time—1:05 1-2, 1:05.		

Class F, trotting.

Chase, b. g. (Chauncy Sears) M.....	1	1
The Sailorman, b. g. (William La Croix) L..	3	2
Mack Mack, b. g. (George Graves) F.....	2	3
Crown Prince, ch. g. (G. A. Cowdrey) Q....	4	4
Carl C., b. g. (P. O'Hearn) D.....	5	5
Time—1:03 3-4, 1:04 1-2.		

Class G, pacing.

Lady Laurin, br. m. (James O'Brien) L.....	1	1
Aintree, b. g. (W. W. Croft) F.....	2	3
Lone, b. m. (R. G. Crosby) D.....	4	2
Phoebon W., br. g. (A. C. Furbush) M.....	3	4
W. H. B., b. g. (W. H. Bird) Q.....	5	5
Time—1:05 1-4, 1:05.		

Class H, trotting.

Klondyke, br. g. (M. McDermott) D.....	3	1	1
Dodie K., blk. m. (W. J. McDonald) M.....	1	3	3
Little Bill, b. g. (A. Jameson) F.....	2	2	2
Maxine, b. m. (H. P. Hubbard) Q.....	4	4	4
Noble Grand, b. h. (M. Page) L.....	5	5	5
Time—1:08 1-2, 1:07, 1:06 1-2.			

Class I, pacing.

Charley King, blk. g. (A. T. Wheelock) D.....	1	1
Miss Cadmus, b. m. (A. C. Furbush) M.....	3	2
Mixedwood, blk. g. (M. J. Healey) L.....	2	4
Young Chimes, b. g. (K. Forshner) F.....	4	3
Maud F., blk. m. (D. Leary) Q.....	5	5
Time—1:06, 1:06 1-4.		

Class J, trotting.

Willie John, br. g. (W. J. Ford) D.....	1	1
Billy J., b. g. (L. F. Sauborn) F.....	3	2
Monroe, b. g. (Dr. Jackson) M.....	2	3
Oleander, b. g. (E. G. Emmons) Q.....	4	dr
Time—1:07, 1:07.		

FIFTH MATINEE, AUGUST 13, 1910.

Combination Park, Medford, Class A, trotting.

Geiger, blk. g. (Thompson) M.....	1	1
Billy J., b. g. (Forshner) F.....	3	2
Baron Patch, b. g. (Fitzgerald) D.....	2	4
Awning Boy, b. g. (McGovern) L.....	4	3
General C., br. g. (Gibbons) Q.....	5	5
Time—1:08 1-2, 1:06.		

Class B, pacing.

Aintree, b. g. (Forshner) F.....	1	1
Dr. Ware, b. g. (Page) L.....	4	2
Dean Swift, b. g. (Trout) M.....	2	4
Kremella, b. g. (Eldredge) D.....	3	3
Ada B., b. m. (Barrows) Q.....	5	5
Time—1:08 3-4, 1:06.		

Class C, trotting.

Mack Mack, b. g. (Graves) F.....	5	1	1
Chase, b. g. (Babin) M.....	1	5	3
The Sailorman, b. g. (Moore) L.....	2	2	2
Crown Prince, ch. g. (Gibbons) Q.....	3	3	4
Carl C., b. g. (O'Donnell) D.....	4	4	5
Time—1:06 3-4, 1:06 1-2, 1:04.			

Class D, pacing.

Gallagher, b. g. (Thompson) M.....	1	1
Reliance, b. g. (Page) L.....	3	2
Easter Direct, b. m. (Trembley) F.....	2	4
Ginger B., b. m. (Gibbons) Q.....	4	3
Cascade, br. g. (Kinsley) D.....	5	5
Time—1:02 1-4, 1:03 1-4.		

Class E, trotting.

Rose Mack, b. m. (O'Brien) L.....	2	1	2	1
Hawkins, blk. g. (Forshner) F.....	4	2	1	3
Monroe, b. g. (Bailey) M.....	1	4	4	2
Dehesia, b. m. (Brady) Q.....	3	3	dr	
Time—1:06 1-4, 1:06 1-4, 1:06 3-4, 1:06 1-2.				

Class F, pacing.

Lady Laurin, br. m. (O'Brien) L.....	2	1	1
Louise G., b. m. (Bailey) M.....	1	2	2
Frank S., br. g. (Forshner) F.....	4	3	3
B. S. Dillon, ch. g. (Eldredge) D.....	3	4	4
Maud F., blk. m. (Leary) Q.....	5	5	dr
Time—1:03 3-4, 1:03 1-4, 1:04 1-2.			

Class G, trotting.

Ralph Wick, b. g. (Paige) D.....	1	3	1
Octavia, b. g. (Dorr) M.....	4	1	2
Derby Directly, br. g. (Carpenter) L.....	2	2	3
Fancy Frank, blk. g. (Trembley) F.....	3	4	5
Maxine, b. m. (Gibbons) Q.....	5	5	4
Time—1:09 3-4, 1:07 1-2, 1:06.			

Class H, pacing.

Edwin S., ch. g. (Bailey) M.....	1	1
Billy Patten, b. g. (O'Neil) F.....	3	2
Ione, b. m. (Eldredge) D.....	2	5
Mixedwood, blk. g. (Healey) L.....	4	3
Harry M., g. g. (Churchill) Q.....	5	4
Time—1:04 1-2, 1:04 1-2.		

Class I, trotting.

Willie John, b. g. (Ford) D.....	4	1	1
Little Bill, b. g. (Ralston) F.....	1	3	2
Victor C., g. g. (Trout) M.....	2	2	3
Barronette, blk. g. (Gibbons) Q.....	3	4	4
Noble Grand, br. h. (Page) L.....	5	5	5
Time—1:08 3-4, 1:06 1-2, 1:07.			

Class J, pacing.

Charley King, blk. g. (Wheelock) D.....	3	1	1
Billy Baggs, r. g. (Clark) Q.....	1	5	5
Pointer Patchen, ch. g. (Sullivan) F.....	4	3	2
Billy C., b. g. (Clark) L.....	5	2	3
Miss Cadmus, b. m. (Furbush) M.....	2	4	4
Time—1:05, 1:04 1-4, 1:04 1-2.			

SIXTH MATINEE, AUGUST 20, 1910.

Combination Park, Medford, Class A, trotting.

Little Bill, b. g. (A. Jameson) F.....	1	1
Alfredi, b. h. (J. Wells) L.....	2	2
Geiger, blk. g. (A. J. Furbush) M.....	3	3
Baron Patch, b. g. (W. J. Fitzgerald) D.....	5	4
Barronette, blk. g. (W. M. Christie) Q.....	4	5
Time—1:09, 1:08.		

Class B, pacing.

Edwin S., ch. g. (H. H. Reed) M.....	1	1
Frank S., br. g. (J. Sullivan) F.....	3	2
Lady Laurin, br. m. (F. J. Linnehan) L.....	2	3
B. S. Dillon, ch. g. (F. A. Winslow) D.....	5	4
Maud F., blk. m. (D. Leary) Q.....	4	5
Time—1:04 1-4, 1:04 1-2.		

Class C, trotting.

The Sailorman, b. g. (William La Croix) L.....	1	1
Mack Mack, b. g. (George Graves) F.....	2	2
Crown Prince, ch. g. (G. A. Cowdrey) Q.....	3	4
Chase, b. g. (Chauncy Sears) M.....	5	3
Carl C., b. g. (P. O'Hearn) D.....	4	5
Time—1:05, 1:03 3-4.		

Class D, pacing.

Billy Patten, b. g. (W. O'Neil) F.....	1	1
Barbara D., ch. m. (A. J. Furbush) M.....	3	2
Captain Sampson, g. g. (F. M. Burke) L.....	2	3
Ada B., b. m. (H. C. Barrows) Q.....	4	4
Time—1:06 1-4, 1:04 1-2.		

Class E, trotting.

Monroe, b. g. (Dr. Jackson) M.....	1	1
Rose Mack, b. m. (F. J. Linnehan) L.....	3	2
Dehesia, b. m. (T. F. Brady) Q.....	2	3
Remsen Robinson, b. g. (J. Miller) F.....	4	4
Time—1:07 1-2, 1:07.		

Class F, pacing.		Miss Cadmus, b. m. (A. C. Furbush) M.....	3	3	
Reliance, b. g. (E. B. Phillips) L.....	1	1	Aintree, b. g. (W. W. Croft) F.....	4	4
Louise G., b. m. (W. J. Furbush) M.....	2	2	Time—1:06 1-2, 1:06 1-2.		
Ginger B., b. m. (W. B. Pierce) Q.....	3	3	Class I, trotting.		
Cascade, br. g. (T. J. Griffin) D.....	4	4	Willie John, b. g. (W. J. Ford) D.....	1	1
Time—1:03 1-2, 1:01 1-2.			Victor C., g. g. (J. Trout) M.....	2	2
Class G, pacing.			Harry Brino, br. g. (Thompson and Brooks) F	3	3
Ralph Wick, b. g. (Peter Allen) D.....	1	1	General C., br. g. (W. F. Gibbons) Q.....	4	4
Hawkins, blk. g. (E. H. Merrow) F.....	3	2	Time—1:06 3-4, 1:06 1-2		
Derby Directly, br. g. (F. M. Burke) L.....	2	3	Class J, pacing.		
Maxine, b. m. (H. P. Hubbard) Q.....	4	4	Charley King, b. g. (A. T. Wheelock) D.....	1	1
Octavia, b. g. (H. Wood) M.....	5	5	Pointer Patchen, ch. g. (J. Sullivan) F.....	3	2
Time—1:07 3-4, 1:07.			Billy Baggs, r. g. (M. F. Clark) Q.....	2	4
Class H, pacing.			Billy C., b. g. (W. C. Clark) L.....	5	3
Mixedwood, blk. g. (M. J. Healey) L.....	1	1	Leanone, blk. m. (P. Smith) M.....	4	5
Manila Boy, b. g. (J. W. Wentworth) D....	2	2	Time—1:06, 1:04 1-2.		

Kenoza Club Defeats Fellsways by Taking Four of the Races

ON September 30, 1911, the Kenoza Driving Club of Haverhill met the Fellsway Club on the home grounds of the latter, at Combination Park, in an inter-club meet, which resulted in the visitors taking four of the seven races, although the Fellsways succeeded in capturing five of the seven red ribbons. The track was heavy from recent rains, which made the time slow.

The feature event was the meeting of Wilkes Heart, 2:06 1-4, owned by Warren Kimball, of Haverhill, Dr. Chase, 2:10 1-4, owned by L. F. Sanborn, and Demarest, 2:06 1-4, the property of W. J. McDonald, the last two named racing under the colors of the Fellsway. Wilkes Heart reeled off the race in straight heats, driven out by Dr. Chase, and made the fastest time of the afternoon, 1:08 1-2, 1:09. The fastest pacing event was won by Simons, from the stable of A. Wallace, of Haverhill, his principal opposition coming from Decima Deane, the property of Frank Morrison of the Fellsway Club. The summary:

Combination Park, Medford, Sept. 30, 1911.—Class A, trotting.

Wilkes Heart, b. g. (W. Kimball) H.....	1	1
Dr. Chase, ch. g. (L. F. Sanborn) F.....	2	2
Demarest, b. g. (W. J. McDonald) F.....	3	3
Snowbird, gr. g. (P. Doherty) H.....	4	4
Time—1:08 1-2, 1:09.		

Class B, trotting.

La Buda, b. m. (McDonald) F.....	2	1	1
Dehesia, b. m. (T. F. Brady) F.....	1	2	2
Belle Chime, b. m. (E. C. Miller) H.....	3	3	3
Time—1:12 1-2, 1:11 3-4, 1:12.			

Class C, trotting and pacing.

Watchman, b. g. (Welch) F.....	1	1
Go See, b. g. (Fitzgerald) F.....	2	2
Mascal, b. g. (R. P. Wood) H.....	3	3
Time—1:16 1-4, 1:14 3-4.		

Class D, pacing.

Richard Griffin, b. g. (Minkler) F.....	1	1
Epping Boy, gr. g. (J. Dngan) H.....	2	2
Johnny D., b. g. (G. A. Leathers) H.....	4	3
Maud C., b. m. (Cromwell) H.....	3	4
Time—1:13 1-2, 1:14.		

Class E, pacing.

Dan S., b. g. (Fred Rowe) H.....	1	1
Paul Boone, b. g. (J. Fuller) H.....	2	2
Independence, ch. g. (F. Brown) F.....	3	3
Doctor, b. g. (Twombly) F.....	4	4
Time—1:12 1-2, 1:13.		

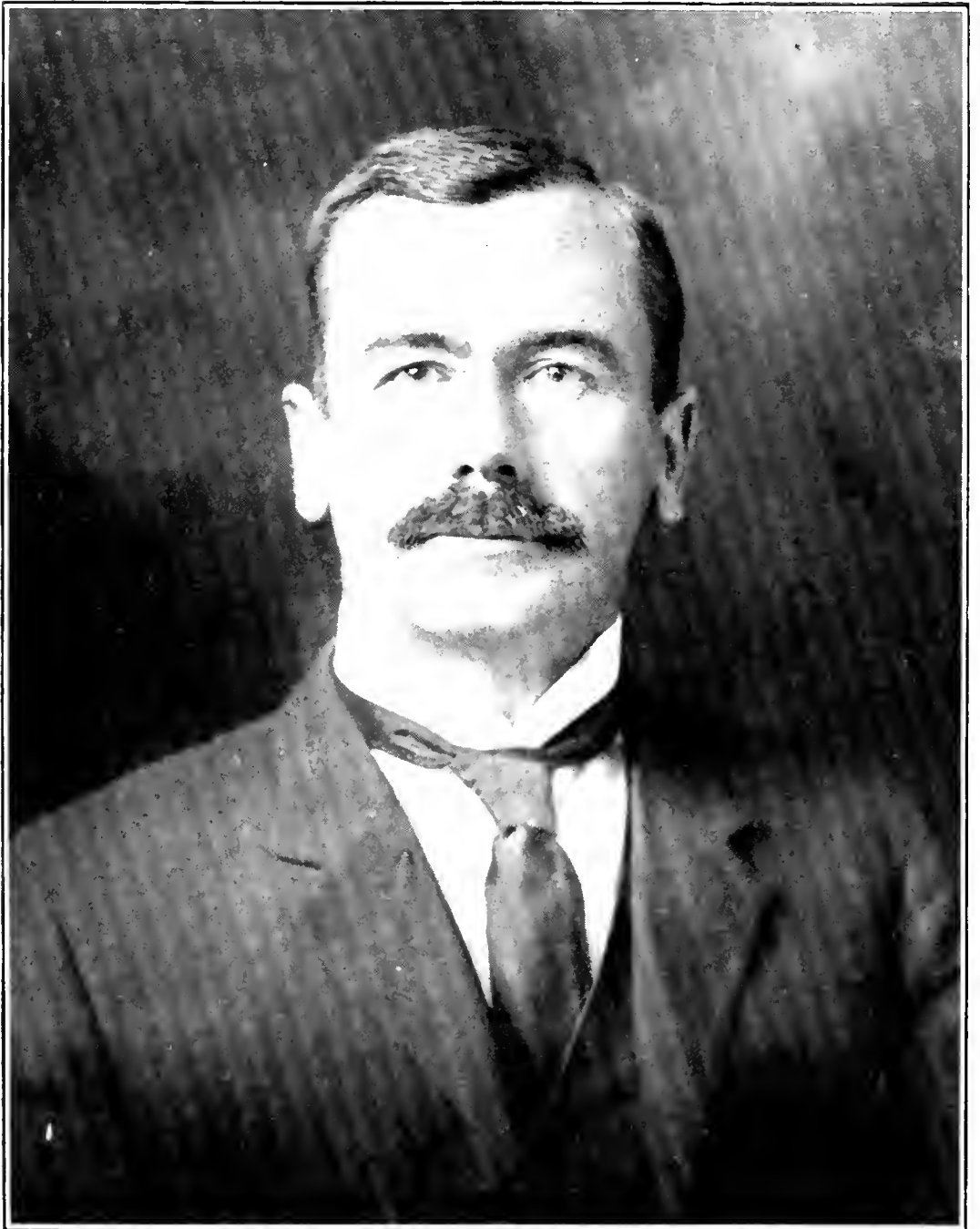
Class F, pacing.

Simons, b. g. (A. Wallace) H.....	1	1
Decima Deane, b. m. (Morrison) F.....	2	2
Joe Harris, b. g. (Miller) H.....	4	3
Bessie H., bl. m. (Hartz) F.....	3	4
Time—1:11, 1:12.		

Class G, pacing.

Upper Dyke, b. g. (H. W. Watson) H.....	1	1
Color Bearer, b. g. (W. Gowan) F.....	2	2
Time—1:14, 1:12.		

**Facts and Anecdotes
of
Prominent Events
of the Turf**



ARTHUR H. PARKER

Breeder of the World's Champion Trotter--Uhlen, 1:58

Uhlan, the World's Champion Trotter, His Breeder and His Trainer

(By Edward E. Cogswell)



For seven years Mr. Cogswell was Turf Editor of the Boston Traveler, and for eight years held a similar position on the Boston American. He was New England correspondent for the Horse Review, Trotter and Pacer, and the Associated Press during these years. Before taking up newspaper work Mr. Cogswell conducted a public training stable at Beacon Park, at Mystic Park and in the employ of such noted breeders as B. D. Whitcomb, W. H. Moody, Com. George Perkins, etc., winning one season the John B. Clarke prize in lowering all New Hampshire records by a trotter bred in the Granite State. This he accomplished with the mare Thetis. Mr. Cogswell was born in Roxbury, Mass., and is enrolled as an Honorary Member in the Metropolitan, Dorchester, and Fellsway Driving Clubs.

UHLAN, 1:58, the fastest trotter in the world, as is very well known, was bred by Arthur H. Parker, owner of the Shawsheen River Stock Farm, Bedford, Mass.

In the Fall of 1900 Mr. Parker purchased from Dr. H. L. Alderman, of Lexington, Mass., the mare Blonde, by Sir Walter, Jr., 2:18 1-4, and another mare, for which he paid \$450 for the pair. In the Spring of 1901 Blonde was bred to Bingen, 2:06 1-4, the produce being Lexington, that afterwards took a matinee record of 2:15 1-4. The latter being a small and disappointing foal, Mr. Parker didn't breed Blonde in 1902, but Lexington showed so much promise when a yearling that he bred her back to Bingen in the Spring of 1903, and the following year she produced Uhlan.

Ed. McGrath, trainer at Shawsheen Farm, did nothing with Uhlan until the Fall of 1905, and then started working him to cart, but the only gait he seemed to have was a saddle gait, and it took McGrath two weeks to get him out of it, and the only way he could do it was to run him out. He kept at him this way until he finally got him on the trot. Uhlan was driven on the snow that Winter, and on April 28, the following Spring, won a race over the farm track of half-mile heats in 1:22 1-2, and two weeks later he worked a half mile in 1:17. He was then turned loose for ten weeks. Then, taken up and driven a little and sent to

Readville, where, right off, he stepped a mile in 2:28, one-quarter in 35 seconds.

The following Winter, 1906 and '07, Mr. Parker took him over to Charles River Speedway, where he most favorably impressed a great many people who saw him step. Mr. Parker offered him for sale for \$1,500, but found no takers. Early in May, he started in a race of half-mile heats against aged horses over the farm track, winning in 1:11 1-2, 1:10, and 1:12. Mr. Parker took him to Readville early in July, and started him in three matinees of the Gentlemen's Driving Club, winning all in straight heats, one in 2:21 1-4.

Charles Sanders, of Salem, Mass., was favorably impressed by the colt's performance, and asked Mr. Parker to put a price on him, and Mr. Parker named \$2,500. Two or three days later Mr. Parker worked Uhlan a mile for Mr. Sanders in 2:20, and repeated in 2:16 1-4. Mr. Sanders bought him at once, and the following week drove him a mile to wagon in a winning race in 2:13 3-4.

Uhlan's racing career in 1908, as a four-year-old, was under the charge of Robert Proctor, the well known Readville track trainer and driver, who won with the noted gelding all the races with the exception of one, taking a record of 2:07 1-4.

The season of 1909 Trainer Proctor had Uhlan in rare condition, as at the Cleveland track, he made Hamburg Belle establish a new world's race record for trotters, of

2:01 1-4, in order to beat him. The race was apparently what Uhlan wanted to shape him up, as at Readville, he turned the tables on the mare, and the result of the race caused C. K. G. Billings, the multi-millionaire of Chicago, Ill., to buy Uhlan from Mr. Sanders for \$35,000. With the change of ownership the horse was taken from Mr. Proctor and given in charge of Mr. Billings' trainer, Charles Tanner, who the following year gave him a record of 1:58 3-4. Before retiring him from the turf, Mr. Tanner succeeded in still further reducing Uhlan's record by giving him a mark of 1:58, in the season of 1912.

Mr. Tanner, who had the handling of the world's greatest trotter in all of his record breaking heats, and even toured Europe with him, even so far as the distant land of Russia, exhibiting him before the crown heads of the European countries, has frequently given Mr. Proctor great credit for the condition that Uhlan was in when received by him, and the marvelous performances which he afterwards made. It is due to Mr. Proctor that we quote what Mr. Tanner has said, as follows:

"I want to pay Proctor the compliment of saying that the condition in which Uhlan then was, considering what had been done with him, was the best possible evidence of the skill with which he had been prepared and trained. While it was reserved for me to make him a true two-minute trotter, Proctor had already demonstrated that he was close to one in the Randall track race in which, trotting outside Hamburg Belle all the way, he had finished at her throatlatch in 2:01 1-4—which, all things considered, was nearly, if not fully, equal to a dress parade mile in two minutes, with everything in his favor.

"He came into my hands in absolutely perfect physical condition. There was not a pimple visible upon his legs, he was stout and fresh, carrying as much or more flesh than when I first saw him weeks before, and he had all his 'whizz.' His manners also testified to the care with which he had been educated. In public his deportment has always been so good that few people, perhaps, have any idea how highly organized he really is.

"I hardly need to say that any horse which trots in two minutes must be keyed high, but that is no reason why they should not have good manners. It is easy to render them bad-mannered, however, and Uhlan could have been spoiled early in his career, had he not been handled judiciously. He is not only high-strung, with a decided will of his own, but he is also a very wise horse—I have come in con-

tact with few as brainy and that had as much true individuality.

"That I found him so tractable I think one of the most creditable things in connection with his development and something upon which Proctor can justly pride himself.

"It was on Wednesday that Uhlan was bought and I shipped him to the Randall track at once, for there was to be a matinee there the next Saturday and Mr. Billings was coming on from New York to take his first drive behind him. This being the case, I asked Proctor to be on hand also, in order that he might 'put us next' to the gelding's peculiarities, which he did exhaustively, taking great pains to explain everything which he thought would be essential for us to know.

"The day in question proved a very unpleasant one, cold and raw, with a slow track. In consequence, Mr. Billings did little more than jog Uhlan, driving him a mile in 2:14 3-4, to wagon, only, with the last quarter in 30 3-4s., after Proctor had driven him a mile to sulky in 2:05 1-2, the last half in 1:01 1-2, which he did so easily that Mr. Billings was much pleased with him.

"About his shoeing. It has already been published that I made some quite radical changes in this from the methods employed by Proctor, so I may as well say that I did, but in doing so I do not want to be understood as criticising the way in which Proctor balanced him. When a trainer can do what Proctor did with Uhlan, what call is there for criticism? However, he balanced him, as balanced he certainly must have been. But every trainer has his own ideas of gait and balance, and likes to apply them. If I changed Uhlan, it was not because I wanted to criticise Proctor, but because I wanted to rig the horse my way and see if he would not go good so rigged. It shows what a great horse he was that he could break records rigged both ways. Probably if he was then to have passed into the hands of some other trainer, he might have made changes in him to correspond with his own ideas, and he would have continued to break records."

Uhlan was trained on what has been called the "mile upon mile" system. Of course he was given some brush work, but the most he got he gave himself. He did this the days he was jogged. It was his habit to "light out," invariably, at some time during his exercise, and sprint a hundred yards or so about as fast as he could go. Sometimes he would only do this once, sometimes he would do it two or three times, and he was generally allowed to have his way about it. This, as much as anything, made him always have his speed with him. His track work was chiefly given him

with a view of enabling him to carry his speed.

Going into the breeding of Uhlán, it is found that his dam, Blonde, was bred by Dr. Harry L. Alderman, of Lexington, Mass., who owned Brunette, the dam of Blonde, which he purchased from his father. Dr. Alderman says that Blonde had plenty of spirit and a will of her own. It would never do to flash a whip on her. She had a lot of natural speed, and would have been a very fast trotter had she not met with an accident when she was a two-year-old and injured one of her hind legs, which proved permanent in its nature. He tried to train her, but after she got to a certain point in her training this trouble always developed, and he gave it up in disgust. At that, right out of his road wagon, hitched to a sulky, Jere O'Neil drove her a quarter in 35 seconds.

Uhlán inherited his tremendous speed, as is shown, not only from his sire and dam, but his grand-dam, Brunette, as well. Trainer John Trout, for a number of years manager of the Club stables at Charles River Speedway, drove Brunette in all her races, and gave her a record of 2:30 1-4.

In speaking of Brunette, Mr. Trout gave her career, while in his hands, as follows:

"Brunette was a black mare, standing I should say, over 15 hands, well proportioned, and carried plenty of flesh upon her ribs, good all over till you got down to her hocks, which were pretty bad, and she gave me a good deal of trouble to keep her in racing form, in fact, I had to cocaine her very freely in order to get her to race at all. It was her weakness here that was the ultimate cause of her break-down. She was sent to me the Spring of 1887, when I and my son, Allie, were located at Mystic Park. She was then owned by Dan Beckler. I had seen the mare before she came to me, at Beacon Park, where she impressed me favorably. I started her for the first time in a 2:50 class, at a one-day meeting, held over the old half-mile track then called Norfolk Park, Readville, Mass. This was on June 17th, and she won very handily in straight heats. I started her eight times that year and she won six races for me. One race at Haverhill she was off, and I had to draw her after she had gone four or five heats. The other race was the one in which she broke down in the first heat, and never afterwards started.

"She was trained some the following Spring by Jock Bowen at Mystic Park, but she could not stand the prep. She was a game, level-headed mare, and as pleasant a driver as I ever had to do with. She never made a

break, was absolutely dependable under all circumstances and conditions, and I could place her wherever I liked, race her in behind other horses, or lay her along beside them, and whenever I got ready to move, a cluck and a touch of the whip on the shoulder was all sufficient. She knew what was wanted of her, and she was always there with the goods to deliver.

"As a matter of fact, she was a much faster mare than her record would indicate, for I drove her a mile in a work-out over the Tilton (N. H.) half-mile track in 2:19 1-2, timed by at least two outside parties, and when you recall that those were high-wheel sulky days, you will appreciate that was going some.

"Brunette carried her head quite low, with her ears pricked forward, as if she had her attention fixed on something ahead of her. She was a good, clean-gaited trotter, but carried her hind feet a little to the outside in passing by her front feet. She had fairly good action, but not excessive. She was always a good doer, never missed a feed. I think I can see some of her gait in her wonderful grand-son, Uhlán, though she never had the high action in front that he has.

"Brunette was brought from Kentucky with another mare by W. C. France, and the pair was traded to Dick McGlue of Lynn, who drove them to pole. I think he sold her to a man who resided near Beacon Park. In any event, I used to see the mare over there before she came into the possession of Dan Beckler. Mr. France, I believe, tried to trace the breeding of Brunette, and he told me that he learned that she was sired by a saddle horse, and that her dam was trotting bred. This is about all that I know regarding her breeding, but I do know that she was a wonderful trotter for those days."

ARTHUR H. PARKER--Breeder of Uhlán

Since his advent in the breeding of the light harness horse, Mr. Parker has made a name for himself with the topmost breeders of this country. At Shawsheen River Farm, Bedford, where Uhlán was bred, is one of the best locations in the vicinity of Boston for the rearing and developing of young horses. It is situated on an elevation that permits of one to look for miles up the valley of the Shawsheen River.

On the farm are three mansions, as, besides Mr. Parker, his two brothers reside in homes erected and furnished with the elegance of wealth. Good, commodious barns contain every comfort for their inmates, as, besides the horses, are kept a herd of cows, the milk supply being sent to Boston. The

land is in the highest state of cultivation, considerable of it being used for market gardening, the product of which also goes to Boston.

A number of years ago Mr. Parker had training stables erected on a plot of land beyond the other buildings, and close by was built a half-mile track. The footing on this track is excellent, fully equal to that found on any two-lapped course in the country.

It is here that Mr. Parker, with his trainer, Eddie McGrath, spends his happiest hours in developing youngsters. With keen eyes, he watches their improvement. Impromptu races are held between Mr. Parker and his brothers during the Summer at the track. It is a practice for each to pick a favorite youngster, possibly when it is a suckling or a yearling, and the three agree to a match race when the colts are either two or three years old. Every effort is exerted in bringing the colts to the wire in condition to win, each taking as much interest in his pet as though to win a big futurity stake valued at thousands of dollars. Older horses in training are often matched one day to race the next, one of the brothers possibly believing that with a different driver the horse will be able to trot faster.

When Mr. Parker decided to become the breeder of the trotting horse, his advent was most spectacular. None present at the Readville sale will forget his purchase of the great stallion, Bingen, 2:06 1-4, for \$32,000. It was immediately recognized that a new Roman had entered the breeding field. Other stallions that he has owned were Alfewood, 2:09 1-2; The Aloma, 2:10 1-4; and Hal Ensign, 2:15 1-2.

In 1914, the stallions the property of Mr. Parker were Cochato (3), 2:11 1-2; Peter Red, 2:11 1-2; Aquilin, 2:19 3-4; and Prince McKinney.

While Mr. Parker has bred less than sixty foals, therefore not a large breeder by any means, yet his success has been phenomenal, as, outside of Uhlán, he has bred, owned, and raced the following performers of note, a review of which will show even to the novice the high quality of the material brought out at Shawsheen River Farm:

The Huguenot, 2:07 3-4; Billy Patten, 2:09 1-2; Annie Leyburn, 2:10 1-2; Little Better, 2:11 1-4; Aeonite, 2:12 1-2; Miss McGregor, 2:13; Lexington (matinee), 2:15; Susiewood, 2:15 1-4; Czarine Bingen, 2:16 1-2; Gun Metal, 2:16 1-4; The Alderman, 2:16 1-2; Hazelwood, 2:19 1-4; Peter

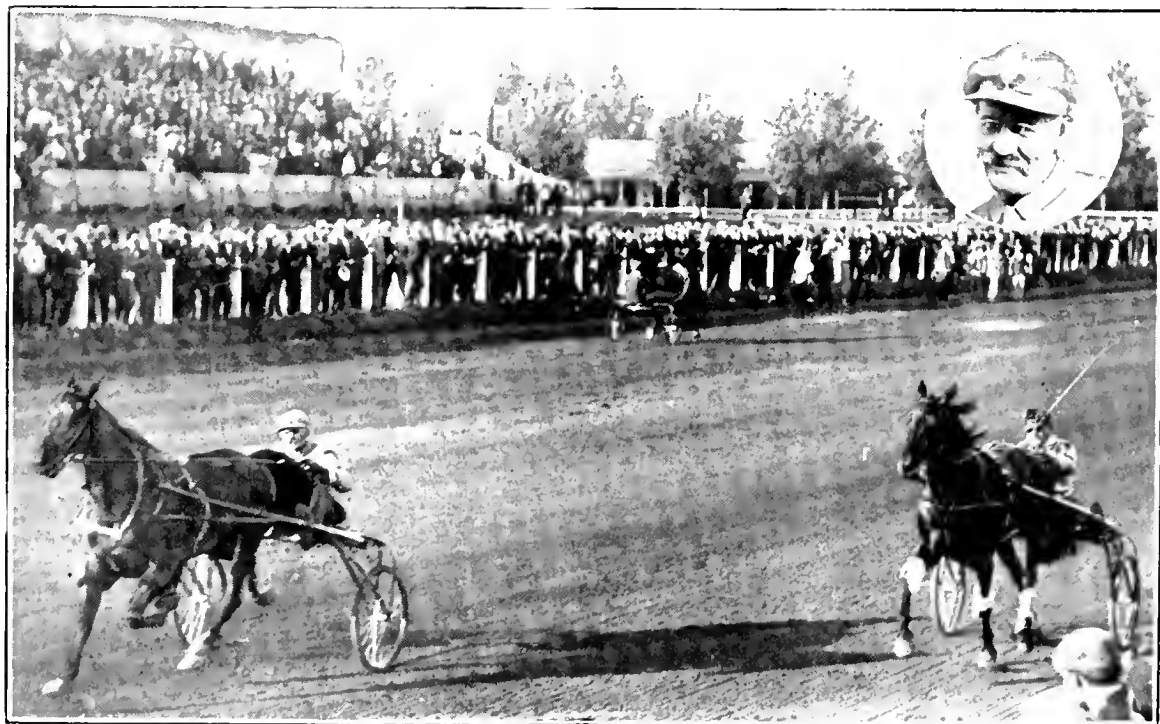


Photo from Boston Herald—Inset from Boston Journal

UHLAN Defeating HAMBURG BELLE in Big Race at Readville Track on Sept. 3, 1909

Robert C. Proctor, Driver of Uhlán, Shown in Inset

Reed, 2:10 1-4; Blackwood, 2:21 1-2; Accolton, 2:10 1-4; Joe Idleman, 2:22 1-2; Holly Tree (1), 2:25 1-4; Thomas Aquinas (3), 2:21 1-4; and Cochato Brave, 2:23 1-4.

Mr. Parker served on the board of directors of the New England Trotting Horse Breeders' Association, and became a member of the Metropolitan Driving Club in 1906. He is also a member of the Gentlemen's Driving Club of Boston. Frequently he slips over to the Charles River Speedway with one of his speedy trotters, a two or three-year-old, and captures a few blue ribbons from the aged trotters.

Uhlan's first season to sleigh will be remembered by those who saw him at the speedway. Other victories with the youngsters Mr. Parker owned and drove there were with Aconite, Gun Metal, The Alderman, etc. Mr. Parker resides at the Shawsheen River Farm, Bedford, Mass.

ROBERT C. PROCTOR--Trainer of Uhlan

Much could be written of Robert C. Proctor, the man who took Uhlan the Fall he was a three-year-old, and developed and raced him up to the time he was sold to Mr. Billings, as he has spent his entire life with horses.

He was born in Lexington, Ky., in 1857, and received his education in the local schools of his native city. When still a mere youth he engaged with H. P. McGrath, of Lexington, Ky., to ride running horses. He then trained colts on the leading stock farms in Kentucky until 1893, when he came North, becoming head trainer for Frank Jones at Portsmouth, N. H., and he developed and drove in races while there Tom Boy, 2:10 1-2; Mickey, 2:20; Vendetta, 2:20 1-2; Forrester, 2:22 1-4; Light Moon, with which he was second in 2:11, etc.

In 1897 he opened a public training stable at Readville track, where he is still located. Among the best ones he developed and campaigned at Readville, to the close of 1914, can be named The Leading Lady, which he gave a world's three-year-old record of 2:07; Sir Todd, 2:10 3-4; Nellie Temple, 2:05 1-4; Albia, 2:08 3-4; Bergen (3), 2:10 1-2; Bethel, 2:16 1-4; Miss Pratt, 2:17 1-4; Newton, 2:17 1-4; The Minute Man, 2:21 1-4; Bismya, 2:09 1-4, winner of five races in 1813; Bon Vivant (3), 2:10 1-4; High Private (3), 2:23 3-4, etc. Mr. Proctor resides at Readville, Mass.

CHAPTER II

Incidents in the Life of George W. Leavitt, the Noted Horseman

GEORGE W. LEAVITT, New England's foremost horseman, was born in Pembroke, Me. He left home when twenty-one years of age and went to Readville, where he worked in an iron foundry for four years. Then he returned to Pembroke for a year, came back to Boston and got a job as conductor on the horse cars that, at the time, ran on Shawmut Avenue. After this he sold lubricating oils on the road. Dogs got to be his stronghold for a while. He owned the champion of them all, the Irish setter Elcho, Jr., and his full sister, Norine, 2d. Elcho was exhibited all over the country, winning blues, until finally Mr. Leavitt sold him to Dr. Jarvis, of Claremont, N. H., for \$1,775.

From his first years of understanding he was passionately fond of a good horse; in fact, when in his boyhood days, the only way that his father could get him to do any work was by bringing a horse into the occasion. Whenever the senior Mr. Leavitt could spot a wood pile a long way from home, he would buy, with the object of having George kept busy and out of mischief in hauling it. Then when selling oils, he became more and more identified with horses, till finally he gave up the road and devoted his entire time to his fancy.

In his chosen vocation Mr. Leavitt met with pronounced success, not only for himself, but for those who used his keen horse judgment in obtaining stallions and brood mares for stock farms, or racing material with the object of capturing rich stakes on the turf.

It was through his judgment that Col. John E. Thayer bought Ralph Wilkes, 2:06 3-4, that held, with Bingen, 2:06 1-4, the world's trotting record for five-year-old stallions of 2:06 3-4, and later he induced Colonel Thayer to purchase Baron Wilkes, 2:18, acting as his agent in securing the two famous stallions. It was Mr. Leavitt who prevailed on J. Malcolm Forbes to buy Bingen, who got Charles Whittemore to bring May King, 2:20, from Kentucky, who bought and managed successfully a racing stable for A. S. Bigelow, and who was entirely responsible for the purchase of Peter the Great, 2:07 1-4, by his present owner.

These are a few examples of his keenness in picking the wheat from the chaff when buying weanlings, yearlings and two-year-olds, as the majority of his purchases have been. Just to resume for a moment, there



GEORGE W. LEAVITT
A Horseman with a National Reputation

passed through his hands when young and untried the noted Sadie Mac, 2:06 1-4; Todd, 2:14 3-4, sold for \$30,000 at auction; Early Bird, 2:10, one of the best race horses ever brought to New England; Cochato, 2:11 1-2, winner of the \$10,000 Charter Oak Futurity; Bob Douglas, 2:04 1-2, winner of the same stake and bred by Mr. Leavitt; Dolly Bidwell, 2:08 1-2, winner of the \$10,000 Roger Williams stake; Guinette, 2:05; Gordon Prince, 2:05 1-2; Will Leyburn, 2:06; Terrill S., 2:08 1-4, etc., and with one or two exceptions all picked when in their colthood days.

Mr. Leavitt has never personally trained horses, still the fact is generally known that he directs the amount of work and care which those under his management are given by his trainer. To a single move he is the "boss" in what shall be done on the track and in the stable. Even is this carried so far by him that so far as possible he dictates to the trainer how he wishes the races driven. How wonderful is his judgment in this sphere of the horse proposition has been proved through his success with a racing stable of his own, under Jere O'Neil, and later in the management of whatever other horses he has controlled when being campaigned.

As the manager of stallions in service he certainly is king. In the line of a "stud boss man" his reputation cannot be equaled. There have been Bill Simmons with his George Wilkes, 2:22, Williams with Allerton, 2:09 1-4, Nelson with his namesake, Nelson, 2:09, but there has never before been a Leavitt, or his like, in the bringing forward to the limelight of publicity a stallion.

"Give Leavitt a well-bred stud and he will fill his book in a country where mares are scarce as hen's teeth," is a saying among those who are acquainted with what he has done with the stallions that have been placed under his jurisdiction.

He was the father of Bingen when in the stud at the Forbes' Farm; he was the father of Todd when in Kentucky and at the Johnson Farm, and he fathered Cochato in Kentucky and at the Johnson Farm.

How much Mr. Leavitt is appreciated by the Kentucky horsemen is related by Andrew G. Leonard, the prominent Kentucky turf correspondent, as follows:

"When Mr. Leavitt purchased Bingen, the colt, while a fast youngster, had attracted practically no attention among the horsemen in Kentucky, in fact he was criticised for what was termed his lack of judgment. After Bingen had trotted in his two-year-old form, in 2:12 1-2, and had shown his ability to lower the then existing two-year-old record

held by Arion, his judgment was applauded, and when in after years this wonderful stallion had founded the greatest family in the trotting register, had sired the peerless Uhlan, the greatest of all trotters, and had seen his sons and grandsons famous in the stud, a full realization was had of Mr. Leavitt's foresight. He is practically responsible for the Bingen tribe, for the probabilities are that the colt in other hands would never have become a great race horse, nor would he in all likelihood have found the opportunities that were given him in his New England home.

"In developing Todd into a speed marvel in his colthood, and in sending the son of Bingen and Fanella to Kentucky, Mr. Leavitt made it possible for this wonderful horse to become the most phenomenal sire of his age who ever lived. The influence made by Todd on the breeding industry in Kentucky is incalculable, for while this horse died when very young and made but three seasons in the Blue Grass state, he numbers among the members of his family many champions. He himself in the first generation was an extraordinary success, while his sons and grandsons, his daughters and his granddaughters have found places in almost every important breeding establishment in the land.

"Perhaps the most notable achievement in his career as a horseman was the selection of The Northern Man, which he owns in partnership with John W. Nash, proprietor of Sledmere Farm, Lexington, Ky. Here was a horse who, while he was beautifully bred and a speed marvel as a youngster, had through adverse circumstances been practically forgotten. George Leavitt believing firmly in his ability as a sire, purchased a controlling interest in him and immediately set to work to vindicate his judgment. His first step was to give the horse a record, and although suffering from an ailment incurred by injudicious handling in his colthood, the stallion gained a mark of 2:06 1-2 with less work than is usually given a horse in preparing him for a mile in 2:30. After this had been accomplished Mr. Leavitt, who is by all odds the shrewdest manager of a trotting stallion who ever lived, brought to his horse many of the most noted brood mares in the land, and today there is no more popular sire in Kentucky, or one who has a greater number of richly-bred promising youngsters of individuality and speed.

"George W. Leavitt is not only a practical horseman, but he has all the theoretical knowledge that is so essential in the success

of a breeder. He possesses that intuition which prompts him to choose the best material at an undeveloped age and without which no great horseman is ever found. His extraordinary success in selecting really wonderful horses has had nothing to do with luck, for so unerring is his judgment, so profound his information, so keen his eye for the good qualities of a horse, that he has been able to select prizes in the way of horse flesh, which others would have overlooked. He understands the breeding problem thoroughly, recognizes blood lines which nick well together, is a rare judge of individuality, is quick to see unsoundness and has no superior, if indeed he has an equal, as a judge of gait. It can truthfully be said of George Leavitt that he is a practical all around horseman, with few equals and no superiors, and these qualities are extremely rare. His reputation for integrity can best be realized from the fact that he has the largest clientele of any man in New England and, probably in the United States, and the men that have dealt with him continue to do so, trusting implicitly in his judgment and his loyalty to their interests.

"Personally he is the best of companions, with a fund of information regarding the horse, a ready wit, which has made him many friends and has never wounded. He numbers among his acquaintances many of the most influential men of affairs in this country, his advice is constantly sought, and his judgment deferred to. He has seen the great trotters and pacers of the past and the present, and his breeding operations, now conducted more extensively than ever in his life, are bound to have an influence on posterity."

Up to twenty-four years ago Mr. Leavitt was a moderate drinker, a habit he began when a boy in Maine and followed up to the time named, since when not a drop of liquor, wine or malt has passed his lips. This swearing off came through a particular friend of his, John H. Kimball, of Hillsboro, N. H., betting one day in the Quincy House in Boston with Mr. Leavitt that he could not go a year without drinking.

Well, the \$1,000—\$500 each—was placed in the safe at the hotel. When the year was out Mr. Leavitt mailed a check to Mr. Kimball for the amount he had wagered, as the winning of it was so soft that he did not feel like accepting his friend's money. It was, too, because it was so easy for him to get along without it that from that time he has never indulged.

Mr. Leavitt frequently mentions happenings

a couple of which may not prove uninteresting, as follows:

"It was at Mystic Park when Jere O'Neil had the three-year-old *Lycurgus*. Arriving at the track with a party in a barouche, Jere informed me that he wasn't going to start the colt, as there were thirteen in the race, and he had no chance of winning even a piece of the purse. I told him to start. It had cost me \$50 to parade with that bunch, and I intended to get a race for my money. When it came to drawing positions, *Lycurgus* was given last place to score from.

"A nephew of mine was at the track. I was particularly anxious to keep him away from the barouche, so we could enjoy ourselves. Thus it was when he came over and said that *Lycurgus* was only selling for a dollar in pools of over a hundred. I told him to go over and buy some in order to get rid of him. *Lycurgus* won the race, however, and my nephew had bought nine of those tickets. Perhaps the welkin didn't ring that night."

For a great number of years the police of Boston had been bothered by citizens being held up and robbed when crossing the South Boston bridge of evenings. One of the first to make the plan successful, and one of the few holdups in which the police were not notified, was carried through by Mr. Leavitt. It happened in this way:

Through hard work he had sold a horse for a resident of the State of Vermont, the mutual agreement having been that were a sale made Mr. Leavitt was to receive \$50 for his commission. This Vermonter was well known for his "snug" habits, never a dollar being known to escape him without just cause and extreme necessity. The afternoon of the sale Mr. Leavitt asked his man to devote the time before he left for home in seeing Prof. Gleason in his taming act with unmanageable horses, who was then giving two shows daily up near Dover Street.

During the performance the Vermonter dug into his pocket and brought out a shining five-dollar gold piece and handed it to Mr. Leavitt, saying that it was all he could pay for the horse sale, as matters had gone different from what he expected. During the show Mr. Leavitt was quietly chewing on the measly way that he had been used. Finally, when the performance had concluded, Mr. Leavitt, in place of taking the Vermonter back into the center of the city, started out over the South Boston bridge. Being a stranger, the Vermonter confidently trudged along the way he was being led.

Reaching the middle of the bridge, and the darkest spot, Mr. Leavitt suddenly stopped, pushed the Vermonter up against the rail, and

firmly told him that unless he handed over the remainder of that fifty plunks he never would pass off that bridge alive. The Vermonter noted Mr. Leavitt's determined air, saw that no person was in sight, hesitated only a minute, and then produced the goods.

From that day to this he has never mentioned the occurrence to Mr. Leavitt, though both have repeatedly met, nor did it break friendship in the slightest degree.

Had he but known, however, Mr. Leavitt asserts that had the Vermonter shown fight, he was all ready to do a stiff sprint, himself, across that bridge.

Once when he had Jere O'Neil racing R. M. Wilkes at the Narragansett Park (it was during a fair and there was no betting), Trainer Colonel Jas. Galvin asked Mr. Leavitt to please drop a heat so he could mark a stallion he was starting in the race, and which he had been in sore straits in giving a record better than 2:30. It was agreed on. It so occurred that one of the judges was Major P. P. Johnston, president of the National Trotting Association. The heat was back in 2:28 3-4. Immediately Jere was called in the stand to explain why he was defeated in so slow time. Mr. Leavitt, seeing that something was going on, followed up. He then told Mr. Johnston just the whole story of dropping the heat to accommodate Colonel Galvin.

"I never in my life heard anything like that," declared Mr. Johnston. "You come up here and tell the judges that before the heat you told your driver plainly not to win, but to deliberately pull his horse. It is most astonishing."

"Well," replied Mr. Leavitt, "I'm not to blame if nobody has ever told you the truth before, am I?"

To this day Mr. Leavitt firmly believes that it was his retort to Major Johnston that caused the judges to soak him a hundred dollars fine for having his horse pulled, and placing a penalty of another hundred on the horse for getting pulled in the race.

A partial list of the horses, not before mentioned, that have passed through Mr. Leavitt's hands follows:

Ituna, 2:10; Jasper Ayers, 2:09; Larabie, 2:12 3-4; Allen Lowe, 2:12; Allie Snell, 2:14 3-4; Roster, 2:12 1-4; Tuna, 2:12 1-4; Wistful, 2:11 1-2; Kwanon, 2:12 1-4; Zembia, 2:11 1-4; Darnette, 2:12 1-4; Fanella, 2:13; Bingen, Jr., 2:13 3-4; Alice Drake, 2:14 1-4; Rondo, Jr., 2:12 1-2; Erskine Reed, 2:12 1-4; Utility, 2:13; Edgardo, 2:13 3-4; Tomah, 2:10; Lucy Carr (4), 2:14 1-4; Gaiety Girl, 2:15, dam of four in the list and grandam of Lee Axworthy,

2:08 1-4; Regent's Last, dam of five in 2:30 or better; Nosegay, 2:13; Pussy Cat, 2:12 1-4; Clayhontas, 2:11 1-4; Frank Jones, 2:16 1-2; Merry Bird, 2:16 1-2; Achille, 2:15 1-4; Nellie Boca (3), 2:18; Cohannet, 2:17 1-2; Red Cliff, 2:18; Driver, 2:19; Emperor Wilkes, 2:20 3-4; Tom Phair, 2:14 1-4; Diamond, 2:15; Fannie Swope, 2:19 1-4, etc.

Mr. Leavitt resides at Readville, Mass.

CHAPTER III

Jimmie Carpenter Sits in a "Gentleman's" Game of Poker, and What Happened

A NEW ENGLAND trainer, known far and wide, is James Carpenter, of Readville, who, during his turf career of about fifty years, has driven horses to victory over all the prominent tracks of this country, the purses of which have run as high as \$10,000. There are few knowing Mr. Carpenter that would even suggest his having a swelled head, but here is a story of a race in which, from Mr. Carpenter's own words, he did feel a little chesty. This is how it happened, and the plot was laid over the Woonsocket, R. I., track:

In one of the events was a trotting mare called Betsy Bets, and her owner being a prominent Frenchman of that town, those of that nationality for miles around flocked to the course to see her win. Each and every one of them had to have a pool ticket on their champion. Two heats were decided, and in place of leading the party Betsy Bets came straggling in away in the rear both times.

Something had to be done, or all of the French money was burnt up. Carpenter was approached to see if he would take the mount. He did, and pulled off the race in the three following heats. Imagine the great excitement at the conclusion of the race among the Frenchmen, and Carpenter was in the center of the turmoil. When he got to the mare's stall it was even worse, if possible, some of the Frenchmen and their wives fairly falling on his neck with joy. On all sides could be heard cries of how he was the best driver in the whole country. Carpenter at that moment really thought he was.

All of this time the owner and the mare had been left in the lurch. Nothing was said of the mare, while the owner stood to one side unnoticed. The great hurrah over Carpenter finally jarred the owner's nerves so he could hold in no longer, and stepping up to Carpenter he said: "You tink you one hell driver,

yes! I tell you I tink good horse, good driver; no good horse, bad driver."

Carpenter says that the Frenchman being an oracle among his people, his words had the desired effect with the crowd, but no more so than the shift in his own feelings, which instantly dropped from away above par to the zero notch. Besides this, the longer he has been in the training business the more from year to year he has realized the entire truth of what the Frenchman said that day at the Woonsocket track. Nobody could ever accuse Jimmie's head of swelling since, either.

If there is one thing Carpenter had rather do than eat it is to have a social game of cards; about a three-dollar limit suits him to the king's taste. It is notorious, too, that while an expert with the pasteboards, yet Dame Fortune has a habit of grinning at the other chaps in the game. Any person less good-natured than Carpenter would be calling on all of the gods of wrath at the way good hands went wrong. Being indifferent, though, he simply keeps the attention of those present to—"There, that is the kind of luck I have; just to get a full house now when a bigger one is out. Did you ever see anything like it in your life?"

But an incident occurred at the opening meeting at Rigby Park (catastrophe, Jim would say). Most of the horsemen were stopping at the Preble House, and in the evening quite a good game of poker was started. There were nine in the game. Being all jack-pots none would, in this instance, open the pot, and the stem had been sweetened fifty cents by each at the table. The dealer was one whom Carpenter had taught the mysteries of poker about a year before—that is a few moves toward the simpler points of how the hands came in the way of rank in winning when the show-down came, and by the way the novice was a well known turf reporter.

Sitting under the guns, next to the dealer, was Jimmie; just beyond him was Frank Newhall, owner of Bunco, Jr., 2:12 1-2; then came Allen Lowe, at the time on the Boston Globe, while around the table were horsemen of note. The story weaves about the ones mentioned. Jim had three aces all the time, but passed to get a play. Newhall was strong, he supposed, with three kings. Lowe had a likely looking four flush. Thinking to raise the one who would open the pot, Newhall, like Jim, also passed. None of the rest had jacks or better, so it went to the dealer, who tossed a five-dollar chip into the center of the table, and the play was on.

Right off the reel Jim boosted it a "fiver" more, putting in a couple of blues, and Newhall gave the pot a further toss with three

blues. Lowe studied his hand for a minute and then stayed for the fifteen dollars. All of the rest passed. The dealer certainly had opened with something choice, as he saw the raises and went five better. Again Jim raised. Newhall only stayed, as did Lowe. The dealer came back with another raise, which caused Carpenter to just stay, as did the other two.

Jim took two cards, Newhall the same, while Lowe and the dealer called for one. The dealer immediately bet a blue, and Jim raised him one; Newhall called, he having so much money in the pot, while Lowe passed, not having filled. The dealer was full of confidence and came back at Jim again, causing the latter to call, and so did Newhall. The dealer showed down an ace-high heart flush, and swept in the pot.

The deal had passed around to Lowe when suddenly Carpenter said to the novice that he should not have forgotten when splitting openers, in drawing to a flush, to put his discard so as to show it after the play was over. This to prove he had openers.

"But I didn't have a pair in my hand to split," replied the novice.

"What in the world did you open that pot on then?" inquired our worthy Jim.

"Why, I had four hearts and caught the ace. What is the matter; isn't this a gentleman's game?" Well, the yell that went forth when the explanation was made could have been heard clear to the race track. On Jim's part he was left guessing whether the novice was bluffing him or telling the truth. The story of the poker hand got noised around, and for weeks everybody was asking Carpenter if he had sat in another gentleman's game.

Twenty-five or more years ago it was generally considered that over the half-mile tracks everything "went." Of course, in time the practice wiped the majority of the two-lap circuits off the racing map, but while it lasted it was the case of the big fish eating the smaller ones. The following trick Carpenter turned in a race over the Lawrence, Mass., track, and it can be illustrated under the caption of "Diamond cut Diamond." While the caption has been used before, it is the one best to describe how Jimmie handed the wise men a lemon.

Among the horses Jim landed at the meeting with was the chestnut trotter, Archie B., 2:18 1-4. The owners attempted to buy a few tickets on the horse, but his merits had preceded him, and the frame-up was not considered necessary to count in the owners. The judges had got the tip to make Archie B. win at all hazards. In the same event Henry Pope had Pilot. It looked like he was the next best in the lot, so when the betting started with

Archie B. selling choice at \$100, Pilot for \$50, and the field at half that sum, Carpenter and his party played Pilot.

While a pair of four-ounce sinkers had been placed on Archie B., it was considered that in the case of putting up another driver it might not prove enough to be any cinch of his losing. Two heats Pilot had gathered to his credit, and there was bother brewing in the air. Before the third heat Carpenter had the groom take off the wheels on the high-wheel sulky and slip some washers on the axle next to the shoulder. Then the nuts were tightened so the wheels could barely turn with Carpenter's weight on the sulky, and out they marched for the verdict.

It came, in Charley Drew, the starting judge, requesting Carpenter to turn his gelding over to "Uncle Jock" Bowen. For one turn of the track Archie B. and Pilot raced head and head. Then the "fixings" told its story and the former began tiring so that at the three-quarters he was absolutely out of the race. A big hustle was then made to have all the pools declared off. Those on the inside expected the judges would give them the usual heads I win, tails you lose, two-headed cent decision, but the suckers had been bitten so often at that play it certainly looked like serious trouble if the Pilot's tickets were not paid in full. After sizing the temper of the crowd the officials in the stand announced the heat and race, and "cashing in" was in order. It was the first time that tightening sulky wheels with washers had been tried. The following week Archie B. was a close second to Martha Wilkes in 2:18, which caused "Uncle Jock" to declare that Carpenter had forgotten to washer his wheels.

At another time, however, Carpenter got whip-sawed in a lively fashion. He had a rare good green trotter that had shown so fast it was thought best to slip off to a section where he was not known by the speculators. To the Oil Circuit was the game. In the opening betting the Providence gelding went for little, but the steady flow of money by the few behind him gradually advanced his price till he sold favorite against the whole field. Among the starters was a little poke of a mare; a sorry-looking plug. Her sulky was a home-made affair, with straight axle and wobbly wheels, and the harness cheap. She was not even figured in the betting, but was the butt of jokes from the grooms and the race-track regulars. When the word "go" was given, though, off slipped the rube to the front with his despised trotter, and was never headed in the race, taking a record of 2:29 3-4. The Providence delegation tried to settle with rube

before the conclusion of the race, but he plainly informed them that he stood to win about every cent in the pool box. The following day this same little mare was started in the 2:28 class, and won, reducing her record to 2:23 1-4. The Carpenter crowd returned home much dejected and declaring that they had run against a ringer. It turned out everything was all right, as the mare was Justine, by Benediction.

CHAPTER IV

History of the Old-Time Race Tracks in Greater Boston

WHILE most of the horsemen of today are familiar with the history of Readville and Combination Parks, yet it is well, as a matter of record, to give the story of each in the account of the race tracks that have been constructed in the Metropolitan District of Boston. From the time of the opening of the South End Driving Park to the present period, there have been many changes brought about, as the following article amply attests:

Old Saugus race track was for years known as Franklin Park. It is one of the oldest race courses in the country. In the Fall of 1857 the park was finished, and Dr. Timothy H. Smith, the proprietor, held a fair upon the grounds; John Sherman of "old-time memory" managed it the next season; Samuel Emerson had it in 1859, and Hitchcock & Emerson in 1860.

In 1861 Lyme Hitchcock had it alone, and these were tip-top races, and the season was a successful one, but the horse fair in the Fall was, pecuniarily speaking, a failure. In 1862 Dan Robbins & Co. leased it and made other additions and improvements in the way of building extra box stalls, stands and sheds, for which there was an increasing demand; in enlarging the necessary accommodation of the house, and filling up and grading the track and embanking the back-stretch and lower turn, to prevent its being flooded when the tide ran high.

From this time until 1884 Old Saugus track had a varied experience, for many years there being no racing there at all, the property falling back to its original owner, Dr. Smith, who lived in the residence, later destroyed by fire, that was in the corner to the entrance of the track coming from the direction of Cliftondale.

In the Fall of 1883, C. C. Mayberry, in company with three other men, bought Saugus race course from the estate of Dr. Smith, then deceased, and in the following year rebuilt

the track, which in its years of unuse had grown up to grass and the buildings fallen in. Later Mr. Mayberry bought out his three associates and owned the property alone. He employed J. A. Snow, a prominent horseman of those days, as his secretary, and for four years race meetings were given several times each season.

In 1888 Mr. Mayberry sold the track to O. S. Roberts, who gave meetings there in 1889, but he rebought it again in 1890, being one of a syndicate of ten Lynn men. Later that year the plant was sold by Mr. Mayberry and associates to George H. Engleman and other owners of the Brighton Beach race course.

In 1891 James O. Gray, a successful business man of that period, leased the property from Mr. Engleman and associated himself with W. F. Hitchings, making the latter his secretary, and a very good move it proved. A series of race meetings were given under the administration of these men and with great success, the place jumping into immense popularity with the owners and trainers of race horses throughout the Eastern section of this country. In 1895 Mr. Gray bought the property from Mr. Engleman, but in 1898 it reverted back again to the Brighton Beach owners, and in the meanwhile Mr. Hitchings had taken possession of the property through a lease from the Engleman estate.

For two seasons, previous to the stopping of speculation at the tracks in Massachusetts, he ran the usual race meetings, but with the stopping of betting on the races, the gates of Saugus were closed, and, while the track is still in existence, very little has been done with it in recent years. A few matinees have been held there and some motor cycle races, and there has been suggested a corporation being formed with the idea in the future of holding annually a big fair.

Mystic Park was first opened to the public on June 11, 1866. The starters in the first race ever trotted over this course were India Rubber, Old Put, Honest Kate and John Bartlett. India Rubber won in straight heats; time 2:33 1-2, 2:34 1-2, 2:34 1-2. The time of the first heat ever trotted over this popular track (2:33 1-2) was then considered remarkably fast. Flora Temple then held the champion trotting record of the world, 2:19 3-4.

Mystic Park was a fertile farm belonging to George Adams, and during the war the muster grounds for the outgoing soldiers were located there. In 1865 Benjamin S. Wright purchased the farm, built the track and erected the buildings.

The track was first opened to the public for race meetings by Henry Smith, of Newmarket, N. H., and his partner, a Mr. Morrison,

of Boston, the latter conducting the track hotel. In 1871 the famous minstrel, "Lon" Morris, became manager, and for four or five years conducted race meetings. Then for a short period Mr. Wright assumed the direction, to be succeeded by a partnership formed between Dr. George H. Bailey and George Brigham. Their management covered that notable year of 1874, when Goldsmith Maid electrified the trotting world with a mile in 2:14. J. Tyler Hicks was in control for two or three years, when the track passed under the management of a company comprised of George Ayer, Eugene Ayer, Benjamin Fiske, James Golden and others.

In 1887 Horace E. Willis assumed the management, and that period, extending to 1897, when the last races occurred at Mystic Park, marked an epoch for high-class racing in the annals of the light-harness horse. Mr. Willis gave six meetings a year, including the Breeders', the last meeting of the season occurring not later than October 30. The New England Trotting Horse Breeders' Association gave its last meeting at Mystic in 1895, the Readville track being opened in 1896.

In 1874 Mr. Willis, in company with David Blanchard, gave the great \$10,000 stallion race, which was won by Smuggler.

Several running races were given at Mystic with indifferent success. During the progress of a meeting in 1893 a fire occurred in the stables in which three horses were destroyed. During one of the last meetings at Mystic, Star Pointer (1:59 1-4) established a world's pacing record for three heats in a race, which remained unbeaten for several years.

In 1903 the track property was sold to a real estate syndicate, headed by C. C. Mayberry, and little of the old track is in existence now—a portion of the back-stretch. Where the famous hotel, the Mystic House, stood, have been created modern dwelling houses.

Combination Park was the result of a long-cherished desire of J. Tyler Hicks, who away back in the eighties, when he ran Granite State Park, in Dover, N. H., laid plans for some day building and owning a model race track. In 1895 he secured the property in Medford, and with his son Arthur, and his brother George began the construction of the track.

The plant was finished in the Spring of 1896, and on June 10 it was thrown open to the public. Woodshed won the first heat ever raced over it in 2:21 3-4, and Greenhorn the first race. Race meetings were held that year and in 1897 and 1898. In 1899 the evening racing began and was continued in 1900.

As fast, if not the fastest half-mile track in the world, in the years it was used for regular meetings, it was the scene of some

splendid racing. It was over this track that Joe Patchen placed the then world's pacing record for a two-lap course at 2:04 1-4.

In the early nineties the equity of Combination Park passed to George A. Graves, who still owns the property. For a number of years the Fellsway Driving Club has decided its matinees over the course, and in 1914 a successful race meeting was held.

Beacon Park, which was located in Allston, was first known as the Riverside half-mile track, and was opened to the public in 1864. "Uncle Jock" Bowen was the first public trainer to locate there, and drove in the first race which was decided over the course. In 1865 "Uncle Jock" drove Capt. McGowan over this track twenty miles in 58:25, which is still the world's record for that distance. In the early seventies Riverside track was rebuilt into a mile track and was rechristened Beacon Park.

Many of the old-time champions and heroes of the turf contested in the races at this track, among them Judge Fullerton, American Girl, St. Julien, who later became the world's champion trotter with a record of 2:13 1-4, taking the crown from Goldsmith Maid, whose mark of 2:14 had long been the best; Fearnought, Driver, Wedgewood, Santa Claus, Clingstone, Parana, Edwin Thorne, Fannie Witherspoon, Pilot Knox, etc.

Beacon Park was well patronized by the public trainers at one time, there being located there Jack Trout, for two years lessee of the property, also George H. Hicks, lessee of the property for ten seasons, "Young Hiram" Woodruff, Jimmie Cahill, Charles Yapp, John Ramsey, J. J. Bowen, Ed. Cogswell, etc.

It was in these days of the old Beacon when the South Boston Driving Club and the East Boston Club held two matinee days of racing, one in the Spring and the other in the Fall of each year. The Boston Driving Club and Athletic Association were lessees of the track in 1880, when St. Julien went his mile above mentioned. William Balch gave several of his \$10,000 stallion races at the Beacon; a notable one was between Santa Claus and Wedgewood in 1881. David H. Blanchard, too, gave several noted races at the old track, one of which was a \$10,000, 2:17 trot, the first event of the kind having payments made on the instalment plan. This race was won by Edwin Thorne, who defeated Clingstone, Helena, Santa Claus, Fannie Witherspoon, Parana, and Humboldt.

The last great race of importance at Beacon Park was the stallion race, which created so much talk, between Alcryon and Nelson. This was in the early nineties.

A few years later the property was purchased by the Boston & Albany Railroad, for

use as freight yards. Beacon Park was never as fast as Mystic, Charter Oak or Narragansett, the tracks that were in the big Eastern Circuit, when the big meetings of the year came in June at the two Boston tracks.

The Readville track was first known as the Norfolk Trotting Park, a half-mile track that was opened to the public in about 1867. For a number of years thereafter the Norfolk County Fair gave its exhibitions annually. The fair was principally supported by residents of Dedham.

In the year 1872 J. Henry Nay located at Norfolk Park, and in later years was lessee of the property, which control he maintained until 1895, when the New England Trotting Horse Breeders' Association purchased the property and constructed what is now known as Readville track.

The opening of the mile track at Readville was the following year. In 1905 the State authorities stopped speculation on the racing events, the Breeders' Association up to this time running three meetings each year. The grandstand was destroyed by fire in 1907.

Andrew Welch purchased the property in 1909, and the last public meeting held at the track was the Grand Circuit of 1912, excepting one day of racing in 1914.

While under the direction of Secretary Charles M. Jewett there were decided at Readville some of the banner racing events of the whole country, which included the Massachusetts, Blue Hill, Puritan and Neponset stakes, the great \$20,000 Charley Herr-Cresceus race in 1902, the \$50,000 American Trotting Derby of 1908, the largest money event ever known to the trotting turf, and which was won by Allen Winter.

Referring to this Derby handicap, Mr. Jewett has said that while the public opinion was that it cost the Breeders' Association a considerable amount of money, yet the facts of the case are that it netted a profit of about \$6,000, and this notwithstanding that charged to the event was the cost of the temporary grandstand and all other items possible, because of a guarantee made by six of the directors, when the race was instituted, that the loss, if any, would be equally divided between them.

Readville track at the present time (1914) is used only as a training ground. Mr. Welch, who still owns the plant, has contemplated selling the property to a land syndicate, and when this comes about, which will undoubtedly be at a sooner or later period, of course, Readville race track will have been doomed, and will go the way of Mystic and Beacon Parks.

The Old Cambridge Park, near Porter's station, was a mile track. It was completed

about the year 1857. Among the trainers located there was the famous Dan Mace and Hiram Woodruff. Most of the races at the track were matches, frequently made over the bar at Porter's Hotel, which at that time was a famous road house. Soon after the close of the Civil War the Cambridge track was cut up into building lots.

The South End Driving Park was, so far as known, the first of the tracks to be built in the vicinity of Boston. It was a half-mile course. It was opened to the public in 1852, and was located on the land now occupied by the Boston City Hospital.

In 1855 "Uncle Jock" Bowen made his initial visit to Boston, bringing with him from Royalton, Vt., the trotter Tom Hyer, which he had named in a match race at the South End track, but the horse was taken sick and did not start, and a few days later "Uncle Jock" sold the gelding.

The principal event at this course appears to have been the race Dan Mace won with Ethan Allen, on October 15, 1858, when, for a purse of \$1,000, he defeated "Ard" Carpenter's Columbus Junior and John Pifer's Hiram Drew. The time of the heats was 2:37, 2:35, 2:33, the last one being considered phenomenally fast. A gala crowd was present. Hiram Drew was a Maine bred and owned horse, Ethan Allen came from Vermont, and Columbus, Jr., from near Lake Champlain.

Ethan Allen, at that time, was owned by Ned Maynard, a prominent Boston horseman, and had been trained for the race over the Cambridge track. The judges wore stove-pipe hats and "choker" collars, and from the accounts of the race there was repeated scoring, the crafty Mace playing his cards carefully to get the edge and vantage over his competitors.

Sam Langmaid, a Cambridge dealer in horses, whenever he got hold of an animal which showed an inclination of possessing speed, would have him slipped over to the South End track and worked by "Uncle Jock" on the quiet. This track passed out of existence in 1862.

CHAPTER V

"Uncle Jock" Bowen Had a Turf Career Filled with Adventure

THE descendants of the present generation will place the name of the late J. J. Bowen in the history of the trotter along with the past great artists of the rein and sulky, Hiram Woodruff, Dan Mace, Johnny Murphy, etc. It is doubtful, too, if there

ever lived a trainer who did so much to advance the sport as "Uncle Jock."

During his younger days in the sulky, when the idea was prevalent among turfites to evade a record as much as possible, and thus in many instances to drop races when the time was a little too fast, "Uncle Jock"



J. J. "UNCLE JOCK" BOWEN
Veteran Trainer Behind Lester Boy, 2:22 1-2, the
Last Horse He Ever Drove. Photo Taken
at Readville Track

was always taking these opportunities to "win." This quality was uppermost in the man's character, which, combined with strict honesty, placed him foremost among men of every calling.

"Uncle Jock" was well known to his friends as bluff of speech—a man who told what he knew was right, regardless of whom he antagonized. He never curried for friends or followers, but at that was true to anybody whom he thought his friend. He was one of those staunch characters so seldom found.

In 1872 "Uncle Jock" drove Joe Elliott a trial over the Mystic track in 2:15 1-2. The performance pleased Robert Bonner, who owned the gelding, very much, as it was the fastest mile at the time ever trotted by 1 1-4 seconds. Other old-time turf stars handled by the veteran were Iron Age, 2:19 1-4; Tucker, 2:10; White Socks, 2:20 1-2; Jesse Hanson, 2:13 3-4; Pilot Knox, 2:19 3-4, with which he won the \$10,000 Spirit of the Times stallion stake at Beacon Park in 1885; Tomah, 2:10; Refina, 2:08 1-2; Norvin G., 2:09 1-4; Slavonic, 2:09 3-4, etc.

In the big \$20,000 purse race at Buffalo in 1873, "Uncle Jock" started Camors. Dan Mace won the event with Sensation. As both these horses went begging in the auction pools and as Mr. Merrow and "Uncle Jock" played the small end heavily, they were enabled to cash in a barrel of money.

Their winnings amounted to more than first money in the race.

Speaking of Sea Foam, "Uncle Jock" said that she was the most cranky mare he ever handled. When being broken she got away from the man hitching her up, jumped into the Charles River with her harness on, and swam to the opposite bank. This was how she received her name. Once at Providence she was leading 25 yards from the distance, when she had one of her cranky spells and stopped when a half length inside the distance, half turned around and kept tossing her head and backing, with the result that when the flag fell she had backed sufficiently to have it fall in her face, and she was declared distanced.

At Prospect Park in 1872, "Uncle Jock" had Royal John in a race against a good field of horses, of which Charley Green was a pronounced favorite. Mr. Merrow played his horse to win from start to finish, much against the advice of his best friends, who thought him crazy to think that he had a chance. When Royal John won it is said that the amount of bills was so large that Mr. Merrow could not get the "wad" all into his pockets, and had to get a flour bag to carry the money to his hotel.

If all of the anecdotes relating to "Uncle Jock" were printed they would fill a good-sized book. A few will serve to illustrate his sterling qualities and immense bump of dry humor. That he was the friend of the young trainers was frequently attested by his acts when they most needed assistance. Along in the eighties a young man came to the Mystic Park, and among his horses was a green colt that was barely broken. It was not long before the colt commenced to develop a lot of speed, which attracted the notice of the old trainers. One began to work up an acquaintance with the owner with the idea that he might induce him to take the colt away from the boy and, in this way, get him for himself. The owner was about persuaded that this was the proper thing to do, but before acting thought he would ask "Uncle Jock" what he thought about shifting.

Those who were near and heard the way that "Uncle Jock" laced it into the owner for even thinking of such a thing, said it was a caution. He reviewed how the young man had worked early and late to get the colt to make the improvement he had, and to think of knocking the boy in the head for doing well simply showed that he was an ingrate. It is well to remember that "Uncle Jock" had not spoken a dozen words to the one he was befriending—it was his inborn idea of justice.

Another time the judges at Mystic had told a young trainer to give up his horse in the race, as he was not trying to win, and turn him over to another driver. "Uncle Jock" knew that the horse could go faster than he had, and it was a play of the betters who had backed him with the idea that they would complain to the officials, and in this way make a killing without the young man getting a cent of the money. This "riled" him. Walking out into the stretch in front of the judges' stand he announced to them that they were taking down the wrong driver.

"Which one do you mean?" the judges inquired.

"That four-year-old mare right there, and if you had any sense you wouldn't have to ask."

"Mr. Bowen, you drive that mare then, and you, Mr. D——, will turn her over to him," was the request given by the judges amidst plenty of excitement. The young trainer was unseated, too.

True to his prophecy, "Uncle Jock" trimmed the party in the next three heats, though the final heat was not till the following day. After it was over he then took the young trainer into a stall and gave him a stiff lecture, telling him that he had saved him that time, but if he wanted to get along it was a bad way to start by pulling horses. "Uncle Jock" drove out his own money, too, by winning.

Did you know that "Uncle Jock" was the first driver to make a horse trot in two minutes? Well, he was, and this was how it happened. At Mystic he had trained for a "Canuck," a gelding that could go in about 2:30 with a mighty effort, and aided by several of those gruff, rumbling "hey-yous" of the veteran reinsman. One pleasant forenoon the owner showed up to see if it was worth while to keep on paying \$15 per week on his trotter. It so happened that all he had was an ordinary everyday watch, but he sat in the grand stand with it in his hand, and watched the mile with the air of a Leavitt or a Salisbury. After they got back to the stall "Uncle Jock" asked:

"Well, how fast did you get it?"

"Wall," replied the owner, looking wise, "I'll tell you; she go away quarter pass one, she come back seventeen minutes pass."

"Ugh!" said "Uncle Jock," "if I could only get you to time for the rest of my owners, I'd be the most popular trainer in the whole country."

Thus appeared the original two-minute trotter.

None could ever say that "Uncle Jock" was not a brave man; in fact, it is doubtful

if he ever knew what fear meant, but one hot noon in June, at Mystic, he met with an experience that surely startled him some. A youthful green boy from the country had been employed by one of the trainers to assist in the stable. He had great plans of some day working up to the position of a knight of the sulky. Some of the grooms saw the idea of having fun, and informed him that he was too heavy to drive, but if he would go into training he would likely get down to weight. To do this he would have to spend some time in one of the manure pits for a thorough steaming out. This day the horses had all been worked early on account of the heat, so the boys induced the green one to take his first course of sprouts. Opposite to "Uncle Jock's" stable was the largest and hottest heap of manure. Into the very center of this, where the steam was rising like smoke and the thermometer would register 130 degrees, was placed the student after he had undressed. Then the manure was again thrown about him till all that could be seen was from his chin to the top of his head. The sweat was running down the boy's face in streams when "Uncle Jock" happened to pass by. Somehow he glanced towards his manure heap, stopped with a start at the sight of a human head with the eyes staring into his own.

"Was it a case of murder," he thought, "and the head been thrown up there?"

To examine further "Uncle Jock" walked around the heap, and those eyes followed him. Then he knew it was alive, so stopped again and said:

"What in hell are you doing in there?"

"I'm in training to make a jockey," came the reply.

"Yer are, are yer? Well, you will have to get some brains first, I'm thinking, and if you don't get out of that pretty soon the grave diggers will get a job," and the veteran made his own grooms get to work and dig him out.

At Syracuse a prominent driver from one of the Eastern Middle States, that had campaigned his gelding in New England early in that season, attempted a bluff on "Uncle Jock." The latter was standing in the home-stretch chatting with "Ollie" Woodard, of Boston, when up rushed the trainer with a threatening air and said:

"Mr. Bowen, I understand that you have reported around that I pulled my horse at the Saugus July meeting?"

"Uncle Jock" relieved himself of a mouthful of tobacco juice, in the meantime looking the trainer straight in the eye, and then

pointedly replied: "Well, yer did, didn't yer?"

"I don't know," said the trainer in a weak and surprised tone.

"Yer don't know, eh! Well, I know that you did."

This was too strong for the trainer, who turned on his heel and got out of sight.

For many years Lewis Whitaker, of Boston, known as "Old Whit," and "Uncle Jock" were the closest of friends, yet when



LEWIS WHITAKER

**Patron and Comrade of "Uncle Jock" Bowen.
Owner of Refina, 2:08 1-2; Jesse
Hanson, 2:13 3-4, etc.**

together both were sure to get to quarreling like a couple of school boys. One evening in the dining room of one of the Dover, N. H., hotels, the discussion between the two was whether a pint of beans would swell to fill a two-quart bean pot. "Old Whit" declared that they would, while "Uncle Jock" was as firm in telling the former he had grown so old that he had become foolish to talk such rubbish. The argument kept the entire room in a howl of laughter.

But when "Uncle Jock" had his pocket nicked at the Lexington meeting, "Old Whit" had his turn. He had remained to see the two weeks' meeting at Dover, and when the news came he said that "Uncle Jock" was not a safe person to carry money around. He was too old for one thing, and another was that he would insist in putting his money in his vest pocket, just because Sam Langmaid always did when he was with him. The consequence was, "Whit" said, that he was

going to take what money "Uncle Jock" would fetch back with him, and put it in the bank for safe keeping. As "Uncle Jock" was going to stop with him till after Thanksgiving, he would then each day hand to the latter a dollar for spending money. When "Uncle Jock" was informed of the arrangement, he said:

"I'd like to see him get my money! Give me a dollar a day, eh! Probably he thinks that a dollar would last me as long as it does him, and if it did it would last several days!"

It is said that in the early days of Mystic "Uncle Jock" was in a race over that course, driving a horse heavily backed to win. He had won a heat, but another had three when he came to his stalls and ordered the boys to get his horse out into the air as soon as possible.

"Why, the race is over," said one of the grooms to the veteran.

"Don't tell me that—I know my business," was the answer made.

Down to the judges' stand went "Uncle Jock" behind his horse when the heat of the other race on was over. Seeing none of the horses in his race on the track he asked the judges what the trouble was, and they laughingly told him the event was completed. Immediately those in hearing distance set up a roar, but it did not disconcert "Uncle Jock" at all, for as he climbed out of the sulky to allow the boy to take the horse back to the stable, he gruffly said:

"Well, that's all that beat me."

CHAPTER VI

Lexington, Mass., Has the Honor of Having First Driving Club

THE town of Lexington, Mass., which occupied such a prominent place in the early history of our country, should be as well known as the home of many of the foremost horsemen of bygone days. Just after the Civil War the leading gentlemen of the place organized the Lexington Driving Club, and built the half-mile track where William O'Neil has trained his horses for many years. The race course was completed in 1865, the year before Mystic track.

The members of that old driving club were James S. Monroe, who owned among others the good old-time trotting stallion, Lexington, which Bob Flanders campaigned, and Colonel William A. Tower, who always had the best to be bought for road purposes, his last horse being Argentine, 2:21 1-4.

It was at Mr. Tower's stable that Luther Ames, the well-known trainer, first started. He was at Mystic Park for several years, and afterward had charge of B. D. Whitcomb's stock farm at Stratham, N. H. Colonel Tower's son, Richard, was a noted amateur whip in Boston.



WILLIAM O'NEIL
Who is Located at the Lexington Track

Others of the old members were Major Lorin W. Muzzey, a veteran of the rebellion, and at the time the owner of several good campaigners; Lyman Stratton, later a merchant of Concord, N. H., William Witcher, who had the chestnut trotter Romeo, with which he took great pleasure of winning a race every year at the Middlesex County Fair at Concord; Frank Alderman, long known as one of the best colt educators in the state, and whose son, Dr. Harry Alderman, is now the leading veterinarian of the town; John Cummings, at that time the largest leather manufacturer in the state; John E. Dodge, a veterinary dentist in Boston, and who was one of the first trainers at the track; Colonel Eben Stone and George B. Pierce, who owned farms near the track; the latter for a number of years owned Tom Patchen. Then there was the old village blacksmith, William Ham, who always had a trotter, as did later his sons, Walter and Joseph Ham.

The next driving clubs in Greater Boston, that we have note of, were organized in the early part of 1882. They were known as the South Boston Driving Club and the East Boston Driving Club. The principal object

of these organizations was, apparently, in holding interclub meets at Beacon Park a couple of times each year. After a few years these clubs ceased to exist.

Nothing more was done in the forming of driving clubs until January 25, 1899, when the Gentlemen's Driving Club of Boston was organized with the object of building a \$10,000 clubhouse at Readville track, and the holding of matinee races at the same place. The officers of that club were: President, Albert S. Bigelow; vice-presidents, J. Malcolm Forbes, Col. J. E. Thayer, George E. Perkins; treasurer, Frank G. Hall; secre-



T. LEE QUIMBY

Secretary G. D. C. 1899-1914 (inclusive), and Secretary-Treasurer of League of Amateur Driving Clubs

tary, T. Lee Quimby; directors, George B. Inches, E. C. Swift, Harry Burnett, Charles Whittemore, John Shepard and B. F. Dutton. An initiation fee of \$100 was one of the motions passed at the meeting. This club held matinee races in the Summer months up to the close of 1913.

Somerville was early in the field in the revival of matinee clubs, catching the fever through the construction of the Charles River Speedway, which was expected to be opened in the Summer of 1899. In January, of that year, it was organized, with the following list of officers: President, W. F. Almeder; vice-president, George M. Davis; secretary, H. B. Furlong; treasurer, H. W. Litchfield; directors, L. H. Brown, R. D. Wentworth, Fred Preston, Bard Palmer and William Barstow. Though the Somerville

Driving Club started out with brilliant prospects, yet only for a few years did it survive, internal dissension being the reported cause of its dropping out of existence.

Another club among the list of those that have since outlived their usefulness, was the Shawmut Driving Club, which was instituted by the business men of the South End District of Boston on March 15, 1899. Following the election of officers a petition was opened asking the Boston Park Commissioners to set aside a strip of ground on the southerly side of Franklin Field to be used for a speedway. The officers of the club were: President, E. A. Pickard; vice-president, Charles B. Wooley; treasurer, A. G. Robinson; secretary, A. L. Stark; directors, A. G. Robinson, E. A. Pickard, M. A. Nevens, B. W. Stark, A. W. Davis, H. A. Haven and A. L. Stark. The club started with the membership of about eighty, but with the organization of the Dorchester Driving Club a few months later, the active members of the Shawmut concluded that they could better aid in getting a speedway at Franklin Field by joining with the larger and stronger, though younger, club in Dorchester and, therefore, they abandoned the Shawmut Driving Club.

It was the same year, too, that the Jamaica Plain Driving Club was formed. Outside of holding a few matinees, and some of its members racing their horses in the Electric Light meets at Combination Park, the club never amounted to a great deal.

A little different from the driving clubs mentioned was an organization formed on December 2, 1898, called the Boston Road Drivers' Association; the object being to keep in good condition the Beacon Street boulevard for sleighing, and that the association appoint a committee to meet the Metropolitan Park Commissioners and confer on the racing and driving rules, to be enforced when the Charles River Speedway, then under construction, was completed. The dues were fixed at \$5, and Randolph K. Clarke was elected secretary and treasurer.

In this connection it is well to state that the Charles River Speedway was opened to the public on September 11, 1899. It is a matter of history that when Superintendent John Gilman threw open the gates a race was on between several of the well known drivers of Boston to be the first to drive a horse over the speedway. Randolph K. Clarke, with Randolph K., took the lead closely followed by James Dooley with Warren F., just behind them was C. H. Belledet driving Kentucky Star, and then E. H. Pritchard close up with Alvin Swift. Mr.

Clarke maintained his advantage to the half, when Mr. Belledeu, who had been slowly gaining, passed him and held the party the balance of the distance. Mr. Clarke finished second, and Mr. Pritchard, third, a half-dozen lengths away. Mr. Belledeu held a watch and reported that Kentucky Star paced the mile for him in 2:12 1-2.

Now came a new driving club in Boston, that was conceived, secured fifty-three members, and then never happened, the promoters giving up the ghost in disgust.

It was in February, 1901, that some of the leading road drivers of Greater Boston, believing that the near future would see the passing of Beacon Street boulevard for use in snow racing, which would compel the local horsemen to use the Charles River Speedway, began the agitation for a driving club at the speedway. In the two years since the speedway had been opened little attention had been paid to it, though the Metropolitan Park Commissioners had always been ready to put it in first-class condition for fast work when there was snow. However, the local road drivers had so little use for the speedway that the Commissioners had decided to close it the Winter of 1901. The men at the head of the contemplated organization were: John E. Thayer, A. S. Bigelow, George F. Leonard, Charles H. Belledeu, Louis Robeson, H. O.

Aldrich, W. D. Hunt, John Shepard and Randolph K. Clarke. The initiation fee was placed at \$20, with the annual dues \$10. It was named the Metropolitan Driving Club.

It was thought by the promoters that the drawback to the use of the speedway was the lack of a suitable clubhouse and stables in the near vicinity, which would give the members a chance to rest and cool out their horses after having them in the races. The plans for a very handsome clubhouse and stables were photographed in the club prospectus and mailed to every horseman in Greater Boston. Not only this, but one of the Park Commissioners, Edwin U. Curtis, even went so far as to bond land adjacent to the speedway, which he was able to secure below its market value, and on which it was proposed to build the clubhouse and stables.

W. D. Hunt was elected to be first treasurer of the money secured from the intending members, and to open a campaign of inducing the horsemen to enroll themselves with the club. Each of the ones named in the enterprise did valiant labor for the cause, but after three months of earnest endeavor, Mr. Hunt was obliged to report that he only received fifty-three paid subscriptions for membership, which caused the promoters of the club to vote it was absolutely useless to exert themselves longer in so fruitless a cause.



KENTUCKY STAR, 2:08 1-2 (Winning in the Homestretch)

He Was Famous for Having a Wonderful Burst of Speed the Last Two Furlongs of His Races, and Was the First Horse to Step Over the Charles River Speedway. Owned and Driven by C. H. Belledeu

CHAPTER VII

Nut Boy Fooled the Talent When He Won the Classic Transylvania Stake

NUT BOY, 2:07 1-4, the sensational trotting gelding of the season of 1906, when he was the leading money-winning trotter and captured no less than five of the important stake events, the classics being the Massachusetts, Charter Oak, Ohio, Transylvania and Walnut Hall, was very closely identified with the Dorchester Driving Club.

Foaled in 1895, the property of A. C. Barnes, Taylorsville, Ill., he was sired by Nutpine, 2:15 1-4, and was out of Grace Smuggler, by Smuggler, 2:15 1-4. As a four-year-old he was sold to Dr. Spaulding of Decatur, Ill., under the name of Benjaline. The gelding was used by Dr. Spaulding's son on the road and found so rank and so erratic that he had to be run against a building to stop him. Young Spaulding got tired of the fun, and the horse was purchased by a dealer named Bates, of Richmond, Va. He in turn disposed of the animal to a man who worked in a locomotive works at that place, and for a season was driven on the road. But the gelding's disposition, did not improve and he fell into the hands of J. C. Smith, a Richmond, Va., horseman, who sent him to Richard P. Souther, of Dorchester, who used him on the road and Franklin Field Speedway. Though Souther found that the gelding had plenty of speed, yet he was so unmanageable that he sent him back to Smith. That Winter (1903) in the consignment of a Mr. Carter, of Richmond, he was sent to the Old Glory sale under the name of Ingraham. He was purchased by John H. Shults, of Shultsburst Farm, who thought he was getting a mare. When he found out his mistake, he had the gelding resold, Paul Connelly, of Philadelphia, being the purchaser.

After running away and nearly killing Henry Longstreet, of Philadelphia, the gelding was put up for sale at the Philadelphia bazaar and sold to Eugene Rventhaler, and he resold him to Thomas S. Young. He is alleged to have run away with several drivers and Young sold him at an auction to William MacFarland, who got Walter Davis to train him and while showing extreme speed, he was so headstrong and rank that MacFarland soon became disgusted and put him up at auction under the name of Nut Boy. All of these parties were Philadelphia horsemen, but the gelding now left that city,

having been purchased by B. F. Slater, of Crondale, Pa., without a guarantee of any kind.

The reformation of Nut Boy really began with the ownership of Slater, who drove him for a year about five to ten miles daily to his place of business, and in kind hands the gelding became quiet and gentle and showed such speed that Slater thought he would make a race horse. Not wishing to enter the business of racing horses, however, Slater finally prevailed upon George Hindemeyer, of Philadelphia, to buy the gelding for \$500. This was on May 8, 1905, and Nut Boy was taken to Belmont track, where Stote Clark drove him a quarter right off the cars in 33 seconds. On May 25, Clark took the horse to Point Breeze track and C. N. Payne, after having him four days, drove him a quarter in 32 seconds, and to the half in 1:03. That season Payne started Nut Boy in twelve races over the half-mile tracks, winning nine of them, and giving him a record of 2:15 1-4. Late that Fall (1905) he was sold to John H. Crabtree, of Boston, and his sister, "Lotta," for \$5,000.

Nut Boy, when taken in hand by McHenry early in the campaign of 1906, still had the reputation of being thoroughly unreliable, liable to break, and extra liable to be distanced when he did leave the trot. But McHenry had transformed the gelding as to manners and had won six races with him before Lexington was reached, among them the Massachusetts and the Charter Oak, dropping him from the 2:16 class, in which he was eligible to start when "the man from Freeport" took him, until he was in the 2:08 trots for the big money. But in spite of these triumphs there was doubt in some people's minds about his winning the Transylvania, and a combination of circumstances served to accentuate that feeling.

Solon Grattan, which held the record for three heats on a half-mile track, came down from Chicago with plenty of backing on the strength of a trial he had shown, and in the early pools more than once sold even with Nut Boy. But the big play was on Mack Mack, which at Columbus had forced out Norman B. in 2:07 3-4, 2:06 3-4, 2:07 3-4. He had been bought on the eve of the Transylvania by Boston men who started to "win him out" in that race, they putting up a new driver. Moreover, at Cincinnati, Mack Mack had won the second heat of a race from Nut Boy in 2:08, and thirdly, at Hartford Nut Boy had been beaten a third heat in 2:00 1-4, although by the conditions of the race (which ended there) he was the winner. Fourthly, Nut Boy had not started for a

couple of weeks previous to the Lexington meeting, and was known to have none too good legs.

And so Mack Mack, later the sole property of George A. Graves, of the Metropolitan Driving Club, was the choice. There was big selling, many of the pools aggregating \$1,500, and on account of the peculiar angles there was plenty of talk. When the horses were being warmed up for the Transylvania, and Nut Boy had finished his final preliminary heat, a friend of McHenry's, who was so close to him he could talk freely on delicate subjects without arousing the blazing temper the great driver had, met him just as he came through the gate after dismounting from the sulky.

"They tell me you're going to cheat this afternoon with Nut Boy," was the friend's salutation.

McHenry's face assumed a look that was half smile and half sneer. Then he pointed to Nut Boy, which was being led to the stable. "There he is," said McHenry, "and he'll win. And let me tell you something more—I won't drive him two hundred yards in the whole race."

And he didn't, for over a slow track, on a cold day, Nut Boy fairly rambled three heats in 2:08, 2:07 1-4, 2:09, while Mack Mack's positions were 11, 7, 2, Emboy, a sprinter, getting second money with 2, 3, 9 to his credit. Nut Boy, over that slow track and on that cold day, equaled his record, and he never was straight. "He was good today," McHenry said after the race, "and I thought he would be. A lot of people have got the idea that horse isn't game, and some others think 2:07 will hold him. Why, he could have beaten 2:06 right over this track today, and he was a sure 2:05 trotter, good day and track.

"Well, Nut Boy is a case of where a rest beat training all to pieces. I saw what went on in the betting for the Transylvania, and I knew what some people figured was coming off, but did not consider it any part of my business to talk about the race before it was trotted. But just the same I thought it was the surest thing in the world that Nut Boy would beat that field. He outclassed every other horse in it so far it was ridiculous to talk about beating him—it was a sure 2:05 horse against some 2:08 ones."

During the Winter of 1906-7 Nut Boy ran in a large box stall and yard at the Crabtree Farm, in Neponset. But the forward leg that had bothered him the Fall before was still in such bad shape when the training season came around, that it was thought best to fire and blister the leg and give it a year's rest. In 1908 he was sent to Bob Proctor at

Readville, but after a little work the leg again showed symptoms of weakness, and he was sent back to the farm, where he was allowed to run loose till 1910.

That year "Lotta" Crabtree advertised a closing-out sale of the live stock at the farm, but when the day arrived, she refused to have Nut Boy put up for the high dollar. Later, however, P. O'Hearn, afterwards Building Commissioner of Boston under appointment of Mayor Curley, succeeded in buying Nut Boy from "Lotta," and the next few seasons he was the bearcat among the trotters on the Franklin Field Speedway, as he proved his "class" when pitted against rivals from the Dorchester Driving Club. Nut Boy displayed his immense speed one afternoon in 1912 by trotting a heat in 1:01, which at present (1914) is still the record for all trotters over the Franklin Field course, it having tied the mark made by Ralph Wick, of 1:01, on July 8, 1911.

Nut Boy was disposed of by Mr. O'Hearn at the Old Glory sale in New York, the Fall of 1913, he passing to the ownership of a New York horse dealer called "Big Charley."

CHAPTER VIII

Angus Pointer Was Well Crowned "King of All Pacers"

"**K**ING of them all." This was the mantle that by common consent of both horsemen and the great sport-loving public rested on Angus Pointer, 2:01 3-4, the season of 1907. Week after week the fastest pacers in the world tackled him in the free-for-alls in the Grand Circuit from Detroit to Lexington and, outside of the opening meeting at Detroit, the story was always the same—Angus Pointer won.

His record since making his debut at the Canadian ice races in 1904, and turf battles later compared with the best campaigners the world has produced in all the history of light harness horse racing. He had every quality of a race horse, for not only was his speed sufficient, but he was the one rare equine that could be relied upon over any sort of a track. It made no difference to him whether it was a two-lapped one, a mile proposition, the footing like a billiard table or deep in mud or sand, he was there with "the goods" when turned for the word.

Angus Pointer was bred by W. H. Buchanan, Kemptonville, Ont., and sired by Sidney Pointer, 2:07 1-4, out of Jane (dam of Annie Sprague, 2:21 1-2), by Grant's Hambletonian. He was owned by Senator

George E. Whitney, Enfield, N. H., and trained and driven by Ed. Sunderlin the seasons of 1906-7. His winnings down the big line for 1907 were \$7,730, making him the second largest money winner of the year in the pacing division.

It is so well known how he took the word in nineteen races, winning eleven in 1904, and was first nine times out of thirteen starts in 1906, that space would be ill used in enumerating them here. In his campaign of 1907 outside of Detroit, he headed the summary in nine straight races, losing his initial start to Baron Grattan, at Detroit, in 2:03 1-4, 2:04 1-4, 2:07, when he finished second.

His opponents down the line were Argot Boy, Baron Grattan, Gratt, Boliver, Ecstatic, Nervolo, Audubon Boy, Phalla, Gallagher and Rudy Kipp, he meeting one or the others at different places. His best money-winning race was the Park Brew \$5,000 stake at Providence. He went his fastest two-heat race at Syracuse, the time being 2:02 1-2, 2:01 3-4. The then record for the fastest three heats by a pacing gelding he earned at Readville.

All of his nine winning races were taken in straight heats, with the sole exception of Columbus, when the assistant trainer of the Whitney stable, W. W. Bowser, elected to drive him, and Angus Pointer made the only break of the year, losing the opening trip to Gallagher. Myron McHenry was then asked to take the reins and little trouble had he gaining the victory. Audubon Boy, in the second heat at Lexington, gave him the severest test, it looking when nearing the wire that the champion was beaten, but McHenry rallied him with whip and voice, Audubon Boy went to a break, and the race was over.

In order to place another gem in the string of conquests of Angus Pointer he was started over the Watertown, N. Y., half-mile track and placed the season's mark at 2:06 1-4 for two-lap tracks.

He was passed through the Old Glory sale in New York that Fall, but was returned to his old stable, being bid in for Mr. Whitney for \$7,400, though a representative of Lotta Crabtree ran the bidding to a hundred less than that sum. Soon after the return of the noted gelding to Enfield, he died from pneumonia, the result of a cold caught en route from New York.

A man ought to do as well as a horse; I wish all men did do as well.—Roe.

CHAPTER IX

Famous Road Drivers Whose Horses Were Kept at Sawyer's Stable

IT was with regret the old-time horsemen and road drivers of Boston noted the demolition of Sawyer's old boarding and baiting stable at the corner of Chestnut and Brimmer Streets, in the West End, for modern dwelling houses, for a generation ago, almost any afternoon, anywhere from twenty-five to thirty men, reputed to be millionaires or very near to it, could be seen donning their driving togs and starting out from Sawyer's for an afternoon spin with their trotters, boarded at the stable. Many of them drove in daily in the morning from the suburbs, put up their rigs at Sawyer's, went down to their offices and returned for their teams to go out over the Mill Dam, the then noted speedway of Boston, and thence on to their homes.

Among that class were: Henry M. Whitney, H. P. Cabot, W. L. Badger, Dr. Weld, William Weld and John M. Forbes, once mariner, later merchant in the Oriental trade. He is described as usually coming in from Milton on horseback, habitually carrying an umbrella in anticipation of a possible shower.

Other transients of later days were Hon. Robert Bacon, later Ambassador to France, and Mr. and Mrs. John L. Gardner, when their city house was closed. The Gardner equipage and livery is said to have been one of the finest that ever came into the stable. Another outfit of equally high class was that of Mrs. George W. Wales, of Beacon Street.

J. Reed Whipple, of hotel fame, kept his horses at Sawyer's. The story is told how he purchased at auction the famous trotting mare Reina, 2:12 1-4, formerly belonging to John Shepard, who had sold her under the impression that her days of glory were ended. Mr. Whipple turned his purchase over to Sawyer to be put in prime condition, and under the fostering of the experts of the stable Reina "came back," and one day, when the sleighing was good, Mr. Whipple concluded to try his new trotter.

He drove leisurely out to Coolidge Corner, it being of the period when the snow racing was over the boulevard from that point to St. Mary Street, where he met John Shepard, John W. Wheelwright and a few other acquaintances that had speed hitched to runners, and dropped them a hint that he would not be averse to a brush.

The speed of the rejuvenated Reina proved too much for the hotel man's nervous system, however, and when he returned to the stable

he declared that he would never take her out again. John Shepard then repurchased the mare, and not a trotter in Boston that Winter was capable of taking her measure the length of the boulevard.

Among the regular boarders at Sawyer's were the late Col. Henry S. Russell, owner of the famous Home Farm in Milton, where were kept for years the celebrated stallions, Smuggler, 2:15 1-4; Fearnought, Jr., 2:26, etc. (Col. Russell was later Fire Commissioner of Boston), Hon. George von L. Meyer, Secretary of the Navy; Eben S. Draper, former Governor of the State, and the late Governor Wolcott.

Commodore George Perkins, the father of Mrs. Larz Anderson, while he had his own private stable in Newbury Street, quite frequently dropped in at Sawyer's to chat horse with his cronies. All old-timers can remember well the Winter he had the boss of the snowpath in the trotting mare, Thetis, 2:16 1-4. This was in 1894, and the season before the daughter of Mambrino Wilkes, 2:28 3-4, had proved in her races that she was much better than a 2:10 trotter.

There was Major Henry L. Higginson, one of the patrons, who was founder of the Symphony Orchestra, and he usually kept several trotters, among the number being Parana, 2:19 1-4. George B. Inches boarded during the Winter months at Sawyer's, the stallion Pedlar, 2:18 1-4, and other trotters. S. B. Dana had Arab, 2:15, previously owned by John Shepard. George F. Fabyan had Jean Valjean, 2:14, with which John Cheney won many creditable races. Dr. F. P. Sprague had First Love and Almira, whose respective records were 2:22 1-2 and 2:24 1-4. He often drove them in an extension-top carryall of a pattern of 100 years ago.

Then there were Edward P. Whitney, partner of J. Pierpont Morgan, who always had a fine trotter; F. H. Prince, son of Mayor Prince, who had a string of thoroughbred racers, among them King Tom and Sherrod, but for his own riding had a fast trotter; John Wright, who now lives in France and has a racing stable there, kept a number of racing ponies there, such as are now known as polo ponies.

The passing of the old home for trotters emphasizes the decadence of road driving from what it was up to ten years or so ago, for at Sawyer's is said to have been boarded a greater number of high-class trotters from ten to thirty years ago than any other stable in Boston, and it was said to have been good at one time for an income of \$30,000 a year.

The stable was built about 58 years ago by Ebenezer Johnson, a mason, and John Mann,

a Washington Street ribbon dealer at that time, two extensive speculators in real estate. Its first lessee was Stephen Thuolt, who was a famous Boston riding instructor from 1856 to 1866. Col. Thuolt was a Hungarian revolutionist of 1848, who fought under Kossuth, and, like the latter, was obliged to fly for his life to foreign lands after Russia intervened and put down the rebellion in Hungary. Thuolt first went to England, where he was reduced to the condition of a common day laborer and transported stones in a wheelbarrow to build a sea wall.

Soon after his arrival in Boston he aroused the interest of some of the richest and most influential families, who induced him to establish a riding school for the instruction of their sons and daughters. John Nash, who had the care of Col. Thuolt's horses from the time the riding school was started, 58 years ago, and later performed the same function for Major Henry L. Higginson, is still living in the West End district of Boston.

Thuolt was a tall and handsome man, and during his early years here was a protege of members of the Lowell family, while among his other particular friends were the Forbes, Bigelows and Hoopers. These men of social, political and diplomatic influence obtained a pardon for him from the Austrian Government, and Thuolt was allowed to return to his home after eighteen years of exile.

Alsom Garcelon, for a generation the best-known stable keeper in Boston, and at one time proprietor of fourteen or fifteen such establishments, succeeded Col. Thuolt in 1869, purchasing the property and building a three-story addition with stalls for one hundred horses. Garcelon came to Boston about eighty years ago from Lewiston, Me., and was a near relative of the late Governor Garcelon of Maine, and a descendant of a Huguenot refugee, contemporary with the Faneuils. His first stable was in Franklin Street, his second in Bedford Street. He furnished the horses and carriages for the Prince of Wales, afterward King Edward VII, when he visited Boston in 1860, although the handsome trotting horse, Black Prince, ridden by the Prince at the military parade on the Common, and later the model for Thomas Ball when he made the equestrian statue of George Washington for the Public Garden, came from the stable of the Hon. Timothy Bigelow Lawrence, only a few doors away from Garcelon's, on Chestnut Street. Garcelon made a great deal of money, but losing it in real estate, had very little when he died, in 1881.

His son-in-law, John A. Sawyer, succeed-

ed in the Chestnut Street stable and ran it twenty-four years, or till his death about ten years ago. His son, S. Gordon Sawyer, then managed it three years and sold it to Frank Donovan, who, when the property was sold for improvement, had to move a few doors up Chestnut Street. In the day of road driving in Boston there worked at Sawyer's, besides Nash, already mentioned, such men well known in the care of old-time trotters as Martin Quigley, Patrick Loftus, better known as "Brock," for having worked so long for "Ham" Brock, and Thomas F. Walsh.

Right across the way from Sawyer's stable was the famous Joseph F. Pray, the sulky builder, who turned out the light road wagons and buggies which were the delight of the gentlemen road drivers who boarded their horses at Sawyer's.

Paran Stevens, for many years the prince of Boston hotel men, first proprietor of the New England House, then of the Revere and the Tremont houses, had for many years a private stable for his trotters at the corner of Chestnut and Brimmer Streets, and about the time of the advent of Sawyer's the Stevens stable was taken by Mr. Pray for his carriage factory, where he remained for more than a score of years.

CHAPTER X

How "Long Shot" Cox Worked From the Bush Rings to a Star Grand Circuit Driver

FROM a farmer's boy, born in Epsom, N. H., to one of the greatest trotting horse drivers and trainers in the world, is the achievement of Walter R. Cox in the forty-six years of his life. To those not in the knowing, Epsom is merely a dot on the map near Pittsfield, and, so far as can be established, being the birthplace of Cox is its lone degree of fame in the country's history.

The name of Cox is prominent in politics. Charles E., father of Walter, was warden of the New Hampshire state prison for a number of years. His three brothers have made names for themselves in Massachusetts. Guy served the state in both branches of the Legislature. Louis was postmaster at Lawrence. Channing, the baby of the family is assured of being Speaker of the House in 1915. All three are lawyers.

"Long Shot" is the eldest of the boys. When a year old his folks removed from Epsom to Manchester, where he attended the

public schools, taking a two-year course in the high school. At thirteen he entered the butcher business, working for his father at running a cart. He was up in the morning at 4, labored till school time, and at the close of school devoted his time to the shop. Sundays he sang in the church choir.

"Tell me of your first race," I asked "Long Shot."

"I was fifteen when a Catholic picnic was held at the Manchester track. There was a trotting gelding named May Morning, which



Photo from Herald

WALTER R. (Long Shot) COX

the owner said I could start in one of the races. I took the horse out of pasture a couple of weeks before the event and pulled off second money, netting \$15. One thing in connection with this race I'll never forget. Just previous to starting the judges informed me that it was necessary that I should weigh 150 pounds. I weighed only eighty! Here was a nice pickle. I solved the problem by taking a bag and gathering enough stones to make up the difference. Then I attached the bag to the sulky. The race was won in 2:48 3-4."

"Tell us some more about your early turf career," I persisted.

"Well, between the age of eighteen and twenty-five I sold beef on the road for Hammond. This gave me time to tinker with horse racing at the Manchester track. The horses were owned by local butchers. Every Friday these men held races. I always had a mount, with varying success.

"Finally, I gave up the Hammond job to

devote my time to training horses. In those days Jake Stone was using the Manchester track for Spring training. He was a successful winner. I had no horses good enough for the good half-mile tracks, and nobody will ever know with what admiration I watched Jake lead his fields of horses. I thought him of more importance than the President of the United States.

"However, along toward Fall I would gather up three or four of the fastest horses I was working and take in what was later known as the 'Cox Circuit.' This comprised the tracks at Warner, Canaan, Plymouth, Bristol and Greenfield. Canaan used to give a July 4 meet also. At that time I figured the meeting at Tilton, and other tracks of that kind, of Grand Circuit importance! I'll say one thing, before I was through with 'Cox's Circuit' it was a pretty slick sort of a driver and horse he had that could win a race from me."

"What was your first mile track race?"

"At Narragansett Park, in 1893, I started a pacer named Rowdy Knox, 2:20 1-4. I took the horse there alone, swiping him and sleeping in the stall. Before the race I nearly wore out a watch timing the horses entered in my class, and the way they did step from the three-quarter pole to the wire brought tears to my eyes. I knew I wasn't even a dirty duce in a clean deck of cards. I didn't look very good in that race, trailing along in the rear guard."

"Your first visit to New York was to drive for James Y. Gatecomb at Empire City Park in the Grand Circuit in 1903, was it not?"

"I had been in New York once before. It was at the time Home Rule was winning match races in Manchester and Concord. I conceived the plan of slipping over to New York and buying a 'skinner' that would beat Home Rule and the rest of them. Getting to the big city I found that the auction was in Chicago. So I went over to Guttenburg and backed the runners. Played every race across the board—and lost. I scampered out of New York the next morning pretty quick. All I saw of the place was the one block I walked around and the car ride to Forty-second Street ferry.

"When I went to New York to drive for Gatecomb I didn't know the way to Broadway. That's a fact. In the afternoon I drove Prince of Orange, and in the field was Rhythmic and Ferenó. That marked my Grand Circuit debut. I won after losing the opening heat."

From my personal knowledge, Cox is modest in stating his connection with this race. The betting fraternity had a good

opinion of Prince of Orange to win the event, but when they saw a tall, lanky Yankee, unknown to all, mount the sulky, there was a rush to the betting ring to hedge the bets made on the gelding. This was Gatecomb's opportunity for getting on heavily at long odds. That night all Broadway was ringing with the praises of the Yankee driver. In the clever way in which he had trimmed the wise men, and the shrewd drivers opposing him, Cox had made his name.

Cox maintained his home stable in Manchester, training his horses in the Spring over the Nashua, N. H., track, till the season of 1905, when he selected Granite State Park, at Dover, for his training quarters.

"As the seasons have passed, have you noted any changes in the mode of race driving?"

"I should say so. The day of the driver going away from the wire rippity-bang has passed, unless laying all over the field in point of speed, which is seldom. Brains count more now in the sulky than ever. Time in racing has passed, it not being how fast the heats are, but the class of the horse that counts. Give me a 2:04 horse and I'll beat a 2:05 one in heats raced in from 2:07 to 2:08. Yes, and make him look cheap. In some part of the mile I'll take all the race out of that chap and finish practically alone."

"Young drivers are coming up. What is your advice to them?"

"Don't wait for a winning tomorrow when a victory can be earned today. Drive always to win, regardless of a record on the horse. Nobody ever made fame in the sulky that did not often ride in front; even the driver coming in second is overlooked by the spectators and critics. It's the man in front who gets the glory, reputation, and finally the best horses in his stable. Be honest, and leave booze for the other fellow to handle."

"What has been the increased cost of running a campaigning stable in the past few years? Other things have gone up; most likely you have had the same experience."

"It costs about twice as much to run a racing stable now as it did ten years ago. At that time it was nothing for a groom to care for three horses. Now a man is needed on each horse, with extra helpers on the day the animal races. Railroad and express bills have been jumped, hotel bills increased to quite an extent, and so along through the list. Today every horse has his chest filled with boots and harness. Each horse has his own sulky. Ten years ago one sulky was used for all and one chest of boots was all that was required for the string of horses.

"This shows the additional expense for each horse as well as the large increase in luggage that has to be carted around. The man who said 'The luxury of today is the necessity of tomorrow,' hit the nail squarely on the head."

That it is a pretty tough proposition to skin "Long Shot" Cox at any game was proved one forenoon at the Nashua, N. H., track, when a combination of the trainers put up a job on him. They got a tall lanky native to wager a couple of dollars with "Long Shot" that he, the tall, lanky, weighed the most. To make the thing sure some of the boys wound strips of sheet lead around each of his legs, next to his drawers. "Long Shot" was a little afraid he was beaten on the proposition, so, unbeknown to all, he quietly adjusted a big block of lead on his shoulders, under his coat. Away they went to be weighed.

"Long Shot" won the "darby," fetching the scales down to 183 pounds to his lanky opponent's 181 1-2. To watch the two return from the weighing-in process was most laughable. "Long Shot" was horribly round-shouldered, while his competitor walked like a rooster with frozen feet, at each stride bringing a foot up to an angle that would cause a prize-winning hackney to turn green with envy.

And here is a reason why Cox never lifts his hat in response to grandstand plaudits. He has been pretty nearly the whole works in the New England for many seasons, and acquired a big following that has watched him with much interest. Everybody knows how he has made good, and it seems to be conceded that none of the star mechanics can outdrive him.

Every time he wins he gets the glad hand, good and plenty—but he never seems to pay any attention to applause. A number of people have said: "What's the matter with that man? Why doesn't he tip his cap to the grandstand?"

Well, they just don't know what the matter is. "Long Shot" would be tickled enough to do the Tommy Murphy act, but for one very embarrassing fact—though still comparatively a young fellow, his head is as bald as a pool-ball. Hence he prefers to keep his nice satin cap on in front of the grandstand. Can you blame him?

What is a horse? A horse is an article in the sale of which you may cheat your own father without any imputation on your honesty or filial duty.—H. Smith.

CHAPTER XI

"Happy Jack" Trout is Mine Host to Members of Metropolitan Club

A HISTORY of the horsemen of New England, and Greater Boston in particular, would not be complete without an account of John Trout, known to his legion of friends as "Happy Jack" Trout. "Happy Jack" is dallying around the seventy year mark, and his eventful career has been largely spent in Boston and vicinity. The past eight years he has been identified almost entirely with the matinee sport, he having, on June 1, 1906, taken charge of the



JOHN TROUT

Metropolitan clubhouse at the Charles River Speedway, and a most excellent host has he been to the members of that organization. In the stable of the clubhouse it has been his duty to look after many of the fastest horses raced in the matinees.

"Happy Jack" achieved his greatest reputation as a driver and trainer through the gelding Anaconda, which was owned by Edwin Rice, the well-known young sporting man of Boston. Trout gave Anaconda a record of 2:01 3-4, pacing, and, then, under the name of Knox Gelatine King, which an advertising concern in New York had given him after purchasing him from Mr. Rice. Trout gave him a trotting record of 2:00 3-4.

This is the fastest record for a double-gaited performer in the world. Previous to

Anaconda's feat of establishing a record of 2:01 3-4 and 2:09 3-4, an average of 2:05 1-4, Jay-Eye-See held the double-gaited record at 2:06 1-4 pacing, and 2:10 trotting, an average of 2:08 1-8. The difference of almost three seconds plainly shows the superiority of Anaconda.

Looking back over the career of "Happy Jack," it is noted that he drove his initial race in 1856 with a raw-boned Canadian pacer, owned by his brother, that won the race in 3:01. Shortly after this he opened a livery stable near Flenington, N. J., and remained there until about 1870, when he campaigned a couple of horses through New York state.

It was during this time that he met Alden Goldsmith and engaged to handle his Volunteer stock. While with Goldsmith he drove Driver, 2:19 1-4, and Huntress to her three-mile record of 7:21 1-4, that stood as the world's record for twenty-one years, when Bishop Hero, in 1893, reduced it to 7:19 1-4.

In accomplishing the feat of trotting three miles in 7:21 1-4, Huntress made her first mile in 2:28 3-4, the second in 2:26, and the third in 2:26 1-2, and the middle half of the third mile was stepped in 1:09. This was a reduction of 11 1-4 seconds from the previous mark for that distance. The event took place at Prospect Park, Long Island, on September 21, 1872, and the betting odds were \$1,000 against \$250 that the trotting record of 7:32 1-2 would not be lowered.

Trout remained with Goldsmith three years. Then he returned to his own home in New Jersey for a few weeks' visit, and, while there he met William Lovell, who proposed that he should go with him and drive the noted trotter, American Girl, 2:16 1-2. That was the year of 1874.

That Fall he hired out to John Merrow, of Boston, to train and drive his stable of campaigners. During the four years he was associated with Mr. Merrow he successfully raced, among others, the noted horse, Camors, 2:19 3-4, and Sea Foam, 2:24 1-2.

In 1878 Trout opened a public stable at the old Beacon Park. The years of 1885-6, he managed Beacon Park and it was in those days that the park had its liveliest times. The old Mill Dam road was the Mecca for the local road-drivers during the sleighing season. Charley Perkins' roadhouse, the Hawthorne, St. Julien, the Albany, and other roadhouses were then open for the public to put their steaming horses under the sheds while they partook in the hotel of refreshments, both wet and solid, before a glowing fire.

Beacon Park, too, was especially prepared

for racing on the snow, and many were the match events decided every day, and, during the Summer season a large crowd would congregate every forenoon on the broad piazza, that faced the track, to watch the horses quartered at the park receive their work, and discuss the merits of their own horses. This frequently led to an argument between enthusiastic owners, which usually ended in each putting up from \$100 to \$500 and racing for it right then.

For a number of years Trout trained at Mystic Park, one of the best that he raced during that period being the pacing mare, Allen Maid, 2:16 1-2. He then successfully handled horses for Dr. Fowler of Moodus, Conn.; J. H. Richardson, owner of the Thorndale Stock Farm, Andover, Mass.; Commodore George Perkins, Webster, N. H.; and for Edwin Rice.

In running the clubhouse for the members of the Metropolitan, "Happy Jack" is certainly in his right element. As a host he is always bubbling over with good humor, can tell a story well, and has the magnetism that attracts friends. A day spent with "Happy Jack" was never lost. It only served to prolong a man's life in making him feel kinder to mankind.

CHAPTER XII

Trainer E. D. Bither Who Made Three World's Champions

EDWIN D. BITHER was born in Charleston, Me., in 1851, and received his education in the schools of his native town. When seventeen years of age Mr. Bither began an apprenticeship in the profession of which he has since become one of the most prominent members, and for three years he was associated with Foster S. Palmer of Bangor, Me., who brought out and developed General Knox. In 1871 Mr. Bither availed himself of Horace Greeley's advice and went West, and in 1875 he entered the employ of J. I. Case, Racine, Wis.

In 1879 Mr. Case visited Kentucky and purchased of Col. West, of Georgetown, several colts and fillies, and largely owing to the advice of George Brasfield, a black youngster was included in the lot. How little any then present imagined the plain-looking black yearling was one day to be the reigning king of the turf, and the first trotter to put the magical figures—2:10—on the board.

Shortly after this Mr. Case made another visit to Kentucky and this time purchased

of Major H. C. McDowell, three youngsters, Phallas, then a two-year-old, being among the number.

In 1882, when he was four years old, Jay-Eye-See's first real work began, for previous to that time he had never been sent a



EDWIN D. BITHER

full mile at speed. In 1883 he trotted seventeen races, his winnings being \$22,500. His campaign was one of the greatest on record, commencing at Louisville, Ky., on May 11, defeating Charley Ford in straight heats and continuing on through the circuit in an uninterrupted series of victories, closing at Chicago on October 23. It was the most remarkable campaign ever made by a five-year-old.

In 1884, Jay-Eye-See was started eight times and at Providence, R. I., on August 1, he acquired his world renowned record of 2:10. At Belmont Park, August 15, to beat 2:09 3-4, he made two unsuccessful efforts, his time being 2:11 and 2:10 1-4, these being the fastest consecutive two miles then ever trotted or paced.

Phallas made his appearance on the turf in 1883 and electrified the trotting world by winning the 2:40 class at Cleveland, Ohio, June 5 and 6, his fifth heat being in 2:18 1-4. July 14 he defeated Adelaide and Index, and five days later trotted the memorable race against Majolica, Felix and Index, the first named winning the opening heat in 2:17, and Phallas the last three in 2:16 1-2, 2:20, 2:21 1-4. At Cleveland, August 1, Duquesne, who had just acquired a record of 2:17 3-4,

and Phallas came together, the former winning the first heat in 2:19 1-4, and Phallas the next three in 2:15 1-2, 2:21 1-2, 2:17 1-2. In the second heat Phallas could have then easily beaten the best stallion record of 2:15 1-4, had Bither realized how fast he was going, and not taken the horse back when he found the heat safely won at the head of the stretch. After several more victories, the horse went into Winter quarters with a record of 2:15 1-2.

In 1884 Phallas appeared seven times. First in Chicago, July 4, when he had a walk-over. On the 14th, at the same place, he met Catchly, Clemmie G., and Fannie Witherspoon, in which Catchly started a great favorite, and being a still greater one after winning the first heat in 2:19 3-4. Bither now showed the backers of the favorite on how slender a foundation their hopes rested, as he sent Phallas to the front, trotting the next three heats in 2:15 3-4, 2:16 3-4 and 2:13 3-4, the latter being the world's stallion record and the fastest fourth heat ever trotted at that period.

Phallas was again a great horse in 1885. At Cleveland, July 4, he met the bay stallion, Maxy Cobb, who had acquired the record of 2:13 1-4 at Providence, on September 30, 1884. This was expected to prove the greatest race of modern times, but it was over when he reached the half-mile pole in the second heat, and Phallas put three straight heats to his credit. Later he met and defeated Majolica in slow time, that game little gelding being in no condition for a bruising race. Two defeats by Harry Wilkes, in the latter of which Phallas pulled up lame, ended the turf career of this famous horse, which was then retired to the stud.

After having been with Mr. Case for fifteen years, Mr. Bither in 1890, severed his connections and associated himself with the Allen Farm in Pittsfield, Mass. Here he secured control of what was destined to be another world's record-breaking performer in the stallion, Kremlin, who placed the record for entire horses at 2:08 1-4 at Nashville, Tenn., on November 5, 1892, and one week later, at the same place, still further reduced the world's record to 2:07 3-4, the fractional time of the mile being in 0:32 1-4, 1:03 1-4, 1:35, and 2:07 3-4.

Previous to this Kremlin had gathered to himself the \$10,000 stallion race at Mystic Park, and the famous Transylvania stake at Lexington, Ky., where he met the highest classed field of horses that had ever heard the bell ring up to that time in the history of the trotting turf. He started in the race in the second tier, there being thirteen horses in the

event, and then grabbed off the race in straight heats.

The betting was heavy, the odds before the initial heat being as follows: Anderson's Nightingale, \$65; Hamlin's Nightingale, \$55; Kremlin, \$50; Walter E., \$30; Little Albert, \$20; Hazel Wilkes, \$15; Greenleaf, \$15; and rest of the field, \$10 and \$5 each. In his memorable campaign it must be remembered that Kremlin was but a five-year-old, and it was then considered a phenomenal feat for a stallion to gain a world's stallion record at that age. All over the country the daily press had big headlines on the front pages saying, "Great is Kremlin! Great is Bither!"

Out on the coast, Kremlin had a most worthy opponent, in Stamboul, fighting to take from him the stallion crown. While Kremlin was performing in the balmy air of Tennessee, Stamboul was considered as having a slight margin the better of him in the rare autumnal days of the Pacific coast and a kite-shaped track to travel over.

Mr. Bither was at the Allen Farm for five years and, besides the famous Kremlin, he campaigned for Wm. Russell Allen, the owner of that noted stock farm, the trotters Elista, 2:20 3-4; Brava, 2:14 1-2; Tom Arden, 2:16 1-4, etc.

Another very prominent stallion campaigned by Mr. Bither was Lynne Bel, 2:10 1-2, which, besides winning many races in the hottest of company, captured two heats in a Transylvania stake. With Lady Geraldine, owned by Isaac Goff of Providence, he won the Horse Review Futurity, the two-year-old filly going in 2:26 1-2. Later this mare gained a record of 2:08.

In 1905 Mr. Bither opened a public training stable at Readville, he being the first trainer and driver to locate there after the construction of the track. Since that period he has devoted himself almost entirely to the development of matinee trotters, among those having been in his stable being Mack Mack, 2:08; Curta, 2:13 1-4; Alondra, 2:18; Mike Agan, 2:10 1-2, and Bronson, 2:12. Mr. Bither did all of Bronson's preparatory work in his well-known campaign of 1914, in which races he was driven by his owner, George A. Graves.

It is a matter worthy of mention that, in 1892, Mr. Bither, in a published letter, made the assertion that the time would come when some youngsters would trot quite as fast when two and three years of age as they would ever go. With the great improvement in breeding, in training and in the tracks, he then saw the feasibility of devel-

oping the speed in youngsters to such an extent that it would be their ultimate limit.

With a three-year-old pacing filly, Anna Bradford, going close to two minutes in 1914, and the trotting stallion, Peter Volo, in his three-year-old form, going his third heat in 2:03 1-2, it certainly looks as though the prophecy made by Mr. Bither twenty-two years ago was very near a living fact.

Mr. Bither joined the Metropolitan Driving Club in 1914, and also belongs to the fraternal order of Masons. He resides at Readville, Mass.

Racing Only for the Pleasure and Sport To Be Obtained

HOW often is heard the expression, "There is nothing in it. It does not pay to own a trotting horse."

Why men who own fast trotters and pacers should invariably assume this attitude with regard to the sport has always been a puzzle. A man who owns a well-bred harness horse, either for the purpose of driving on the road, racing in matinees, or following the circuit, does so, or should do so, purely for the pleasure and sport that he derives therefrom.

While it is possible that he may derive some pecuniary benefit, the presumption that he should always do so is ridiculous. There is no reason in the world why a man should derive a profit from his pleasure or sport with the horse any more than he should derive pecuniary benefit from following the pastime of golf or the sport of yachting.

A prominent business man is authority that his golf club connections, from which he enjoyed not over fifteen days' sport for the entire season, cost him over \$1,000, and that he considered it money well spent. If the average horse owner would look at the matter in the same light, he would agree that his sport is cheap at the price he pays for it.

Suppose he had to put up the price of a first-class horse for a yacht, and then pay a crew for sailing it, and a watchman to stay with it over night, with the only possible emolument an occasional silver cup?

This, be it understood, refers only to the gentleman owner; the driver, trainer and caretaker are in the sport as a business, and should derive a profit commensurate with their ability. True, there are also those who breed and raise horses for the pleasure of it, rather than for any desire for profit, and the pleasure derived from the breeding of a possible world beater, or prize winner, is reward enough for the time and money spent in this pursuit.



Equine Portrait Painters Who Have Won Fame

(By Everett L. "Percy" Smith)

Permission of Trotter and Pacer

OF our painters of horses in action, the late W. Scott Leighton, of Boston, was facile princeps. His landscape work toward the end was excellent, and he got atmosphere into his skies. As a colorist he rivaled, it is my individual pleasure to consider, the great Meissonier.

I saw him, back in the 70's, working on an action piece, its subject the snip-nosed Smuggler, 2:15 1-4, the champion trotting stallion from 1876 to '84, and, in a way, was a pupil of his at his Century Building studio, corner of Washington and Winter Streets, Boston. He gave instruction gratis, and was my kindest instructor of all. Likewise, he always claimed my assistance as critic of action effect, though in but one instance that I recall was I of actual assistance. That was while he was working on his big canvas, "Here They Come," for which he received \$3,000, and derived much revenue from photogravure reproductions. These readily sold at \$10.

One forenoon he was puzzled because none of several sketches for the central figure, Charlie Thorn on a break, satisfied. I recall taking a crayon and sheet of wrapping paper, and, by twisting the head one side, convinced him horses usually "break to one side," and that, directly behind the poll, a bend of their necks is necessary to give that half-plunging action just before they catch to their stride. He finished his figure that forenoon, and, if I do say it, there's not a better horse "on a break" in oils. Later he presented me a rapidly executed facsimile sketch, 8x10, of Thorn alone, and various other tributes, trifles to him, golden to me.

In his "Three Veterans," to be seen in the corridor beyond the ladies' entrance at the Adams House, he shows therein his versatility, and the three dray horses there posed include a strawberry roan, the best color work in existence as concerns a horse. His "Labor Day," that yielded \$1,000, was a

masterpiece. One of the horse's quarters were chafed, and his treatment of the bare hide scarce could be bettered. A galled shoulder also was well executed. It is in a very low key.

Leighton delighted in painting poultry and excelled. Ever did he have a "set" of fowl caged in his anteroom at the studio for constant study. The coloring of a brown leghorn cock ever is truthful, and the rich tint of the hackle and tail feathering absolutely beyond criticism, I believe. Alexander Pope's "Peacocks in Central Park," his sketches of dogs and still life were grand, yet he could not paint horses, cattle or fowl as did Scott Leighton. Mr. Pope's (assisted by Emil Carlsen) "Calling Out the Hounds," in the corridor of Hurlburt's Hotel, a gigantic canvas, was much admired and has been recently done over. All visitors to the Murray Hill Hotel cafe recall Mr. Pope's "Polo Players," his still life work, and crated Boston terrier, while, in the reading room, above, is a fine dog piece, showing English and Gordon setters, with shotgun, game bag and accessories—a well remembered piece.

Returning to Leighton, many who "went through," in 1880, recall having seen him at work from life in their roomy boxes painting the set, reproduced at \$50 by subscription, in color, comprising Capt. Lewis, 2:20 1-2, our first "plow-horse," that Horace Brown raced so well; Clingstone, then in Charlie Predmore's hands and at 2:19 3-4; Black Cloud, 2:17 1-4, that had the stringhalt so prominently, and Edwin Thorn, 2:16 1-4, though the Thorn piece was furnished a landscape background. He told me how much he received for the set, yet it is forgotten.

It was a delightful privilege watching Leighton in his studio, painting his superb action pieces, "Hickok and St. Julien" (he also painted it with a Charter Oak Park backing); "Bair and Maud S.," with a road and countryside landscape background. Also, about this time, he painted "Mill Boy

and Blondine," with John Shepard driving; "Edward and Dick Swiveler," with Murphy up, at Fleetwood Park; "Billy D., with running mate," for J. B. Barnaby; and, later, a new set for reproduction on the limited subscription plan, at \$25 the pair, and composed of "Mr. Work behind Edward and Swiveler," and "Mr. Vanderbilt behind Aldine and Maud S." Very likely these were painted for their respective owners, yet I have seen a very few reproductions and purchased the set at the figure mentioned, truthfully reproduced by our very best chromo lithographers, Prang & Co.

No painter worked harder than did Scott Leighton, and I have known him to have above 100 sketches and partially under-way pictures in the studio at one time. All of his "sales" were successes, and today his work brings very high prices, though seldom offered. No one could paint young fowls as did he, and he ever could be found at Bates Farm in the Spring, making studies of the little Lamberts, Abrahams, Cobdens or Wedgewoods. In cattle work he also was successful, but his best work and best loved was in the line of road scenes with his subjects at speed.

One season he made the fatal error of copying some few of Adolph Schreyer's pieces with their Arabian horses and warriors, but the press took him to task severely for it. Fortunately, the "break" did no permanent injury, professionally or financially. No painter of horses ever was as favored by orders at remunerative figures as was he, once he got to be known. He painted nearly all New England sires of note. A very creditable piece by him that New Yorkers may see is the portrait of Eva, 2:23 1-2, hanging at Durland's, though it showed age and was somewhat in need of retouching when I saw it last, three or four years since.

Well do I recall watching Leighton paint the humorous road scenes depicting the village parson in his "one-hoss shay" cleaning up the road, and also a sleighing piece that he did, which for truthfulness of detail were both excellent. Years ago he did these, long before he gave over his time seriously to his life work. He leased a stable in the heart of Boston, where he worked from life, and attended many autopsies at the abattoir to study anatomy thoroughly. All in all, Leighton was our very best painter of the light harness horse, and, too, the most prolific and versatile.

Years, years ago we had here Theodore Marsden and an old deaf mute named Mitchell, both of whom did very heavy portraits, painting over and over, rarely using

the palette or oils. Of them, Marsden was by far the better. He worked directly from life, rarely even sketching in his subject with a crayon.

His "Godfrey's Patchen," showing the sire of Hopeful in his box, was his best, and was warm in color treatment, somewhat lacking the true stable atmosphere, I ever considered, though it has had many admirers. Few excelled this old painter as to securing expression of the eye, in painting stallions more especially, and he always gave his subjects plenty of bone and fought away from high finish or overdoing. His landscapes handicapped him badly. Mitchell, always "hard up," accepted mere pittance for his work, \$100 rarely being paid him, where Leighton received, usually, from \$250 to \$500 for much smaller canvases. The "Hopeful" that Mitchell painted was his best work, and the spots the little gray had on the hoofs are there true to life.

The late C. B. Fish has left many excellent canvases. "Dan Mace and Hopeful," in which the little gray is shown at speed to a red Portland cutter, is easily Fish's best work. His reproduced work is often encountered, and "Ambassador," almost "face-on"; "Axtell" and "Sunol" in their stalls were well sold. In stall work he employed neither blanket decorations, straw effect nor aught else than grained wood sheathing, and usually painted their foretops braided in ribbons, just as they, of course, were, though a rather stiff and unpleasant method of treatment. Also, he ignored the purple lake "sheen."

In his portrait work of their drivers, I think Fish can scarce be faulted. His pose of Dan Mace is good, while the Doble, in his "Nancy Hanks at Speed" piece, shows the veteran with that well remembered half smile, and one is impressed that it is Mr. Doble and not some mere lay figure.

The Albany horse painter, Vanzandt, did some superb work. I saw him at Glens Falls, twenty years ago, working on Delmar, 2:16 3-4, for the late W. E. Spier. In Frank Ferguson's office I once saw a really clever piece wherein John Murphy is riding some trotter whose identity I just at the moment do not recall.

One of the grandest things in horse portraiture is the "head of a trotter" over the mantel of the clubhouse at the Empire City track, and yet I cannot recall the artist, a woman, by the way, I think, who did it. My impression is that it is a portrait of Nutshell, raced first by Charlie Sigourney and later by E. R. Bowne. The work is rarely executed and every detail as to harness, to

the minutest "runner" or "billet" on the straps, true to the dot.

Gean Smith's work lacks versatility, yet one thing he does do, and it is to have the driver actually driving. The "Colwebs" at speed that hangs in Hon. Nathan Straus' office is one of his best. You can tell a Gean Smith at one glance always. No more rapid worker lives in the field of horse portraiture, and he easily can sketch in a 24x30 canvas and rub in the sky and landscape all inside one workday.

A very capable painter is Miss E. L. Seavey, formerly of Vermont or Quebec, I forget which. She did "Bellini" rarely well, and, variously, has painted horses, though I would consider her field lay in cattle work, after having seen a complete set that she painted to the order of Howard Willetts, of Gedney Farm, at White Plains. Her landscape work is almost beyond criticism.

At Mr. Hamlin's Delaware Avenue Stables, in Buffalo, I several times saw a mammoth canvas, "Mambrino King," on parade, led by a darky, or, better, "lugging" the colored groom along as he strode the turf. W. W. Cross painted it, and it must be 10x15 feet in area. It was a spirited pose painted in Cross' broadest manner, the work largely having been done with his palette knife and the paint was actually "caked on," so heavily daubed was the landscape division of the piece. Many have seen it, and reproductions have adorned, in half-tone form, the Village Farm catalogues many times. All that Cross painted for the "grand old man of Buffalo" pleased the owner, though, compared to a Leighton, they were crude indeed.

Never to have known Cameron or A. J. Schultz, though I've seen the latter sketching Wedgewood, 2:10, years ago at the Bates Farm, I must pass them. Many of Currier & Ives' reproductions are signed "Cameron," and are of horses prior to the 2:10 era. A colored draughtsman, hardly artist, named Johnson, did stipple work years ago, though hardly finished work. Herbert S. Kittredge, lamented by all who have seen his black and white at work in the latter 70's and at the close of the Wallace's Monthly's career, recall his splendid outline and anatomical understanding, yet I've never seen anything by him in color. Kittredge's drawing of Beausire I think his best. Also there was Cecil Palmer, whose study of Nutwood on stone is grand, even to that white splash on the inside of the hoek, where is the "issue." He did stallions for stock farm owners in black and white, though I never saw a painting from his studio.

At Stony Ford, in the old smoking room,

one can see many examples painted by a man named "Scott," I think. All are very good, as concerns the horses, though lacking in sunshine effects or excellence of landscape work. Yet they were painted thirty or more years ago, I suppose, when our leading painters considered it beneath them to do animals, and but "rummies" were supposed to paint a horse, even on an order.

Today Boston has in Wilbur L. Duntley one who is doing excellent work. I have



WILBUR L. DUNTLEY

Secretary Metropolitan Club 1908-14 (inclusive)

always thought he followed Marsden in his endeavors, so likely he was a pupil of the Malden, Mass., artist. It is likely the best effort of Mr. Duntley was the painting "A Dash for a Fortune," the illustration of Allen Winter winning the \$50,000 American Trotting Derby; and the work in oil of the noted Uhlan, holder of the world's trotting record. The "Alta Axworthy," with Mr. Thomas up at speed, and his portrait of the lamented "Nightingale," have created favorable criticisms. In A. J. Furbush's stable at Brighton is a superb crayon and wash portrait of Chief Wilkie, entitled "King of the Speedway," which is true to life. A painting, similarly posed of the same subject, also is clever. Mr. Duntley is kept very busy the year round at his Boston studio.

Robert L. Dickey and George Ford-Morris do excellent work in oils, while Ford-Morris is indeed proficient in water color work and sepia. Mr. Dickey's portrait of "Oakland Baron" was much admired up at Poughkeepsie, in Mr. Ruppert's house at the

track. He held an interesting exhibition of his work in Chicago some years ago, and is now located in New York City. Mr. Dickey has achieved fame, also, as a cartoonist, his very clever work in that direction on the Horse Review being one of the particularly brilliant features of the enterprising turf publication. He is a cartoonist, too, of a clean vein of humor, his drawings never leaving a scar of regret in the memory of his subjects, so delicately are they handled.

Leigh S. Toman, son of the editor of the Trotter and Pacer, has made a favorable name for himself in reproductions of color examples in issues of holiday numbers. He appears at his best in decorative work. It is pleasing to note that he overcomes the tendency to employ a camera to secure his poses, as never will that sort of work be considered by a critic as "art."

It is a fact today very few can earn a living depending on painting mere ordered work, and the advertising line of work seems to offer but little of commercial encouragement. Any painter, to stoop to paint some piece intended merely to advertise, had better put aside his layout, put on overalls and dig ditches if he must work or starve. Where one has leisure, loves the work, and need not worry as to the commercial side, painting horses, if one but could have Bingaras to work from, is mighty interesting as a pastime.

It ever seems strange that so many who will pay high prices to purchase horses can hardly be induced to order a portrait at above, say, \$50, whereas one almost always finds in the homes of the wealthy some painting of a favorite dog, and the work of the Dutch cattle painters or Monks' splendid sheep pieces command ready sale. The late J. Malcolm Forbes, brother-in-law of that true-blue sportsman, the late Colonel Henry S. Russell, once told me he cared absolutely nothing for an oil painting of a horse, yet would pay as much as painters asked could be but secure photographs, absolutely true to life, of equal areas. He showed me some magnificent photos of Nancy Hanks, and remarked, "They are perfect, no painting of her possibly could please me as well." A very liberal man and wealthy, he yet commissioned some colorist to paint his beautiful yachts, "Paritan" and "Mayflower," though to be sure one could hang a yacht piece in one's reception room where a portrait of a horse would be considered only eligible to hang in a den, billiard room, corridor, stable, office or lounging room.

CHAPTER II

A Reminder of the Days When the Pool Box Told the Odds

OH, for a return of those good old days we liked, many of us, to stand and watch "Ned" Morse, or Frank Herdic, or Charlie Stiles, or Ed Lowry, or Bride (of Bride & Armstrong), or "Silver Bill" Riley or someone else, "sell 'em out" and, as the auctioneer knocked one down, to catch as he stooped over and addressed his clerk, the mysterious "Forty-nine" (Wallace Peirce), "Hube" or "Starch" (the Brothers Hubinger), or "S. W." (John McNally) or the "Single M, number two," the "Andy" (A. J. Welch) or the this or that. "Joe" might be "Diamond Joe" (John Costen of Cincinnati) or "Columbus Joe," for aught we knew.

It was fun to watch a buyer like the late Pendleton, of Providence, always "Pen" everywhere. He could lift an eyelash, move his ratty walking stick merely an inch or so, or nod his head, and yet bet good chunks for men like C. J. Hamlin, the late James Golden, the seldom-seen-in-a-poolroom "General" Turner, or others, and no one ever saw or knew anything of it unless a careful observer. Many times we were told to "watch Pen," and, if he played Thus and So, it was educated money working the charm.

Back when Charlie Tanner was with the lamented James A. Goldsmith (he never drove those days, yet shipped the stable and was of great value to both the famous reinsman and Barney Perry at all moments), he played thousands of dollars for the plucky Orange County man, and, too, "Doc," as all call him, knew about what the opposition had done by way of trials, "up-seconds," and the current stable chat as to whether they "were meant" or not; if off their feed or having sore thumbs or otherwise, and how near "over their last race they were, etc.," and was, as now, a very close observer. In those days I guess comparatively few imagined that he was a remarkably proficient speed maker in embryo.

Our old Boston tracks and one or two built in boom times down at Portland, Me., have gone their way. Years ago we had a splendid half-mile track circuit hereabouts, with Lawrence, Worcester, Lowell, Fitchburg, Taunton, Brockton, Attleboro, Woonsocket and various towns in Connecticut included, yet even this now has given way before the anti-pool selling crusade, and seemingly but the "strictly fair" circuit has a chance to live, unless, mayhap, the Bay

State Short Ship Circuit, which, I hear, did very well in its initial season.

I well recall, during one of the big New England fairs, held always there at the old Worcester Fair Grounds, seeing Gus Dore (Lester's father) drive Galatea a heat in 2:28 and that it was the track race record at the moment and was proudly announced by Tom King, who always acted as starter there. It was in 1881, and, over the same track, I afterward saw Prince A., Corinne, Ned Winslow and others perform many seconds faster, some of the miles toward the very end of the pretty old track's history having been right at 2:10, writing from memory. C. M. Dyer's pretty trotter, Careless Boy, trotted an exhibition heat there one day, in 1879 or 1880, in 2:28, as I recall, and many there that day doubtless believed they would never see his equal among Worcester owned trotters, yet, when they allowed "selling" there, Worcester was one of the best towns on the New England circuit. The area occupied by the track and its complement of buildings is today built completely over and not to be recognized by sentimentalists, who like to think back to the New England Fair as our one to-be-perpetuated institution.

At Westboro, ten miles east of Worcester, occurred one of the amusing incidents connected with our turf events that, after all, are really to be laughed over. A meeting at the half-mile track (now no more) wound up at dusk the last day and the last race looked to have a carried-over inclination. Heats were split up, horses tired and no one was willing to settle it as per summary. Accordingly, John Kervick thought up a plan to end the race and get the money divided. He pulled into the bushes on the back stretch, rejoined the tired horses with one fresh enough to do the trick and got the money, despite the unusual protest and investigation.

At old Beacon Park, before George Hicks caused to be razed the famous "willows" at the stretch turn for home, many were the Onawa-like breaks and attendant growls. I can hear them yet—"I don't suppose you judges saw So and So run clean through them willows!" Then the accused driver made his plea. No patrol judge clause then. It was really a feature of especially the winter-overcoating meetings there. Ah! Those late meetings, held as late as "October 3d," I guess were pleasurable affairs after all, and, whether they were framed up or otherwise, we saw hammer-and-tongs races just the same.

Mr. Feck came over from Syracuse, usually Grady (he lived there then), Dougrey, Alta McDonald and Frazier came down from

Albany, Tom McAloon, Woodbury and Libby came up from Maine, Fred Reynolds was at Charter Oak then, and he and "Gene" Hyde, together with Shillinglaw, usually gave them some entries: Twitchell from the western part of the State, Houghton and Washburn from Worcester, Swan and others from up Athol way, and various others from as far away as Baltimore had horses in, and all wanted to get the money if they could escape a mark, and "Gamey" will tell you that is the really artistic feat and makes for interesting, amusing races and stand management, if at all rightly conducted. One heat may be 2:34 1-4, and the next in 2:24 1-4, for sometimes an owner of some stallion wanted a race-record—and he got it, too.

The bologna sandwiches tasted just as well, let me add, as though every rule in that book "went." The coffee, even without fancy trimmings and tongs to handle cut sugar, tasted satisfactory—possibly it had a few dried beans mixed therewith, and no one uttered a protest because of price or service. I've seen men of considerable wealth elbow neighbors with "Mike-the-Tramp," eating as heartily at these 10-20-30 lunch counters at the tracks as though surrounded by brokers at the swell clubs where dues alone amount to hundreds annually and with a waiting list only utilized in the event of a death among the older members.

Today the owner rides to the races in his \$10,000 auto, the chauffeur receives more than a trainer's charges for handling a season's sensation, everyone has his private car for the horses, the swipes wear uniforms, washes and other preparations are put up in convenient form to be merely diluted and applied under cotton, they are put away for the night and "the stable" is at the theatre enjoying a roof garden show, whereas, in the old days, the owner and trainer remained to see the race performer cooled out and put away, and frequently going without their own supper, merely catching a late bite in town before retiring. Nothing at all suggestive of the old gipsy-like, halfway camping out life from Cleveland to Boston does one see, and the old "hotels" at the track entrances have gone their way. Never do we see a party in a landau at, say, thirty dollars for the afternoon and evening, as well as paying for feeding the horses, wining and dining, as well as liberally tipping the driver,—this whether winners or losers on the day.

No, it is, seemingly, forever past, this temporarily "high life" chapter. Money appears to be tight and men like the late Major Dickinson, Matthew Riley, Col. Lawrence Kipp, Col. William Edwards, the brilliant and ver-

satire Fasig, and others, too numerous almost to mention, who could spend a hundred dollars entertaining their friends all inside of two or three hours at the hotels after the day's races, and remained ever loyal to the trotters, through panics and all upsets of markets or legal calculations, who could well afford to lose the small sums they wagered out of pure sentiment, and who never stopped to figure whether their horses in training paid their way, and who, on winning a stake, always presented the net amount to the trainer and in addition "remembered the boys" to the tune of fifty apiece or such matter, all has forever passed into the pleasant past of our trotting turf history.

CHAPTER III

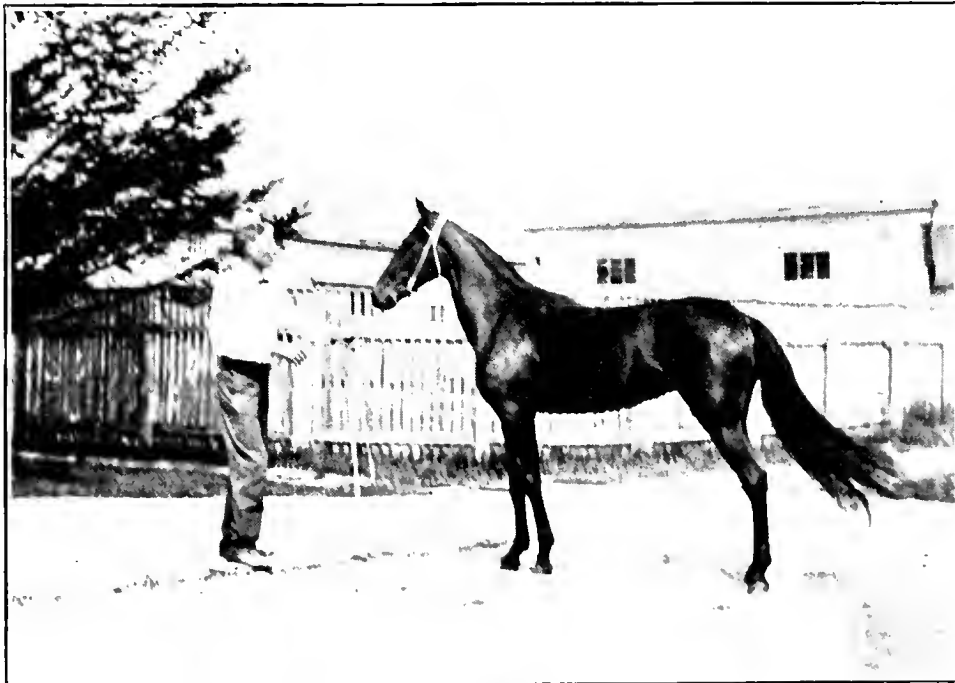
The Old Story—"The Best Colt the Mare Ever Foaled"

FEW, very few, among our merchants today keep a mare or two at some near-the-city stock farm, and, regularly, when brain-fagged or the weather is too hot to be enjoyed in town, organize a parlor car party and spend a week-end at the stock farms, hopeful that their favorite road mare, now retired to the ranks of the matrons, may

yet throw a stake winner, and rarely counting cost of keep, or other expense, so long as the colts come straight and resemble some especially famed ancestor.

Did you ever see the fond owner who failed to remark, as the week-old youngster sticks out his boot-brushlike tail and strides off a rod or two, "That's a trotter, and he is by all odds the best the old mare has foaled!" It's the old story. Always are they best at week-old form and later, if perchance a curb appears to be "set" and not a case of sickle-hock-that-will-straighten-with-age, you know how sure they are to have "slipped on the ice and somehow thrown out that curb, etc." Of course, it is to be regretted. Always did we draw our finger down the back tendon and try to convince ourselves that, at the curb-joint the leg was clean and that it was but a matter of prominent "side" development. Not even "rounding" were we ready to admit. No, no colt ever, even today, I presume, is foaled admittedly curby, and always some stall strain, some trifling accident causes it all.

Who ever saw a broken down juvenile that wasn't the fastest thing when a two-year-old ever foaled in the county? Nothing ever had the excuses made for it to compare with the colt of high hopes, expensive service fee and extensive staking, and ever will it be thus.



"THE BEST COLT THE MARE EVER FOALED"

Quilberta (2), 2:29 3-4, by Bingara, dam Regal Lassie, 2:26 1-4, by Ralph Rex, 2:26 3-4.
 Holding the Filly is William Wright, Stallioner at the Allen Farm.
 Owned by Everett L. Smith

This one trotted Readville in 2:12 at four, but went wrong during some cooling out beat, or else sprained a ligament while being led, or slipped on the platform while shipping and all that, and always, too, are they tried, blistered and turned out, yet one more season, etc., and the Tertimins, Travelessos, Tregantles, Anna Maces, Azotes, and various others that have had small fortunes spent educating, car-traveling and "experiencing" them are far more numerous than the mere reader realizes.

Yet, sometime, you too may have one to go trot or pace a quarter around 30 seconds handsomely, and so early in life it does seem a sure two minute proposition, with the William or Baden sweep of the big line stakes, then the subsequent sale to some wealthy enthusiast for sensational money. Anticipatory moments are, however expensive, oftentimes sweet, and it is after all the one great gamble—will he keep sound, get the one day with just his track and that flag that hangs limp at the posthead on the grandstand!

National Trotting Association Was Organized in 1870 at Providence, R. I.

The National Trotting Association was organized as a voluntary association in February, 1870, under the name of the National Association for the Promotion of the Interests of the American Trotting Turf, which name was changed for the present one at the biennial congress held in 1878; and in 1884 the organization became incorporated under the charter then procured.

The inaugurating meeting in 1870 was composed of delegates representing the leading trotting parks of the country assembled upon the invitation of the Narragansett Park Association of Providence. That invitation was issued in the Fall of 1869, and, referring to the abuses which had become prevalent at trotting meetings, proposed the formation of a national trotting association and the establishment of a code of rules for the government of all as the surest means of correcting those abuses, and of elevating and protecting the standing and character of the American trotting turf. That invitation received the indorsement and support of the press throughout the country, and resulted in an earnest and enthusiastic meeting, which, during a three days' session, framed and adopted a code of laws, elected officers and accomplished the initial organization.

The first president of the association was Amasa Sprague, of Providence, who resigned the office at the congress of 1876, when he

was succeeded by C. W. Woolley, of Cincinnati; then, upon the resignation of the latter, the congress of 1880 elected to the office James Grant, of Davenport, Ia., who held the office until February 8, 1888, when, upon his declining a re-election, P. P. Johnston, of Lexington, Ky., the present incumbent, was elected.

The first secretary was George H. Smith, of Providence, who, in August, 1872, was succeeded by D. F. Longstreet, also of Providence, who resigned in July, 1874, when Thomas J. Vail, of Hartford, was chosen. Mr. Vail held the office until May, 1887, and, upon his resignation, M. M. Morse, of Paw Paw, Ill., was appointed. He resigned in December, 1895, and W. H. Gocher, of Cleveland, O., the present secretary, was elected.

Under the first code, annual meetings of the members were held until 1874, when an amendment was adopted establishing biennial meetings. At these meetings (or congresses), the by-laws and rules are revised and new ones enacted, and the president or vice-presidents and district members of the board of appeals are chosen—the secretary and treasurer being appointed by the board of review.

Horses Enjoy Human Companionship

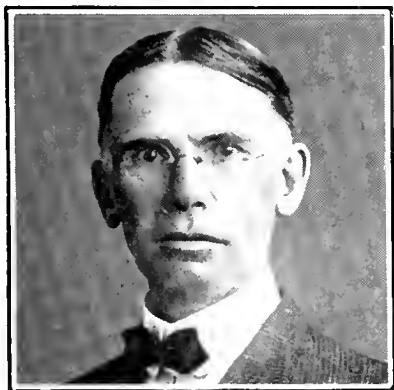
The fact that, with few exceptions, all animals enjoy human companionship, and that the horse ranks first in his appreciation of sociability, is fully appreciated by all who understand equine nature. The amount and quality of conversation used in giving commands, or in censuring the animal when a command has been misinterpreted, is not sufficient. Take advantage of every opportunity that offers to give your charge a friendly word or pat; it will encourage him to greater efforts and incidentally will place you on more friendly terms with yourself.

The horse fully realizes when one speaks to him kindly; and although some so-called human beings may not always appreciate the kindly tone, the horse always does. The horse that trusts his master will do anything he can for him, which is not the promise of a politician, either. The horse will do or die.

One of the secrets of all skilled trainers and teachers is a low, well-modulated voice, which is much more effective than harsh words or a whip. This is most especially true of the horse whose sensitive, excitable nature makes him so miserable and unstrung when angry words are yelled at him that he loses his head entirely, and the lesson such words were intended to convey is not only lost, but a bad effect is produced.

How Major Delmar Won the Massachusetts Stake

(By Charles M. Jewett)



(Photo from Boston Herald)

Secretary of Readville track through its best years of racing and counted the peer of all secretaries in the country. Mr. Jewett is an expert amateur driver, as, at the opening of the clubhouse at Readville he drove Charles Whittemore's trotter, Timbrel, to wagon in 2:11 3-4, the third heat of a winning race, which was at the time the world's amateur trotting record to wagon. In his official position Mr. Jewett had "inside" information of many turf events not available for the lay public. He entertainingly writes of some prominent Readville track races.

THE biggest betting race that occurred at Readville was in the race for the "Massachusetts" of 1902. The purse that year was \$15,000, and eighteen horses started, with The Roman a pronounced favorite. This race was won by Major Delmar in straight heats, and it will be seen that the betting had to be fast and furious to reach such a magnitude. Frank Herdic told me that this was the greatest betting race that ever occurred at a trotting track, and to me the fact that only a few more than three hundred individuals participated in the great volume of speculation has always been a matter of surprise. I took the pains, the following Winter, to tabulate the pool-sellers' book, and found that less than three per cent of those who paid admission at the gate that day purchased pools on the event.

The race that year was a nomination event, horses to be eligible at closing time and named shortly before the race. The late George Van Dyke, of Boston, had taken a nomination for Kwanon, 2:12 1-2, then owned by him. The horse did not train well, and Mr. Van Dyke was anxious for me to secure a starter for him. I had attended the meeting at Detroit and Cleveland and saw Major Delmar win a purse race at both those towns.

The horse had not been staked, which makes it apparent that he had not, the previous year, shown the class that the Readville race later proved he possessed, but I was strongly impressed by the horse in his race

at Detroit, and tried to sell to the late Alta P. McDonald (who had him) Mr. Van Dyke's nomination in the Massachusetts, but without success. Again, at Cleveland, I felt sure that the horse was of Massachusetts calibre, but Alta said he was not "good enough." From Cleveland I returned to Readville for a day or two, leaving the following Sunday for Buffalo, at which meeting my entries closed on Monday.

Sunday Mr. Van Dyke came out to the track and asked me if I had secured a horse for his nomination. I told him I had not, but that there were three possibilities not already engaged in the event: two of these were in the stable of Ed. Benyon, Walnut Hall (afterward the sire of the Harvester) and Ozalma, the third and the one that I liked best was a bay gelding called Major Delmar, in the stable of Alta McDonald, but that McDonald did not think him good enough for such a race. I then grew enthusiastic in my description of the horse, and Mr. Van Dyke said:

"You see Alta in Buffalo tomorrow and tell him that I will name the horse on my nomination in the 'Massachusetts.' If he wins anything, I'll take the entrance money out and he can have the rest."

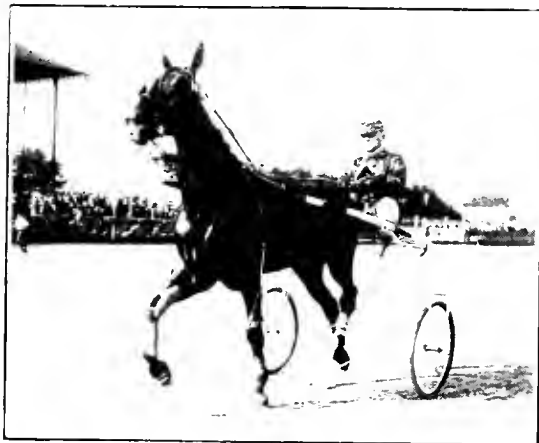
Mr. Van Dyke was taking a dying chance of saving his \$750. I told Mr. Van Dyke that McDonald was not engaged at Buffalo, but would be at Poughkeepsie that week. "Get him on the telephone there and have him start the horse."

The following morning, at Buffalo, I

talked with Alta in Poughkeepsie, and he told me to go ahead and name the horse.

The morning of the race, Alta came into the office at Readville, whip in hand—he was there warming up Delmar—and said:

"Mr. Jewett, repeat the terms on which Delmar is named in this race. As the arrangement was made by telephone, I wish to be sure we understand it alike."



MAJOR DELMAR, 1:59 3-4

I repeated the proposition I had made over the wire, and he said, "That is right, and as I understand it," and was turning to go out when I said to him, "You know, Alta, that we are to give a consolation with a purse of \$2,000 to horses starting and not winning money in the race today."

"I shan't want to start in it," he replied. "I'll get money out of this race."

Yet, I know that the horse would not have started on less liberal terms, but would have been engaged in a purse race instead. Alta and his party won handsomely on the race, and a framed photograph of the check for his winnings hung as a valued trophy in his office at home.

CHAPTER II

Inside Facts About the Charley Herr-Cresceus Race at Readville

LIKELY no event created so much criticism at the time, and is even mentioned to this day in horse circles, as the stallion race of 1900, for a purse of \$20,000, which has gone down into history as the Charley Herr-Cresceus race.

I was much surprised, the other day, to find that this event of fourteen years ago, the 27th of last September, recalled to one spec-

tator only the impression of a "fixed" race. The bitter nature of the struggle for first money and the stallion championship, in fact, the whole magnitude of the event had left only hazy recollections, the only clearly defined impression remaining was that it was a "fixed" race.

This man said to me that he had been at Readville a day or two of the Grand Circuit meeting in 1912, not having attended before in many years, and it seemed to him that racing had lost the snap, dash and excitement that characterized it in the betting days. It was dull and uninteresting, he thought, and not to be compared with that of former years, although of former times one race had left a bad impression.

"Most of the racing there," he said, "seemed to me to be on the level, but I remember seeing one race that I have always thought was fixed all the way through."

"What race was that?" I asked, "and when was it?" "I don't remember just the race, nor the year, but I remember that a horse called Charley Herr had won two heats and finished ahead in the third, and then the judges gave the heat to a horse called Cresceus. Why, I am as sure as I am talking that Charley Herr won that heat—even the hand saw it and started playing, 'He Was Bred in Old Kentucky,' before the judges announced it."

"So you thought the race fixed, and what do you mean by 'fixed' and by whom?" I asked.

"Oh, I think it was all framed up by the horsemen, the judges and the track people for the yellow horse to win."

I really had to laugh. I won't say that races were never "fixed" at Readville, but that the management and the judges they employed had ever been impeached by public opinion in such a matter was news to me.

I asked him if he knew who the judges of that race were and who the directors of the association were at that time, and he admitted that he did not. So I told him that the judges of the race were the late Col. Henry S. Russell, Mr. William Russell Allen and Mr. Horatio N. Bain; listed the directors by starting with Col. John E. Thayer as president, J. Malcolm Forbes as vice-president, and so on down through the list.

This imposing list of names and the further information that no occupant of the judges' or the timers' stands (the one on the outside and the other on the inside of the track) had seen the finish other than as announced served to exonerate the judges and management from implication in his mind.

Still, a great many people remain of the

opinion that somehow a mistake was made and that Charley Herr won that heat and was entitled to the race. "Uncle" Davy Cahill, of course, will go to his grave believing that his horse won it. Only the other day, in speaking of the event, J. L. Tarleton, of Lexington, Ky., said to me that John Kelley (the driver of Charley Herr) died believing he won that heat.

I think there is some mistake about this, as Mr. Kelley told me—not at the time of the race, but a year or two afterwards—that he did not win it. But, at that, in heats as close and as fiercely contested as was that one, the opinion of a driver of a contesting horse is of little value. Certainly, Mr. Kelley was too busy, too much occupied at the moment to be in a position to say whether the horse he drove, or Ketcham's mount, won that heat.

To return to the stallion race, I remember as if it were yesterday of going into a meeting of the directors to suggest a stallion race. The signs and conditions for a feature event seemed most auspicious. Neither before, nor since, have there been so many stallions of the first flight, or horses seemingly so evenly matched, in training.

Moreover, Mr. Forbes, vice-president, and a potent factor in the councils of the association, had, in Bingen, Peter the Great and Arion, three strings to his bow for such an event, and as Mr. Thayer always welcomed a chance to make reputation for the association (of which he was the head), provided it appeared to have a fair chance of success, I felt pretty certain that the stallion race would be added to the program of the Breeders' meeting that year.

I suggested to the directors the giving of such an event, but had not stated the size of the purse that seemed best, when Mr. Forbes suddenly turned to me and said: "Mr. Jewett, how many stallions do you think would be entered in such a race for a purse of \$20,000?"

The size of the purse suggested brought all at once to attention, and I replied, "seven," naming six and taking it as a matter of course that Mr. Forbes would name one or more of his three.

"And how many people would pay to see such a race?" and my reply was from eight thousand upward, and added that I thought such an event would increase the betting revenues of the meeting by \$1,000.

I had suggested that the entrance fee should be, as usual at that time, five per cent to enter and five per cent additional from winners, which, with a minimum of four en-

tries, would make the net cost of the race \$16,000.

As the receipts from entrance fee and gate receipts seemed likely to cover this amount, when Mr. Forbes said, "I move, Mr. President, we give this race for a purse of \$20,000," all the directors were enthusiastic and the race was on.

The success of this, the greatest of all stallion races, is a matter of history. Twelve stallions were named and more than 8,000 people paid to see it. Seven horses started, two of which had not been named originally, a provision of the conditions allowing such substitution on payment of a certain per cent of the purse. Arion started for Mr. Forbes, in place of Peter the Great, who did not train well that season, having trouble with his feet, and Jupe was substituted for Poin-dexter by Mr. Lawson. A "near-starter" was Dare Devil, afterward owned by Mr. Lawson. Mr. Hamlin finally figured his horse would lose more in reputation than any cash equivalent that would accrue to him from the race would offset, and the handsome one stayed in the stable.

I had hoped to get this horse to start in place of Monterey, who had been nominated by Col. Thayer under unusual conditions. This horse, owned in California, had taken a record of 2:09 1-4 the previous season and shown great flights of speed, but his unsteadiness indicated a lack of class. His owner thoroughly believed in him, however, and wrote me most eloquently as to his merits; but, alas, his finances would not admit of engaging his horse. "Barring accidents," his engagement was equivalent to winning, so his owner stated, and I have never doubted that he believed all he claimed for his horse.

I showed this letter to Col. Thayer one day, remarking that it was the hardest conditional entry to decline of my experience. He read the letter, and its eloquence had its effect on him, as Mr. Thayer had regretted much that he had been unable to help the fortunes of the race by an entry from his own stable. He instructed me to write the owner that he would name the horse in the race, pay the entrance and, in case the horse won any part of the purse, the entrance money was to be refunded, the balance he could have for himself.

With everything to win and nothing to lose, that inevitable "accident" turned up and the owner was unable to avail himself of the proffered opportunity, and I am of the impression that the horse never came East that season.

When the entries to the race closed, it

promised the glorious contest that finally resulted, but the morning opened upon a race which foreshadowed a practical walk-over for the mighty Cresceus, with the real contest centering about the struggle for second money; but gallant Charley Herr literally "came out of the West," arriving only the day before from Fort Wayne, Ind., where the previous week he had won a six-heat race, and put up a contest with Cresceus, which made it the greatest of all stallion races. So little were his chances considered that he brought but \$30 in a pool of \$2,300, while Cresceus was barred in the pooling after the selling of a few tickets, in which he sold at odds of about five to one over the whole field. After the first heat the odds were Cresceus \$60, field \$100, and before the third heat the field sold for \$200 and Cresceus \$75.

The time of the five heats was 2:07 1-4, 2:07 1-4, 2:07 1-4, 2:08 3-4. I remember of Tim Murnane saying to me after the third heat, as I for a minute watched the cooling out of Cresceus, "Oh, Mr. Jewett, won't they ever stop putting in these heats in 2:07 1-4?" Mr. Ketcham at the time stood leaning against the shed; he was very pale and looked extremely tired and anxious. The summary of the race:

Readville, Mass., Sept. 27, 1900.—Free-for-all trot, Stallions; purse, \$20,000.
 Cresceus, ch. h., by Robert McGregor
 (G. H. Ketcham) 3 2 1 1 1
 Charley Herr, b. h., by Alfred G.
 (J. Kelly) 1 1 2 2 3
 Grattan Boy (Miller), 4-3-3-2; Arion (Titer),
 2-6-5-5-5; Lord Vincent (Splan), 5-4-4-4-4; Ben-
 ton M. (Marble), 6-5-dis.; Jupe (Gatecomb), dis.
 Time—2:07 1-4, 2:07 1-4, 2:07 1-4, 2:07 1-2, 2:08 3-4.
 Average time, 2:07 3-5; winner's average, 2:07 5-6.

CHAPTER III

Judges Help Scott Hudson Re- cover Trotter Stolen from His Stable

THERE are many interesting incidents occurring during the race meetings that the general patrons of the sport never hear about, and very many are quite tragic right at the time they happen, particularly to the persons identified in the troubles. Such was the case at Readville track during one of the Grand Circuit meets, but I finally by shrewd headwork straightened the whole affair out to the satisfaction of the different parties concerned. Here is the story:

In the night a horse in the stable of Scott

Hudson was, with the aid of our watchman, secretly transferred to that of Monroe Salisbury. Scott had been training the horse all the season and had him during the previous Winter. He found he was good, and entered him through the line, but found that there was a matter of more than \$1,000 in suspensions to settle before he could be started.

The horse was good and the suspensions were paid by Hudson, who won well with him, but at the time of the Readville meeting the sum total of his winnings did not offset the charges against the horse. The owner wanted to take him away from Hudson, but the latter would not consent until charges were met, and the result was as stated above.

The ruddy complexioned Hudson waxed angry about the matter and expressed himself strongly to me as to the part our watchman had played in the affair, and I felt obligated to help him recover his horse.

A lawyer was called in, and we found that in order to replevin the horse (Mr. Hudson being a non-resident) it would be necessary to give a bond for \$15,000, twice the value placed on the horse. This Mr. Hudson was willing to do, but it then occurred to me that we could get possession of the horse with the aid of the trotting rules. The horse was entered to start on the following day, and in Hudson's name, I suggested that Scott declare the horse in, pay the entrance and name himself to drive.

When the race was called the horse appeared with Ben Walker up. The judges, who had been put wise, told Mr. Walker that Hudson was named to drive the horse, and they would not consent to a change of drivers, and directed Walker to turn the horse over to Hudson, who was standing on the track and awaiting this action.

On getting possession of the horse, Scott drove him immediately to his stable, removed the harness and boots and sent them with the sulky to the Salisbury stable. Then, equipped with sulky, boots and harness of his own, reappeared on the track, won the race, and another, with the same horse, later in the week, when the differences between owner and driver were settled and the horse turned over to the Salisbury stable the following week at Providence.

I never knew a mean man to own a good horse.—Eben Holden.

Horses win the race not so much by their vigor as by the impulse of the driver.

—Al Hamud.

How the Fastest Piece of Racing Dirt in This Country Was Secured

(By John W. Linnehan)

JUST before the Dorchester Driving Club was chartered, or on May 14, 1900, to be exact, the first gun was fired by the club members for a permanent speedway for the horsemen of Dorchester and vicinity. S. Howard Mildran, a member of the Common Council from Ward 24, introduced an order for a speedway on the Talbot Avenue side of Franklin Field. A hearing was given by the Board of Park Commissioners, after a petition signed by over 2,000 of Boston's most prominent citizens had been presented to them, and they decided that if the Dorchester Driving Club members could secure an appropriation of \$25,000 from the City Government to pay for the work of construction, they would grant the request of the petition. It was noticed particularly by the members of the committee present that the Commissioners smiled when they announced this decision.

It was then up to the members of the club to get the special appropriation of \$25,000 through the City Government and the Mayor's signature attached. Then began some of the finest political work ever pulled off in Boston. My readers must understand that there were seventy-two members in the Common Council and thirteen members in the Board of Aldermen. A majority of the finance committee of both branches of the government had to be in favor of the appropriation before it could be reported out of the committee. Then a majority of both boards, sitting separately, had to be secured to pass the appropriation.

It would be impossible to mention by names all the members of the City Government that showed their friendship for the driving club while this order was on its way; but to Howard Mildran and Herbert Burr, members in the Council from Ward 24, and James M. Curley, now Mayor, and John E. Baldwin, in the Board of Aldermen, the club and Dorchester citizens owe their speedway. To Edward G. Richardson, at that time the press-representative of the club, we also owe much. Assisted by these men, the order passed both branches of the City Government and was signed by Mayor Thomas Hart, late in 1900.

Then a committee of the Dorchester Club members appeared before the Board of Park

Commissioners, who, then and there, refused point blank to grant the request of the club, and, when they were reminded that they had promised to grant this request if the club could secure the appropriation of \$25,000, they frankly admitted that, at the time they made that promise, they had not the least idea that the club members could get any such appropriation through the City Government and that they thought they were perfectly safe in putting the club members off with that promise.

It was an angry committee which left the Park Commissioners' office, and an angry club membership that met the next Monday night in Central Hall, the club's meeting place at that time. They had the \$25,000 appropriation, but no place to spend it.

The fight was then on to prevent this money from being transferred for other purposes until the club members could get the Park Board to see things in a different light. In this matter E. G. Richardson, the City Hall reporter for the Transcript, and press representative of the club, Aldermen Curley and Baldwin were always on guard, and every time that the Park Board made a move to transfer this money for other purposes than originally intended, Curley or Baldwin blocked their game.

Things drifted along in a discouraging manner until Mayor Collins came up for re-election in 1902. A committee from the club waited upon him to find out what his disposition was in the matter of compelling the Park Commissioners to grant the club's request. This committee consisted of F. J. Brand, R. K. Clarke, S. Walter Wales, A. S. Gushee, J. W. Linnehan, W. E. Newbert, George H. Greenwood, H. P. Gallup, J. M. E. Morrill, R. S. Fitch, Albert Fellows and E. G. Richardson.

When the proposition which the committee had to suggest was put up to Mayor Collins, he turned completely around in his chair and said, "What, a race track on Franklin Field? Why, the old settlers of Dorchester would turn over in their graves at such a thing; no, no, any place but Franklin Field."

It was then that the Dorchester Club members rounded up the South Boston and Ja-

maica Plain clubs, amalgamated as it were, with the idea of getting a speedway somewhere in the vicinity of Dorchester. The South Boston boys suggested the Strandway, or the Old Colony track bed, near the calf pasture, but things drifted along with very little satisfaction and no results.

Meetings were held in several places, one particularly, in the home of J. M. E. Morrill, at which nearly seventy-five prominent horsemen from South Boston, Jamaica Plain, Mattapan and Dorchester attended. Finally the officials and board of directors were notified to attend a meeting one Sunday morning in their clubrooms in Codman Square. J. M. E. Morrill, although not a member of the board, attended by invitation of President Brand. After considerable discussion as to the proper way to go about it, it was voted that a committee of three be appointed to carry out the matter of compelling the Park Commissioners to grant a location for a speedway to a finish, and \$500 was appropriated for the use of the committee in furthering their object and for such necessary expenses as might occur. This committee consisted of P. J. Fitzgerald, George W. D'Arcy and J. W. Linnehan. The committee met the next day and organized with Fitzgerald as chairman and Linnehan as secretary. It was agreed that the committee should work individually and separately, and report results weekly.

When a member of this committee interviewed Alderman Curley and told him that the directors of the club had appropriated \$500 to be expended in the way of advertisement and the collecting of signatures to petitions to be presented to the City Government, Mayor and Park Board, the Alderman advised against it. "Don't let your committee spend one cent; you don't need to. You have a majority of the Common Council and the Board of Aldermen with you now and they will stay with you until the finish. Bring all the influence you can on the Mayor to have him compel the Park Commissioners to grant you a location for your speedway, but don't spend a cent of the club's money in this matter."

When this matter was mentioned to Alderman Baldwin he practically gave the same advice as Alderman Curley, and it might be well to mention right here that not one cent of this \$500 was ever expended by this committee throughout their whole transaction.

When this conversation was reported to P. J. Fitzgerald at a meeting of the committee, he said, "That is just what I expected from Jim Curley. It is now up to us to go after Mayor Collins, and we had better see him individually, not collectively."

After three visits to the Mayor's office, I was allowed to see him. I opened up by saying, "Mr. Mayor, as a member of the Dorchester Driving Club committee on a speedway, I have come to see you about granting a location in Dorchester for a speedway where the Dorchester horsemen can race their horses."

"How many of you are on that committee?" asked he. "I had P. J. Fitzgerald in here yesterday. He is set for a speedway on Franklin Field. You men must be crazy to ask for a race track on that field. Why, you will kill more people there in a year than were killed at the battle of Bunker Hill."

"Mr. Mayor," I inquired, "did you ever drive a horse in a race?"

"No," he replied, "I never drove a horse in my life, and I would not know what to do with him if he should go faster than a walk."

"Well," I said, "it would be of no use for me to argue the question with you."

"No," he answered, "Fitzgerald gave me all the argument I wanted yesterday, but I promised him to look into the matter and I am coming out some Saturday to see you boys race your horses at Mattapan."

I thought to myself, here is where I can get a chance to spend some of that \$500, so I said, "Mr. Mayor, if you will come out next Saturday, I will send a carriage for you at whatever hour you may designate."

"No, you won't," he quickly responded; "when I go I will go with my own driver and horses that I know will not run away with me."

That Mayor Collins did visit us at Mattapan and see us race, and then went to Franklin Field and looked over the ground where the present speedway is, and became interested enough to take the matter up with the Park Commission, and had a quarter of a mile speedway laid out, is a fact, and was due entirely to P. J. Fitzgerald, who was a personal friend.

That the Dorchester Driving Club had starting judges' stands and a grandstand built is due to the late Mayor Hibbard, who was for years, while postmaster, a member of the club.

To tell the story of how the speedway was extended from a quarter to a half-mile track during the Fitzgerald administration would be only a repetition of the first part of this story. The only difference was that, instead of having to deal with a man, as Mayor, who had admitted that he knew nothing about a horse, in fact, was afraid of them, the committee had to deal with a man who, although he had never owned a fast horse, had driven

them on the speedway on several occasions, and who had ridden them at the heads of parades like a regular Napoleon.

When a committee of the club went to the Mayor and told him that they wanted the speedway extended to a half-mile, he readily agreed that they should have it; and when he visited the speedway one race day with his Board of Park Commissioners and explained to them what was wanted, they objected because of the expense and the amount of land it would take.

He quietly said, "Mr. Chairman, you understand what these boys want. See that they get it." And President Johnson and his committee gave the Park Board no rest until the work was finished.

That the club got the extra thousands of dollars to complete this work through the City Government was due again to the assistance rendered by Mayor Curley, then Alderman, Alderman F. J. Brand, a past president of the club, Councillor T. J. Buckley, and Dan McDonald, now chairman of the City Council, and Edward G. Richardson. To these men the horsemen of Dorchester, South Boston, Jamaica Plain, Roxbury and Hyde Park, as well as those that enjoy the races from the side lines each week, owe a lasting debt of gratitude.

CHAPTER II

An Amateur Driver in His First Professional Race—Trouble A-plenty

"**W**HAT were your feelings and how did it seem to you when driving in your first professional horse race?" is a question that is often asked of me by friends. The same question has probably been put to every amateur driver. "Can you remember how you felt?" is another question asked.

"Can I remember my first race in a sulky?" Well, I will never forget it, not if I live to be a hundred years old. My first professional race was at Rockland, Maine, on August 5, 1902. The class was a 2:30 trot or pace; purse \$250, and the number of horses starting, fourteen, were driven by some of the best-known drivers in Maine at that time. "Hod" Nelson, Ira Woodbury, Jim Kirby, Ed Morrison, Ira Pottle and Charles Webb were among these drivers.

I had purchased, the September previous from a party in Ohio, the five-year-old gelding, Budweiser, by Bud Crook, that had never seen a race track up to the time that I brought him East. In the opinion of my friends I had



BUDWEISER, 2:18 1-4
Equine Hero of the Rockland (Me.) Race

been "stung," got a gold brick, etc., and for a while it did seem as if my friends had the right dope.

However, I won the first race that I ever drove him in for money, which, as before stated, was in Rockland, Maine. He also won for me at Readville (Dorchester Driving Club's Field Day), at Marshfield and at South Weymouth, and all in one year. These victories gave me more real satisfaction than if I had won the Chamber of Commerce, for Budweiser beat to a frazzle horses owned by the very friends that were sure I had been gold-bricked when I bought him; but I started to tell of my first race for him.

Lon and Walter Newbert were partners with me in the dyestuff business at that time. They were Maine boys and used to spend their vacation in Rockland, where their parents resided. It is necessary to state in this story that Mr. Newbert, their father, was the chairman of the board of assessors of the city of Rockland.

One day Walter received entry blanks for two-days' horse racing to be held in Rockland in connection with Old Home Week. One of the conditions of entry was that all horses must be owned by citizens of the state of Maine.

Walter had Alice B., a trotter with a mark of 2:22 1-2, and he was going to enter her in the 2:20 class. Lon suggested that I sell him Budweiser, and he would enter him in the 2:30 class, pay all expenses, and that he could be shipped down with Alice B.

I said, "Go ahead and take him." So Lon made out a check for \$300, in payment for Budweiser, and I gave him a bill of sale of the horse and deposited his check in my private drawer in the safe. Budweiser was then duly entered in Lon's name and shipped on the Bangor boat to Rockland.

Two days before the race took place Walter and I went to Rockland. Lon was to follow the next day, to be there to drive the horse. Just before Lon was leaving Boston something came up in the matter of business that compelled him to give up the trip, so he telegraphed us to Rockland that he could not go; but for us to get someone to drive Budweiser. Well, I decided to do the driving myself.

When the race was called it was found that Budweiser had drawn tenth position in the field of fourteen horses that turned for the word. As only four horses could score abreast I was in second place in the third tier, with horses in front of me, horses behind me and horses all around me. We scored seven times before getting the word.

"The charge of the Light Brigade" was not a patch on each one of these several scores,

with "Hod" Nelson, who had the pole with the gelding, Geiger, yelling like an Indian.

Well, at last we were off. I had an idea at that time that the proper place for me was out in front, so I set sail in true speedway style to win the race in the first quarter of a mile. I passed all and began to creep up on Nelson, who was leading. Just as my horse got to his sulky wheel he looked around, and when he saw who it was he gave one of his characteristic yells and began carrying me over on the grass at the outside of the track, until finally I could go no further, so I then pulled toward him and our sulky wheels began to grind.

I was not frightened, but I was as mad as any frothing dog ever seen, and we both began to hand out conversation that would not look good repeated here. However, we finally got clear driving again, and I finished fourth.

Just imagine my surprise to then hear the announcer say in giving the positions of the horses: "Budweiser tenth."

Newbert's Rockland friends, on the quarter-stretch and in the grandstand, urged me to go to the judges' stand and claim my rightful position. This I did, and, for the first time in my life, stood before the monarchs of all they survey.

I didn't know one man in that stand. Neither did I know, at that time, that judges at a horse race are supreme in all things. The starting judge was the well known Maine turf writer, Milton Hatch.

I made my protest, saying: "Gentlemen, you have placed me tenth, but there is no question but what I finished fourth. I can bring a hundred men up here who will sustain me in the statement that I finished fourth."

One of the judges replied: "My dear sir, we are judging this horse race, and we placed you tenth, and that is the position that you will start the next heat in."

Now what do you think about that? "Why," I declared, "you are a gang of crooks." Wow, wow!

Hatch here took a part in the conversation by saying: "Young man, do you realize where you are? Do you know that these gentlemen can put you, and your horse, out of business for those words?"

In sheer ignorance and being thoroughly angry, I retorted: "Why don't they do it, then? but I still say that if they don't give me the position that I earned, which is fourth, they are a gang of cheats, and you are no better."

All this time the crowd on the track and in the grandstand were shouting to me, "Stick to it."

At last Hatch took me by the arm and said

in a conciliating manner: "Tush, tush, I know you must mean all right. Now please me by going down and getting your horse ready for the next heat."

Being very stuffy over having been wronged, the next heat I scored down in fourth horse place, and Hatch gave the word to a good start while I was in that position. Again my speedway education came to me and I mentally told "Bud that it was in front for us or nothing," and in front we went. This time there was no question where I finished. Good judges, and perfect strangers to me, said that I had distanced over half the horses in the race, but they were all declared in and started when we scored for the third heat.

At the finish of this heat, too, a number of the horses were behind the flag, but only two were declared out. The fourth heat was the same. "Nothing to it"—and I had won the first race that I had ever driven in for money.

A Mr. Wiggins then entered the judges' stand and protested Budweiser as a ringer, claiming that he had a mark of 2:10, and my winnings were held up. They also made a claim that the gelding, while entered by Lon Newbert, was not owned by him, and that Mr. Newbert was not a citizen of Maine. This, of course, placed us in bad all around.

I knew that I could prove a clean bill of health for Budweiser when it came to a show-down, so when we got back to the hotel we called Lon up on the long-distance 'phone and told him our experience, explaining to him that it was up to him to prove that he owned the horse, and that he was a citizen of the state of Maine.

By direction of Lon, Walter got his father to make out a tax bill for the years 1901-2 against Lon Newbert, Lon mailing a check payable to the treasurer of the city of Rockland, for these two poll tax bills.

I instructed my bookkeeper to take the check, which Lon had made out in payment of the horse, and deposit the same to my account in the bank.

In due time we sent the cancelled check in payment of the horse and the two years' tax bills of Lon Newbert to W. H. Gocher, of Hartford. He ordered the association to pay Mr. Newbert his money, \$125, before they opened the gates for another race at the Rockland track.

Hatch afterwards explained to me that there was one man in the stand, who acted as judge that day, that could not show a clean bill of health to Mr. Gocher, if it was put up to him, which was the reason that the judges did not put Budweiser and myself out of business, and that I had acted so bold and fearless that they immediately thought that I had the

goods on them, in having inside information regarding this particular man.

But I didn't; it was pure ignorance on my part, as I had no idea of their power in the premises. I know better now.

CHAPTER III

A Dead Game Sport Ruins a Brilliant Racing Prospect

HOW a good horse can sometimes be spoiled on the speedway and that it doesn't always pay to be too game a sport was never better shown than in the race between Charlena, 2:22 1-4, and Rubsley G., 2:16 1-2, on the Blue Hill Avenue Speedway in the Fall of 1902.

The pacer, Rubsley G., was one of those old-fashioned race horses that would race all day and then come out ready for more. I had seen him race many times and admired him very much. He was owned by Jesse Moulton, and his home was in Gallup's stable.

Charlena was owned by C. C. Blaney. She was an extremely fast mare, very high-spirited, but of delicate constitution. She had shown many miles in her work in 2:15, or better, and looked like a beautiful racing prospect.

One night at the club, during recess, the talk started on the most consistent race horse in the club. I could not see any but Rubsley G., and said so. For an everyday, rain or shine horse, there was nothing to it but Rubsley G. Anyone that is acquainted with Mr. Blaney knows that he would not possibly agree with that, especially as he was sure that he had the best horse in his own stable. They also know that in an argument of that nature, with him, it is put up or shut up, and that is what came to pass before the argument was finished.

The proposition, finally, was that the two horses race quarter-mile heats, best three in five, on three consecutive Saturdays, rain or shine, snow or ice, for \$150; \$50 for each race.

The first race day was bitter cold. The opening heat was won by Charlena, the second by Rubsley G., the third by Charlena, and the fourth and fifth by Rubsley G. The cold wind had chilled the mare so that by the time the fifth heat was started she was fairly frozen up.

The second race day was rainy and the ground was mud to the horses' fetlocks, but the going suited Rubsley G., and he won in four heats.

The third race day the speedway was in a terrible condition, very rough and frozen and not fit for mules to walk over, not to mention

racing horses. I suggested to Blaney that we call the race off and each draw down \$25.

"What, quit? Why," Blaney said, "not on your life." We would have that race and on that day, if we never had another. Others tried to change his decision, but it was no use.

In the first heat, and while in the lead Charlena broke and cut her quarter and Rubsley G. won the heat jogging. The next heat Charlena pulled up lame and the race was over.

A dead game sport had put one of the best racing prospects in the club out of commis-

sion, and no one regretted it more than I did, and many times wished that it never had happened.

Twenty-five dollars of my money went for a set of horse clothing for Rubsley G., \$25 for a blowout for the boys the next meeting night, and \$25 to purchase a solid silver mounted whip, as a prize to the horse winning the most races on the speedway the next season, the first prize of that value ever given in the Dorchester Gentlemen's Driving Club. The whip was won by Princess Ebilo, owned by F. J. Brand. She won eight races on the Blue Hill Avenue Speedway during the season.

How the Champions Passed the Last Years of Their Life

(By Charles T. Harris of The Horse Review)

Editor's Note.—What became of the trotting and pacing champions after their racing days were over? When in the height of their turf careers they entertained immense throngs at all of the important racing centers of the country, and their names were by-words in innumerable households. With the passing of the old-time favorites the question frequently arises as to their ultimate fate. The writer ably relates these facts.

THE TROTTING CHAMPIONS

LADY SUFFOLK, 2:29 1-2, the first trotter to beat 2:30 in harness, was a gray, foaled in 1833, and started as a six-year-old in long-distance races. Her first mile better than 2:30 was in 2:28, under saddle, July 4, 1843, at the Beacon (L. 1.) course, in which race she defeated Beppo and Independence. The next week she defeated Beppo and the pacer Oneida Chief, lowering her saddle record to 2:26 1-2. On October 13, 1845, also over the Beacon course, she beat Moscow, after five heats, trotting one of them in 2:29 1-2. This was her best harness record, although she raced up to 1852, in harness, under saddle and to wagon. She had a wonderful career for her time, being on the turf fourteen years, in which period she won eighty-three races and was beaten forty-one times. Lady Suffolk died on Long Island. Although several times bred, she never had a foal. For many years her mounted skin was on exhibition in the ware room of the Brewster Carriage Co., on upper Broadway, New York.

Highland Maid, 2:27, who succeeded Lady Suffolk, was a bay, foaled 1847, and began racing in 1853, but her career was very brief, as the records show but four races to her

credit, only one of which was a victory. Her record of 2:27 was made in the second heat of a race won by Flora Temple, and in the following heat Highland Maid was distanced. Her record was tied by the gelding Tacony the following month. This mare, as a race winner, was a failure, albeit a world's record maker. Highland Maid produced several foals. During her later years she was owned by George C. Hitchcock, of New Preston, Conn.

Flora Temple in August, 1859, set the mark at 2:22, when she beat Princess in a match, and equaled the record in September at Baltimore, in another match she won from Princess. The bob-tailed mare then made her way westward, first showing at Kalamazoo, where she defeated Princess and Honest Anse, trotting the final heat in 2:19 3-4, which was then regarded as an amazing performance. This mile was Flora Temple's supreme effort, her next fastest mile being 2:20 1-2, in the match with Ethan Allen and running mate at the close of her racing career. Flora Temple ultimately passed to the late Aristides Welch, proprietor of Chestnut Hill Stud, near Philadelphia, afterward known as Erdenheim. She produced several foals for Mr. Welch before her death in 1877.

Dexter a brown gelding, foaled in 1858, was the first of the great trotters that was bred

in conformity with latter-day ideas. The track career of this champion covered but three years, from 1864 to 1867, and in that time he performed in harness, under saddle and to wagon, winning forty-six contested races at various hitches and distances, one to three miles, and was defeated but four times. His first essay against time was in October, 1865, to beat 2:19 under saddle, and he went the distance in 2:18 3-4. His next time trial was in 1866, to beat his saddle record, and he failed. The third was to beat the harness record of Flora Temple, starting August 14, 1867, at Buffalo, and in the second trial he trotted in 2:17 1-4. After Dexter's last race he was bought by Robert Bonner for the unprecedented sum of \$33,000. Mr. Bonner drove him on the road for some years, and up to a year or two before his death, in 1888, Dexter was one of New York's "social lions" in horse circles.

After Dexter reigned the incomparable Goldsmith Maid. She was a bay, foaled in 1857. All told, in the twelve years she was on the turf, she trotted 135 races, winning 91. She also won 19 contests in which the three heats were in 2:20 or better. Her total of heats, in races and against time, was 332. September 2, 1874, found her at Mystic Park, where she started against 2:14 3-4, and cut the mark to 2:14, a record which stood for four years. Goldsmith Maid was retired to the breeding ranks at Fashion Stud, Trenton, N. J., at the age of twenty-two. The last public appearance of the Maid was at the first National Horse Show, in 1884, at Madison Square Garden, when she was paraded in the ring with the ex-champion stallion Smuggler, 2:15 1-4, who defeated her in 1876 at Cleveland, in one of the greatest old-time races in the Grand Circuit. She died in September, 1885, at Fashion Stud, in her twenty-eighth year.

Rarus, 2:13 1-4, was more celebrated for race quality than beauty. He was the fourth gelding to figure as a world's champion. A bay, foaled 1867, he took his world's record in 1878, against time, in the third heat beating 2:14. This was at Buffalo, August 3. He then became an exhibition horse, trotting a few matches with Hopeful and Sweetzer, the pacer, the best miles he trotted subsequent to his record being 2:13 1-2, which he did twice. Rarus trotted in all 185 heats in 2:30 or better, and won 43 contested races. After his mile in 2:13 1-4, August 14, 1879, at Rochester, he was sold to Mr. Bonner for \$36,000, and died his property in 1892, aged twenty-five years.

St. Julien, 2:11 1-4, the next world's cham-

pion, was a bay gelding, foaled 1869. October 25, 1879, he started at Oakland, Cal., to beat 2:13 1-4, the world's record, held by Rarus, and won in 2:12 3-4. One of the most interested witnesses of this feat was General U. S. Grant. In 1880 St. Julien was brought East, and August 27, at Hartford, he started to beat 2:11 3-4, his own time record, made at Rochester, August 12, and trotted the second heat in 2:11 1-4. St. Julien was returned to California in 1883, and turned out, free to roam where he liked. More than ten years after, the old horse was missed from his usual haunts, and a search revealed his moldering bones in a gully, where he had died months before.

Jay-Eye-See, 2:10, the twelfth world's trotting champion, was a bony-built black gelding, foaled 1878, and the first extreme record holder that was Southern bred. He was bought when a two-year-old by the late Jerome I. Case, of Racine, Wis. In 1884 Jay-Eye-See was an exhibition horse, starting in eight specials. August 1 he started over the new Seth Griffin track at Providence, R. I., to beat 2:10 3-4, and trotted the second heat in 2:10 flat. This put him at the top, but his reign only lasted twenty-four hours, as the next day Maud S. trotted in 2:09 3-4 at Cleveland. From his fourth year Jay-Eye-See had a hind foot that was liable to give way at any time, and his retirement in 1884 was none too soon. The little black gelding emerged from retirement in 1892, but this time as a pacer, making his first start to beat 2:25, and 2:17 was hung out for him. At Chicago he paced in 2:08 3-4, then went to the kite track at Independence and paced in 2:06 1-4, which record he never beat. Jay-Eye-See was the first and only world's champion that ever held a double record, i. e., at both gaits. After 1892 he was a pensioner of the Case family, at Racine, Wis., and lived to the ripe age of 31 years, dying in June, 1909.

Maud S., who deposed first St. Julien, then Jay-Eye-See, in short order, was a golden chestnut, foaled in 1874, at famous Woodburn Farm. The story of her sale to William H. Vanderbilt, when a four-year-old, for \$21,000 and the attempts of various trainers to get into her good graces, until William W. Blair proved to be the "only" man, is an oft-told tale. Maud S. was one of the few world's champions that never suffered defeat, although her contests against other horses were comparatively few. She started four times against the watch in 1884, and on the third essay, at Cleveland, she beat the record of Jay-Eye-See by trotting in 2:09 3-4. A few days later she became the property of Robert Bonner, who paid \$40,000 for her, and made her last start

that year at Lexington, where she again lowered the record, this time to 2:09 1-4. In 1885 she made but two public starts, the first of which was at Cleveland, where she lowered the record—the seventh time she “beat the world”—to 2:08 3-4. Maud S. was repeatedly bred, but failed to get with foal. After her death, in March, 1900, a post-mortem examination revealed the fact that, owing to uterine malformation, conception by her was an impossibility.

Sunol, bred at Palo Alto Farm in California, was foaled in 1886. In 1891, against time, at Stockton, Cal., she made her record of 2:08 1-4. This made her the youngest trotter that ever held the world's championship. Mr. Bonner paid \$41,000 for her, when a three-year-old, in 1889, but at his death she had never been bred. She then passed to John H. Shults, and produced two foals. Later she passed to A. B. Coxe, Paoli, Pa., and May 5, 1909, breathed her last, aged twenty-three.

Nancy Hanks, foaled 1886, was the first champion to have the advantage of the bike sulky. At Chicago, in August, 1892, hooked to the new styled vehicle, she trotted in 2:07 1-4, a new world's record, and the same month was at Independence, where she beat that record two seconds. A month after she was at the “four-cornered” track at Terre Haute, where she put the high water mark at 2:04. In 1893 she passed to the late J. Malcolm Forbes, owner of the Forbes Farm, Ponkapoag, Mass. Of all the world's champions, Nancy Hanks has done the most for the perpetuation and progress of the trotting type. She died the property of Edward and Joseph Madden, Hamburg Place, Lexington, Ky.

Nancy Hanks was succeeded by Alix, 2:03 3-4, who, in 1894, reduced the world's record by a quarter-second. Alix was a bay, foaled 1888. September 6, 1894, at Indianapolis, she started against the 2:04 of Nancy Hanks, and trotted in 2:04 3-4, which she cut the next week at Terre Haute to 2:04. Next, at Galesburg, she tried again, and measured the mile in 2:03 3-4. This mile earned her the coveted championship position, and although she tried repeatedly the remainder of that season and in 1895 to do better, the efforts were fruitless. In 1898 Alix was sold by the late Morris J. Jones to F. C. Sayles, of Pawtucket, R. I. Alix died October 19, 1901, aged thirteen years, one of the shortest lived of all the trotting champions.

The successor of Alix was The Abbott, when once more a gelding “led all the rest.” However, his reign was brief. The Abbott was a bay, foaled 1893 at Village Farm. The

year 1900, his initial start was August 22, at Readville, to beat 2:06 1-4, which he did in 2:05 3-4. August 30, at Providence, he trotted in 2:04 3-4, and September 6 was at Hartford, where he started to beat the wagon record of 2:09 1-4, and won in 2:05 1-4. The following week, at New York, he went against 2:04 3-4, and trotted in 2:04. The Abbott was then shipped West, starting at Terre Haute against 2:04, trotting in 2:03 1-4, which lowered Alix's record. The Abbott died February 19, 1904, the property of J. J. Scannell, Peekskill, N. Y.

Creseus was the first, and is still, the only stallion to hold the world's trotting record. He was foaled in 1894. The close of 1900 found him with a record of 2:04. He had twelve starts that year, the majority being against the watch. The stallion in 1901 was regarded as the strongest claimant to the trotting throne, and when the Grand Circuit contingent reached Columbus, after having first touched 2:02 3-4 at Cleveland, Creseus trotted in 2:02 1-4. From 1901 to 1903 he was carried all over the country as an exhibition horse by his breeder and owner, George H. Ketcham, of Toledo, O., who, in 1905, sold him to M. W. Savage, owner of Dan Patch, who in turn sold him to Capt. Tchemertzin, of St. Petersburg, Russia, in 1908. Creseus is the only world's champion trotter ever exported to Europe.

Lou Dillon, 1:58 1-2, Sidney Dillon's daughter, a chestnut, was foaled in 1898. Of all the world's champions, none had a briefer or more meteoric career. She was bred in California, where she was educated and first trained. The news of her remarkably fast workouts led to her sale to C. K. G. Billings, in May, 1903, and July 4, 1903, Lou started on her unprecedented public career at Cleveland. Unlike preceding champions, she did not work her way up from the ranks. To the contrary, she was a born star, and her maiden start was against the 2:03 3-4 of Alix, but she failed to beat it, trotting in 2:04 1-4; but the week after she accomplished the task, trotting in 2:03 1-2, which again, on July 31, she reduced to 2:02 3-4. She tried to beat this mark next at Brighton Beach, and failed. The next week she was at Readville, where she trotted in 2:00. Going West, she started at Cleveland, in September, to beat Maud S.'s 2:08 3-4 to high-wheel sulky, and the mile was in 2:05. In October she was at Lexington, starting against 2:04 3-4 to wagon, and placed the record at that hitch at 2:01 3-4. Her next start was at Memphis, where she beat Major Delmar for the Gold Cup, trotting the two heats, each to wagon, in 2:04 3-4. Her great

mile, in 1:58 1-2, was made at the same meeting, four days later, Lou starting against 2:00. October 28 she went against her wagon record of 2:01 3-4, and beat it by a well-rated mile in 2:00 flat. In 1909 she made her memorable exhibition tour of Europe, astonishing the public in Germany, Russia and Austria by her marvelous speed, after three years spent in the harem, although in foal at the time. She is still the property of C. K. G. Billings, of Chicago.

Next, and last in the line of trotting champions, comes the mighty Uhlan, a bay gelding, foaled in 1904, and bred by Arthur H. Parker, Bedford, Mass. In 1907 Mr. Parker sold the gelding to Charles Sanders, of Salem, Mass., for \$2,500, and that Fall, in a matinee race to wagon, he won in 2:13 3-4. He was turned over to Robert Proctor to train, and in 1908 got a record of 2:07 1-4. The following season Uhlan, at Cleveland, forced Hamburg Belle to a new world's race record for trotters, of 2:01 1-4, and later, at Readville, defeated the mare, earning a race record of 2:03 1-2, which still remains (1914) the world's race record for trotting geldings. He was sold after the Readville race to C. K. G. Billings, of Chicago, for \$35,000, and Charles Tanner became his trainer and driver. Before going into Winter quarters, in 1910, he had taken a record of 1:58 3-4, made at Cleveland against time, and a wagon record of 2:01. Uhlan failed to lower his best mark in 1911, his mile against time at Lexington, Ky., of 1:59 1-2, being his best effort. However, he accomplished the remarkable feat of trotting the Goshen, N. Y., half-mile track in 2:02 3-4, the world's record for a twice-around course. He also got the world's record, to wagon, of 56 1-4 seconds, and twice tied Lou Dillon's wagon record of 2:00, C. K. G. Billings driving him in one of the heats, which marked a new world's record driven by an amateur. The season of 1912 Uhlan was, early in the year, shipped to Europe with several others of Mr. Billings' stable, and driven exhibition heats. He was particularly appreciated by the Russians, who marveled at his tremendous speed. Returning to the United States, he was put in shape by Mr. Tanner for trips against the watch. At Lexington, Ky., on October 8, he lowered the world's trotting record to 1:58, and did so in the open (without aid of a windshield). At the same meeting, Uhlan, hitched double with Lewis Forrest, who was bred by a New Hampshire man, lowered the world's pole record to 2:03 1-4, a reduction of 4 1-2 seconds. With his retirement from the turf, Uhlan still remains the property of Mr. Billings. On pleasant forenoons in Central

Park, New York, can frequently be seen the famous gelding, gaily stepping along the saddle paths with his owner up, and by Mr. Billings' own words, Uhlan is a perfect saddle horse.

THE PACING CHAMPIONS

The first horse to beat 2:30 was the pacer Drover, ridden under saddle by Hiram Woodruff in 1830, in a race. But saddle records do not count in this narrative, so the championship in harness began with Unknown, the chestnut gelding, in 1844, who beat Fairy Queen to wagon in 2:23. Unknown seems to have had but this one race to his credit, and he never afterward paced near his record. The pacing record of 2:23 stood for seven years, when the roan gelding Pet lowered it to 2:21 1-4, cutting this the next year to 2:18 1-2.

Then Pocahontas, the stout chestnut daughter of Irons' Cadmus, set a mark that stood at the top for a long term of years. This old-time champion did not figure in many races, but few as they were, they were all victories. Her last race was June, 1855, at the old Union Course, Long Island, when she beat Hero, both to wagon, distancing her opponent in the first heat in 2:17 1-2. This remarkable mare was foaled 1847. In 1854 she was raced by Otis Dimmick, and then passed to Jas. D. McMann, who drove her to her record. Woodmansee sold her in 1856 to R. S. Denny, Watertown, Mass. In 1870 she was owned by John G. Wood, West Millbury, Mass., and from Wood passed to Amasa Sprague, of Providence, R. I., whose property she died in 1873 or 1874.

In 1869, the dun gelding Yankee Sam, date of foaling and breeding unknown, cut the pacing record to 2:16 1-2. He started racing in 1866 and made his last appearance in 1872. Out of eleven races he won six. His world's mark was made Oct. 21, 1879, at Ulrichsville, Ohio, in a winning race with Shackelford, Maggie Mitchell and Grey Dan, pacing the first, third and fifth heats in 2:19 1-2, 2:16 1-2, and 2:19 1-2. As to what became of him history is silent.

The next notable pacing champion was Sleepy Tom, chestnut gelding, foaled 1868, and a son of Tom Rolfe, the son of Pocahontas. When a three-year-old, his owner, Isaac Dingler, of Bellwood, Ohio, had him trained and he paced a few races but won none. In 1873 he won one race and got a record of 2:40 1-2. The following year a cold settled in his eyes and he began to go blind, winning but one race. One winning race in 1875 was to his credit, with his record reduced a half-

second. In 1876 Mr. Dingler sold him to one Millard, who treated him brutally, and traded him to William H. Corry, of Zenia, Ohio, for "the crippled colt Gum Elastic Bill, an oroid watch and a quart of bad whisky." Corry sold him to Steve C. Phillips for \$2.50 and a jug of rye. Phillips raced him until he sold him in 1879 to Joe Udell, of Wisconsin, for \$6,000. In 1878 Sleepy Tom won seven races, with the best mile in 2:21 3-4. His first winning race in 1879 was at Jackson, Mich., where he beat Rowdy Boy, Lucy, Bay Sally, Mattie Hunter and Sleepy George, taking a record of 2:17 1-4. He won also at East Saginaw, Toledo, Louisville, Columbus, Cincinnati, and Chicago, beating practically the same fields. At Chicago he made his world's record, pacing the last heat of a five-heat battle in 2:12 1-2, beating Mattie Hunter, Lucy and Rowdy Boy. From that time on the quartette were known as "The Big Four." He won in all thirty races out of fifty-six starts. Udell sold Sleepy Tom late in the fall of 1882 to Dr. Olin, of Chicago, who drove him in his medical practice. After passing through several other hands the old fellow finally met a tragic death, perishing in a burning stable in a small Indiana town in 1885.

Sleepy Tom was succeeded as pacing champion by Little Brown Jug, a brown gelding, foaled in 1875. In 1886 he was purchased by H. V. Bennis, of Chicago, for \$3,000, and placed in the hands of "Knapsack" McCarthy, and did not appear in public again until the next year, 1881, when his career was comet-like, culminating at Hartford, Conn., Aug. 24, where for a purse of \$2,000 he beat Mattie Hunter and Lucy, pacing three consecutive heats in 2:11 3-4, 2:11 3-4, and 2:12 1-2. He won ten races that season, and this, in connection with his world's record, caused his purchase, the next year, by Commodore Kittson, of St. Paul, at a price said to have been \$15,000. He proved a dear purchase, however, as he went lame soon after and did little good, winning but two hippodrome races and going several disappointing exhibitions. His history thereafter was of ups and downs, as he passed through many hands, finally descending to nearly the lowest round of the ladder; but at last, his condition becoming known, he was rescued and taken back to Tennessee, where he was pensioned at Ewell Farm, and died in peace and plenty when well along toward his thirtieth year.

The bay gelding Johnston, that succeeded "The Jug," was foaled 1877. This horse was the most remarkable of the pacers in the antepneumatic tire days. He was known prior to his fifth year as Charley M., but E. H. Smith, of

Chicago, who purchased a controlling interest in him, changed the name to Johnston, in honor of Peter V. Johnston, who trained and first raced him. Every start by Johnston in 1883 was a victory, and he closed that year with a world's record of 2:10, his last three starts being against time. After his 2:10 record was made he was sold to Commodore Kittson for \$20,000. Driven by John Splan, he made eleven starts in 1884 under the Kittson colors, five of which were unsuccessful tilts against his own record, until October 3, at Chicago. He was started that day over the Garfield Park track with Richball, each to beat their records. Johnston, driven by Splan, succeeded, pacing the first quarter in 32s., the half in 1:03 1-4, and the mile in 2:06 1-4, which is still the unbeaten mile by a harness horse to high wheels over a circular track. In 1886 he was sold to Frank Siddals, of Philadelphia, for the reported price of \$12,500. Siddals started him sixteen times in 1887, six of which were winning contested races, two to wagon, the others exhibitions. His wagon record of 2:14 1-2 was made in a losing race with Harry Wilkes to sulky. Johnston was then consigned to a Lexington sale and passed to Col. John W. Conley, of Chicago, at a cost of \$3,900. Col. Conley turned the horse over to Budd Doble, who drove him eight times against the watch in 1888. In 1889 Johnston paced in 2:06 1-2 at Cleveland, and in 2:06 3-4 at Hartford. He was sold in 1890 to C. F. Dunbar, of Buffalo. Age was telling seriously on Johnston, and 1891 was his last year of racing, but he was good enough when sixteen years old to pace a mile in 2:10 over the half-mile track at Youngstown, Ohio, driven by his owner. Johnston died in the late nineties at Buffalo, having been well cared for to the last.

Mascot, the bay gelding by Deceive, foaled 1885, was the first champion to beat 2:05, tying the trotting record of 2:04 made by Nancy Hanks in 1892, at Terre Haute, over the same track and at the same meeting. As a seven-year-old, in W. J. Andrews' hands, he showed much higher form, and his last appearance for the year, at Terre Haute, where he met Guy and Flying Jib and was defeated, but he won the first heat in 2:04—a world's record. In 1893 Mascot made nine starts, six of which were bracketed. His best race of that year was in July, at Detroit, where he defeated Hal Pointer, Major Wonder, Flying Jib, Guy, Manager and Blue Sign in the hottest pacing contest of the campaign. The heats were in 2:07, 2:04 1-2, 2:06 1-4, 2:07 1-2, 2:07 1-2, of which Mascot won the second, third and fifth, the fastest five-heat race of the period. In 1895 Mascot became the property of the late

L. G. Tewksbury, of New York, who used him for road driving. Thence he passed through many hands, East and West, and was last heard of in South Dakota.

Robert J., the next pacing champion, was a bay gelding, foaled 1888. 1894 was the "banner year" for Robert. He made sixteen starts, in but one of which he was not credited with races or heats won. He encountered the very flower of the pacing division and came off with flying colors. He beat stout Joe Patchen at Chicago, setting the record for three pacing heats. At Fort Wayne he vanquished Mascot and Flying Jib, marking himself down to 2:03 3-4, and at Indianapolis again beat Joe Patchen, 2:02 1-2 being his record when the smoke blew over. His other winnings were over Joe and John R. Gentry, and at Terre Haute, against time, he earned the championship record of 2:01 1-2. During the best part of his career he was owned at Village Farm, East Aurora, N. Y., and driven by Ed. Geers. He then passed to L. G. Tewksbury, who toured him in exhibitions with John R. Gentry and drove him on the New York speedway. Finally he was repurchased by the Hamlins and retired at Village Farm, ostensibly to end his days in peace, but not long after the death of the elder Hamlin, in 1905, the turf world was shocked to learn that an employee of the farm, tiring of caring for him, had deliberately killed him in a most brutal way. Thus died one of the greatest and gamest pacers that ever lived.

It was now destined that a stallion should for the first time hold the championship pacing record. This was John R. Gentry, "the little red horse," who was foaled in 1889. He raced from 1892 to 1900. In 1894 he closed with a record of 2:03 3-4, having been sold in the Summer for \$10,000 to Holt & Scott, of Graham, N. C. In 1895 began his series of duels with Joe Patchen, in which the two proved so evenly matched. At Dubuque that year he equaled his record of 2:03 3-4 in a third heat. In the early spring of 1896 he was sold at public sale to William Simpson, for \$7,600. He was started eleven times that year, with varying success. Late in September he was at Rigly Park, Portland, Me., where he started against Robert J.'s 2:01 1-2, and paced in 2:00 1-2. John R. Gentry afterward became the property of the late E. H. Harriman, Goshen, N. Y.

Heretofore the majority of the pacing champions were mainly trotting bred, but a year after John R. Gentry had made his record, the crown passed once more to a member of the Hal family, a pacing strain that has stuck to that gait with remarkable tenacity.

This was Star Pointer, a bay horse, foaled 1880, who first saw the light in Tennessee. He was sold as a yearling to J. W. Tittley, a Pennsylvania breeder, who started him as a two-year-old and gave him a record of 2:34 1-4. He next appeared in his five-year-old form as a member of the Geers stable, and from 1894 to 1899 was among the turf stars of the first magnitude. At the close of the campaign of 1896, previous to which he was purchased by Ed. Mills, of Boston, and passed into Dave McClary's hands, he was credited with 2:02 1-4, which was the time of the first heat of a winning race at Mystic Park, where he beat Frank Agan and Robert J. His ever-memorable year on the turf was 1897, when he started sixteen times, the majority matches, or against time. After a few victories early in the season he started in August at Readville to beat the record of John R. Gentry, and put the high mark at 1:59 1-4. This, the first crossing of the 2:00 line by a harness horse, made a tremendous sensation, as was natural, and the time of the quarters shows how splendidly he was rated: the first in 30s., the second in 29 3-4s., the third in 29 1-4s., and the fourth in 30 1-4s. Nearly all the other starts of this king among horses were against time. In 1898, he equaled his record, at Columbus, and paced in 2:01 1-2 at Detroit. Three miles in 2:00 and better in one season was a great feat. His only two starts in 1899 were at Hartford, where he paced in 2:00, and at New York, where he was beaten in the free-for-all stallion race by Joe Patchen and John R. Gentry and retired from the contest permanently broken down. After a few seasons in Ohio, Star Pointer was taken to California, making several seasons there, and was then taken back to his old home in Tennessee.

Foaled 1896, the brown stallion Dan Patch, 1:55 1-4, from the day he started in 1900 to the close of his racing career in 1902, never suffered defeat in a contested race. He paced fifty-seven heats in the three years against other horses, and lost but two. This record was paralleled by but two other world's champions, Maud S. and Nancy Hanks, the trotters. The first mile paced by Dan Patch that was better than 2:00 was at Providence, Aug. 29, 1902, when he stepped in 1:59 1-2 to beat 2:00 1-4. All his subsequent starts were against time. His first heat in 1903 was a half in 57 3-4 seconds at Columbus. His next was a mile in 1:59 behind a runner, at Brooklyn. Again at Columbus he equaled his record. At Lexington he started to beat 2:01 1-2 to wagon and paced in 1:59 1-4. At Macon, Ga., he paced two miles in 4:17, to beat 4:19. At Memphis he made his record mile for that year

in 1:56 1-4, and at the same meeting lowered the wagon record to 1:57 1-4, and the half-mile mark to 56 seconds. Seven miles in 2:00 and better were to his credit when he retired to Winter quarters in 1903. In 1904 Dan started only five times, lowering his record to 1:56 at Memphis. In 1905 his first mile better than 2:00 was at Hamline, where he paced in 1:59 1-2, five days after pacing in 1:57 1-2 over the same track. At Lexington he again paced in 1:56, and two days later made his best technical record, 1:55 1-4. He then went to Memphis, where he paced against time, in

the open, in 2:00, 1:59 1-4, 2:00 and 1:58. He started six times, beating 2:00 in every effort. Six starts were also made by him in 1907, but his best mile that year was in 1:57 1-2, at Phoenix, Ariz. Two miles better than 2:00 were paced by him in 1908. Dan's last exhibitions were in 1909, starting six times, five of them with Minor Heir. With windshield he paced in 1:55 flat, which record, however, does not stand as a technical one, and 2:02 3-4 to high wheels, behind a runner, which latter performance is a record. Dan Patch is owned by M. W. Savage, Minneapolis, Minn.

Incidents in Eventful Career of Noted Driver, Dan Mace

(By James O'Neill)

Editor's Note.—Dan Mace, in his day, was the most noted trainer and driver of the trotting horse in the country, and none is more capable for relating the inside stories of some of his principal races than James O'Neill, who, besides attending to all of his clerical work, keeping his books and correspondence, etc., was manager of his blacksmith shop. Mr. O'Neill remained with Mr. Mace until the time of his death, on April 19, 1885, the result of bright's disease. Mr. Mace was 52 years old when he passed away, and in his will he left Mr. O'Neill the blacksmith shop.

It was in 1875 that Mr. Mace got Hopeful, 2:14 3-4, the noted trotting gelding that was bred by the late Benjamin D. Whitcomb, former president of the New England Trotting Horse Breeders' Association. Mr. O'Neill, in the Trotter and Pacer, referred particularly to the campaign of this famous trotter, and of Darby, 2:16 1-2, the season of 1879 through the Grand Circuit, when Hopeful's net winnings amounted to the neat sum of \$21,000, but to let Mr. O'Neill give his own version of the particular events in Mr. Mace's life:

AT the close of the campaign of 1879 Dan came in the office one forenoon and asked that the bill of Thomas P. Wallace, of New York, owner of Darby, be made out with the check for the amount due him. After figuring up the account, I handed Mace the check for \$14,000, and hours later he returned and, throwing the check on my desk, said: "Mr. Wallace carefully went over the account. He then asked me if I had not robbed myself, and insisted that I keep the entire amount." That afternoon I destroyed the check. This will show the kind of patrons the noted trainer and driver had around him.

For several years the racing associations through Michigan, Ohio, Minnesota, etc., had been offering Mace big inducements to bring his string of campaigners out over their tracks. This was in the seventies; about 1878, I believe. He had that Spring, at Point Breeze, nineteen horses. "Knap" McCarthy

did all of the conditioning, and Dan would run over to the track two or three times every week to drive them, so as to be able to find which he thought good enough to take away racing.

Of the best ones in his stable I recall Hopeful, Richard, Darby, Midnight, Red Jim, Ella Jones and Kitty Jacks. Those New Yorkers who had horses with Dan were in the habit of going every Sunday to the track to see their horses work. When it came to shipping West it proved that only six of the number were considered fast enough to take along, such as Hopeful, Darby, Midnight, and three others.

His first start was in the Michigan Circuit, opening up at Adrian and then Jackson, where he met defeat with his pet trotter Hopeful, by a mare called Proteine, owned in Cincinnati. Of course, this made Dan sore, but worse was yet in store, as at Toledo, a few weeks later, Proteine did the trick to Hopeful over again,

the latter having the thumps. After the race Dan was the most down-hearted person you ever saw over the defeat, while, on the other hand, the owners of the mare were equally overjoyed. In the heat of their enthusiasm they challenged Dan for another race to come off the following Monday week at Cleveland, offering to back Proteine against Hopeful at \$2,000 to \$10,000.

This proposition Mace refused, telling the owners of the mare that both horses were entered in the free-for-all at Cleveland, on Thursday, and they would then have the chance of betting just as much money as they wished. It proved to be a great betting race, Proteine ruling a heavy choice over the field. Mace rather liked the improvement in Hopeful since his defeat at Toledo, and in the selling down of the starters had an order in the pool box for all of those cheap tickets.

When the sun went down over the hills that evening Proteine had received her Waterloo. Hopeful was her conqueror. The owners of the mare were out over \$10,000 on the result of the contest, as they had been so positive that she was invincible they backed her to the limit. It is perhaps needless to state that a good share of that money went in cashing Mace's tickets.

When we read of horses trotting half miles in from 1:01 1-2 to 1:03 nowadays we are apt to think it quite a feat, but it should be stated that it was very common to see Hopeful step to the half in his races in 1:03 and 1:04, and in those days there were no bike sulkies, while the tracks were not nearly as fast as is now the case. With the conditions pertaining at the present period I firmly believe Hopeful would easily have raced in better than 2:10.

I'll relate a neat coup that Mace engineered at Ionia, Mich., and executed at Quincy the following week. He had a little trotter named Gossip, Jr., entered in the slow classes against a very fast horse from Cincinnati called Big John, and the owners of the latter were up there to make a killing. Nothing but taking off the pool box would suit them.

Big John was made a big favorite, while Gossip, Jr., was selling for a song. Mace played his getting to win \$1,500, and won the race, but at that he had little confidence in Gossip, Jr., as he was unreliable, sometimes taking it into his head to stop, when he couldn't be moved an inch.

Well, the next week at Grand Rapids, before the race, Dan worked Gossip, Jr., and said that he did not like him, and if he was made favorite he intended playing against him, for he had no idea he was capable of

winning. The betting proved to be Gossip, Jr., \$100; field, \$40. Mace sent in an order to play the field.

Gossip, Jr., took the initial heat in 2:28, making him a bigger favorite at \$100 to \$30 over the field. Dan continued playing out his hand by sending another order into the pool



DAN MACE

box on the little end. However, Gossip, Jr., was again first to the wire in 2:27. This caused little betting before the third heat, but Dan had field tickets knocked off to him in a way not to arouse suspicion. Scoring for the heat Gossip, Jr., began his antics; he would break, sulk, and behaved so badly that the judges had finally to send off the field without him. He caught the distance flag.

Wow!!! How the crowd did yell and storm about, declaring at the top of their voices it was one of Mace's slick tricks. To satisfy the public, the judges called it no heat, and put up a prominent Western driver in Dan's place. It made no difference, however, as Gossip, Jr., was done for that day and made his standstill breaks, getting the flag again.

That night when Mace went to town, the first thing he did was to go to the freight station to find out what it would cost to ship Gossip, Jr., to Trenton, N. J., where he was owned by Henry M. Smith, of the Fashion Farm. While making the arrangements to ship, a reporter slipped into the freight office and sat down on a barrel. He had both ears wide open to catch any news of the race of that afternoon for his paper; there had been so much talk over it. In some way Dan knew

"I have had bad luck enough with that who he was, but did not let on. Before leaving the office he remarked to the freight agent: horse. Now that he has broke me I am mighty glad to get rid of him."

In the next morning paper the reporter showed he had grabbed the bait, hook and all, as there was a column and a half story telling how Gossip, Jr., had broke Mace and the party with him, and as a result the gelding had been shipped home. The truth of the matter was that Mace's winnings were \$9,800.

One of the lovable characteristics of Mace was his fondness for children. When we struck Quincy, Ill., he went to one of the prominent members of the association, John Allen, originally a Providence man, whom Dan had known previous years in the East, and made arrangements that on Thursday, the day he was down to exhibit Hopeful, all of the school children and little orphans would be admitted free. Then Dan ordered a big ox killed and roasted in the infield for a barbecue. He paid all of the expenses. The management bought a floral wreath to put on Hopeful. It certainly was a great day for the kids in Quincy.

The week before this at Danville, Ill., Mace had been thrown from the sulky and had his shoulder dislocated, so that he was compelled to drive Hopeful at Quincy with one hand, his other one being in a sling. It was so painful that after the mile, on alighting from the sulky, he fell to the ground in a faint. Immediately the children rushed to the track and set up a great cry, believing that their benefactor was seriously injured. There were over 7,500 persons in the grandstand, too, that were greatly concerned as to Mace's condition. Fifteen minutes after being taken to his stable he revived and appeared again in the quarter-stretch. When the children and crowd saw that he was all right, the most spontaneous burst of applause came forth that was ever heard on a race track. Everybody fairly went wild.

Mace drove many match races on which large sums of money depended. One occurred at the old Prospect track, near where the Gravesend running track was located. It was between Edward and Richard. Frank Work owned the former and Foster Dewey, Richard. The match was for \$5,000 a side, making \$10,000 up.

The day of the race was cloudy, but Dan went prepared, as that forenoon he had a pair of mud shoes (shoes calked) slipped on Richard, for the event was play or pay. Johnny Murphy did the honors behind Edward. It began to rain before the opening heat, making

the track heavy and slippery. Edward was a big favorite. Richard won the first heat in 2:21 1-2. When it came to the second the continued rain had made the track deep in mud, but Dan had the big advantage through his shrewdness in having Richard shod in anticipation of the weather. The mud shoes told the story, as the race was over in straight heats, Richard winning.

I think that the last race that Mace drove was at Springfield, Mass., August 29, 1883. In the race were such horses as Overman, J. B. Thomas, Romero, Minnie A., and Josephus, the last being the property of the late David Stephenson. Mace was engaged to drive Josephus. There had always been great rivalry between Hickok, who had Overman, and Mace. Rain had made the track quite heavy, but Dan was particularly anxious to defeat Hickok on any account. Mace drew the pole, and next came Overman. One of the drivers in the race was Jimmy Golden.

Now it should be borne in mind that Josephus was not the gamest trotter ever bred. He won the initial heat in 2:21 1-2, but was very tired. Mace had the management roll the track before the second, to settle the mud some. After a desperate finish Josephus captured the second heat right in 2:20, but he fairly staggered the last end of the route. It surely looked all over for Mace to win, but right here was where his wonderful sagacity came into play.

No sooner had Josephus reached the stall, at the conclusion of the heat, than Dan sent for the blacksmith and had him take the heads off the nails in one of the forward shoes, so that when he came out for the third heat the shoe would fall off. When this happened the judges gave Dan the requested time to have the shoe replaced, but before he got round for the heat nearly an hour and a quarter had passed, and Josephus was then well rested. It was not easy for Mace to win, though, as never in all of his career on the turf did he drive a harder or more clever heat. By almost riding the gelding on the back he just managed to reach the wire a neck to the good. The time of the heat was 2:21 1-2. Many who had seen Dan drive for years have declared it was the best race he ever drove. The Hickok party lost a large pot of money on the result, and a portion of it went into Mace's pocket. This was Dan's last race.

All the time Mace was doing somebody a good turn. I can call to memory once when away racing we came to a meeting where he met a man with a horse entered who had not the money to pay the entrance fee. This ap-

pealed to Dan, and he settled for the fee. Not that alone, as when the afternoon of the race came, he drove the horse for the man, and got second money. His price for driving in a race was always high, but in this instance he gave his services free. The following evening I happened over to the railroad depot, and who should I meet going away but the man Mace had assisted. Now he had not paid back to Dan that money for entrance on the horse, so I hurried over to the hotel and told Dan that

the man he had befriended was skimming out without settling with him. He said to me:

"Let the poor fellow go; he may need the money in another place."

There is no doubt that at one time Mace was worth over \$100,000, but at his death, in 1885, he left little property, as he had lost the most he had in bad speculations. His habits were temperate, and in the last five years of his life he quit smoking entirely, and only occasionally took a glass of wine.

Well-Bred Horse with Quality and Soundness is Best for Business

(By Henry C. Merwin)

Permission of A. N. Horse Breeder

Editor's Note.—There is no person more capable of knowing the future of the work-horse than Henry C. Merwin, president of the Boston Work-Horse Relief Association, therefore, his statement of facts must prove of immense benefit to all identified with the business horse.

SIX years ago, the Boston Work-Horse Relief Association (then called the Work-Horse Parade Association) issued a small pamphlet, written by Gilbert Tompkins on the work-horse and the automobile. As the result of a careful investigation made by him for the association, Mr. Tompkins strongly advised horse breeders in the West to raise as many good animals as their farms would support. If this advice had been followed, everybody concerned would now be better off. The price of work-horses is much higher than it was six years ago, and all signs indicate that it will go higher still.

For long hauls, the auto-truck may be, and probably is, more economical than horses, but, for short hauls, the case is just the opposite. The use of the commercial car is increasing, no doubt, but the increase is very slow, indeed—and is more apparent than real. In many cases, prominent concerns are using auto-trucks, leased to them at a low rate, with the expectation that the advertisement thus obtained will compensate for the loss in rental. In other cases, the use of the automobile is an experiment, and such experiments usually end in disaster. We hear frequently, it is true, of business concerns that are buying or hiring auto-cars, but, on the other hand, we hear frequently of other business concerns that are giving them up as being economically impossible. The cost of repairs and the depreciation are enormous.

At the Boston Work-Horse Parade, in 1913, there were 1,225 entries, as against 1,062 entries the year before. It was estimated that the number would have been about twenty-five greater had it not been for the competition of the automobile. In other words, the loss occasioned by the automobile amounted to about two per cent of the total number of entries. Nothing very alarming in that!

Unless some startling improvements are made, which will greatly lower the cost or increase the durability of the commercial automobile, there is no prospect of any serious competition between it and the horse for many years to come. In fact, some mechanical engineers believe that the horse will never be superseded for short hauls. "The horse," they say, "is the most economical machine yet invented."

But let no one think that he can make money by raising an inferior work-horse; let no one breed an old worn-out mare, or a mare with any constitutional unsoundness, or tendency to unsoundness. The produce of such stock will seldom be sold at a profit—to say nothing of the cruelty involved in breeding horses which are almost certain to suffer from painful lameness before they reach middle life. Buyers now demand work-horses that have soundness and quality, and the whole tendency is in that direction. Beauty in the work-horse has now a recognized value as an advertisement. Who are the men that are making money as master teamsters in our great cities?

They are the men who have the best horses and treat them the best.

Some time ago, when I was praising the horses of a particular truckman to a man engaged in a different branch of the horse business, he replied, "Oh, that fellow; why he spends every cent that he makes on those fine blankets and the brass-mounted harness that he uses; that isn't business." Well, I took pains to inquire, and I found that this enthusiastic, extravagant truckman had laid up \$100,000 in twenty years! On the other hand, if you find a truckman with thin, gaunt, uncared-for horses, you find a man who has hard work to keep out of bankruptcy.

It is the custom in Boston and, I presume, in all cities, for master truckmen to assign particular wagons and horses for use by a particular customer: that is, the wagon is reserved mainly, often wholly, for the customer's use, and both his name and that of the truckman appear on the wagon. These regular customers are beginning to complain, I am glad to say, if the horses that haul the wagon with their name on it, do not come up to a high standard. "Why don't you have a fine horse on my wagon?" they say to the truckmen. "Why don't you exhibit in the Parade?" "Why don't you paint that wagon and clean up the harness?"

There is another reason why quality in the modern work-horse is demanded. The life of a work-horse in the city is now a very strenuous one. The streets are so slippery especially in Winter, that he is in constant danger of falling; and, when the going is bad, the horse gets very tired before the end of the day. Now we all know that a well-bred horse will keep on his feet better and, in case of a fall, will get up much quicker than a coarse-bred one. The coarse-bred horse, if tired, is often ready, and even glad, to fall, and, once down, he is perfectly willing to stay down; whereas, the well-bred horse will leap to his feet, if possible. There are, of course, many exceptions, but this, as all horsemen know, is true as a general statement.

Then, again, the coarse-bred horse is much slower to recover from illness or injury—especially when the blood is affected. For example, at the free hospital for horses, maintained by the Boston Work-Horse Relief Association, there have been an astonishing number of cases of blood-poisoning, which originated from some cut on the foot or leg—sometimes from interfering. This is a trouble peculiar to the city, and the "vets" say that, in these cases, as probably in all other cases of injury or illness, the well-bred horse

makes a quicker recovery than the poorly-bred one.

Quality, therefore, as well as soundness, is necessary in the brood-mare. Sell the mare with coarse hair, overhanging eyelids, meaty legs, ragged hips and a sloping rump, and breed from the fine-haired, large-eyed mare with clean legs, hoofs of close texture, well-cut sears and smooth hips. The demand for work-horses like this is much in excess of the supply.

A carload of such horses was recently brought from the West to Springfield, Massachusetts, arriving on a Saturday. A truckman in Boston, who heard of their arrival, took a train at 2 or 3 o'clock Sunday morning and thus got the pick of the lot—a pair for which he paid over a thousand dollars. The next train brought another Boston truckman.

Express horses are, perhaps, even more scarce. Percheron mares, bred to trotting stallions of good bone and substance, should produce such horses. There is also a large demand for horses to draw milk wagons and bakers' wagons. These wagons, with their loads, are now so heavy that they require a 1400 pound horse, and he must do his work at a trot. It is not easy to find a horse of that weight who is light enough on his feet to trot without pounding himself to pieces. The demand for this kind of a horse is rapidly increasing.

As for the carriage horse and the roadster, their future depends upon the securing of separate macadamized roads for horse-drawn pleasure vehicles in the parks and suburbs of the cities. If it should thus become possible for a man—and still more for his wife—to take a drive in a carriage without the prospect of meeting sudden death at the hands of some reckless or drunken chauffeur, the carriage horse and the roadster would come back, I believe to a great extent. There are hundreds of people who would like to take a daily drive, but they have been scared out of this innocent and wholesome amusement, and have sold or given away their horses. Minorities always have to fight for their rights, and the horse owners in this country have surrendered theirs without a struggle.

R. G. CROSBY FOR THIRD TERM

It is certain that Riley G. Crosby will continue in his official office of president of the Dorchester Gentlemen's Driving Club in 1915, he having received the unanimous nomination at the club's meeting, held on Dec. 7, 1914. It will make his third term in the executive chair.

John Shepard Tells of Racing to Sleigh On the Mill Dam and Beacon Street

JOHN SHEPARD, the veteran lover of good horses, relates the following of old-time racing on the Mill Dam and Beacon Street Boulevard:

"The gentlemen of the road would often give me a trotter which they considered a bit 'gone by,' and, as a general rule, I could take him and beat the very horse the big fellows fancied most. They said it was because I made so much noise behind the horse, but I don't believe it.

"Personally, I think the reason for my success lay solely in my energetic driving.

"I remember one instance, when I sold Dick Swiveller to Frank Work for pretty close to \$12,000.

"We were driving down the Harlem road, and by the time we reached 'Gabe' Case's I had passed everything except Work, who was driving Swiveller. Naturally, I didn't like to embarrass Mr. Work right in front of all the people who were out, and so I had to pull my horse away over to the other side of the road.

"Mr. Work, of course, didn't know of this episode, and he was much pleased with Swiveller's performance.

"Then there was another incident nearer home which I like to remember. I was taking Thomas Plant out, in Boston, with a fine pair of horses. We went along merrily for a time, and I could see that my companion was turning something over in his mind. Finally, after a long silence, he said:

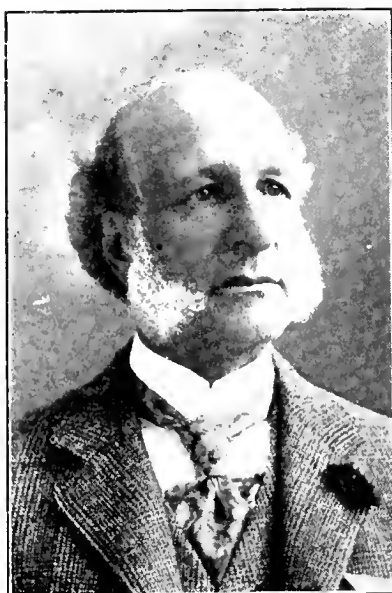
"Mr. Shepard, I want to tell you something. Some time ago I had a wonderfully fast horse which could beat everything in sight, and I was very anxious to get an opportunity to beat you. At last, after many days of good sleighing, I got out on the Brookline road and found you, and we started together.

"The horse I was driving would make frequent breaks, but would always steady down again and recover without losing anything.

"You were trotting Reina at a good clip, and when we got down the road a bit, right in front of a big crowd, my horse broke, and you turned around and said: 'Let him run, that gait will suit me as well as any other,' and we went right down without any accident.

"When we turned to go back, I asked you to try that once more, because I didn't like you to beat me that way. You said no, that you wouldn't start in cold blood for anything, but that if I would go back to Coolidge's Corner with you, you would be glad to trot with me.

"Well, we went back, and several other gentlemen with horses accompanied us to see



JOHN SHEPARD

the brush and try to get in front of you, so that I could beat you, an event which would have afforded them great pleasure.

"When we got to the corner, everyone turned around, and the whole file of us started off at once. We had gone a quarter of a mile or so, when to our surprise we saw that you were not with us, and so we pulled up to wait for you; at this you whipped up and came down the road on the jump, and when you were near us, you yelled for us to go ahead. We all started off, but many of the horses broke and some couldn't move off fast enough, and you, with skilful driving, got through. Then I made up my mind it was no use trying to beat you, and we all followed you down. Yes, Mr. Shepard, Reina was a good mare. She beat everything that came out on the snow."

"One time Arloch Wentworth, one of the wealthy men in those days, came up to my house, as he often did, and went out to the stables to look over the horses.

"John," said he, pointing to Reina, 'give me that mare; she's getting old, and you won't want her much longer.'

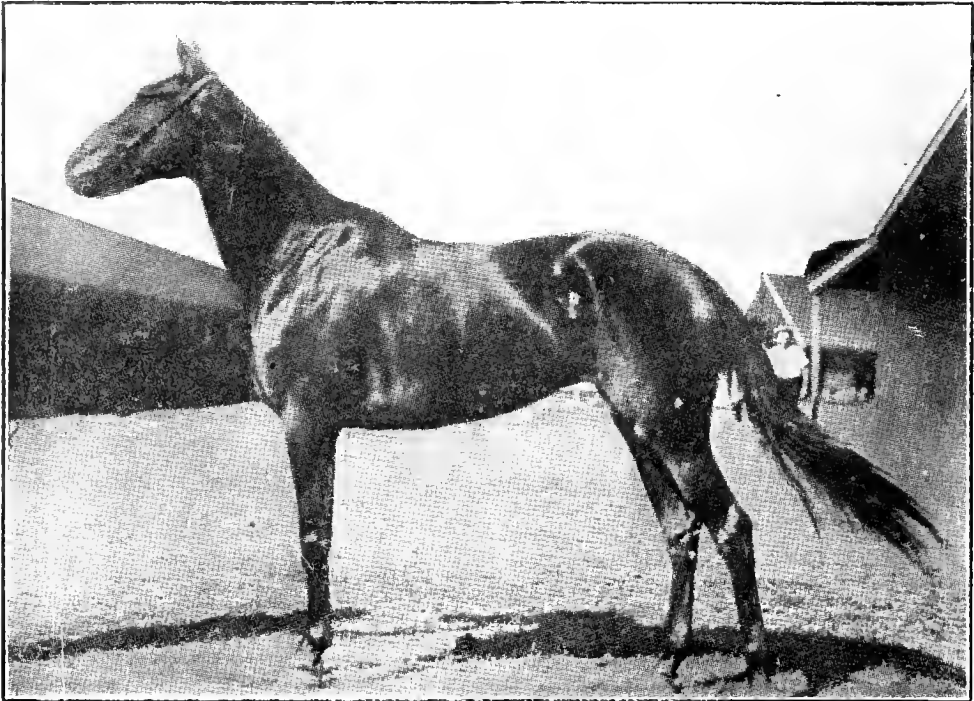
"No," said I, 'I might sell her to you for \$1,000.'

"But Arloch wanted her as a gift, and held out for her.

tried to be a Christian, but driving Sundays was one of my pet sins. Well, we arranged, perfectly fairly, to have the horse turn about one every second day, and I always tempted the devil by taking her Sundays as well.

"The second horse I bought turned out better still for me.

"There was a man living out Grove Hall way who owned a fine bit of horseflesh. This man, too, was a good Christian. He went to church every Sunday, but he had no



ETHEL'S PRIDE, 2:06 3-4

The Best Trotter Owned by John Shepard, the Dean of American Reinsmen

"After a bit I said: 'Arloch, I'll give you Reina on one condition. As you say, she won't be much use to me after a time. Now, you like money pretty well, but it won't be of any use to you when you depart this life. I'll tell you what; you make the Young Men's Christian Association a present of \$100,000 and you can have Reina.'

"And at last he took the offer. True, he didn't do it right away, but after thinking it over for quite a while he came up one day and told me that he had arranged the endowment, and when he died the association got the money.

"The first horse I ever bought was in partnership with another man. I got the better of the deal in one way. This other chap was a good Christian, and couldn't be induced to go driving on Sunday. I always

compunctions about going and coming behind his horse. Moreover he had no compunctions either about passing me on the way without great difficulty.

"He talked so much about this that I determined finally I'd get a horse that would beat him. I looked about, and after a bit I bought a nice fellow called 'Old Trot.' I paid \$300, and agreed to give \$25 more if he turned out well.

"Well, sir, that horse did turn out excellently well, especially on the Sabbath, I am pleased to say, and the man got his \$25.

"Not long ago, my son, who is now 57 years old, was telling me that as long as he could remember I was matching horses, and he wondered that I never got a pair. As a matter of fact, I had several good ones. I used to give away many of my best horses to

my friends after I had had the best years out of them, but nowadays everybody has automobiles. A number of years ago I tried a new experiment. I sent two horses to the New York auction, expecting to get \$2,000 or \$3,000 for them. Instead, I got only \$500 for one and \$385 for the other. But both of them found good homes.

"Senator L., the one that went for \$385, beat the best horse in New York afterward, and his owner wrote me that the silver cup he won was worth more than \$1,000 to him.

"About twenty years ago I bought a horse

at Hartford for \$10,000. He trotted a race for me the same afternoon, and with his winnings he cost me \$8,500. Next day I sold him to William Rockefeller for William H. Vanderbilt at \$15,000, and Mr. Vanderbilt was so pleased that at Saratoga afterward he talked to me about him for an hour. The horse had gone double for him with Maud S., breaking the world's record at that time for the mile in 2:15 1-2.

"The best horse I ever owned was Ethel's Pride. She cost me \$10,000, but she soon won the \$10,000 purse at Syracuse."

Boston Blue Was First Trotter to Beat Three Minutes

(By The Veteran)

IN the Summer of 1820 an advertisement appeared in a paper published in Boston in which the Boston Jockey Club offered to give a purse of \$1,000 to any horse which would trot a mile in three minutes.

The paper containing this announcement came to the notice of Orrin B. Palmer, who lived near Waterville, Me.

A short time previous he had secured a rangy, close-cropped bay gelding, who had a slanting or very oblique shoulder, and whose legs stood well under him. The horse stood about 15.2 hands high and weighed nearly 1,000 pounds. Such is the description which Mr. Palmer gave to Hall C. Burleigh, of Vassalboro, who was an expert horseman and a breeder of prize Hereford cattle.

The horse had been used for two seasons by David Nourse in towing scows and long boats up the Kennebec River from Augusta to Waterville. After Mr. Palmer had used the horse a little while he found he had a trotter with a great burst of speed for those days, and privately timed him on the ice where the footing was very smooth and solid.

When the offer of the Jockey Club came to Mr. Palmer, he determined to go to Boston and make a try for it. He immediately fixed up a gig out of an old pair of chaise wheels and, hitching his horse to it, started for Boston.

On his way he called on his brother-in-law, at Exeter, N. H., and stopped over night. He said nothing of his business to Boston until morning, when he informed his brother-in-law what he was going for. The

Exeter man was quick to catch the idea, and it was agreed that he should take a vessel and go to Boston with a big sum of money to bet on the horse.

Mr. Palmer and the brother-in-law arrived in Boston in good time. The horseman from the Kennebec soon made a match to beat three minutes with the approval of the Jockey Club. The trial came off over the Lynn turnpike, where a mile course was measured off. The gelding had been named Zuarron, and by that name he still is known in the annals of early Maine trotters.

In this race, to please someone's fancy, the horse was entered as Boston Blue. The traditions of early trotting around Lynn and Salem are to the effect that Boston Blue trotted a mile in better than three minutes. The race was made with competent judges at the start and finish, with two men on running horses accompanying the trotter to see that he did not indulge in breaks or try the running game himself. A good deal of money was wagered on this first great trotting race near Boston where time was vanquished.

Mr. Palmer and his brother-in-law won more than \$800, and the Jockey Club gave the \$1,000, as they had agreed. The time of the mile was 2m. 57s.

In 1853 Mr. Palmer visited Hall C. Burleigh at his home in Vassalboro and related the story as it now appears. There is no doubt as to its authenticity, nor was the time considered fast by Mr. Palmer, who related that there were other horses in his vicinity, near Waterville, as fast or faster than the horse who was the first to demonstrate that a mile in three minutes was easy.

Shying in Horses and the Best Way to Remedy Fault

(By Trainer)

IT is a widely held opinion that defective eyesight is a very common cause of shying in horses, but as a matter of fact, such is by no means the case. Unquestionably defective vision not infrequently accounts for a horse being a shy, yet it is nothing like so frequently a cause of shying as it is generally held to be.

The principal and most usual cause of the habit of shying in horses is nervousness or fear, the horse shying at some object or other because it is afraid of it, even though it can plainly see it. Habitual shyers are usually either of a highly strung or nervous temperament, such as is commonly met with in well-bred horses, or they are of a very timid disposition.

It is, of course, well known to horsemen that by far the largest proportion of shyers are mares. The habit of shying is nothing like so often met with in geldings as it is amongst mares, and entire horses are but very rarely given to shying. The reason why this is so is obvious when it is remembered that most usually the cause of shying is nervousness or fear. Mares are as a rule of more excitable or nervous temperament, and more often of a timid disposition than geldings, the latter generally being of a more equable temperament than the former, though there are exceptions, of course, while entires are usually very high-couraged. Hence one does not find an entire shying on account of nervousness or fear, as a rule, and geldings do so much less frequently than mares.

A great many—in fact, it may be said, most—young horses are more or less given to shying when they are first put to work, owing to their being unfamiliar with many objects they see, and consequently afraid of them. When they are taken up to be broken in, young horses, moreover, are very commonly inclined to be somewhat nervous at first, and this naturally renders them very liable to shy on the slightest provocation; but as a rule they cease the habit of shying as soon as they become accustomed to the sights of the road, and lose their erstwhile greenness and nervousness. Hence the fact that a raw and unmade young horse shies very easily and frequently is a matter of no importance, and no

notice need be taken of it, seeing that it is only natural it should do so in view of its greenness, and that in all probability the habit will pretty soon cease of its own accord when once the young animal's natural nervousness and greenness wear off.

Sometimes, however, this habit of shying at unfamiliar or strange objects from pure nervousness or fear—which is so general among young, unmade horses when they are being broken in—persists long after the young horse's education has been completed, and proves itself to be quite incurable, it oftentimes, indeed, gradually becoming worse in such cases. Here we have the confirmed shy, which nothing will cure. The habit, however aggravating it is, is the horse's misfortune, not its fault, seeing that it is the result of a highly nervous temperament, or of a too timid disposition; hence it should be kindly and patiently dealt with.

In some fortunate case it may be possible to cure it by dint of careful management and patience before it gets too firmly rooted, but more generally it is impossible to effect a complete cure when the shying persists after the horse has been thoroughly trained and become fully used to the road; and mostly it is in these circumstances a case of "once a shy, always a shy."

When once the habit of shying has become firmly established, and when it is due to nervousness, the chances are much against the horse ever being broken of it. It may, perhaps, be improved, if the horse is in the hands of a careful and patient rider or driver, who knows how to deal with it, and takes the trouble to do so. At best, however, one must always be on the qui vive with such shyers, and one is never safe with them, while in many cases the habit is, or becomes, so bad that the animal afflicted with it is a wholly unsafe conveyance, and not fit to be in a private stable.

There is no doubt about it that in a good many cases horses which shy on account of nervousness are rendered worse in this respect by improper or injudicious treatment; in fact, the habit is often established in young horses solely in consequence of gross mismanagement. It is but too common a thing for

the rider or driver of a young horse to force it past an object at which it is shying by the infliction of punishment with whip or spur, and by jabbing it in the mouth. Nothing could be worse than to do this. After this wrong-headed practice has been repeated a couple of times the young horse (horses have excellent memories, especially for disagreeable things) learns to remember that it is punished on shying, and thus whenever it shies it expects punishment to follow immediately, which naturally greatly increases its fears, and causes it to swerve all the more badly, or to attempt to run away. The fear of punishment, moreover, renders the animal much more inclined to shy, as in these circumstances it does not shy at an object so much as at the punishment which it expects to follow. It does not take long to convert a young horse of a nervous temperament, and which is by nature inclined to shy somewhat easily, into a confirmed and incurable shyler by such senseless treatment.

The proper way to manage a young horse when it shies is to treat it kindly and with patience. On no account must it be punished in any way for shying. Its fear or nervousness should be allayed by speaking quietly to the animal, by patting it on the neck, etc.—in brief, by cajoling it, as it were—that will readily calm it. If it objects to go past an object on account of its being afraid of it, it should be coaxed, in order to induce it to pass

the same. It is quite wrong to force it to pass the object by means of punishment. It is a good plan to allow a young horse to have a good look at any object for which it evinces much fear, it being coaxed to go close to it and to smell at it, so that the animal may convince itself that it is harmless and that its fears are groundless. If this is done, the horse will probably take but little or no notice of the same object next time it passes or encounters it. It is easy enough, as a rule, to overcome and eradicate the propensity to shy which arises from greenness and nervousness in a young, unmade horse, by power and patient management.

Not infrequently horses are addicted to the habit of shying or swerving at certain objects—merely as the result of light-heartedness, or of an excess of high spirits, due to their being very fresh or under-worked and full of oats. In such cases a horse will shy at objects with which it is quite familiar, and of which it ordinarily takes no notice whatever, and very often, in addition to shying or swerving, the animal bucks or kicks up its heels at the same time, when it is being ridden. This mischievous or playful—though often very awkward and annoying—kind of shying, which is caused by an exuberance of spirits, is practiced only while the horse remains fresh, and ceases as soon as the animal settles down to its work and has expended its superfluous energy.

Amateur Racing Creates Big Demand for Our Outclassed Trotters

FOREMOST in the promotion of amateur racing in this country is Harry K. Devereux, of Cleveland. He is therefore a very capable man to quote when expressing his views of the value of the amateurs to trotting interests. Just where the amateur and the speedway stand today in the sporting world was vividly stated by Mr. Devereux in the *Horse Breeder*, as follows:

“Perhaps the most serious thing that confronts our breeding interests is the lack of demand for the outclassed racer and the animal not desired or fitted for breeding purposes. This condition, born of the growth in the use of the automobile, has become apparent to all. The difference in the value of such horses and those desired for racing or breeding has become so great that the

breeder must become discouraged, for comparatively few of his produce can hope for a remunerative market. And what will the result be?

“It does not seem probable that we will ever go back to driving on the road, which gave a good market for the cheaper horse. Then, will we have enough trotters bred to support our tracks, or will some other use for the cheaper horse appear that will again encourage the large extension of breeding interests?

“If such a thing comes to pass, I cannot imagine what it may be, unless it were the larger development of matinee clubs and speedways. From them alone now comes the demand for our outclassed trotters, or those not fitted for breeding, and, while there are a large number of such clubs and

speedways in the country, their demands for material covers only a very small part of the material at hand. It then certainly behooves every breeder, horseman or horse lover to encourage, in every way possible, the growth and extension of this manner of sport.

"It is a sport of comparatively recent development, and, at the outset, met with but little encouragement from our horse interests, and many rebuffs. It would seem that it might be susceptible of development if pushed a little, for it has thrived and grown with little of that. It's a strange man that does not love a horse, and the majority of men, who have the price, would love the ownership of one or more, could they find use for them.

"One of our horse papers, in 1912, criticised the management of the Lexington (Ky.) meeting, because they saw fit, as expressed, 'To cater to the amateurs,' and, further, they had the nerve to say that it was this method which killed the Memphis Trotting Association. The fact is that one of these amateurs they saw fit to fire at built the Memphis track and paid each year a large loss there in endeavoring to make a trotting meeting popular in that hotbed of running horse people. He probably spent more in this venture and generous act to encourage the trotting game than was ever spent by one man before.

"It is easy to recall the unpleasant and unkind things said of the amateur and his actions by some of our turf papers a few years ago, when matinee racing, as it is called, was first inaugurated. The formation of the League of Amateur Driving Clubs was severely criticised, its members were held up to ridicule and matinee racing laughed at, while the horsemen themselves waxed hot and wrathful when any association permitted a wagon or amateur race to be held during its meeting.

"To me, it always seemed that antagonism to this sport (amateur racing) was a blow always at the goose that lays the golden egg. Who puts up the money to build tracks, to train horses, to campaign them, to buy horses and to drive? Who, but the amateur! And, if you can add to his number by encouraging him to drive, does that not help all around?

"Fourteen years ago the Gentlemen's Driving Club of Boston, in order to stimulate the interest in amateur driving, offered a valuable trophy, with open competition, the only stipulation being that the contestants must be trotters, driven to wagon by amateurs. Competition for this cup caused much

interest, and it is conservative to say that over \$100,000 was spent by the amateurs for horses to race for it.

"Previous to this the amateur clubs had been conducting their matinees, at which no gate admission was charged, and while efforts had been made to get the National Trotting Association to recognize them and distinguish the difference between professional and amateur, and between technical records and amateur records, it was with no success, but, instead, there was an understanding that these matinees were not regular meetings and no records could attach to the horses winning the cups and ribbons.

"At the first contest for the Boston Cup, the winner trotted one heat in 2:10, which was faster than the then existing wagon record.

"I immediately began a discussion as to whether this horse had not acquired a technical record in winning this cup for the club he represented. The argument waxed warm, and the majority of the turf papers took the side that the horse should be penalized with a record. So hot grew the debate, that it became personal. The amateurs were accused of being undesirable members, of playing the game unfairly and, altogether, they were roundly flailed. Some of the articles written on this subject would make funny reading now.

"The outcome of this controversy was a decision on the part of the National Trotting Association to the effect that the horse had acquired a record for winning a race, by their rules, at what was not a public meeting and for winning nothing. This was a bomb in the amateurs' camp, as it put all previous winners in races of this kind in a position to be protested, and was a serious blow to further racing of this character.

"A fight then began between the amateurs and the National Trotting Association, which, after much feeling on both sides, resulted in the National and American Associations both enacting legislation favorable to the amateur. Since then he has thrived, and there is a matinee club in most all towns that have a track.

"Calm deliberation will prove the benefit this has been to our trotting horse interests, and to encourage and foster their further growth will help, in a large measure, to solve the problem put up to our breeders and horsemen through the remarkable achievements of the pushing and ever zealous, though not always truthful, automobile manufacturer and salesman."

Pete Supposed to Have a Cinch but Buck Dickerson Won the Race

(By J. B.)

THE late John Hood, who had a wide circle of close friends throughout New England, was one of the first members of the Dorchester Driving Club. Long before the days of this club, however, Mr. Hood owned the boss of the snowpath on River Street, the speeding ground for residents of Hyde Park, Milton, Dorchester, Quincy, Atlantic, etc., in the trotting gelding Bob. While without a known record, yet Bob held all comers for several Winters. Trotters with marks right at 2:20, and it was the day of the high wheel, were brought to the snow course to take the measure of Bob, but the efforts always proved fruitless.

Likely the most satisfaction Mr. Hood ever had was with the pacing gelding Buck Dickerson, 2:25 1-2, a Grand Circuit star in the eighties. He purchased him in the fall of 1889. That season on the snow, for some reason, Buck was a huge failure, not being able to make even a presentable display of speed.

The following Spring so much talk was made about Mr. Hood being gulled in buying the pacer that finally it led to a match over the Readville track, then a twice-around, known as Norfolk Trotting Park, with a trotting gelding named Pete, but afterward found out to be Peter, 2:28. A Dr. Stuart dug up this Pete, or Peter, and, letting a few in on the secret, made the match with Mr. Hood for \$400 a side, play or pay.

So great was the interest that on the day of the race, September 2, a crowd of 2,000 paid admission at the gate. Henry Nay, then lessee of Readville, had leased the track for the occasion, receiving \$50, and the agreement was that the track receipts went to the victor. Mr. Nay, finding out who Pete was, wagered what he received for the track on that gelding to win. James Wilde, of Quincy, was starting judge. Just before the first heat a pool of \$400 more was raised to back Peter and flung at Mr. Hood. He was game, and came back, and the \$800 was placed in Mr. Wilde's hands. Outside of this Mr. Hood had wagered \$600 against some \$750 a few days previous to the race that was posted in divers hands.

James O'Donnell, still a trainer at the Read-

ville track, had the mount back of Peter, while Edward Cogswell came over from Mystic to drive Buck Dickerson for Mr. Hood. Readville track was very slow, being deep in sand, causing the narrow steel-tired wheels of the high-wheel sulky to sink in a couple of inches. At the word Peter, at the pole, went away at an awful clip under the adverse conditions, getting to the quarter in 34 seconds. Around the lower turn Buck began to close the gap, and at the half, in 1:10, was just on even terms. Here Peter called enough, making so bad a break that when Buck Dickerson jogged under the wire in 2:29 1-2, Peter was some 200 yards in the rear.

The distance judge, having wagered \$25 on Peter, refused to drop the flag. After a wrangle of half an hour the judges decided to let him start again, but that one heat had taken all that was in the gelding, Buck Dickerson winning handily the second heat in the slow time of 2:33. Dr. Stuart drove Peter the third heat, but was beaten away off in 2:37.

Mr. Hood never tired of relating about this race and how he was expected to be on the other side of the killing. It was well mapped out, but Dr. Stuart and his friends failed to consider what they were up against in the Dickerson pacer. Later Buck Dickerson was sold to A. J. Legg, of Dover, N. H., who thought so much of the gelding that, at his death, he left in his will he never be sold out of the family.

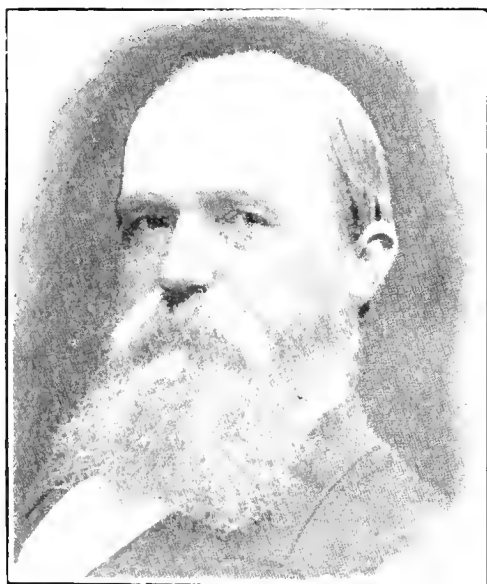
WAR COST \$305,000 HORSE DEAL

W. E. D. Stokes, the New York and Kentucky horseman, lost a \$305,000 trotting horse deal by the war of 1914. George Speaks was captured in London as a spy and retained at Scotland Yard. He previously came to America, acting for the Austrian and Russian Governments, and secured a contract for forty services of Peter the Great, fifty of Peter Donna and fifty of Peter Volo for \$80,000.

Austrian and Russian Governments had option for purchase of Peter the Great, 2:07 1-4; Peter Donna, 2:08 1-4; and Peter Volo, a three-year-old, with a record of 2:03 1-2, of \$225,000, making a total of \$305,000. War prevented carrying out the contract.

Robert Bonner Made It Popular for Gentlemen to Own a Trotter

TO no man are the amateur drivers of America so much indebted as to that grand gentleman and prince of amateur sportsmen, the late Robert Bonner. It was he who made road driving the one all-absorbing sport and popular pastime away back in the forties, and it was his acts which took that distinctly American product, the trotter, out of the hands of gamblers and elevated him to such distinction as made him



ROBERT BONNER

sought after by men of refinement and wealth.

Robert Bonner paid what were, in the earlier days, fabulous prices for trotters, and retired them from the track to comfortable quarters and his own private use. The first team to trot a mile faster than 2:30, was owned and driven by Mr. Bonner. In 1861 he hitched Flatbush Maid and Lady Palmer together, and drove them a mile over Union Course, Long Island, in 2:27.

At that time the feat was of such extraordinary character as to attract wide attention, and its credibility was questioned by gentlemen of such character that a doubt was expressed quite frequently as to the authenticity of the record.

Mr. Bonner was a gentleman who kept his own counsel, but later events proved that he was not only annoyed by these reports, but decided to prove to the world conclusively that the time was not only correct, but that the team was capable of repeating the performance.

On May 10, 1862, Mr. Bonner arranged with the management of the club at Fashion Course, Long Island, to start the team against their record of 2:27, and on that day, in the presence of a large crowd of representative gentlemen, including a great many of those who had doubted the previous performance, Mr. Bonner drove Flatbush Maid and Lady Palmer a cleverly rated mile in 2:26.

It is needless to say that when this mile was finished and the time was announced, the applause which followed clearly demonstrated that all doubt regarding the ability of this then sensational team was removed. Three days later, on May 13, Mr. Bonner drove the same team two miles in 5:01 1-4, the first mile being in 2:26 1-2.

Until the advent of the pneumatic sulky, after which world records followed each other in such rapid succession, Mr. Bonner became the owner of almost every champion trotter. He paid \$35,000 for Dexter, 2:17 1-1; \$40,000 for Maud S., 2:08 3-4; \$41,000 for Sunol, 2:08 1-4; \$20,000 for Edward Everett, and gave \$36,000 and another mare for Pocahontas, 2:26 3-4. Pocahontas was a remarkable mare, having shown her ability in 1878 to trot close to 2:20, to wagon, and in 1880 Mr. "Allie" Bonner, a son of Robert, drove the mare a full mile in 2:17 1-2.

All of the animals mentioned as having been owned by Mr. Bonner are now dead. Dexter and Maud S. lie side by side at East View Farm, and a monument bearing an appropriate inscription has been erected to their memory.

The efforts of Mr. Bonner resulted in bringing into active participation in road driving, that famous general and President of the United States, U. S. Grant; Wm. H. Vanderbilt, Frank Work, Shepard Knapp, D. S. Hammond and many other gentlemen of that character, who became known throughout the world as members of the "Sealskin Driving Brigade" of New York.

Radical Changes in Care of Race Horses in Past Ten Years

"H ORSES nowadays race in much higher flesh than they did years ago, due largely to the fact that they are not sweated with heavy clothes," writes an old-time horseman. "The old idea seemed to be that horses must be 'drawn fine' in order to race in their best form, and in the process of 'drawing' them the muzzle played a star part. On race days horses were always muzzled and many trainers also used these feed preventers on their steeds half the time. We now allow the horses to eat practically all the hay they care for, but I can remember when it was rationed off carefully—sometimes weighed. Hoods are very rarely used now, but formerly they were about the most important article in a racer's kit. I have seen caretakers get a hard call-down when they peeled the hood back enough to use the scraper on a horse's neck, it being the custom to scrape under the hood.

"It was not an unusual thing to get instructions to jog the horse you were caring for five or six miles after a hard race in the 'good old days.' I suppose this was done in order to cool the steed out gradually. It was a shame to see horses piled with blankets and the sweat running off them in streams, when we were cooling them out after a race. They would pant and show every sign of distress, but it was 'the way to do things' at that time, and of course no one figured that it was a bad one for the horses.

"Soaking tubs have largely followed sweat blankets into the scrap heap, but it took years to discover that their use was injurious to the feet. Constant soaking, often in very warm water, softened the horn of the feet, and, if a horse had corns or thrush, the water aggravated instead of helped the troubles. We used to poultice feet with turnips and bran, and while this treatment may have had some virtue, clay, as used nowadays, is probably of more benefit. Always after a hard race a horse's shoes were removed, and when reset the nails were put back in the old holes.

"The gait of trotters has changed radically during the past thirty years, and, for that matter, is constantly improving as the horses become better bred. All the old trotters used to break, in fact, their trainers taught them to be

shifty and easily caught after a tumble. There were very few pure gaited ones, too, most of them having a hitch in their motion, resulting, no doubt, from the fact that they were more inclined to scalp and speedy-cut than the modern type. We didn't know what square toes were, and that method of balancing alone would have been a big help to our faulty gaited ones, had we known of it.

"Monroe Salisbury was the first trainer I saw who appreciated the fact that excessive jogging dulled a horse's speed; two or three miles was as much as he permitted his horses to be jogged, and he always ordered the boys to step them along and not keep them out jogging at a snail's pace.

"Another great feature of change is the fact that drivers do not take hold of their horses as they did in the long ago. Light hands came into vogue with such trainers as Mace, the Goldsmiths, and Splan. We used to see big, powerful drivers leaning back, the lines wrapped around their wrists, pulling with all their might. Of course there were exceptions, but nearly all the old-time teamsters were very strong in their arms. If our finely balanced trotters of the present were driven in the old 'strong arm' fashion, many of them would be pronounced quitters; also they would soon go bad gaited as a result of being doubled up.

"As I stated in the beginning of this story, vast improvement has been made in all departments of horse training and care, but there is one feature that, in my opinion, has not been improved upon. This is the care of the racers' legs. The boys nowadays sop some strong wash on the legs of their horses and, after hitting them a few licks with their hands, wrap a fold of cotton around them, slap on a bandage, and let it go at that. I still follow the old plan of hand-rubbing the legs several times during the day, also at night and early in the morning. To massage legs properly they must be kept damp with a sponge and the rubbing must be done gently.

"It is not well to rub too hard or take hold of the tendons too tightly. If you rub the leg till it is perfectly dry and then keep up your treatment, it will heat, thus causing fever. Be sure to keep it wet and don't be afraid that you will do too much hard work in this line—

there is no danger of the average boy over-exerting himself, however.

"At present strong, irritating liniments are used on legs, and I regard the method as very harmful. Also, I think bandages are made too much use of, especially those underlaid with cotton. When you see the hair ridged and crimped like a fluting iron, you can put it down that the blood has congested in the skin, and that is certainly bad. Years ago the only wash we used was home made. I always use a combination of Medford rum and witch hazel when I can get it, diluting it so as to make it about one-quarter strength."

PACER, IN OUTLANDISH RIG, WINNER OF RACE

A follower of the race track is apt to see many funny happenings, but the limit was at the opening of the St. Albans, Vt., track.

This occurred in August, 1897, and, as the management of the newly constructed half-mile course had well advertised the first meeting, the attendance ran into thousands each day, packing the grandstand to the top.

On the second day of the meeting the initial race on the card was for pacers eligible to the 2:20 class, in which nine horses were entered to take the word.

For an hour previous to the calling of the horses the early and rapidly increasing crowd had been having plenty of sport with a French-Canadian, who was contentedly jogging around and around the course a fat-looking mare in about the oddest appearing rig ever seen at the races.

The harness had evidently been in use many a year, and was gray from the lack of cleaning, while both of the blinkers and the saddle were in strips from constant wear. The water-hook, too, was gone, and the check rein was held in place by a roll of white twine. The harness was a thing of beauty compared to the sulky. It was a home-made affair and never painted. The shafts were straight from the axle, on top of which was a soap box for the seat, so arranged that the lettering showed from the rear. A set of bicycle wheels were held in position by two pieces of scantlings, sawed off at the proper length.

The Canadian wore an old slouch hat, overalls and jumper. The overalls were tucked in a pair of long top boots.

The crowd devoted the spare time before the calling of the races in hooting and jeering the outfit. Cries of "Start her up, Pierre!" "Show us some speed!" "What will you take for the whole show?" etc., were railed at the Canadian from all parts of the grandstand.

The judges, too, enjoyed the sport till the

horses came on the track for the first heat of the afternoon, and then they yelled to the man to get off the track with his mare, but it was soon evident that the English language was a mystery to him, and there was nobody around that could talk French. Finally the marshal of the track rode up to the mare on horseback and led the mare off the track by the bridle.

No sooner had he been put off the track than around the grandstand he jogged the mare and re-entered the track at the other entrance. As can be imagined, the entire crowd was now in an uproar at the proceeding. The marshal in no gentle manner run his saddle horse around the track, and grabbing the mare once more by the bridle led her off the course in quick order.

The 2:20 class pacers had scored several times when another crazy acting Frenchman rushed into the judges' stand. This one could talk broken English. Then the judges told the drivers in the stretch to blanket their horses.

In a few minutes, to the amazement of all, who should appear on the track but the original Frenchman and his mare. It seems that he had been entered in the race all of the time, and the name of his mare was Paucette, while his own was A. Tetreault, from some place near to Montreal.

But the crowd had still another surprise coming, as after losing a couple of heats Paucette took the third, and when the Frenchman returned to the wire the cheering could be heard for miles, judging by the volume of sound that belched forth from the grandstand.

A heavy shower then descended and the racing was postponed until the next day, when the French mare won the two heats necessary to head the summary. In some quarters it was thought the makeup was on account of the mare being a ringer, which caused an investigation, but it resulted in finding that everything was straight.

TROTTER, THE ABBOTT, 2:03 1-4 CARVED ON SCANNELL MONUMENT

In Calvary Cemetery, New York, was erected in 1914 a tall, striking monument to the memory of Florence Scannell—the handsome, daring, young Tammany "Florrie" of almost half a century ago, who was shot to death in a political row in December, 1869.

His brother, John J. Scannell, long-time fire commissioner of New York, boyhood friend of Richard Croker, and still a Tammany sagem despite his years, placed the tribute in Calvary. John was present when "Florrie" was murdered. John, some three years later, shot to death the man who was supposed to be his brother's slayer—Thomas Donohue.

The avenger was tried twice for murder. The first time the jury disagreed; the second time he was acquitted on the ground of insanity, but was released after a brief stay in an asylum, from which he emerged to gather political honors and wealth.

It is entirely of granite, this monument. Atop is a life-sized figure of Florence Scannell as he was when he was shot down, in his twenties—a tall, smooth-faced young man in a frock coat, without a hat, holding open with one hand the pages of a book, presumably a prayer book.

On one face of the six-foot square base is his name, with the dates of his birth and death. On another face is a blank space left open for the record of John J. Scannell.

On the other two sides are curious carvings. One shows John J. Scannell at home with his family. He is sitting at a table with his wife, his mother and his young children, reading from a book to them. This is supposed to be a typical Scannell home scene.

The remaining face of the base shows a famous trotting horse—The Abbott—which John J. Scannell once owned and which was the dearest possession of his life, rivaled only by his famous house in Saratoga when that resort was in its heyday, which was known as the Chateau Ophelia.

On the monument the horse is shown in a meadow, with a barn in the distance and a running brook in the foreground. It is an extremely unusual decoration for a tombstone, but so great was John J. Scannell's affection for his trotter that he insisted The Abbott's portrait in stone should be along with his own (yet to come) and his brother's.

HE MADE TWO MEN SPEAK

One of the best known characters in former years of the Eastern tracks was a chocolate colored individual known to all as "Senator" Bennett. He hailed from the State of Virginia, but at one time and another has visited all of the prominent tracks in the country. One evening he dropped into a popular turf resort in Boston, and was telling what hard luck he had had that year with the ponies. "Why," declared he, "it almost equals the season that I took out a negro friend of mine and we never turned a winning trick." Several at once asked for the truth of the occurrence.

"Well," said the "Senator," "I'll tell you how it happened. This friend of mine came into a fortune of \$100,000 through the death of his father. He was deaf and dumb, yet I had been with him so much that I could work the finger language like an old veteran. So I fingered out to him that the way to

double his money was to go with me and play the races. He agreed. We had one continual streak of hard luck from the start. Finally, I heard of a good thing that was looked to come off at a track some 500 miles away, and we went to get some of the coin. I got him to draw \$20,000 from the bank. We played it all on the race and lost. That night we had a room with two beds in it, and what was my amazement along in the night to be aroused by my friend shaking me, and as I sat up he said: 'This is too darn tough for me; I'm going to quit both you and the horses.' I had made him speak!"

All present let a roar of laughter out as the "Senator" finished, and the proprietor of the place was so amused that he turned to the group and said: "Boys, I'll buy on that story."

"There," quickly remarked the "Senator," "now I've made another man speak, too."

FRANK HOWE KIDS ENGLISH-MAN

Murray Howe, at one time secretary of the Memphis race track, had a brother Frank, who was noted as a practical joker. Murray tells a story about his playful brother. Seated with a group of horsemen was an Englishman named Lake. He was a person of wealth and had been entertaining the party with accounts of his hunting trips in the Indian jungles, shooting tigers, etc. Frank stood it for some time, and then broke in, addressing his conversation to the hero of the tiger episodes, as follows:

"Your experiences in the jungles have interested me greatly, and I hope that before you return home you will find it possible to accompany me on what I'm sure you will find the most novel hunt of your life. I'll take you to the Indian Territory and give you an opportunity to shoot a few of our American Indians. The sport is extremely thrilling. You will never forget it to your dying day. Just now is the close season and the Indian agents keep a sharp eye out that no one shoots more than two in a single month. October is the open month when one can shoot as many as he can find. Though it was the close season last month, I shot three—one more than the law allows. I had to sneak the extra one out. Last October I got thirteen of them before dinner in one day."

The Englishman said that he had read a lot about the Indians and the agents. Arrangements were then and there made between the two for an Indian hunt the next October.

PRIZE WINNERS OF DORCHESTER CLUB IN SEASON OF 1914

There was a large list of prizes offered by members and friends of the Dorchester Gentlemen's Driving Club for the horses racing at the Franklin Field Speedway in the season of 1914, which inclined to keep competition at a high pitch up to the last matinee, held on Thanksgiving Day. A review of the list shows that every prize was well worth the trouble in winning.

Following is the complete list of winners which is placed in this section of the book on account of the Dorchester Club racing so late it was impossible to give the winners in the regular space allotted to the club's history:

Trotters

- Silver cup, value \$30, for fastest average time in six winning races—R. G. Crosby's Jack Bingen, average 1:04 1-4.
 Silver cup, value \$30, for winning greatest number of heats in 1:08 or better—M. McDermott's Mary Mc., 17 heats.
 Silver cup, value \$25, for winning fastest heat in winning race—Hollis Gallup's Silence, 1:04 3-4.
 First point prize, road cart, value \$65—Won by George M., with 96 points.
 Second point prize, harness, value \$30—Won by Jack Bingen with 84 points.
 Third point prize, suit of horse clothing, value \$15—Won by Amy's Baby with 83 points.
 Fourth point prize, silver cup, value \$10—Won by Dot with 72 points.
 Fifth point prize, silver cup, value \$10—Won by May McKinney with 65 points.
 Sixth point prize, blankets, value \$10—Won by Mary Mc., with 64 points.
 Seventh point prize, cup, value \$8—Won by Peter Red Bell with 61 points.
 Eighth point prize, chest of horse medicine—Won by Lister W., with 46 points.
 Ninth point prize, cooler, value \$5—Won by Quo Vadis with 40 points.
 Tenth point prize, cooler, value \$5—Won by Gallup's Todd with 37 points.
 Eleventh point prize, breezer, value \$5—Won by Green Mountain Boy with 34 points.
 Twelfth point prize, whip, value \$5—Won by Billy Bingen with 32 points.
 Thirteenth point prize, cooler, value \$5—Won by Silence with 31 points.
 Fourteenth point prize, breezer, value \$3—Won by Baron Patch with 31 points.

Pacers

- Silver cup, value \$30, for fastest average time in six winning races—W. H. Young's Sister Patch, aver. 1:02.
 Silver cup, value \$30, for winning fastest average time in six winning races, without the hoppers—C. M. Warren's Color Bearer, aver. 1:06 1-4.
 Silver cup, value \$25, for winning most heats in 1:07 or better—A. T. Wheelock's Charley King, 11 heats.
 First point prize, road cart, value \$65—Won by Sister Patch with 80 points.
 Second point prize, silver cup, value \$25—Won by Sunshine with 73 points.

- Third point prize, blanket, value \$15—Won by Mark's Bell, Jr., with 51 points.
 Fourth point prize, silver cup, value \$10—Won by Hattie B., with 46 points.
 Fifth point prize, blankets, value \$10—Won by Color Bearer with 41 points.
 Sixth point prize, blanket, value \$10—Won by Mona Maid with 35 points.
 Seventh point prize, silver cup, value \$8—Won by Charley King with 34 points.
 Eighth point prize, chest of horse medicine—Won by Harry Direct with 31 points.
 Ninth point prize, cooler, value \$5—Won by Jenny F., with 30 points.
 Tenth point prize, cooler, value \$5—Won by Knox Gelatine Baby with 26 points.
 Eleventh point prize, cooler, value \$5—Won by C. E. R., with 26 points.
 Twelfth point prize, breezer, value \$5—Won by Shamrock with 21 points.
 Thirteenth point prize, whip, value \$5—Won by Dobson with 20 points.
 Fourteenth point prize, whip, value \$5—Won by Windsor B., with 19 points.

Colt Prizes

- First, C. M. Warren's Alpine Echo; second, J. W. Burns' Ralph Bingen; third, D. M. Biggs' Annie M.

FIRST HORSE SHOW WAS HELD IN SPRINGFIELD, MASS. IN 1853

The first horse show of national importance in North America was held in Springfield, Mass., October 10 to 13, in the year 1853. The affairs of this pioneer equine exposition were in the hands of George M. Atwater, and with the profits of this initial show and the successful ones which followed was built Hampden Park, for many years one of the popular mile racing tracks of New England.

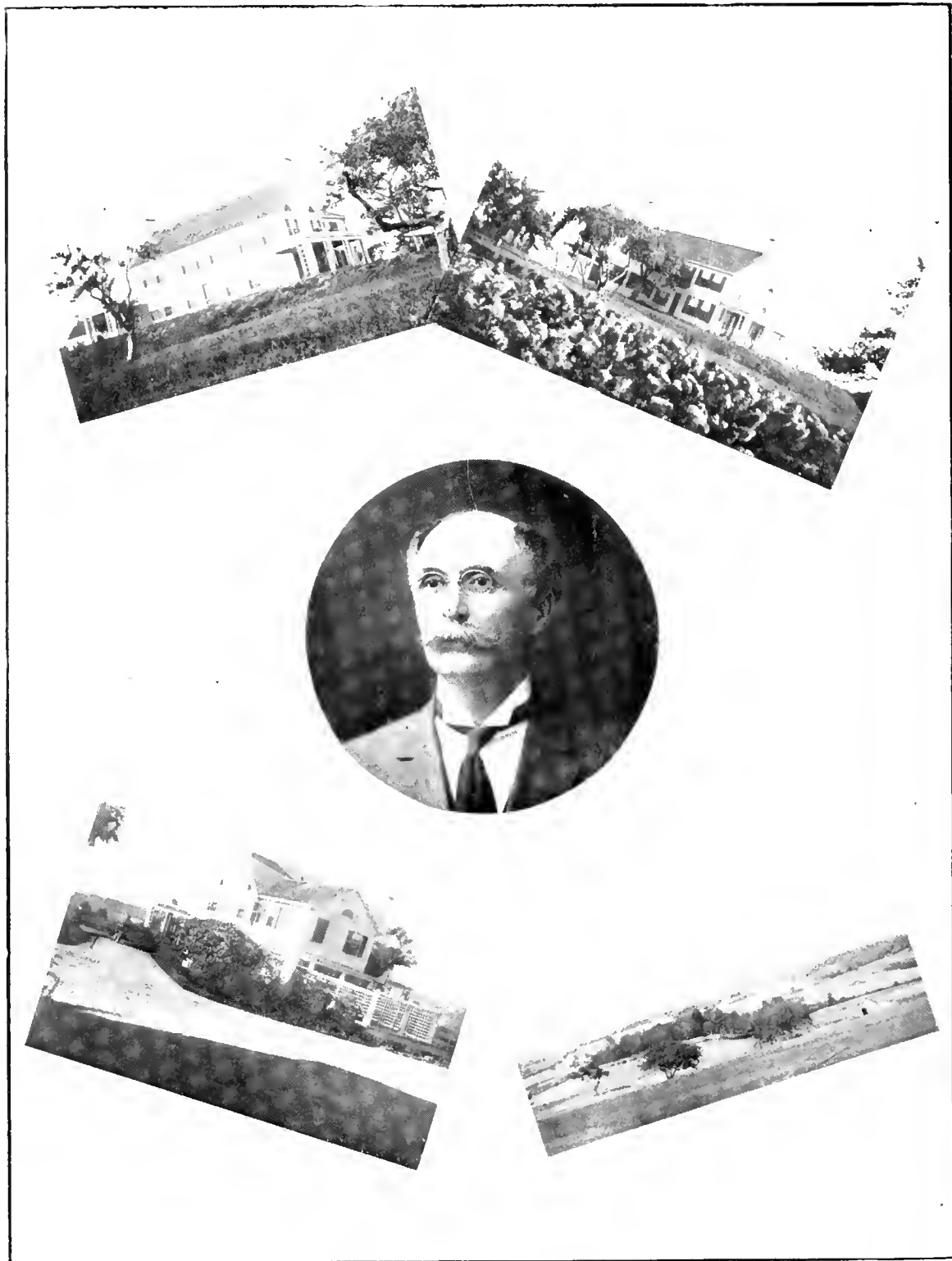
At the first horse show, in 1853, the great showman, P. T. Barnum, judged the ponies in the infield of the temporary fair ground, while Budd Doble drove in races on the track. The site of these festivities, which marked an era in the career of the American horse, was a vacant lot in Springfield, owned by the United States Government, now covered by the United States armory buildings. A temporary grandstand, stalls and other buildings were erected for the first horse show and a half-mile track laid out for the occasion.

Such men of national reputation as Rufus Choate, Edward Everett and Oliver Wendell Holmes were numbered among the guests of the association on its opening show, and later, in 1857, when Hampden Park was inaugurated, the address of the day was made by Rev. Henry Ward Beecher.

A bad horse, eats as much as a good one.
—Myster.

**Biographies and Portraits of
Driving Club Members and
Prominent Horsemen
of New England**

The Hillanddale Farm



RESIDENCE—Front

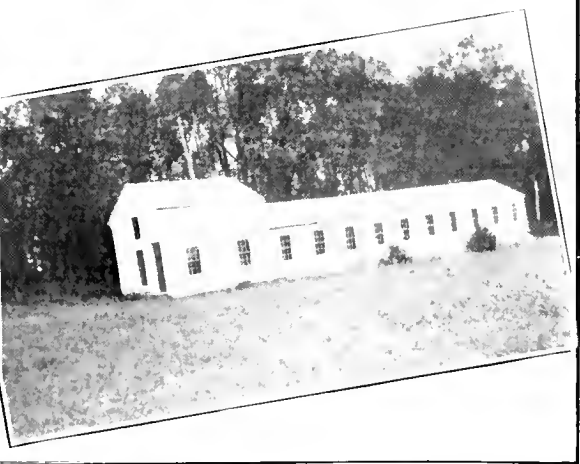
FRANK L. WHITCOMB, The Proprietor

RESIDENCE—Side

RESIDENCE—Rear

Grand View from Residence

The Hillanddale Farm (Cont.)



Hay Barn and Carriage House
Garage and the "Den"
Blacksmith and Carpenter Shop

Side View of Stables
Farm House
The Hennyery

Biographies

FRANK L. WHITCOMB

FRANK L. WHITCOMB was born in Montsello, Minn., in 1858. Soon after his birth his parents returned to their former home in the state of Maine. In 1874 he came to Boston and entered the employ of Benj. D. Whitcomb, 29 Wareham Street, as apprentice in the building and contracting business. In 1883 he started in business for himself at 13 Broadway, Cambridge, afterwards removing to 19 Wareham Street, Boston, where he is at present located. Mr. Whitcomb is one of the large firms of Boston in the building and contracting business, having among his patrons wealthy residents of Brookline, Newport, Bar Harbor, Lenox, etc. He is a member of the Metropolitan Driving Club, the Gentlemen's Driving Club of Boston, and the Quannapowitt Driving Club. He also belongs to the B. A. A. and the Odd Fellows.

While Mr. Whitcomb has a very select stud of trotters, yet in the years 1913 and 1914 he devoted the most of his spare time in the reconstruction of his stock farm, situated in the towns of Concord and North Sudbury, only twenty miles from the State House, Beacon Hill, Boston.

Mr. Whitcomb named his farm Hillanddale which aptly describes the surrounding country. The residence is beautifully situated, it being a quarter of a mile from the public road and reached by a broad and winding driveway that is lined by a neatly-trimmed hedge. The residence has an elevation of four hundred feet, thus permitting of a magnificent view of miles away, and in all directions. The residence, too, has every convenience of a city home, in having running water, electric lights and heated by steam, etc.

In the farm are two hundred acres and, not least to be thought of, is a beautiful pond covering eighty acres, that nestles between the hills and is entirely fed by springs, the water passing analysis as being perfect. From this pond comes the water used in the residence and barns.

The land is very fertile, growing the best of hay for the equine occupants of the stables, while the pastures are perfect for browsing during the Summer months. All of the farm buildings are in perfect condition, everything being span and clean. In most instances the buildings were built by Mr. Whitcomb in the past two years, and, in cases where the former farm buildings were used, they have been remodeled to such an extent as to be practically new. About the residence and barns are several

drives, with the lawns and the landscape arranged to equal any surrounding the suburban homes of Brookline or of Wellesley Hills. The expense in transforming the estate to its present beauty must have been enormous. To enjoy every comfort with his many friends, Mr. Whitcomb constructed in the building with the garage and the carriage and harness rooms, a den for himself and guests, in which is fitted a billiard and pool table. In this retreat are spent many enjoyable evenings during Mr. Whitcomb's Summer at the farm.

Mr. Whitcomb, from a mere lad, was passionately fond of horses. When twelve years of age he broke to harness the afterwards famous trotting gelding, Hopeful, 2:14 3-4, and so well did he educate the gelding that, when his uncle B. D. Whitcomb, took him to Boston to use as a driving horse, he found him as steady and reliable as though always used to city sights. A number of years ago Mr. Whitcomb began breeding a few mares he brought from the farm of his uncle in Stratham, N. H., where Woodbrino, 2:25 1-2, stood and perpetuated a family of trotters. The result was a number of foals that matured into very fast trotters. These were developed by Ralph Harrison, head trainer for Mr. Whitcomb at Hillanddale Farm, but at that time located in Reading, Mass.

At the head of these trotters is the royally bred stallion, Neno Bingen, 2:22 1-4, by Bingen, 2:06 1-4, out of Jane, trial 2:20, by Harbinger. Another fast performer is Miss Eleanor, 2:29 1-2, and with speed to race in 2:12, by Bingen, out of the dam of Neno Bingen. Then, there is Miss Todd, by Todd, 2:14 3-4, out of Su Su, the great brood mare. With little training Miss Todd worked in 2:13 1-2; Evelyn, by Todd, another of Jane's colts, is capable of getting a low record when given the racing test. Sister Todd, by Todd, out of Zu Zu, is one with better than 2:20 speed and all ready to be campaigned. Lady Whitcomb was a very nervous filly, but, since having been bred, has become much better mannered. She has a tremendous turn of speed. Mildred Whitcomb, by Cochato, 2:11 1-2, dam Alta Bird, is counted by excellent judges as destined for a brilliant career on the turf. Edwin C., by Cochato, out of Zu Zu, is also a smooth going trotter.

At the opening of the half-mile track at Charles River Speedway, in April, 1912, Mr. Whitcomb brought over to the course a sample of his trotters to try for the silver cups that were offered for the day's sport. Neno Bingen



ARTHUR L. POWER
Official Starting Judge of Metropolitan Club



JOHN N. MACLEOD
Treasurer Metropolitan Club 1914



CHARLES E. AUSTIN
Well Known Member of Metropolitan Club



JUSTIN EDWARDS
President Bay State Short Ship Circuit

won his race and cup handily, as did Miss Eleanor her event. The latter was pitted against a fast field of trotters, including Dottie K., 2:13 1-2, but she won easily in straight heats, the last one in 1:08 1-2.

While Mr. Whitcomb spends his Summers at Hillanddale Farm, his Winter residence is at 14 Farrington Avenue, Allston, Mass.

ARTHUR L. POWER

ARTHUR L. POWER was born in Boston in 1850, and attended the public schools of his native city. His first work was for Nathaniel Tufts, manufacturer of gas meters, 42 Sudbury Street, Boston. In 1880 he entered the employ of A. Corse, as traveling salesman. He went to New York in 1882 as the N. E. representative for Gledhill, Meinken & Harris, wall papers. The following year he engaged with Robert S. Hobbs & Co., wall papers, where he remained for seven years, and the last eighteen years has been mill agent for Fr. Beck & Co., of New York, wall paper manufacturers, Mr. Power having the Boston office at 101 Tremont Street.

Mr. Power has been prominent in the racing of the Metropolitan Club, which organization he joined in its early days. Not only has he raced several horses in the matinees, but for several seasons has been the official starting judge. He served, too, on the board of directors. Among the horses he raced at Charles River Speedway were: L'Empereur, 2:25; Alice Wilkes (3), 2:17 1-4; David S., 2:27 1-2; Persilica, 2:27 3-4, by Baron Wilkes; Prince Simmons, by Simmons, and Toreador. Mr. Power is a director in the Marshfield Agricultural & Horticultural Society, and manager of the horse department. He has been a big help in putting the Marshfield Fair on the map of leading Massachusetts Fairs. Mr. Power resides in Norwell, Mass.

JOHN N. MACLEOD

JOHN N. MACLEOD was born in Stornoway, Province Quebec, in 1872. From 1887 to 1903 he was engaged in railroad work for the Canadian Pacific, Boston & Maine, and New York, New Haven & Hartford Railways. He then entered in the wholesale coal business, being at present vice-president of the Spring Coal Co., 50 Congress Street, Boston, Mass. Mr. Macleod is a member of the Metropolitan Driving Club, of which he was treasurer in 1914. He did excellent work for the club in his official capacity, his extended business career having been a distinct benefit in administrating the financial affairs of the organization. Mr. Macleod resides in Newton Center, Mass.

JUSTIN EDWARDS

JUSTIN EDWARDS, a member of the Gentlemen's Driving Club of Boston, and who served on the executive committee, is best known to horsemen as the father of the Bay State Short Ship Circuit, but previous to that honor he campaigned the pacing mare, Owaissa, 2:06 3-4.

In 1913 Mr. Edwards made strenuous efforts in organizing the half-mile tracks of Massachusetts into what might be a compact race circuit. This he did for the elevation of the sport, and to give the owners of local horses the opportunity of earning money in the early Summer, in place of remaining in idleness the most of the year, or until the Fall fairs. His efforts in that year proved unsuccessful. Mr. Edwards did not despair, but he kept strenuously at work, so that in the Spring of 1914 he saw his efforts culminate in success.

The Bay State Short Ship Circuit opened at Combination Park, Medford, and racing was held at the prominent half-mile tracks in this state and one track in Rhode Island, at Hillsgrove and proved a tremendous success, considering that the meetings were conducted without the financial benefits of a pool box. So successful were these series of meetings that plans were made in the Fall for a banquet to be held in Boston, in January, 1915, at which time would be perfected the arrangements for even a larger circuit in the coming year. Mr. Edwards was rewarded for his zealous work in behalf of the circuit by being elected president for 1915.

Mr. Edwards is a licensed starting judge, and has performed good services at different tracks. He has always been greatly interested in the South Framingham Fair and, it was his connection with that association, that first gave him the idea of the Short Ship Circuit. In racing he was identified on the professional turf with Willie Robbs, 2:14; Dr. Shorb, 2:16 1-4; Nerissa, 2:21 3-4; and Owaissa, 2:06 3-4, which, after her retirement from the turf, was a producer of extreme speed. Mr. Edwards resides at Wellesley Hills, Mass.

C. E. AUSTIN

C. E. AUSTIN, one of the quiet workers of the Metropolitan Club, which he joined in 1907 and served two years on the entertainment committee, is one of the successful business men of Boston. In 1884 he entered the employ of Jacob Mitchell and C. H. Woodbury, importers of crockery, china and glass, at 56 Pearl Street, and later at 76-92 Pearl Street. Upon removal to their present location, 556-560 Atlantic Avenue, they in-



CHARLES H. BELLEDEU
First in Directing the Affairs of the Metropolitan Club

corporated under the name of Mitchell, Woodbury & Co. Mr. Austin, by tireless industry and sterling worth, a number of years ago became one of the firm. He resides at 46 Pleasant Street, Methuen, Mass.

CHARLES H. BELLEDEU

CHARLES H. BELLEDEU was born in West Deer Isle, Me., in 1860, and was graduated from the local schools of his native town. His first work in Boston was in 1870 as a carpenter's apprentice for a Mr. Lilford, in the North End. After serving three and a half years, he entered the employ of J. and C. A. Noyes, builders and contractors, 5 Province Court, Boston, and, in 1888 he bought out the interest of J. Noyes and soon after became the sole owner of the business. He remained in Province Court until 1908, when he removed to Wareham Street. Due to ill health he retired from business in 1913.

Mr. Belledeu was one of the very first members of the Metropolitan Driving Club, one of the charter members of the Dorchester Driving Club, and a member of the Gentlemen's Driving Club of Boston, where he served on the executive committee for five years. While Mr. Belledeu was the first secretary of the Dorchester Club, and did much for that organization in the early days when its meeting place was at Morrill's Hall, yet his connection with the Metropolitan Club so far superseded the others in importance, that it is in that particular light he stands so prominent in the matinee field.

Mr. Belledeu was the first president of the Metropolitan Driving Club and held that office for six consecutive years. He was, therefore, in the executive's chair when that particular piece of furniture was, to all intents and purposes, located on the sidewalk at Charles River Speedway. When he retired from office, though, the club was owner of its own property and had, for a long time, been in most thriving circumstances.

In 1905 Mr. Belledeu was a most zealous worker in having the clubhouse at Charles River Speedway transferred from a syndicate, headed by Thomas G. Plant, to the Metropolitan Driving Club. Finally, in order to accomplish this, he was obliged to stand sponsor for the sum of \$5,000. In taking this obligation Mr. Belledeu fully understood that were the Metropolitan Club to dwindle out, it would be the last of racing at Charles River Speedway, and would leave him the sole owner of a clubhouse located in a part of the city where nobody wanted one.

But in no way did Mr. Belledeu consider the possibility of such a fact arising, so firm was his conviction in the future success of the driving club of which he was at the head.

As was afterwards proved, his faith in the enterprise was well substantiated.

It was in the last year of Mr. Belledeu's reign as president, 1909, that he conceived the idea of a half-mile track to be located between the speedway proper and the Charles River. He talked this over with a few members of the club and they agreed that it looked feasible, provided the Metropolitan Park Commissioners could be induced to go ahead with the project.

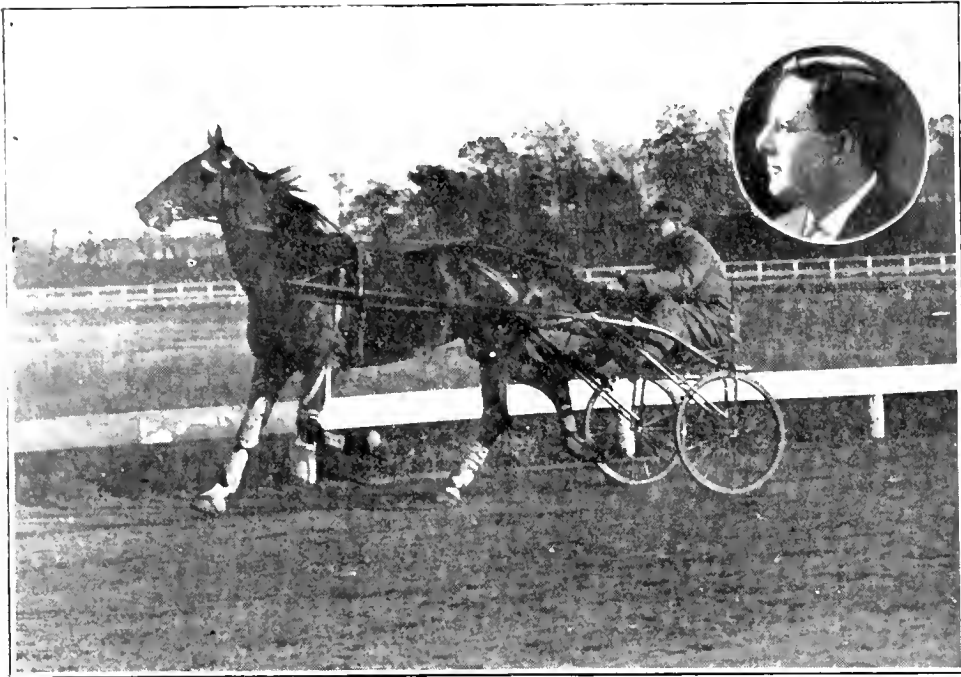
Mr. Belledeu had several talks with Superintendent Gilman, of the speedway, regarding the possibility of having the half-mile track and Mr. Gilman was very enthusiastic over its construction, believing that with this addition the Charles River Speedway in every way would certainly be the best in the whole country.

In interviewing the Metropolitan Park Commissioners, disappointment was in store for Mr. Belledeu and his followers, in their stating that lack of funds would prevent them from building the half-mile track in the very near future. He related this downfall to Mr. Gilman. The latter cheered him up by saying there were tons of ashes dumped at divers places during the year, and that he would see in the future that they were put on the marshland, which had been surveyed for the half-mile course. This Mr. Gilman did for almost three years or, to be exact, until the season of 1911. When the grade of the marshland had been raised to the proportions required, and all the expense necessary for the Park Commissioners would be in covering the ashes with loam, they readily consented to do so, and, as is well known, the half-mile track was opened for racing in the season of 1912.

To give Mr. Belledeu's complete career in amateur racing would require a volume of space in itself. His fun horses included Kentucky Wilkes, 2:21 1-4; Ludlow, matinee, 2:10 1-4; Black Diamond, 2:32 1-4 (a great snow horse); Susie K., 2:24 1-2, matinee record, 2:14; Ben H., 2:12 3-4; Ned Winslow, 2:12 3-4; Chase, 2:07 1-4; Kentucky Star, 2:08 1-2, which Mr. Belledeu drove a mile in 2:03 1-2; Haynes, 2:23 3-4; Doctor G., 2:21; Dash, 2:16 3-4, matinee record, 2:12, etc.

Mr. Belledeu was the first one to drive at speed over the Charles River Speedway as, on the day it was opened to the public, he started Kentucky Star in the contest with other aspirants to be first over the course, and Kentucky Star was easily the winner.

In 1906 Mr. Belledeu won twelve races with Kentucky Star, driving him in 2:09 3-4, to wagon, in one of the events at Readville. He was the winner of the first race, and the



WARD W., 2:09 1-4
Marching it off for His Owner, Bert W. Gove



E. D. M., 2:14 1-4
All Ready to Score for the Word at Charles River Speedway. Driven by A. J. Furbush

first blue ribbon given by the Gentlemen's Driving Club of Boston. One matinee day he won all of the races at Readville, capturing six cups, one each with Aline, Susie K., Dash, Altro L., Promise, and Kentucky Star. This was featured by the Boston newspapers as "Belledeu Day." He has won hundreds of ribbons, and has a large collection of silver cups, of all sizes and values, to show visitors.

One is the big championship pacing cup, given by the Boston Club, which he won four times with Prince Wilkes. He also drove four winning races for the championship trotting cup, which was called the "Perpetual Cup," with Ben H., Altro L., Promise, and Dash. The conditions being that the owner must win with the same horse in three consecutive seasons, Mr. Belledeu's victories did not secure him the trophy, he not owning all of the horses that he drove.

Mr. Belledeu came very near to buying Uhlán when he was a two-year-old. Mr. Parker having him that Fall at the Charles River Speedway. Mr. Belledeu entered into negotiations with the object of buying him for \$1,500 and, again the next Summer, he nibbled at the proposition, but Charles Sanders proved the fortunate man in securing the prize.

An event that Mr. Belledeu often alludes to was the defeat of Landlord, at that time the champion pacer of the Dorchester Club. The racing was then over the Blue Hill Avenue Speedway. Mr. Belledeu had purchased Kentucky Star and immediately after challenged Mr. Young, the owner of Landlord, for the championship. It was not easy for Kentucky Star to win, however, for Landlord made him go four heats in 29, 29 1-4, 29 3-4 and 29 3-4 seconds.

In one season Mr. Belledeu drove in 78 races to matinee wagon, of which he won 33 firsts. Among the horses he drove that year, besides his own, were those of Messrs. Shepard, Bradley and Bigelow.

Mr. Belledeu is a thirty-second degree Mason and a Shriner. He resides at 70 Roslin Street, Dorchester, Mass.

C. S. SPENCER

C. S. SPENCER was elected president of the Metropolitan Driving Club in the season of 1912 in place of Fred C. Garmon, who resigned. Not caring to resume the office for the year of 1913, he was finally prevailed upon to accept a position on the board of directors, and as chairman of the executive committee.

Owing to a sudden change in his business affairs, which necessitated the removal of his residence to New York City, he was com-

pelled, in February of 1913, to resign from the Metropolitan Club, much to the regret of all the members. During the Spring series of matinees, in commemoration of what Mr. Spencer had done for the club, there was set apart one day in his honor, and one of the biggest crowds ever seen at the speedway were assembled to enjoy the afternoon's racing.

Mr. Spencer has owned and raced some of the best trotters and pacers that have taken part in the racing at the Charles River Speedway. Of his trotters can be mentioned Creighton, 2:08 1-4; La Boudie, 2:10; Jay Kay, 2:15 1-2; Commodore Bingen, 2:17 3-4; The Lookout, 2:17 1-4; Orale 2:17 1-2, and Harry Bingen, 2:19. Of the pacers he has owned can be mentioned Miss Adbell, 2:06 1-4; Ethel Direct, 2:11 3-4; Ethel S., 2:15 1-4; Bon View, 2:15 1-4; Mattie March, 2:14 1-4, and Antifriction, 2:14 1-4.

ARTHUR H. ALLEY

ARTHUR H. ALLEY, whose place of business is 38 Hawley St., Boston, has a very wide acquaintance throughout New England. For many years he was closely identified with the matinees at Charles River Speedway and at the Readville track, with the trotting mare, Lottie Fallis, 2:20 1-4, and a matinee record to wagon of 2:15. Mr. Alley is a life member of the Metropolitan Club, and on the board of directors of the Gentlemen's Driving Club of Boston. Mr. Alley resides in Norwood, Mass.

G. PRAY SMITH

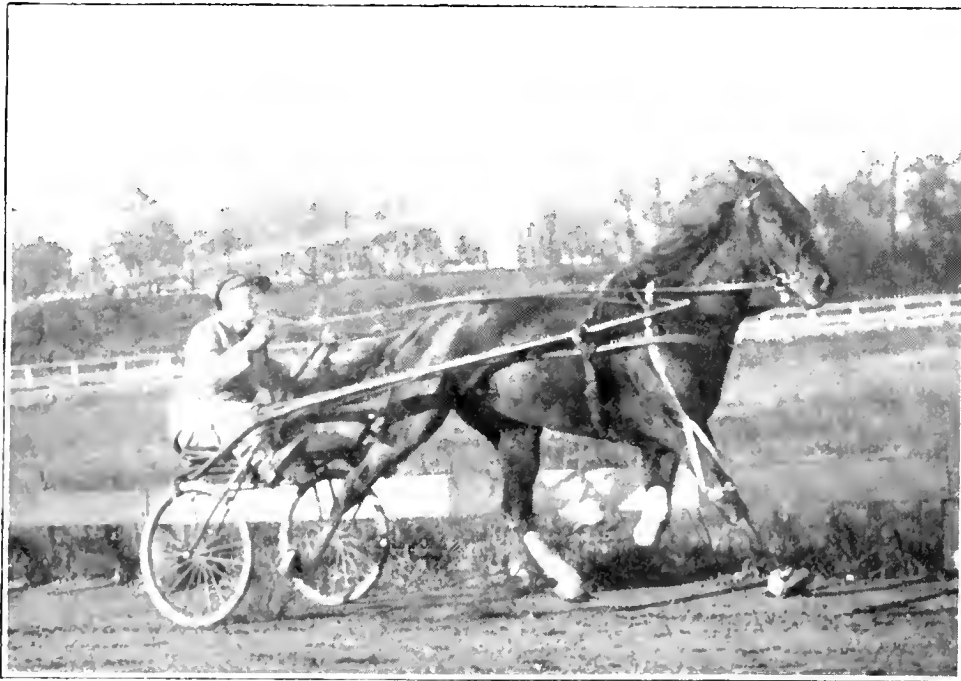
G. PRAY SMITH was born in Northumberland, N. H., in 1851, and received his education in the schools of that town. In 1895 he opened a mining office in Boston, and was always in business for himself in that line and in promoting, which has taken him to all parts of the country. He is an expert on explosives. He joined the Metropolitan Driving Club in 1905, and, after filling several positions of importance in the club, was elected president in 1913, and for a second term the following year. He has been for six years national president of the P. O. S. of A., an organization of 300,000 members.

Mr. Smith has been a diligent worker in the interests of the Metropolitan Club, and has missed but very few of the matinees, when he has been in Boston, since becoming a member. For a number of years he has been the announcer of the winners and positions of the horses in the matinees, and it is well worth a trip to the speedway to hear the clear enun-



MARTHA G. (Matinee Record), 1:00 3-4

One of the Brilliant Matinee Trotters of 1914 at Charles River Speedway. Owned and Driven by John W. Ellis



MISS ZOMBRO (by Zombro)

Dam, Miss Cains, Half-Sister of Sterling McKinney, 2:06 1-4. Owned and Driven by V. C. Bruce Wetmore

ciation and pleasing way in which he renders the judge's decisions.

Mr. Smith has been identified with many of the horses that have raced at Charles River Speedway, and with many that have made fast records in professional races throughout New England. The most prominent horse with which he was connected was a half-interest in the famous campaigner, Joe Patchen, 2:01 1-4. Mr. Smith resides at 34 Park St., Newton, Mass.

ALMON J. FURBUSH

ALMON J. FURBUSH was born in Lebanon, Me., in 1859. He received his education in the town schools of his place of birth and was graduated from the Berwick High School. His first work in Boston was in 1883, as a grocery clerk for J. H. Nute. The following year he started in business for himself, opening a grocery store at 329 Washington Street, Brighton. He later opened a sale stable, where he is still located, at 200 Washington Street, Brighton. He was one of the first members to join the Metropolitan Driving Club, and served on the board of directors and filled the office of treasurer. He also belongs to the Knights Templar, Knights of Pythias and Golden Cross.

So prominent has been Mr. Furbush in the matinee racing at the Charles River Speedway that to leave out his name, and the horses that he drove, would be to greatly depreciate the length of the summaries. He has owned and sold 211 horses with records from 2:03 1-4 to 2:30, among the fastest being My Star, 2:03 3-4; Nathan Straus, 2:03 1-2; Doris B., 2:05 3-4, the holder, at one time, of the world's record to ice of 2:13 1-4; Frank Wilson, 2:06 1-4, the holder of a half-mile ice record (straight-away) of 58.3-4 seconds; Claymos, 2:07 3-4; Phoebe W., third heat in 2:08 3-4; Edwin S., 2:08; Chief Wilkie, 2:12 3-4, that defeated more than a hundred different pacers and never lost to a pacer but what he, in turn, defeated that same horse. He was also winner of fourth money in the \$15,000 pacing handicap at Readville, the distance being one and a half miles, and was timed, separately, at the rate of 2:10 for the mile. Mr. Furbush resides in Brighton, Mass.

BERT W. GOVE

BERT W. GOVE was born in Nahant, Mass., in 1875, and was graduated from the local schools of his native town. His first work in Boston was in 1893 at the Quincy Market. He started in business for himself, in 1896, at 54 Beach Street, Boston, opening a fish mar-

ket, and is still in the same line, under the firm name of Gove & Mollins, with stores at 156 Federal and 152 Summer Streets, Boston. He joined the Metropolitan Driving Club in 1904, when it was organized, and has served on the board of directors. He also belongs to the fraternal order of Masons. Mr. Gove has been prominent in matinee circles, having owned Ward M., 2:09 1-4; Victor C., 2:10 1-4; Billy Wilkes, 2:20 1-2; Billy H., 2:10 3-4; Miss Vassar, 2:17 1-4; Clontarf Jr., 2:24 1-4; B. R. C., afterwards raced in Canada under the name of Prince Rupert, 2:19 1-4; Mardel, 2:15 1-4, and the famous matinee trotter, Earl King, afterwards owned by Hollis Gallup. Mr. Gove resides at 25 Hooker Street, Allston, Mass.

JOHN W. ELLIS

JOHN W. ELLIS was born in Woonsocket, R. I., and joined the Metropolitan Driving Club in 1914. He is one of the successful business men of his native state, and president and manager of the Providence Gas Co.

Mr. Ellis has owned a horse having speed for the past fifty years, and enjoys the sport of amateur racing as well now as ever. He has never raced a horse for money or a purse, owning them for their good road qualities or for speedway purposes.

In illustration of his devotion to his horse is of one he purchased when a four-year-old and gave a respectable burial when he was twenty years old, and he always declares that the horse was the best he ever owned.

The season of 1914, Mr. Ellis raced the prominent speedway performer, Martha G., and was very successful with her in the matinees at Charles River Speedway, winning many blue ribbons, she, as always, being a hard proposition to beat. In the handling of this mare, Mr. Ellis showed he was adept in driving. Coming to the club almost a stranger, many supposed that the racing part of the sport was new to him, but the experience of fifty years of brush driving on the road had its benefits, as was soon demonstrated by the expert way he drove the little black mare to repeated victories.

Martha G. had made history at Charles River Speedway in the hands of Fred G. Garmon, when, in the Spring series of 1909, she won the champion cup for trotters, and earned a record of 1:00 3-4, the same taken in the third heat of her race. When she first came to the speedway she was capable of showing only about a 2:40 gait, but her improvement was rapid, and it was but a short time before she was capable of racing with the fastest trotters in the club. Mr. Ellis resides at Woonsocket, R. I.



JOHN O. REAY

A Member of Several Driving Clubs and Has Owned Some of the Fastest Pacers Raced
in New England

V. C BRUCE WETMORE

V. C. BRUCE WETMORE, who became a member of the Metropolitan Driving Club in 1914, is one of the leading electrical merchants of Boston, being senior member of the firm of Wetmore-Savage Co., at 70 Pearl Street. While one of the new members of the club, yet he entered the sport of matinee racing with the spirit that promises well for his future success on the speedway. The horses he raced in 1914 were Miss Zombro and Merrywise, the latter with a trial of 2:18 1-4 over a half-mile track, and these two gathered in their share of the blue ribbons. He also owns the speedy mare, Fancy Maid. Mr. Wetmore is a member of the B. A. A., Boston Yacht Club, Exchange Club, the Algonquin Club, and belongs to the Masonic fraternity. He resides at Westford, Mass.

J. O. REAY

J. O. REAY was born in Eminence, Ky., in 1872, and was graduated from the Eminence College. He came to Boston in 1900, as manager of the Queen City Printing Ink Co., located at 125 Purchase Street. He joined the Metropolitan Driving Club in 1909, the Dorchester in 1910, the Hampden Club of Springfield in the same year, and the Old Colony in 1912; and, as he also belongs to the Elks, he can be called quite a joiner, particularly of matinee clubs. He was on the matching committee of the Metropolitan the season of 1912.

Mr. Reay's native town was located forty miles from Lexington, and, as is well known, the atmosphere of the "blue grass" country has always produced a lover of the horse, so it was in the case of the subject of this sketch, who might well be said to have been born and raised among horses.

In the first eight years of his residence in Boston he was so busy establishing his business that being interested in horses was out of the question; but in 1908 he branched out and purchased of Benjamin A. Ball, of the New York Life Insurance Co., two brood mares and two colts. He sold one of these mares, Lantar, 2:13 1-4, to Dr. C. A. Thompson, who matineed the mare in the Metropolitan Club races for several years. The other mare, Pure Gold, he bred to Bingen, 2:06 1-4, the produce being Gold Bingen, 2:21 1-4. Gold Bingen, as a two-year-old, showed promise of being a fast trotter and was sent to Tommy Murphy, at Macon, Ga., to winter and train. As a three-year old he showed a mile in 2:14. Gold Bingen, in his four-year-old form, was given a few races by Mr. Reay, but went lame and was sent to Springfield, Ohio, for a season in the stud. In 1912 he was at the home of Great Heart, in Cold-

water, Mich., and during the season of 1914 he was in Flemingsburg, Ky., at Hart Bros. Farm.

In 1908 Mr. Reay bought Vesta Boy, 2:05 1-4, and won thirteen out of fourteen races with him in the free-for-all over New England tracks. The only race he lost was to John McEwen at Brockton Fair, and he won two heats in the race. His greatest race was when he defeated Jenny W. at Nashua, N. H., just after she had made a Vermont state record at Barton, Vt. He was matched to race for \$2,000 at Great Barrington with Aileen Wilson, 2:02 1-2, in 1909, but the race had to be called off on account of the lameness of Vesta Boy.

The old war horse, Gallagher, 2:03 1-2, won ten straight races for Mr. Reay over half-mile tracks, breaking four track records, and was the largest money-winning pacer in New England in the season of 1910. He appeared at the big interclub meet of the Greater Boston Driving Clubs at Combination Park, that season, and defeated Reliance and a good field of fast pacers in 1:02 1-4 and 1:03 1-4, materially helping the Metropolitan Club to win the championship driving club cup.

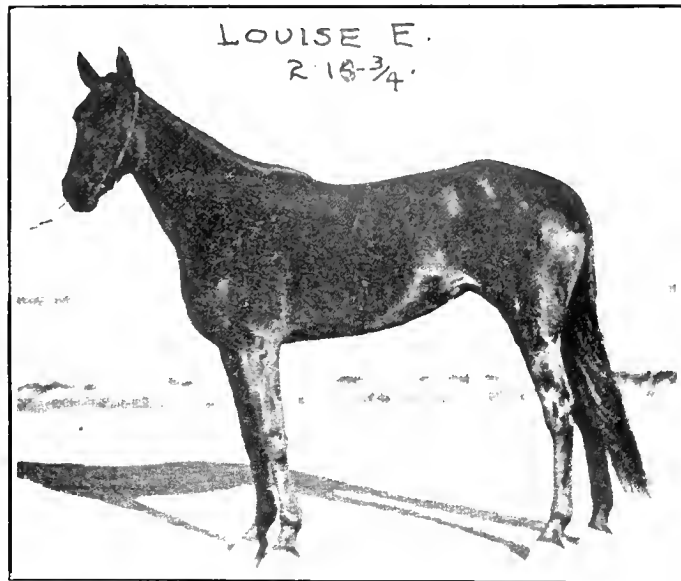
He next owned We Lead, 2:17 1-4, and then Goldie Dillard, 2:11 1-4, Cresceus Boy, Onoto B., Ed. Direct, and George Decker.

The first horse that he ever matineed was George Decker, with the Metropolitan at Charles River Speedway, and he was the worst puller that a man could imagine. Mr. Reay got John Trout to drive the gelding one afternoon, and when he found out that even he could not hold him, it so discouraged Mr. Reay that he gave him a quick sale.

He then bought Wesley Summers, with which he had great success in the amateur races during 1912, he winning the point cup with nine firsts and one second, the only horse beating him being Chief Wilkie, and he had beaten the Chief the week before in a handicap race, having a fifty-foot start. Wesley Summers won 39 points out of a possible 41, the largest percentage of points that any pacer ever won at the Metropolitan Club races. While owned by Mr. Reay he won 21 blue ribbons and six reds in 27 starts.

Russell Pointer, 2:22 1-4, was the next pacer Mr. Reay owned and he had a lot of enjoyment in beating Mardell and Spim on one Winter's afternoon, but for some reason Russell Pointer and his owner did not get along very well and they parted company.

Mr. Reay then bought the pacer, Kid Downey, 2:16 1-4, that he had seen finish second at Bangor, Me., in the big races there in 1913, in 2:12 1-4. Mr. Reay had trouble in



LOUISE E. (Wagon Record), 2:10 3-4
Only Boston Winner in Big Interclub Meet at Readville Track. Owned by William H. Emerson



GEORGE N. (by Alliewood), 2:09 1-2
He Has a Trial at Readville of 2:07 1-4. Owned and Driven by Fred C. Garmon

getting Kid Downey to step around the turns at the Charles River half-mile track without breaking, and the result was that he went the way of the previous ones—to a new owner.

At the Old Glory sale, the Fall of 1913, Mr. Reay bought the pacing queen, Ruth D., 2:06 1-4, her record made over a mile track, and that had won a heat in 2:06 1-2 on a half-mile course. In the Spring series of 1914 she made Chief Wilkie lower the track record to 1:04, and the week before that she had won a very creditable victory over the Chief. On June 22, she equaled the same mark, in a race with Miss Adbell, the matinee marking the occasion of the opening of the new club stables. Ruth D. has the credit of being the only pacer holding equal honors with Chief Wilkie at the Charles River half-mile track, as each has the track record of 1:04 and defeated each other once in the only two races in which they met.

The Fall of 1914 Mr. Reay bought the pacer, Star Patch, 2:04 1-4.

Not only is Mr. Reay an enthusiastic member of several driving clubs, he always being within reach when anything is to be accomplished or wanted, but Mrs. Reay is equally as fond of the sport as is her husband. She is an active member of the Ladies' Auxiliary of the Metropolitans, doing much in promoting the organization with her sister members. Mr. and Mrs. Reay reside at Newton Highlands, Mass., and have three beautiful children.

WILLIAM H. EMERSON

WILLIAM H. EMERSON is one of the leading business men of Boston, with his address at 184 Summer Street. He was one of the early members of the Metropolitan Driving Club, as he was also of the Gentlemen's Driving Club of Boston, and the Fellsway Club. He is past president of the Boston Shoe Associates, which office he held three years.

Mr. Emerson was very prominent in the matinees of the Metropolitan Club at Charles River Speedway, and the amateur meets at Readville, his favorite being the pacing mare, Louise E., 2:11 3-4, and with a matinee record of 2:10 3-4, to wagon. The Fall she was a two-year-old Mr. Emerson purchased Louise E., from the Martin Farm, Pittsfield, Me. She was delivered to Mr. Emerson the following Spring, when she was first fitted to a set of shoes.

Charles Lockwood developed the mare, teaching her to go without the aid of hobbles, and started her in a few professional races the season she was a four-year-old. The following season she took the word in nine races, winning two and getting second money in four.

Louise E.'s principal amateur events will here be given space, and a worthy name she made for herself. In the season of 1905 she won the speed cup at the Charles River Speedway, lowering the pacing record to 1:02, a reduction of 2 1-2 seconds from the previous record, made by Phoebe W.

In 1906 was the great interclub meet at Readville track, in which competed the fastest trotters and pacers owned in the Cleveland, New York, Syracuse, Memphis and Boston Driving Clubs. Mr. Emerson and Louise E. represented the Boston Club, the mare being driven by George A. Graves. There were thirteen races in the meet, and, had it not been for Louise E., the Boston club would have passed without having secured a single victory.

Fitted against the daughter of Gov. Bodwell were the best amateur pacers in the country, eligible to the 2:13 pace. Few, even of her friends, had an idea that Louise E. could more than make a decent showing, but the result demonstrated of what material she was made. In straight heats she led the field to the wire, and the second one was in the last time of 2:10 3-4, a whole second faster than her professional record, made later to sulky. The complete summary of the event follows:

Readville, Mass., Sept. 4, 1906. 2:13 class, pacing; prize, \$100 cup.	
W. H. Emerson's (Boston) b. m., Louise E. (Mr. Graves)	1 1
F. G. Jones' (Memphis) blk. g., William O. (Mr. Jones)	3 2
C. S. Averill's (Syracuse) br. m., Amblem (Mr. Averill)	2 3
George R. Hall's (Boston) l. m., Nellie S. (Mr. Hall)	4 4
Dr. H. D. Gill's (New York) ch. m., Sue Dix (Mr. Gill)	6 5
Walter Jermyn's (New York) b. g., Barnetto (Mr. Jermyn)	5 6
Time—2:12, 2:10 3-4.	

The following Winter, or to be exact, on February 12, 1907, Louise E. again came to the rescue of the Boston horses, the occasion being the interclub meet between the Metropolitan and Concord, N. H., clubs at the Charles River Speedway. In this series of races the Metropolitan succeeded in winning six of the ten events, but it was the unexpected defeat of the Concord entry, Palatka, Jr., by Louise E. that gave the home club the honors. The time of the heats was 31 1-4 and 31 seconds.

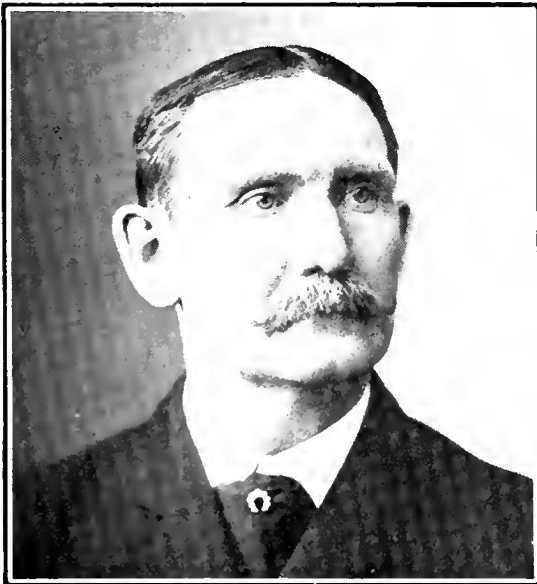
Another victory of merit for the trim little mare, was at Combination Park, Medford, on September 25, 1909, in the interclub meet between the Dorchester, Lynn, Quannapowitt and Fellsway Clubs. Louise E. represented Fellsway in this turf battle, and she was against Lady Laurin, from the Lynn Club,



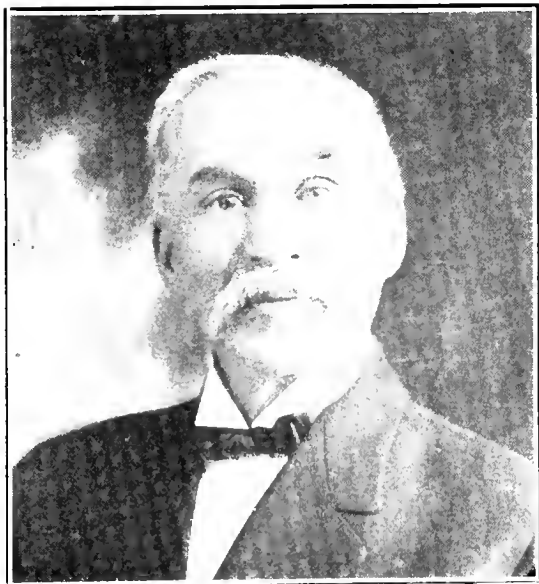
ROBERT E. THOMPSON
Well Known Trainer and Driver



J. VERNON STEELE
One of the First Members of Metropolitan Club



JOHN M. JOINSON
A Successful Breeder of Trotters



MONROE GOODSPEED
Old-Time Road Driver

but the race was over in straight heats. Louise E., in 1910, went to New York, and was prominent there on the speedway, she racing with the best pacers for several seasons. In the Fall of 1914 she was purchased by Dr. J. D. Thompson, she once more coming to the Charles River Speedway. Mr. Emerson resides in Newton, Mass.

FRED C. GARMON

FRED C. GARMON was born in Laconia, N. H., in 1858, and was graduated from the Tilton, N. H., Seminary. In 1892 he entered the employ of Browning, King & Co., of Boston, and showed such ability as a business man that he soon became manager of their large clothing store. He became, later on, one of the firm of Leopold Morse Company, Boston, where he remained until 1913. With the opening of the John F. Fitzgerald Clothing Co., Mr. Garmon became manager of the concern. He joined the Metropolitan Driving Club in 1904. He is also a member of the Masons and of the Elks. Mr. Garmon has been on the board of directors, one of the executive committee, and in 1910 was elected president of the Metropolitan Club, which position he held for three terms, with the exception of a few months, when he resigned on account of press of business matters and was succeeded for the remainder of the year by C. S. Spencer.

Mr. Garmon has always been a prominent factor in the matinees of the club. He is very apt in the handling of a horse, his clever work with Martha G. being one of the sensations of amateur racing in Greater Boston. Taking this mare with the speed capacity of about 2:40, he started her improvement until she was acknowledged one of the fastest trotters on the Charles River Speedway, one of her winning heats being in 1:00 3-4. She was later sent to Providence, and there became champion of the speedway by earning a record of 1:02 3-4, the speedway of that city being somewhat slower than that of the course used by the Metropolitan Club, and, in 1914 she was again one of the stars at Charles River Speedway. Mr. Garmon raced in the Fall series of 1914 the stallion George N., by Allie-wood, 2:00 1-2, out of Little Better, 2:11 1-4, that had worked Readville track in 2:07 1-4.

Others of prominence that Mr. Garmon has raced in the matinees are Hulman, 2:13 1-4; Torreon, 2:16; Mattie March, 2:14 1-4; Red Bird, 2:20; Mokello, 2:20 1-2; Nettie Margrave, 2:20 1-2; George Scoffield, 2:24 1-4; Alvolio, 2:24 3-4, and Forest Bingen with a matinee record of 1:03. Mr. Garmon resides at 889 Watertown St., West Newton, Mass.

W. J. McDONALD

W. J. McDONALD in his twenty years in Boston at the head of the real estate business at 95 Milk Street, has placed his name along with the foremost men who are identified in the city's affairs. He is on the board of directors of the Real Estate Exchange, which governs all dealings in real estate in Greater Boston. He is also on the board of directors of the Market Trust Co. and the Massachusetts Trust Co.

Not only is Mr. McDonald a power in his business, but he is recognized in horse circles as owning the leading matinee stable of New England. It was in 1906 that he became a member of the Metropolitan Club, just the time that the club was in need of stirring members, filled with red blood of energy, and, in Mr. McDonald, the organization secured one who has since been a big aid in placing it in the position it now holds among the driving clubs of all New England. This he has accomplished, mostly, with his matinee horses, as, while he has been most liberal with his wealth on all occasions when called upon, yet the only official office he could be induced to hold was on the board of directors.

It was perhaps fortunate that for his start in speedway racing his first performer was the pacing gelding Claymos, 2:07 3-4, for not only did this gelding give Mr. McDonald many a good ride to victory in the fast pacing events, but one afternoon he tramped the half-mile on the upper road, straightaway, at the Charles River, in the remarkable time of 57 3-4 seconds, which is still the record for that piece of racing dirt.

With such speed as this there can be no wonder that the spirit of racing was thoroughly imbedded in the veins of Mr. McDonald, and that since those days he has steadily strengthened his string of matinee and speedway horses.

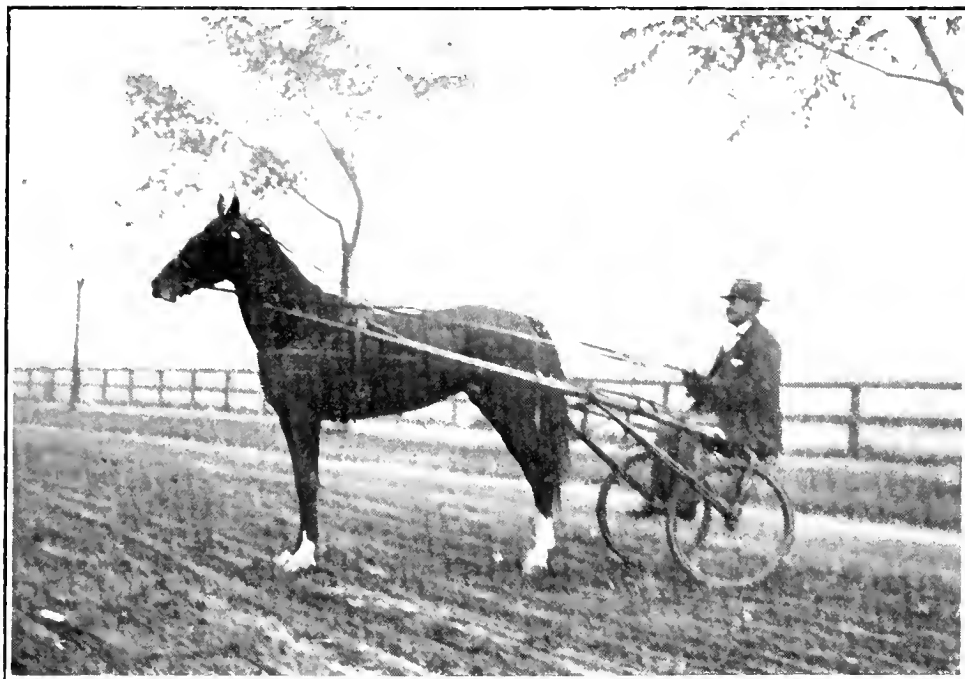
In his day John Shepard was well known as the king-pin of Boston road drivers, but his stable barely covered more than a couple of fast trotters at any one time. George G. Hall long held the top as the owner and driver of matched pairs that could sweep all before them when pitted against rival pairs, but neither Mr. Shepard nor Mr. Hall have attempted to boom the speedway sport, possibly for the reason that both had arrived at the age when it was deemed imprudent for them to partake in speedway racing when this sport became popular.

Be that as it may, however, Mr. McDonald is one who realizes real happiness when in the thickest of speedway battle. Sitting back of one of his fleet-footed trotters or pacers in



LADY HILTON

Winner of Point Cup of Metropolitan Club the Season of 1904.
Owned by E. C. Smith, and Mrs. Smith is Holding the Halter



M'LE SILVER

A Picture in Conformation and in Action. Owned by A. G. King, Cambridge, Mass.

combat with an opponent, giving him a race for the honors from start to finish, and at the very end barely having sufficient speed to win by inches, is tonic to his nerves that nothing else can duplicate.

Like any true sportsman, of course, Mr. McDonald dearly loves to drive the winner. If he finds that what he has in equine flesh has not the ability to more than hold its own it has been his motto to buy another with that capacity; hence it is that his stable of today, and in the past few years, has won more than four hundred blue ribbons in competition with the fastest trotters and pacers in Greater Boston.

Mr. McDonald is a natural horseman. From the beginning he had the rare ability of getting from a horse all that he could give in a race. In this, possibly, Mr. McDonald was fortunate in having secured for his tutor, at his start in matinee racing, so able a reinsman and all-around horseman as A. J. Furbush.

First in the heart of Mr. McDonald comes the grand pacing gelding, Chief Wilkie, 2:12 3-4, who held the pacing championship of Charles River Speedway for eight seasons. In winning more than 100 races he placed the straightaway record for the regular speedway at 58 seconds, his opening heat that day being in 59 seconds, and is joint holder of the half-mile track record of 1:04, made in the Spring series of 1914. He has to his credit that no pacer ever defeated him but he, in turn, was later returned the conqueror. The ones having won from Chief Wilkie are, however, about as scarce as hens teeth. On the snow Chief Wilkie has a record of 20 3-4 seconds, the speedway record.

In the trotting gelding Demarest, 2:06 1-4, Mr. McDonald owned the champion of his gait at the speedway. The year of 1912 Demarest never met with a defeat, either in the Spring or the Fall series. In a winning race he secured the trotting record of 1:04 3-4 for the half-mile track, while over the straightaway he has won a heat in 1:00 1-4.

Don Labor, 2:05 1-4, was purchased by Mr. McDonald in the season of 1914, and raced in the Fall series of matinees. As he was started with hardly any training, having been running out the early part of the year, he never was in proper condition to display his best efforts. Much better things are expected from him in the sleighing and in the 1915 matinees.

Of the other present occupants of the McDonald matinee stable that have been prominent in the Charles River Speedway races are: Miss Adbell, 2:06 1-4; LaBoudie, 2:10;

Directum Regent, 2:09 1-4; Orate, 2:17 1-2, trotting, 2:10 1-4, pacing; The Counsellor, 2:17 1-4; Mendell, 2:21; Ecce Volo, 2:29 1-4; Medimore, 2:12 1-2; Hal-at-Law, 2:10 3-4; Virginia Hill, 2:17 1-2; Anita Knight, 2:20 1-4, and Castle Todd. Mr. McDonald resides in Allston, Mass.

JOHN M. JOHNSON

JOHN M. JOHNSON was born in Norwalk, Conn., in 1856, and received his education in the schools of that city and in Malone, N. Y. He started in the wool and tanning business in St. John, N. B., in 1879, and later also had large interests in Calais, Me., of which city he was Mayor for three terms and representative in the State Legislature. So extensive became his business that, in 1900, he opened offices in Boston for the conducting of the wool and tanning output.

Mr. Johnson is a member of the Metropolitan Club and of the Gentlemen's Driving Club of Boston. He filled the position of vice-president of the Metropolitan in 1914. He is also a member of the National Trotting Association, and in the past has been president of the New England Trotting Horse Breeders' Association, president of the Maine Breeders' Association, president of the Grand Circuit, and director in the American Trotting Horse Breeders' Association of America.

When eighteen years of age Mr. Johnson bought his first colt, and it took every cent that he had. But the venture proved unsuccessful, as the colt got kicked and had to be killed. The next dip in the horse line was in buying a brood mare by Mambrino Charter, which he bred to Olympus, selling the foal for \$700 to go West. His first real trotter was Lady Sim, 2:31 1-4, which secured the honor of holding the Maritime record for mares. Later he got the pacer, Ituna, 2:10, and she earned the Maritime record for pacing mares. He bought Kwanon, 2:12 1-4, at the Allen Farm, when he was a colt, and after racing him sold him to George Van Dyke for \$3,500.

In 1898 Mr. Johnson purchased at the Forbes' sale, held at the Forbes Farm, the brood mare, Fanella, 2:13, at that time carrying Sadie Mac, 2:06 1-4, which foal he sold when she was a yearling for \$4,000. Todd, 2:14 3-4, he bred and sold when a two-year-old for \$4,000. He was one of the syndicate that purchased Cochato for \$10,000, and the colt later won the Hartford Futurity and was sold for a large sum.

Mr. Johnson bought the Forbes Farm, in Ponkapoag, Mass., and renamed it the Johnson Farm. In his breeding venture he was most successful, the list of high-priced and record trotters he bred and owned being a



WM. RUSSELL ALLEN
Proprietor of the Famous Allen Farm



Photo from Boston Globe
SIMON W. PARLIN
Prominent Turf Editor



HENRY W. BURRESS
The Well-Known Starting Judge

most extensive one, as the following amply shows:

Direct Hal, Jr., 2:06 1-2; Electric Todd, 2:09 1-2; Directum Regent, 2:09 1-4; Nancy McKerron, 2:10 1-2; The Exponent, 2:11 3-4; Capt. Aubrey, 2:07 1-4; Todd's Echo, 2:21 1-4; Echo Todd, 2:26 1-4; Anella, 2:20 1-2; Lizzie Gerow, 2:19 1-2; Tom Phair, 2:14 1-4; Guiterman (2), 2:24 1-2; Melva J., 2:10 1-2; George Gay, 2:16 1-2; Mayor Todd, 2:18 1-4; Day Book, 2:09 3-4; Directum Miller, 2:05 1-4; Lord Roberts, 2:07 1-4; Silver Baron, 2:10 1-4; Baron Silver, 2:25 3-4; Oakley Baron, 2:23; Aquilin, 2:19 3-4; Prodigal Bingen, 2:16 1-2; Dingola, 2:13 1-4; Nellie Boca, 2:18 3-4; Craydon, 2:18 3-4; Arion Todd, 2:15 1-4; Bingen the Great, 2:19 1-2.

Mr. Johnson besides Fanella, before mentioned, has owned the prominent brood mares Nancy Hanks, 2:04; May Fern, 2:11 1-2; Rubber, 2:10; Ligera, 2:27 3-4, the dam of Bingara; Delagoa, dam of Melva J., 2:10 1-2; Improvidence, 2:12; Regent's Last, dam of Direct Hal, Jr., 2:06 3-4, etc. Mr. Johnson resides in the Back Bay, Boston, Mass.

MONROE GOODSPEED

MONROE GOODSPEED was born in Montgomery, Vt., in 1842. His first work in Boston was driving a team, in 1860, for Michael Ale in Medford. He then went to work for Ed Holmes in Medford, after which he returned to his native town for a spell and, returning to Boston, drove horse-cars. He started in business for himself in 1865, being one of the firm of Collins & Chase, expressmen in Brookline. In 1874, in partnership with Willard Stone, he opened a boarding and sale stable in Brookline. Soon after Mr. Stone died and Mr. Goodspeed run the business himself. He is now located in the boarding and hacking stable at 316 Washington Street, Brookline.

Mr. Goodspeed was one of the originators of the Metropolitan Driving Club. He attended the first meeting held in Young's Hotel and was elected the club's first treasurer. He has since held the office of vice-president and been on the board of directors. In the inception of the club Mr. Goodspeed secured many new members. He joined the Dorchester Driving Club in 1908.

Mr. Goodspeed has always been one of the leading road-drivers of Greater Boston and, occasionally, he owned a trotter for professional racing. Among those that he has owned were the Whitney Horse, that thirty years ago could trot in 2:30, which was then very fast; Zambia, 2:14 3-4; Mahlon,

2:13 1-4; Navarro, 2:22 1-4; Beadle, that was a noted performer on the Mill Dam twenty-five years ago; "The Colt," noted on the snowpath, and kept by Mr. Goodspeed until he was twenty-three years old, when he had him killed; Helen Gould, 2:14 1-4; Starlight, 2:28 1-4; Olivette, 2:31 1-4, one of the most stylish mares ever seen in Boston or vicinity; and Goodspeed, with a matinee record of 1:02 1-2, the last trotter Mr. Goodspeed drove in matinee racing. Mr. Goodspeed also bred, in connection with Henry M. Whitney, the noted performers, Miss Whitney, 2:07 1-2, and Whitney, 2:12 1-2. Mr. Goodspeed resides at 19 Waverly Street, Brookline, Mass.

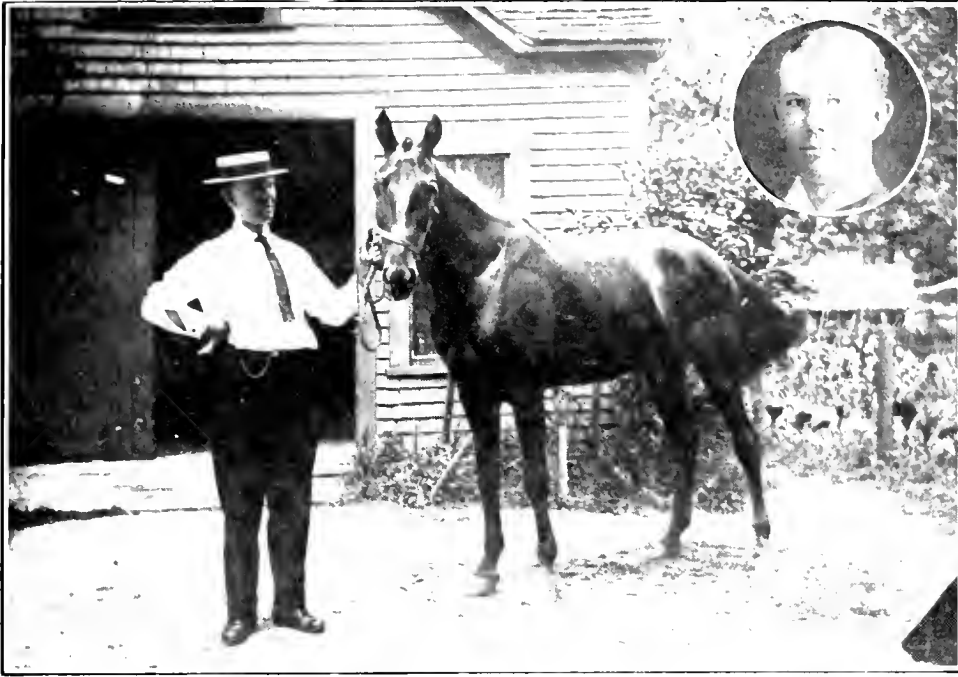
ROBERT E. THOMPSON

ROBERT E. THOMPSON was born in Colerain, Mass., in 1868, and was graduated from Arms Academy, Shelburne Falls, Mass. His first work in Boston was in the employ of H. B. Goodenough, Brighton, in the capacity of foreman. Later, in the same year, he opened the stable business in Brighton for himself, selling, boarding and training horses, where he is still located.

Mr. Thompson was one of the first members of the Metropolitan Driving Club, and is also in the fraternal order of Masons. He has been a leading representative in the matinee racing at Charles River Speedway; not only driving his own trotters and pacers in the events, but has usually been kept busy handling the reins for other members of the club. During the Summer months, too, Mr. Thompson devotes considerable of his time in touring the local half-mile tracks and picking up some of the purses offered in professional racing.

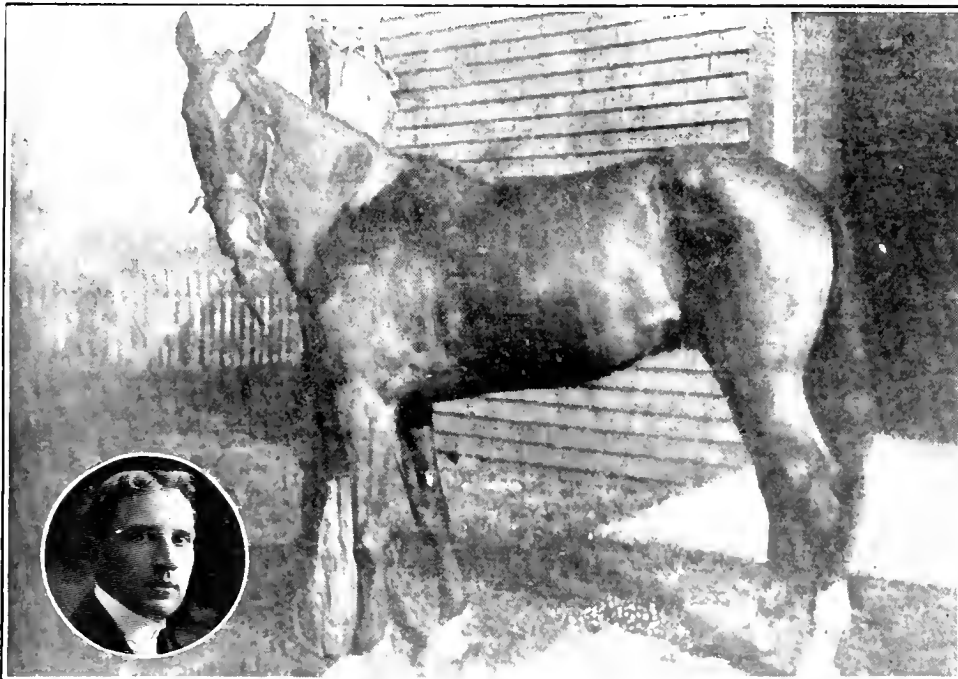
In this way he has given the following their records: Ben Locanda, 2:10 3-4; Whitten Wilkes, 2:14; Gracie Baron, trotting, 2:18 1-2, pacing, 2:20 1-2; On Wilkes, 2:14 1-2; Lady Bingen, 2:16 1-2; Mokello, 2:20 1-2; Tony D., 2:16 1-4; Ed Wilkes, 2:13 1-4; Aristocrat, 2:25 1-2; Binjolla, 2:17 3-4; Evelyn B., 2:29 1-2, and Commodore Bingen, 2:17 3-4.

Others he raced, but did not give records to were: My Star, 2:03 3-4; Mattie March, 2:14 1-4; Gallagher, 2:03 1-2; Alice Blair, Barbara B., 2:15 1-4; Frank S., 2:08 1-4; Outcast, 2:17 1-4; Bon View, 2:15 1-4; Candy Girl, 2:17 1-4; McEwen Belle, 2:18 1-4; Captain Sampson, 2:12 1-4; Peter Reed, 2:19 1-4, winner of second money in \$5,000 stake at Augusta, Me., in Hanks' Circuit, and Jay Kay, 2:15 1-2. Mr. Thompson resides at 36 Surrey Street, Brighton, Mass.



SPIM, 2:15 1-4

A Prize Cup Winner in 1912 at Charles River Speedway; also of a Faber Cart.
Owned by Dr. J. D. Thompson



DEAN SWIFT, 2:12 1-4

Winner of Prize Cups in Seasons of 1908-09 at Charles River Speedway. Inset—Dr.
C. A. Thompson, Who Drove Dean Swift

WM. RUSSELL ALLEN

WM. RUSSELL ALLEN is known in all quarters of the globe as the breeder of trotting horses of fashionable and prepotent blood, but very few persons are aware of the reason for Mr. Allen having his extensive breeding establishment—the Allen Farm—in Pittsfield, Mass. It is quite well known how he was a successful business man in the Southwest, amassing a large fortune, and now owning vast interests in that section. With this fact in mind it might be supposed that Mr. Allen would have located his farm in some part of the West or the Southwest.

In locating at Pittsfield, though, Mr. Allen came back to the old family homestead. His grandfather was the first minister in Pittsfield and took part in the Revolutionary War at the battle of Bennington, Vt. Mr. Allen's grandfather lived on what is now a part of the Allen Farm, nearly if not quite 100 years ago, and Mr. Allen's father built a home in Pittsfield, in 1857, and bought another farm in 1865, which has not been out of the family since and is also now a part of the Allen Farm. Mr. Allen, when a boy, spent ten years in Pittsfield, which intensified his longing, while in the Southwest, to return later in life to the scenes and associates of his youthful days.

The breeding operations of the proprietor of the Allen Farm commenced in 1873, when two fast road mares were bred to Waltham, a son of Hambletonian (10). From these mares came one colt and one filly. The filly was called Pansy, from which descended twenty-nine trotters in 41 years. Of these five secured records, six are still owned at the Allen Farm, five have died, while the remaining 18 sold for \$6,425.

To illustrate the large proportions in which the breeding of trotters has been carried on at the Allen Farm: In twenty-four years, to the close of 1913, 834 horses were bred and 146 horses purchased, a total of 980. Of these 776 horses were sold and 98 died, leaving at the farm 106 horses. Of the total number bred and bought, 233 have taken records of 2:30 and better, and it must be remembered that 63 of the total were under two years of age.

In the years that Allen Farm has been conducted there have been sold from its stables trotters that have gone to nearly every state in the Union, while twenty-four have gone to Europe and thirty-three have gone to Canada.

During the twenty-four-year period named, there have been used at the farm seventy stallions, and their success in siring precious speed is demonstrated by the fact that thirty-five of their get have taken records

when two years of age, and fifty-five earned their way into the 2:30 list at three years of age.

Space would not permit of giving the complete list of fast performers bred at the farm, like Baden, 2:05 1-4, the largest money-winner of any single season on the turf, and Belvasia, 2:06 1-4; Bergen, 2:06 3-4; Binvollo, 2:07 3-4, etc., but it may possibly be better used in telling of a few of the noted stallions.

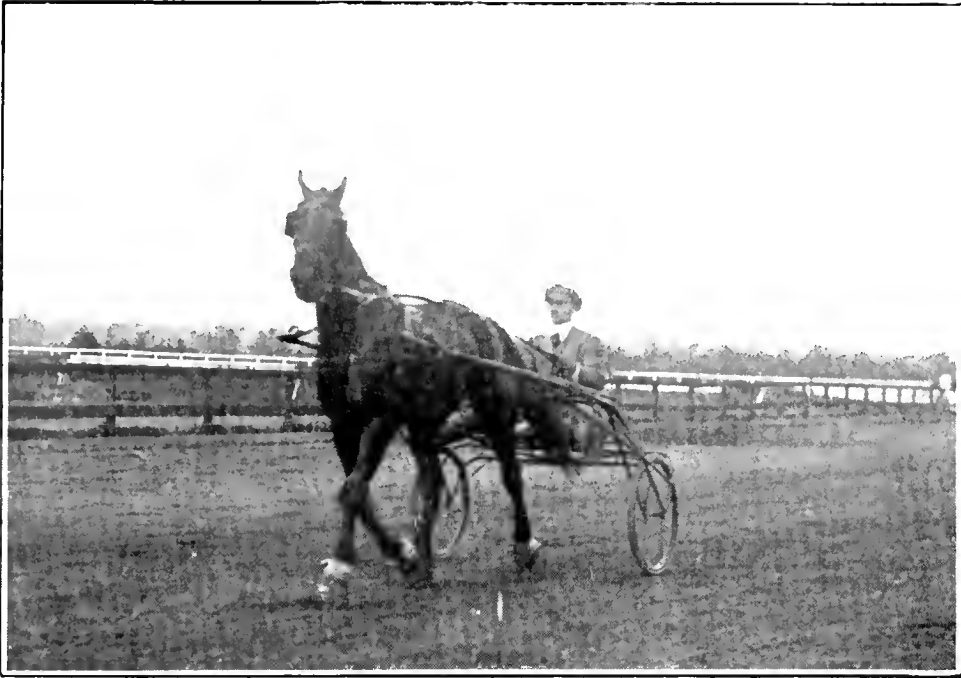
Kremlin, 2:07 3-4, Mr. Allen bought when a two-year-old and had trained to the world's trotting stallion record. It was likely the grand turf career of this stallion which brought the Allen Farm more prominently before the public. In his five-year-old form he was not only the champion, but he won the Transylvania stake over a crack field of starters, and in his campaign secured the race records at Mystic, Narragansett, and the Lexington, Ky., tracks. This was a great test that he was not a fair weather trotter.

While Kremlin has made a name for himself in the stud, both through his sons and daughters securing fast records, and, while seventeen of his sons have their get in the list, yet the great nick has been in blending the blood of Kremlin with that son of Bingen,—the remarkable sire of speed, Bingara. This Mr. Allen did through the daughters of Kremlin. The result of this cross has been amply demonstrated in the public careers of such trotters as Bisa, 2:10 1-4; Bergen, 2:06 3-4; Bismya, 2:09 1-4; Binvollo, 2:07 3-4, and about twenty others of prominence.

Bingara was a yearling when purchased by Mr. Allen, and he was never trained, never raced, and never afterward off the farm. Before Mr. Allen bought him he had worked, as a yearling, an eighth in 19 seconds, which makes it reasonable to believe, that had he received a season's training he could have gained a record of merit. However, his success in the stud has been so great that it is fortunate that he was not placed on the turf for a year.

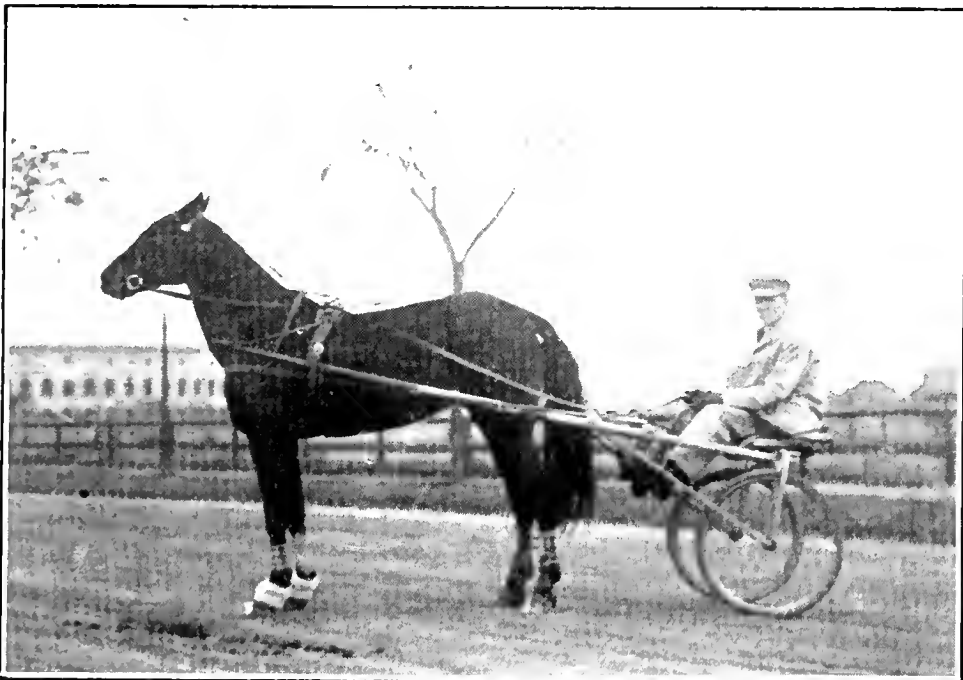
From the very beginning Bingara gave promise of what a brilliant future there was for him, as, when five years of age, he got one in the list, the two-year-old Birri, 2:28 3-4. The next year, when only six, he had three new performers in Binvollo (2), 2:15 1-4; Barra (2), 2:29 1-2; and Bisa (3), 2:27 3-4, and timed in a race in 2:08 3-4. When seven years of age Bingara's list was increased by five more trotters, and so the increase has been each year since. Of the total number of his foals that have been trained, over 70 per cent have taken records of 2:30 or faster.

Of other stallions standing at the farm are



VERNAG, 2:21 1-2

**A Blue Ribbon Trotter in Metropolitan Club Matinees of 1914. Owned and Driven
by Edgar F. Power**



ROSE BINGEN

**One of the Promising Young Trotters in the Metropolitan Club. Owned and Driven
by James E. Fitzgerald**

Todd Swift, 2:15 1-4, by Todd, 2:14 3-4, out of the great brood mare, Wyneta, by Wilkes Boy, 2:24 1-2; the stallion Belgrad, by Bingen, dam, the great brood mare, Karna, by Kremlin; and the stallion Bertini (3), 2:22 1-4, by Bingen, 2:06 1-4, dam Kiel (3), 2:29 3-4, by Kremlin.

No man attends to commercial affairs with better system than does Mr. Allen in running the Allen Farm. With the system of bookkeeping is included the period of gestation of each mare bred, the per cent of the foals that are colts or fillies, a bay in color, or a chestnut, or a brown, or a black, or a gray. The weight of each colt and filly is also recorded at birth.

For a lover of horses, indeed, is the trip to the Allen Farm a treat, and one can well spend several days in going about the farm, seeing the trotters, stallions, brood mares and youngsters, and enjoying the grand scenery for which Pittsfield is famous.

J. VERNON STEELE

J. VERNON STEELE was born in Jamaica Plain, Mass., in 1881, and received his education in attending schools located in at least six of the different states of the Union. In 1899 he entered the employ of J. Abbott Clarke, Arlington, Mass., as clerk in his real estate office. He started in business for himself in the Fall of 1903 in the manufacturing of Gillian horse boots, etc., at Canton, Ohio. He is at present in the wholesale produce business, 29 South Market Street, Boston, Mass. He became a member of the Metropolitan Driving Club in 1905, and also belongs to the Masons and the Somerville Lodge of Elks.

Mr. Steele has been interested in owning a fast horse since a boy, but his first step into prominence was with C. E. H., trial of 2:16 1-2, with which he was king-pin of the Arlington snowpath for two Winters. In 1905 he owned the mare, Lady Rose, which he raced with success in the matinees at Charles River Speedway, winning the point cup for pacers in the Spring series of that season. In professional racing, Mr. Steele became prominent in the campaign of Gyp Walnut, 2:08 1-4, who was raced over the mile tracks with credit. He also had out the gelding, Lexington, 2:17, that headed many summaries over the half-mile tracks. Mr. Steele resides in West Somerville, Mass.

ERNEST C. SMITH

ERNEST C. SMITH was born in East Bethel, Vt., in 1876, and attended the schools of Melrose, Mass. He entered the employ of A. M.

Smith & Co., wholesale dealers in butter, cheese, eggs and poultry at 33 Commercial Street, Boston, in 1892, where he is still engaged in business. He was one of the original members of the Metropolitan Driving Club, and of the Fellsway Driving Club, and also belongs to the Masonic order and the Elks. In the first season of the Metropolitan Club matinees, at Charles River Speedway in 1904, Mr. Smith, with his handsome, clean-gaited trotting mare, Lady Hilton, won the point cup over a large field of contestants. Among others that he raced in the matinees were: Lady Wilkes, Baron, Belle Mack, Victor C., Dotty Direct, Baron Gwynne, Barney, etc. Mr. Smith resides at 22 Hudson Street, Somerville, Mass.

SIMON W. PARLIN

A HISTORY of horsemen of New England, in fact of America for that matter, would be deficient if a reference to the personality and labors of Simon W. Parlin were omitted. So long did his nimble pen record horse events and build incontrovertible arguments on the value of thoroughbred blood in the American light-harness horse, that his biography as written here is all too brief.

Mr. Parlin began in 1876 to write articles of horse interest for the American Cultivator, out of which grew the American Horse Breeder in 1882. From that day until 1912, when he retired to his native state of Maine, Mr. Parlin's editorial comment on equine matters, and his historical articles, were read throughout the civilized world and accepted as authentic.

In all of his many discussions with various editors and spasmodic critics, he stoutly and intelligently maintained his position, and, in fact, he was so well fortified with knowledge of his subject, that he was an antagonist worthy of any disputant's steel.

Mr. Parlin's book, the "American Trotter," enjoyed a large circulation, and is a classic of horse literature. Mr. Parlin is a Civil War veteran, he serving in a Maine Cavalry Company throughout the war. He was the first secretary of the New England Trotting Horse Breeders' Association in the days when the Breeders' meetings were held at historic Mystic Park.

A scholar, patriot, and withal a gentleman, dignified, kindly, and lovable, the life of Simon W. Parlin will ever be a source of inspiration to those whose good fortune it has been to know him.

HENRY W. BURRESS

HENRY W. BURRESS was born in Canal Dover, Ohio, in 1842, and always said that



J. HENRY RICHARDSON AND HIS THORNDALE STOCK FARM, ANDOVER, MASS.



The Former Home of Noted Stallion, Daniel Lambert, and Now the Home of the Royally-bred Stallion, Seumancee

he received his education in the best school on earth, "hustling for bread." When 11 years of age he began riding running horses at tracks located in the states of Ohio and Kentucky. Later in life he opened a public training stable in the Middle West, and had some of the best trotters and pacers of his time in the sulky. Colt training was Mr. Burress' special hobby, and he points with pride to having broken and trained Maud S., when she was a two and a three-year-old, and declares she was perfect in deportment, notwithstanding all that was said against her habits. He developed The Moose, which was Canada's greatest trotter of the high wheel sulky days. He owned the stallion Passenger (3), 2:30, sire of Passenger Charm, 2:13 1-4, etc., and also owned Jack Shackelford, 2:22; Sister Passenger, Wm. B. Fasig, 2:24 1-4, and a number of others.

New England horsemen, though, know Mr. Burress better in the capacity of a starting judge than in the training of horses. It was in the year 1887 that he appeared in the East, his work in the stand being at the Old Saugus track for James O. Gray and W. F. Hitchings. His career with the starter's flag was very successful, his skill in getting the fields of horses away with little scoring and on their gait, being greatly appreciated by both the horsemen and the grandstand occupants. Mr. Burress started horses through New England, the South, Southwest and in Canada.

In his wide experience in the judges' stands all over the country, Mr. Burress invented the Time Announcer, which flashes the time of the heats almost instantaneously to every part of the course, while another valuable acquisition is his designating numbers, arm and saddle back. These inventions are becoming generally used at the leading race tracks. Mr. Burress resides in Salem, N. H.

DR. JOSEPH DOUGLAS THOMPSON

DR. JOSEPH DOUGLAS THOMPSON was born in Sackville, N. B., in 1876. He received his early education in the schools of his native town, and was graduated from Acadia College and the Baltimore (Md.) College of Dental Surgery. In 1900 he opened a dental office in Newton Upper Falls, Mass., and is located at present at 1156 Walnut Street, Newton Highlands, Mass. He joined the Metropolitan Driving Club in 1905 and has served on the nomination and other committees. He is also a member of the Masons, Odd Fellows, Encampment and Arcanum orders of fraternity.

Dr. Thompson has always taken a great interest in matinee racing, particularly on the Charles River Speedway. Soon after becom-

ing a member, which was in the earlier days of the club, his name appeared with those entering horses and, from that time to the present, he has taken a very prominent part. His partiality was a speedy pacer; one capable of leading the way, but not of the hopped variety.

One long remembered by the devotees of matinee racing in Greater Boston was Dean Swift, 2:12 1-4. In the Spring series of 1908, this smooth-going little gelding captured the second point cup for pacers. In the Fall series he was again the winner of the second point cup, and in 1909 he carried away the first point cup in the Spring series.

With Edith R., 2:18 1-4; Dr. Thompson won the second point cup for pacers the Spring of 1911. The season of 1912 the doctor first raced his well-known pacing gelding, Spim, 2:15 1-4, and in the Spring series won the first point cup, having captured thirteen heats in the average time of 1:08 11-13; and he also won a Faber road cart. Another that the doctor owned and raced, that cut a wide swath in local matinee circles, was Trixie S., 2:14 1-2, the pacing mare Dick Lawrence campaigned with success for several seasons on the professional turf. This mare proved equally at home on the speedway, and won many a clever victory for the doctor before he sold her to R. D. Stetson, of the Old Colony Driving Club, where the mare's chain of victories was continued. Dr. Thompson resides at 15 Forest Street, Newton Highlands, Mass.

CHARLES A. THOMPSON, M. D.

CHARLES A. THOMPSON, M. D., was born in Sackville, N. B., in 1872. He attended the Sackville Superior School, College for Physicians and Surgeons, Baltimore, Md., and was also graduated from the Harvard Medical School. He began the practice of medicine in 1897, opening an office in Newton Highlands, where he is now located.

Dr. Thompson joined the Metropolitan Driving Club in 1906. He served on the board of directors for two years. He is also a member of the Massachusetts Medical Society, Newton Medical Society, and is a Knight Templar, an Odd Fellow, and also belongs to the Royal Arcanum, and United Workmen.

In matinee racing Dr. Thompson has been a devoted enthusiast. In the matinees held at Charles River Speedway his name and his horses have occupied a most prominent position. In the season of 1910 he won the first point cup for pacers, in the Fall series, with Johnny Smoker, 2:12 1-2. In the Spring series of 1911 he won the speed cup

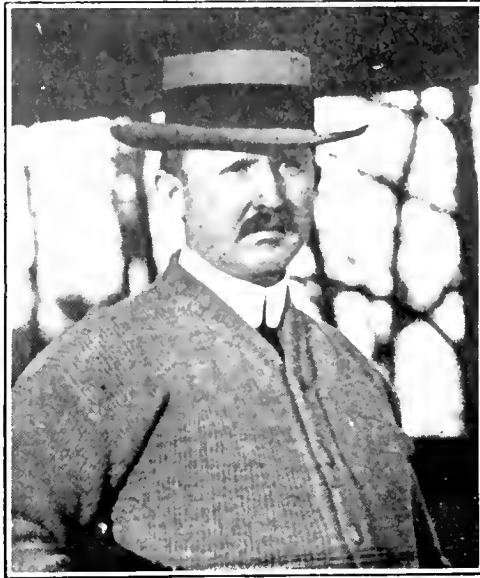


Photo from Boston Herald

WALTER B. FARMER
He Proved the Right Man at the Right Time
for the Metropolitan Club



DANIEL H. HOLMES
Well Known Member of Metropolitan Club
Who Resides in Saybrook, Conn.



JOHN H. FARNUM
One of New England's Leading Turfmen

for trotters with Margate, 2:08 1-4, winning a heat in 1:02 1-4, and the average time for two heats being 1:02 7-8. Others of prominence that he matineed were Lanter, 2:13 1-4; Patricia, Spim, 2:15 1-4; Alchato, etc. Dr. Thompson resides at Newton Highlands, Mass.

EDGAR F. POWER

EDGAR F. POWER was born in Boston, Mass., in 1868, and was graduated from the Boston grammar and high schools. His first work in Boston was in 1886, learning the coffee business in the employ of Chase & Sanborn, with which firm he is now traveling representative. Mr. Power joined the Metropolitan Driving Club in 1906, and has served on the house committee. He is also a Mason, Odd Fellow, and a member of the Cottage Park Yacht Club, and fourth president of the Cape Cod Council, Travelers' Association.

Mr. Power is one of the racing powers of the Charles River Speedway. He was always horsey from his toes up, it being his one particular fad, and he would never own any but a good trotter or pacer. Among those he matineed with success were Allenka, 2:13 1-4; Vernag, 2:21 1-2; Roscoe, 2:12 3-4; Billy Baggs, 2:22 1-4; Edgar Audubon, Beulah Ongate, Lotta Crabtree, Dandy Wilkes, etc.

Mr. Power has taken a prominent part in the development of Winthrop, Mass., where he resides. Up to the Fall of 1914, he had built forty-three houses in that town, believing it the right way, with the disposing of them to good families, in booming his town.

J. HENRY RICHARDSON

J. HENRY RICHARDSON can, in every particular, be styled a self-made man. When entering the age of manhood, he was employed in a mill at 50 cents a day and, later, in a hat shop receiving 85 cents a day. Not long after this, he made his appearance on the famous old Mile Ground of Boston with the two noted trotters, Belle Shacket, 2:27 1-2, and Carrie T., 2:26 1-4, which were the top-notchers of that time on the snowpath.

He started in business for himself in 1875, opening the "Mammoth" boarding stable in Portland Street, Boston, where he remained eighteen years. After a short stop in the Bowdoin Square stable (Ned Maynard's noted stable), he located in the Cosmopolitan stable, 46-54 Pitts Street, where he has been in business the past twenty-one years. Mr. Richardson was one of the first members of the Metropolitan Driving Club, of which he is a life member, and also belongs to the Quannapowitt Driving Club

and the Kenoza Driving Club of Haverhill, Mass.

Mr. Richardson was very prominent in professional and amateur racing with Twang, 2:18 1-2; Whitney, 2:12 1-2; Princess Moquette, 2:08 1-2; Miss Whitney, 2:07 1-2, which he developed, and Chain Shot, 2:06 1-2. These horses won important victory after victory that gave them big head lines in the morning horse column of the daily newspapers during their racing period.

Carrie T., 2:26 1-4, was the property of J. O. Whitton, but she was driven in the majority of her appearances on the snow-path by Mr. Richardson. For two Winters this mare defeated the fastest on Boston's speed ground and she was always open to meet all comers at any time. Mr. Richardson is counted one of Boston's most proficient reinsmen, being light-handed and of rare judgment when driving in a close race. No man knows how to hook a trotter—right—better than he, and his stables have always been models of neatness.

Twenty-five years ago he purchased, from the David Snow heirs, the Thorndale Stock Farm, in Andover, Mass., which property has since developed into a very valuable asset, much of it being marketable for building purposes. There are 200 acres in the estate, which cuts 350 tons of hay (when purchased by Mr. Richardson it only cut 68 tons). On the farm is a good half-mile track for the development of the youngsters sired by the royally-bred stallion, Seumance, by Bingen, 2:06 1-4, out of the great brood mare, Red Tape, 2:24 1-4, the dam of four trotters in the list, by Prodigal, 2:16. The buildings at Thorndale Farm are commodious, conveniently situated and always kept in perfect repair and tidiness.

Mr. Richardson takes great pride in Thorndale, which, before he purchased it, can be remembered by old-time horsemen as the home of the famous stallion, Daniel Lambert. Mr. Richardson can well be described as one man who certainly made good with horses. He resides in Andover, Mass.

WALTER B. FARMER

WALTER B. FARMER was born in Arlington, Mass., in 1878, and, after attending the local schools of his native town, was graduated from Goddard Seminary, Barre, Vt. He was one of the first members of the Metropolitan Driving Club, and of the Gentlemen's Driving Club of Boston. He is also a member of the B. A. A., Paleface Gun Club, the Exeter Gun Club, and the Boston Yacht Club.

The existence of the Metropolitan Club is very probably due to Mr. Farmer. He was



MOLLY L., 2:25 1-4

**The Dam of This Well-known Speedway Performer is the Prominent Brood Mare, Dreamwold Brownie,
by Ashland Wilkes. Molly L. is Owned and Driven by George Lovell**

certainly a live wire in the early races of that organization and in shaping its destiny. In the Fall of 1904, when the clouds hung low and gloomy for the members in being dispossessed of the clubhouse which they had been using on matinee days, it was Mr. Farmer that succeeded in bringing the iron from the fire. It had seemed impossible that there was any way of the club surviving, without a home for themselves and to shelter their horses, excepting that land be purchased near the speedway and a clubhouse and stables erected thereon. In the financial condition of the club, it having been in existence only a few weeks, this solution looked very precarious. Mr. Farmer solved the problem, however, by issuing invitations to all of the members and their friends, who were witnessing the afternoon's racing in the cold, out on the sidewalks. These invitations were good for use in the clubhouse on matinee days until revoked by Mr. Farmer.

Immediately, with the use of the clubhouse by the Metropolitan members in this unexpected manner, the owners of the property entered into arrangements whereby it eventually passed to the Metropolitan Club. With the ownership of the property and chartering of the club, Mr. Farmer became one of the life members, and up to the present day, his active work in the early history of the club is frequently referred to by the old members.

Both with the Metropolitan and the Gentlemen's Driving Club of Boston, Mr. Farmer was very prominent in the matinees. He owned a number of horses with speed, but the one of them all that stands out prominent is the little gelding Fashion, 2:15, not excepting Arlington, 2:09 1-2, which he raced successfully in the Readville matinee races. The races which Fashion, Alice Carr, and Tom Phair had to sleigh will never be forgotten. So closely were these horses matched in speed that excitement ran high as to which of them would be the winner. This was true each time that they started.

Mr. Farmer was one of the cleverest amateur reinsmen in New England, and it is doubtful if there was his superior in the country. He was cool-headed, light-handed, game, and nursed a horse along, when tiring in a gruelling finish, like a professional driver. So capable was Mr. Farmer with the reins that he was constantly in demand by owners of matinee horses to drive for them in the races.

In the past few years, Mr. Farmer has not been seen as much at the speedway as could be wished. His pleasant smile and cheering word have been missed by his horde of friends and acquaintances and it has been the hope

that with each return of the matinee season, among the list of entries would be seen Mr. Farmer's name with a fast trotter. Mr. Farmer resides at 75 Sewall Ave., Brookline, Mass.

JOHN H. FARNUM

JOHN H. FARNUM was born in Mansfield, Conn., in 1862, and attended the public schools of his native town. When nineteen years of age he came to Boston and secured employment as a marketman, and in 1885 he went into business for himself, under the name of Farnum & Co., 65 Clinton St., dealers in wholesale fruit and produce. He is still located at the same place, under the firm name of J. H. Farnum & Son. He is a member of the Metropolitan Driving Club and belongs to the order of Masons.

Mr. Farnum has been one of the main supports of professional horse racing in New England for a number of years. His maxim was always to buy the best, price being no object so long as he got one that could go out and win races. The racing career of Mr. Farnum is very closely identified with that of Walter R. Cox, the famous trainer and driver, as the latter has had his horses to campaign, dating back nearly to his rapid rise in his profession.

Naming over the most prominent that Mr. Farnum has owned and had raced in the Grand Circuit for large purses and in stake races are Joe Jolnter, 2:05 1-4; Argot Boy, 2:03 1-4; Earl, Jr., 2:01 1-2; The Bosun, 2:05 3-4; Lady Wanetka (2), 2:10, that as a two-year-old was second in 2:04 3-4, and was timed that heat, separately, in 2:05 1-4. She was sold by Mr. Farnum a few weeks previous to this race for \$12,500. Branham Baughmann, 2:04 1-4, has been well described as the "iron horse." This celebrated pacer was campaigned year after year, and was always there or thereabouts when the money was paid off. As Mr. Farnum has well said in describing the stallion: "There were other pacers having more speed than he, and that was the only reason, of course, why he has had to take a back seat in some of his races, but for what he could do, he was of the kind that could always be depended upon to deliver his best." Mr. Farnum resides at 101 Summer Ave., Reading, Mass.

DANIEL M. HOLMES

DANIEL M. HOLMES was born in East Had-dam, Conn., in 1845, and attended the schools of his native town. He first worked for Charles Spencer, of Moodus, in 1863, as a blacksmith's helper. In 1866 he opened a



PRIZE WINNING FOUR-IN-HAND
The Property of Jefferson Bradbury, Brookline, Mass.



THE MONTANA, 2:18 1-2
One of the Greatest of Half-mile Track Campaigners. Owned and Driven by
A. I. Nelson

blacksmith shop of his own in Madison, Conn. At present he is in the family grocery business at Saybrook, Conn. He is a member of the Metropolitan Driving Club, and is so greatly interested in the matinees that he comes to Boston to nearly every one held at the Charles River Speedway. He has been prominent in these events with his horses, having raced Rob B., 2:21 3-4; Elsie M., 2:22 1-4; Minturn, 2:16 1-4; Bingen Flower and Major Dillard. The last two named, while they have no record, are possessed of plenty of speed. Mr. Holmes resides in Saybrook, Conn.

GEORGE LOVELL

GEORGE LOVELL, with his brothers, William J. and John S., have one of the largest market gardening farms in Watertown that there is in the vicinity of Boston. Despite the time taken in running so extensive a business, yet Mr. Lovell finds time to enjoy himself on matinee afternoons at the Charles River Speedway, he having been a member of the Metropolitan club since its inception. Among those that Mr. Lovell has driven in the matinee events are John Thomas, 2:15 1-4; Avenar M., trial 2:17 1-4; Molly L., 2:25 1-4, and some thirty others that have beaten 2:30. He is also owner of the well known brood-mare, Dreamwold Brownie, foaled in 1899, by Ashland Wilkes. This mare, though only fifteen years old, has produced twelve foals, never having missed a single season since bred. Five of her foals have trained to beat 2:30, though only one of them, Molly L., 2:25 1-4, was put in the list, Mr. Lovell taking more pleasure in developing and driving them for his own amusement. Mr. Lovell resides at 85 Orchard Street, Watertown, Mass.

GEORGE H. HICKS

GEORGE H. HICKS was born in Readsboro, Vt., in 1847, and received his education in the local schools of his native town. His first work in Boston was in 1865 in the grocery store of Charles A. Barker, in Sullivan Square, Charlestown. Two years later he started in business for himself, opening a small grocery store in Russell Street, Charlestown. Later he went into the milk business, where he remained until 1874, when he began the handling and training of gentlemen's horses, and horses for speed. He is at present interested in the restaurant, bakery, and real estate business, his restaurant being at 180 Portland Street, Boston, with the bakery located in Cambridge. He was one of the first members of the Metropolitan Driving Club, and served on the board of directors.

He has been a member of the B. A. A. for twenty-four years.

The first horse that Mr. Hicks owned was Robinson Crusoe, which he gave a record of 2:42 in 1874, then counted a very creditable performance. Later he got hold of Backman Maid, 2:25 1-4, and she proved a good race mare for him by winning a lot of races. He sold her to J. Malcolm Forbes for \$2,500.

His next race performer of distinction was May Bee, 2:24. This mare won a seven heat race at Hartford, Conn., against the best in her class. She was little considered before the start of the event, bringing only \$50 in pools calling for more than \$800. Mr. Hicks thought well enough of her to have quite a number in his pocket.

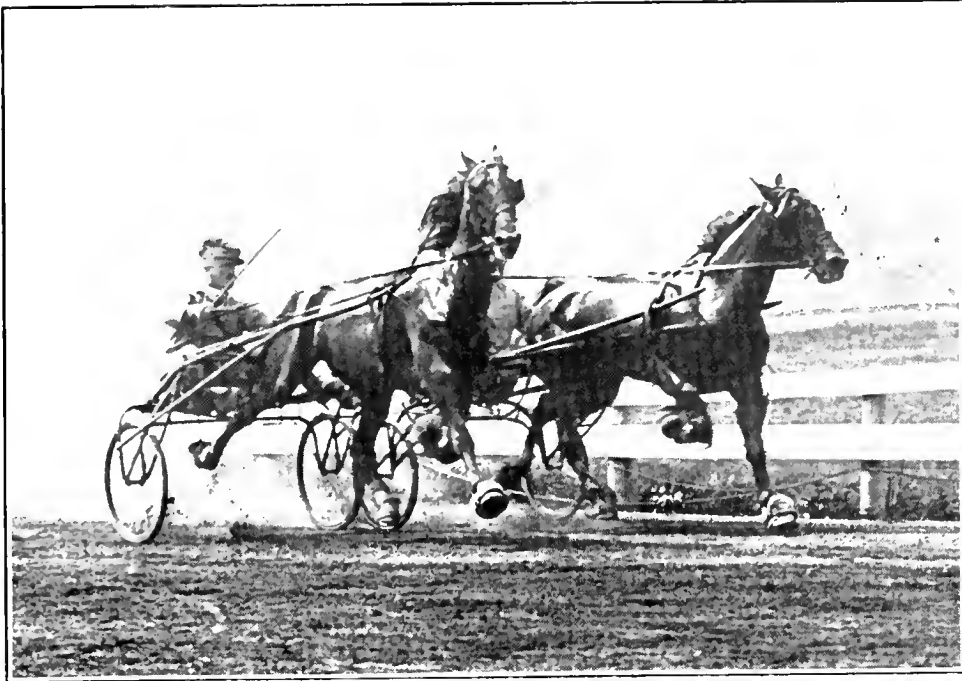
He leased old Beacon Park in 1887 and was located there until 1896. He sub-leased the plant to Wesley P. Balch for the noted \$10,000 stallion race between Aleryone and Nelson, which was the last stallion race Mr. Balch gave. While at Beacon Park he had meetings in connection with the Eastern Circuit, of which he was a member and which began at Norfolk, Va., then on to Philadelphia, to Beacon Park, to Mystic Park, to old Saugus track, to Providence, to Albany, or to old Fleetwood track, in New York. This brought the annual meeting at Beacon Park the last week in May. New England drivers then trained horses to be ready that early in the season to take part in the racing events.

In connection with Mr. Hick's regime at Beacon was the intense interest taken through the sleighing season. It was no unusual happening for a thousand hitches to be at the park on pleasant afternoons. One Winter he gave a high cost whip for the trotter stepping the fastest mile to sleigh. This was won by ex-Mayor Curtis' gelding, Champion, in 2:31, driven by Jack Trout. Others making good time were Carrie T. in 2:34, and Backman Maid in 2:35.

A noteworthy sporting event of that period was a match race between Merty Downing's John L. Sullivan, and a roan gelding owned by John Craig, for \$1,200. A lot of money was waged on the result of the contest, which was won by Mr. Craig.

One of the most consistent horses raced by Mr. Hicks, and that likely won him the most money of any he owned, was the pacer, G. O. Taylor, 2:15 1-4. Out of the 113 heats he raced in two seasons, he was first or second in 106 of them, and only made two breaks, caused by being run into by other horses. Selling G. O. Taylor, and his net winnings on the turf, brought to Mr. Hicks' bank account a credit of over \$7,000.

Among others raced with success by Mr.



CODARE (by Cochato), 2:11 1-2
Coming from the Rear and Winning a Heat Through the Homestretch at Charles River Speedway. H. B. Ralston Driving

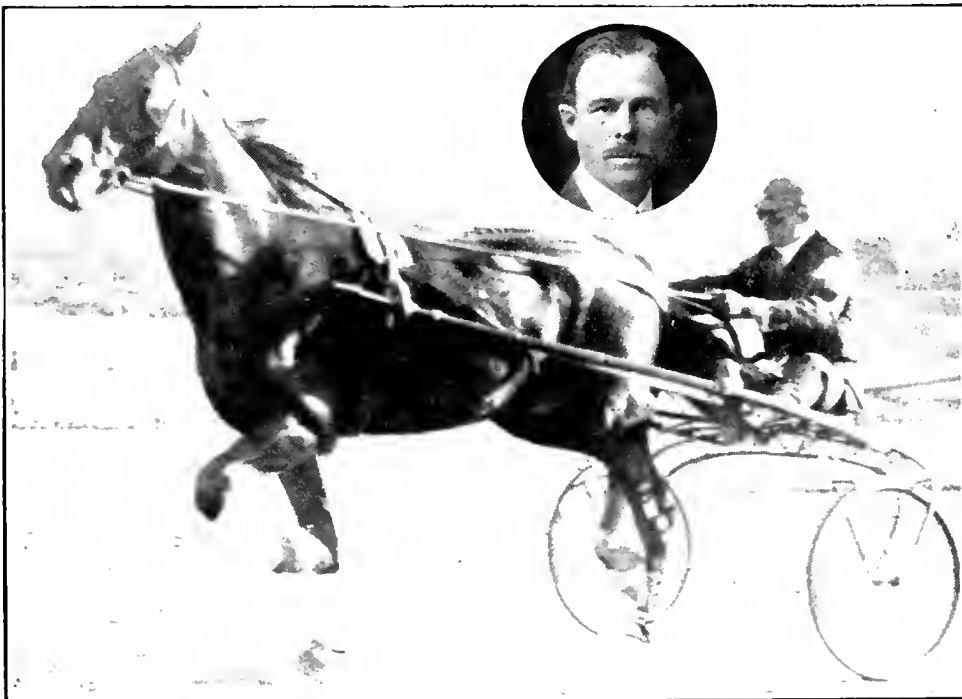


Photo from Boston Globe

GLENARD, 2:15 1-4
Winner of 2:20 Trot at Readville on Oct. 22, 1914. Owned and Driven by John W. Coakley

Hicks were: Dynamite, 2:20 3-4; May Bee, 2:24; Belle Franklin, 2:28 1-4; Peerless Ben, 2:26 1-4; Rare Ben, 2:26; Susie Owen, 2:26; Steve Maxwell, 2:21 1-2; News Boy, 2:27; Dick, 2:12 1-2; R. W. S., 2:29 1-4; Lulu Mapes, 2:15 1-4; Ben Wilkes, 2:17 1-4; Mattie K. Snell, 2:24; Happy Girl, 2:27 1-2; The Nun, 2:24 1-4; Maggie G. Middleton, 2:20 3-4; Blanche Douglas, 2:29; Captain George, 2:29; Lady Cutts (tr.), 2:21; Wilkin, 2:27 1-2; Centella, 2:21; Kitty Morris, 2:30; Carleton, 2:28, etc.

After leaving Beacon Park Mr. Hicks was for two years connected with his brother, J. Tyler Hicks, in running Granite State Park, Dover, N. H. In the building of Combination Park, Medford, Mr. Hicks was one-third owner of the property with J. Tyler Hicks and Arthur Hicks. Up to the year 1905, Mr. Hicks was manager of Combination Park, Medford, and gave electric light racing and vaudeville shows evenings, during the Summer months. Here, too, was the big Elks Fair and Carnival. It was at Combination Park that Joe Patchen made his then world's half-mile record for pacers, of 2:04 1-4, and Cephas set the world's half-mile record for trotters at 2:11 1-4. Mr. Hicks resides at Winchester, Mass.

A. I. NELSON

A. I. NELSON was born in Sweden, where he received his education. His first work in Boston was in the grocery and provision store of Charles Porter. In 1903 he started in business for himself, opening a grocery and provision store in Davis Square, Somerville, where he is now located. He joined the Metropolitan Driving Club in 1906, and was one of the early members of the Fellsway Club.

Mr. Nelson has always been prominent in the matinees of the clubs to which he belongs and, with the success that he has had, it is peculiar that all of his horses were worked every day, excepting the ones they raced, in his butcher carts. One afternoon, at Charles River Speedway, he carried off three blue ribbons, winning with Red George, Nancy, and Max C. Among the horses he has owned were Johnny Wilkes, Jr., Lord Krimmel, Independence Boy, Nancy, Charles Hubbard, 2:12 1-4, winner of a heat at Charles River Speedway in 1:01 1-2, and of nine blue and two red ribbons in eleven races; Bard L., Dandy Jim, Baron Liege, and the war horse, The Montana, 2:18 1-2. Dandy Jim, in the season of 1910, captured the first point cup of the Metropolitan Club and, during the series, 54 trotters competed against him. The first that Mr. Nelson knew of Dandy Jim having

speed was in his butcher wagon, from which he took him and won a \$100 handicap race at Combination Park. Mr. Nelson resides at 890 Broadway, West Somerville, Mass.

JOHN W. COAKLEY

ONE of the leading horsemen of New England is John W. Coakley, and he has had experience in all degrees of the sport, having been owner, trainer and driver, manager of a racing stable, and conducted public auction sales of fast trotters and pacers.

It was in the early nineties that the followers of the turf first became acquainted with Mr. Coakley. He was then trainer for Charles Whittemore, owner of the Lookout Farm, South Natick, Mass., and had on the New England tracks the stallion, Rockaway, to which he gave a record of 2:17 1-4.

In the years of 1897-98 Mr. Coakley held a series of speed sales, the first in Walker's stable in Portland Street, and later in Washington Street, above Northampton Street. In the meantime he was manager of a Washington Street hotel for a short time, and later became interested in the laundry business, entering the employ of Mr. Smith, owner of Star Pointer, 1:59 1-4, the first pacer to beat two minutes. He then opened the Blue Ribbon laundry in Lincoln Place, near the Hotel Langham, where he is now located in business.

While Mr. Coakley has owned a number of fast trotters and pacers in recent years, yet his best trotter was Belvasia, 2:06 1-4, a big winner down the Grand Circuit, and his fastest pacer was Aileen Wilson, 2:02 1-2.

Mr. Coakley is known as a clever reinsman. Walter Cox thinks well enough of his management in the sulky to have often secured him to drive races for him. At Cleveland he won a rich stake for the Dover, N. H., driver with Esther W., 2:06 1-4. In the Hanks' Circuit in Maine, in 1913, he won two \$5,000 stakes with Baring, 2:12 1-2, and got second money in another stake. In 1914 he campaigned his own trotter, Glenard, 2:15 1-4, by Moko, with success. Mr. Coakley resides in Dorchester, Mass.

HANCE B. RALSTON

HANCE B. RALSTON was born in Nova Scotia in 1865, and attended the public schools of his native town. His first work in Boston was in the employ of a Mr. King, blacksmith, in 1885. He opened a blacksmith shop of his own in 1896 in Brighton, where he is still located. Later he added to his duties the training and driving of horses, and now has



L. FRED SANBORN
A Strong Advocate of Speedway and Matinee Racing

charge of the new Metropolitan Club stable at the speedway.

Mr. Ralston was one of the first members of the Metropolitan Club, and has been prominent in its matinee affairs. Besides his amateur racing, Mr. Ralston each season takes a few weeks in visiting the local half-mile tracks with a select string of trotters and pacers, and usually with success. He is known as an expert in the development of young speed, and is partial, himself, in getting hold of a colt, and then watching him improve.

Among the horses Mr. Ralston has developed and driven to records are the following: Ella Hal, 2:15 1-2; Miss Adbell, 2:06 1-4; Ethel Direct, 2:11 3-4; Luzaro, 2:18 1-4; Tony G., 2:18 1-4; Lord Quex, 2:10 1-2; Susie Star, 2:21 1-2; Genevieve, 2:18 1-4; Yates, 2:17 1-2; Little Bill, 2:20 1-4; Wavelite, 2:24 1-4; Pee Wee, 2:28 1-4; Nelson, 2:25 1-4; My Chance, 2:17 1-4, etc. Mr. Ralston resides in Brighton, Mass.

L. FRED SANBORN

L. FRED SANBORN, now of Medford, Mass., and until recently an active member of the Metropolitan and Fellsway Driving Clubs, was born in Danvers, Mass., in 1879. His father, in Fred's boyhood days, generally had a road horse, but when Fred was about fifteen his father bought Dinah Wilkes, 2:33, a trotter who could hold her own in a brush to either dirt or snow. Soon after her purchase the Salem News "Man About Town" quoted Mayor Peterson, of Salem, as telling his friends how a boy with a black mare beat him on the Danvers road.

Later, the Salem News, in a front page article, told of a runaway through Danvers Square, in which a Concord buggy was overturned on top of a boy who clung to the reins after being pulled to his feet by the runaway horse, righted the buggy with one hand, succeeded in stopping the horse, and drove leisurely back through the square as if nothing had happened.

Fred's first horse of his own was a road mare who pulled two men to a buggy, a surveyed mile, on the road in three minutes. Next he bought an erratic green trotter, which Fred couldn't keep on a trot, but Knapp Forshner drove a quarter on the back-stretch of Old Mystic in 32 1-2 seconds. Then Colonel, 2:18 1-4, a sore-toed pacer, was purchased, and on the first snowfall, Fred, in a newly purchased Perrin sleigh, started for the Charles River Speedway on a Saturday afternoon all by his lonesome, the result being featured in Sunday's Boston Herald, "Un-

known young man with a horse, later identified as Colonel, 2:18 1-4, cleans up all corners on Charles River snowpath."

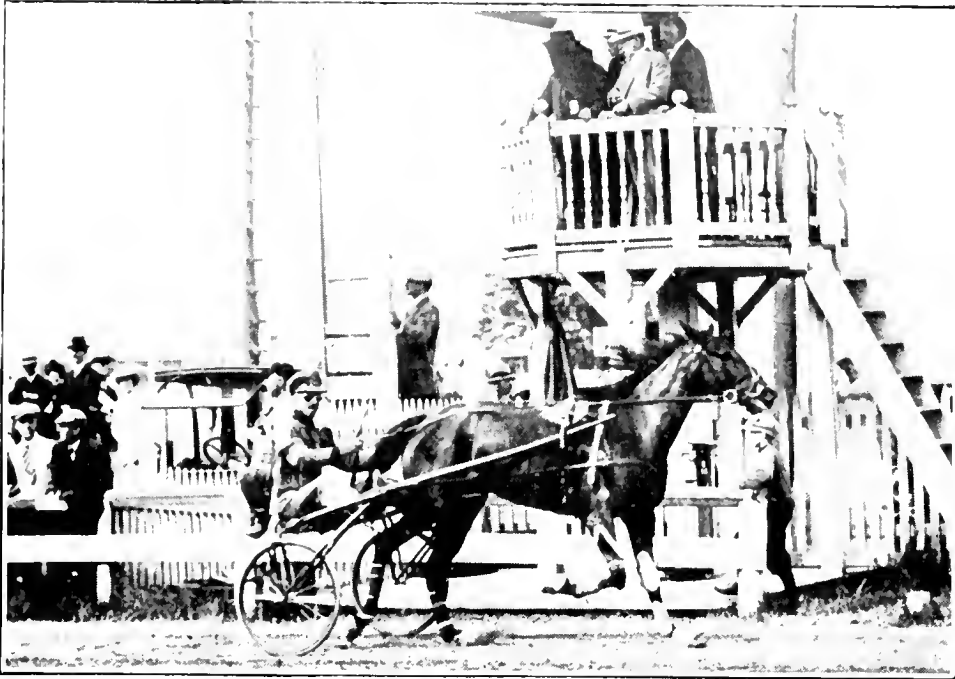
Colonel was pensioned for life and Robin-bird, 2:29 1-4, purchased from Albert H. Merrill, the Danvers speed merchant, a boyhood neighbor of Fred's, as was also purchased Billy J., 2:17 1-4, Fred C., 2:11 1-4, etc. Billy J. won three cups for Fred, stepping the half-mile track at Combination Park in 1:05, and the Charles River Speedway a fast heat, one season, in 1:02, and winning the fastest two heats in another series in 1:02 1-4 and 1:02 1-2. Fred C., 2:11 1-4, record over a half-mile track, was bought at a Chicago sale, at a long price, as he had trotted the fastest mile in a race over any half-mile track in the country, the previous season. However, Fred C. proved to be a better mile horse than a half mile one, and he was sold to go to England, where he made a new trotting record for that country and raced with fair success some twenty-four races there, the following season, against hobbled pacers.

With Luther Moko, 2:15 3-4, Fred won two four-heat races, one five-heat race, also a red ribbon at the Park Riding School Horse Show all within two weeks, and then he was sold soon after. Dr. Chase, 2:10 1-4, was a steady going trotter and was never beaten over a head by the best trotters around Boston. Others, either owned or matined by Fred, were Kelpa, 2:26 3-4; Mystic, 2:22 1-4; Chestnuts, 2:24 1-2; Maud C., 2:13 1-4; Reuben L., 2:23 1-4; Freda, 2:29 1-2; and Star King.

Fred now acknowledges having been connected with a "Ringing Case," as when he bought Fred C., 2:11 1-4, he matined him as plain Fred, named after himself, as he said, until Editor Trott, who knew the horse on sight, gave him away in the Boston Globe.

The last time Fred was seen in public holding the ribbons was when he, by request, drove Luther P., a noted puller, who had been beaten the previous week at Charles River Speedway with a "Professional" up, halves in 1:20, but whom Fred piloted to a popular and long shot victory in time as fast as 1:16, over a horse generally capable of stepping in 1:12, and another contestant who could always go in 1:14 to 1:15. The following week, under similar conditions, but with another driver behind Luther P., Luther was badly beaten by the same horses, as he materially missed Fred's reinsmanship, and Luther's opponents missed Fred's musical voice.

Fred, after four years of pleasurable sport with the aforementioned horses, now says, "Never again!" and has given up horses entirely on account of the condition on Boston



MISS DE FOREST, 2:05 1-4

Champion Pacer (Fall Series 1914) at Charles River Speedway. Owned and Driven by Frank M. Burke



EDITH DIRECT, 2:11 3-4

Extensively Campaigned Both in Professional and Amateur Races in 1914. Owned and Driven by A. C. Furbush

and suburban roads. During his horse career he had various chances to serve as an officer of the two matinee clubs to which he belonged, but the only office he ever accepted was that of vice-president of the Fellsway Club; but he has also been named for several years among the vice-presidents of the Metropolitan Driving Club.

We feel that Fred's heretofore unpublished advice to those still in the matinee sport may be of value. He says, "The life of the matinees today depends on securing new horses as often as possible, trading or new purchases, make news and arouse new interest in owners, drivers and the public. That's the reason I was always ready to either buy or sell and, in the very short space of four years, owned thirteen horses and two colts, most of them one at a time."

Fred will also be remembered among horsemen, and particularly among Cox and Cox's Army at Dover, N. H., as the imported baseball pitcher who pitched Cox and his Army to a 10-inning victory in a ball game with a team of Doverites, for which Fred got due credit in Dover and Boston papers.

FRANK M. BURKE

FRANK M. BURKE was born in Rowley, Mass., in 1878, and was graduated from the Newburyport High School. In 1898 he began the manufacturing of heels at Ipswich, Mass., where he is still located. He was one of the early members of the Metropolitan Driving Club and he often brings his star trotters and pacers to compete in the matinees at the Charles River Speedway.

Mr. Burke is the owner of one of the best racing and matinee stables in New England. He drives his own horses in most instances, thus deriving a great deal of sport by so doing. Among the horses that he has owned are: My Star, 2:03 3-4; Miss DeForest, 2:05 1-4; Reliance, 2:11 1-4; Miss Adbell, 2:06 1-4; The Alderman, 2:16 1-2; Higgins, 2:16 3-4; Troas, 2:12 1-4; Morine, 2:09 1-4, etc. He is also the owner of the widely known Fatherland Stock Farm in Byfield, Mass., where he is engaged in breeding, raising, and the development of trotters. He has on his establishment many highly-bred and fast record mares, which he is breeding to the best stallions. The result will be that in a few years Mr. Burke will have the enjoyment of driving in races colts of his own breeding. Mr. Burke resides at Ipswich, Mass.

A. C. FURBUSH

A. C. FURBUSH was born in Lebanon, Me., and attended the local schools of his native

town and in Rochester, N. H. His first work was in 1888, for his brother, A. J. Furbush, in the grocery business. He started in business for himself in 1904, running a boarding stable and real estate business at 66 Davis Street, West Newton. He was one of the first members of the Metropolitan Driving Club, and was very active in inducing new members to join.

Mr. Furbush has always taken a leading part in the matinee racing at Charles River Speedway. Among the most prominent trotters and pacers he raced were Fred H., 2:12 1-4; Jay Kay, 2:15 1-2, winner of a five-mile race on the ice at Montreal; Lucy Posey, 2:10 3-4; Ethel Direct, 2:11 3-4; Mattie March, 2:14 1-4; Dart, 2:08 1-4; King Regent, 2:16 1-4; Gracie Baron, trotting, 2:18 1-2, pacing, 2:21 1-4; Bon View, 2:15 1-4; Miss Adbell, 2:06 1-4; Edwin S., 2:08; Outcast, 2:17 1-4, who was not beaten on the Dorchester Speedway for two years.

Mr. Furbush and his brother, W. J., had a most interesting race to sleigh one afternoon, a number of years back, on the Newton Boulevard. While all that was waged was a bushel of clams, the loser to be at the expense of a clambake for the friends of both parties, yet the event aroused a lot of interest in the Newtons. Mr. Furbush, named Fred H., while W. J., named Mazie Sidney. After five red-hot heats Fred H. secured the honors, and there was a big celebration that evening, A. C. Furbush being the leader.

Along with matinee racing Mr. Furbush has also been greatly interested in professional racing and, usually, started a horse capable of getting its share of the purse. In 1914, he had campaigned the pacing mare, Ethel Direct, who, in nine days won four races, and in eighteen days secured seven second moneys. In that year she started altogether in twenty-two races. Mr. Furbush resides at 66 Davis Street, West Newton, Mass.

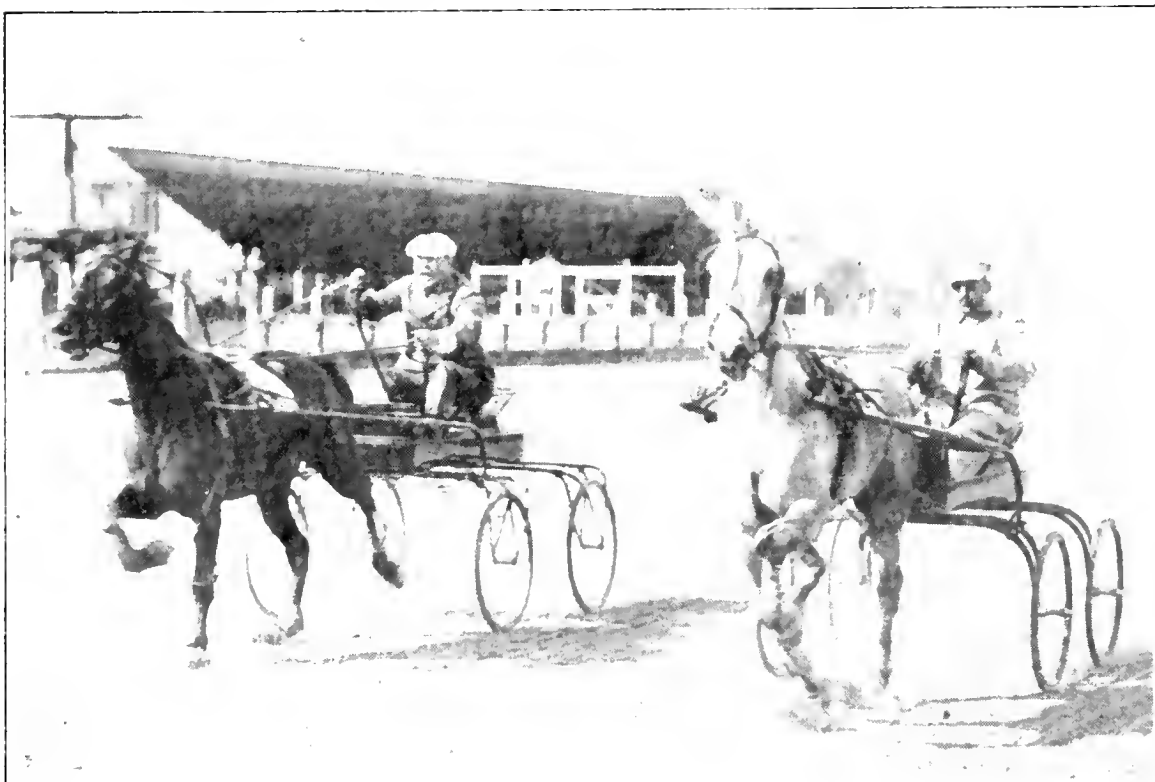
BENJAMIN POPE

BENJAMIN POPE, of the large business firm of Curtis & Pope Lumber Co., 744 Albany Street, Boston, has been strongly identified with the light harness horse. He is a life member of the Metropolitan Driving Club, was one of the early members of the Gentlemen's Driving Club of Boston, and also belongs to the Brookline Country Club and the Algonquin Club.

One of the first trotters owned and raced by Mr. Pope was Mrs. Jack, 2:24 1-4, which since has become a great brood mare. He then purchased Miss Pratt, 2:17 1-4, which, after being campaigned, both professionally and on



MISS MARGARET WINSLOW POPE DRIVING "MADEMOISELLE"
A Consistent Horse Show Blue Ribbon Winner



MISS PRATT, 2:17 1-4
A Head and Head Race Through the Homestretch at Readville. Miss Pratt Owned and Driven by Benjamin Pope

BILLIE TAYLOR

the amateur turf by Mr. Pope, was put to breeding, and she is now one of the most noted brood mares in the country. She has produced for Mr. Pope The Leading Lady (3), 2:07, the world's record for a three-year-old trotter when made; The Minute Man, 2:21 1-4; Chorus Girl, 2:20; The Understudy, 2:26 1-2; The British Soldier (3), 2:17; and Friendly Chief, yearling trial of 35 seconds for a quarter-mile. A daughter, too, of Miss Pratt produced Denali (1), 2:29 1-4, and which in 1914, when two years old, worked a mile in 2:12 1-4. He also owned the stallion, King Peter, 2:20 3-4.

Mr. Pope has a stock farm in Concord, Mass., widely known by the name of Stonymeade Farm, which comprises 150 acres. This establishment contains everything required on a gentleman's model farm. All of the buildings are spacious, the soil fertile, and the adjoining country noted for its beauty. Mr. Pope enjoys himself immensely at Stonymeade.

Miss Margaret Winslow Pope, the daughter of Mr. Pope, is, too, interested in horses, but her preference is the high actor and splendid saddler. With Mademoiselle she has won blue ribbons and cups at numerous horse shows. Experts agree that this mare is in a class by herself. It is said that her sire was Bingen, 2:06 1-4. At any rate, she is capable of showing 2:20 speed hitched to a wagon.

Another blue ribbon winner for Miss Pope is the handsome saddle mare, Virginia, which never was defeated in the show ring. She is up to trotting a 2:40 gait, and, hitched double with Mademoiselle, the two make a spanking team. Mr. Pope resides in Concord, Mass.

JEFFERSON BRADBURY

JEFFERSON BRADBURY was born in Houghton, Me., in 1859. He attended the local schools until sixteen years of age, when he started out for himself, and has never since been in the employ of any man. In 1893 he satisfied himself that Brookline, Mass., was a good place in which to open a modern, up-to-date boarding and sale stable, and he constructed the one where he is now located, at 56 Winchester Street. He joined the Metropolitan Driving Club in the first year of its existence, and is, too, a member of the Order of Masons.

Mr. Bradbury has bought and sold upwards of 10,000 horses, among his customers having been C. R. Milliken, of the Glen House, White Mountains, and the Ricker Bros., of Poland Springs. He also assisted James Sanborn, of the firm of Chase & Sanborn, Boston, in starting his prominent stock farm at Poland, Me. Most of the

brood mares on the farm were purchased by Mr. Bradbury in Chicago.

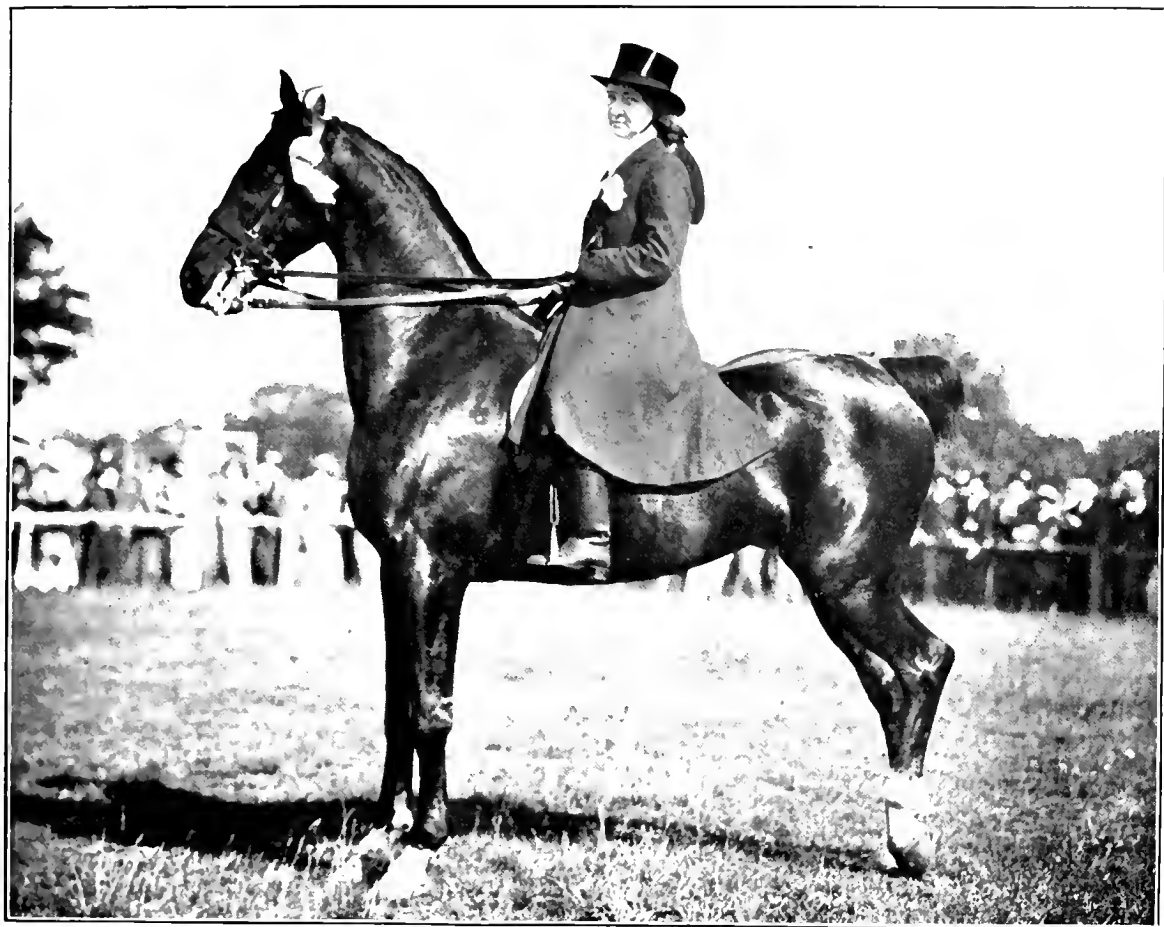
Among the fast trotters and pacers that have passed through Mr. Bradbury's hands are Queen, 2:31 1-4, one of the stars of thirty years ago; Bonnie Doone, 2:38, that he, thirty-two years ago, sold for \$1,050 to E. D. Morgan, of New York; Bloodmont, 2:32 1-4, which twenty-seven years ago won a big stallion race at Presque Isle, Me., and was then the real "cock of the walk" in that section; Dr. Kilburn, that, as a two-year-old, made the state of Maine record of 2:31 1-4; John Moore, that, as a three-year-old, made the state of Maine record of 2:22 3-4. Almah, by Cochato, out of the great brood mare, Regent's Last, and, as a four-year-old, trotted a mile in 2:10, and a half in 1:01, at Readville; Stanley C., 2:14 1-4, counted the best race horse in Maine in his day, and who won second money in a nine-heat race, at Lewiston, being first or second in each of the heats; Wotan, 2:17 3-4, that he sold for \$5,000; Mars, 2:13 3-4, the stallion that has been siring speed at Presque Isle, Me.; Lord Arley, with a trial of 2:10 1-2, for which \$5,000 was refused.

The only horse that Mr. Bradbury ever matineed was Tony D., 2:14 1-4, which he raced at the Charles River Speedway and won heats in 1:03 1-4; Pot Roast, 2:21 1-4, which he sold to go to Philadelphia, where he earned a matinee record of 1:00. Mr. Bradbury resides at 217 Harvard Street, Brookline, Mass.

GEORGE A. GRAVES

GEORGE A. GRAVES was born in Newton, Mass., in 1852, and received his education in the schools of that city. In 1869 he went to work as clerk for his father, Chester H. Graves, distiller of alcohol at 35 Hawkins St., Boston. In 1873 he became a member of the firm, the title having been changed to C. H. Graves & Sons. Mr. Graves was one of the original members of the Metropolitan Driving Club, the Gentlemen's Driving Club of Boston, and the Fellsway Driving Club. In the Gentlemen's Driving Club of Boston, he filled the position of director, a member of the executive committee, and president of the club in 1914. In the Metropolitan Club, he served on the board of directors and as chairman of the executive committee.

In the organizing of the Metropolitan Driving Club, Mr. Graves was made chairman pro tem., in the very first meeting held at Young's Hotel, in the bringing of the horsemen of Boston together for the object of combining into a club. He has always been very prominent in its affairs, and to his excellent business



MISS NAOMI HEWITT on "DIGNITY"
Winner of Two Blues and One Red at Brighthelmstone Horse Show, June 5, 1914



LINA PRUE (Matinee Record), 2:18 1-4
Besides Speed a Perfect Type of Gentleman's Driver. Owned and Driven by George H. Hicks

judgment can well be ascribed the prosperity of the club.

In the racing he has always been one of the leaders, and it has been an established fact that in any race in which he had horses his opponents would have to step fast in order to carry off the blue ribbon.

Among those that he owned and drove in the matinees are Dick, 2:12 1-2; Ben Wilkes, matinee record of 2:15; Lulu Mapes, 2:15 1-4; Miss Leander, 2:25 1-4; Lina Prue, matinee record of 2:18 1-4; Eliska, matinee record of 2:20; The Keepsake, 2:18 1-4; G. O. Taylor, 2:15 1-4; Joe Bassett, 2:23 1-4; The Only One, 2:20 1-2; Uncle Ed, matinee record of 2:24; Tom Gillig, yearling record of 2:37 3-4; Mack Mack, 2:08; and Bronson, 2:12.

Of all these horses there are none that equal the trotting gelding, Bronson. This gelding had been campaigned for several years by Henry Titer with varying success. He was known to have a lot of speed, but after winning a heat, he did not seem to be capable of getting the necessary three heats to head the summary and, for that reason, had been counted a trifle "soft."

Bronson was finally sold at auction in New York and, early in 1913, his new owner raced him on the New York Speedway, during that Spring winning with him the President's cup by beating all the best trotters in New York City.

He was sold to Mr. Graves in August of that year and brought to Boston, where he was raced in the matinees of the Gentlemen's Driving Club at Readville for three weeks, and then won a race to wagon for the championship of Boston. After this he was taken to the Charles River Speedway and started in eight races during the Fall season, all of which he won, trotting a mile over the half-mile track in 2:15 1-4, lunched to a cart. On this day the track was in far from its best condition, being soggy from recent rains.

Bronson was carefully wintered at Readville by E. D. Bither and was entered in the Spring races of the Short Ship Circuit at Combination Park, Medford, at Haverhill, Worcester, and South Framingham. At Haverhill he won one heat from Margaret Druen in 2:13 1-4. In these races he won first money once, at Worcester, and was three times second. At South Framingham he made Earlwood L. turn the track in 2:12 1-4 to beat him by a neck. He was then taken to the Charles River Speedway and raced once, lowering the track record for trotters to 2:14 1-2, to cart.

His next start was at Monroe, N. Y., on August 11, in the 2:24 trotting stake of

\$1,000, which he won in straight heats in 2:15 1-2, 2:14 1-2, and 2:14. He then raced at Goshen, N. Y., in the 2:20 trot for amateur drivers, it being a stake valued at \$2,000. This event he also won, trotting his second heat in 2:12 and the last one in 2:12 3-4, the final quarter in 32 seconds. The following week he raced at Middletown, N. Y., in the 2:24 class, purse \$1,000, winning in 2:13 1-4, the track record for trotters.

He was then shipped to the Rockingham Fair, Salem, N. H., and on September 1, in the 2:17 trot, purse \$500, he gathered in first money without losing a heat, the final one being in 2:12. From there he went to Hartford, Conn., and on September 7, he won a \$2,000 stake very easily in straight heats, the fastest in 2:13 3-4. His last professional start was at Brockton, on October 1, where he won the 2:10 trotting stake of \$1,000, the fastest heat in 2:14 1-4.

The record of Bronson, under the very clever reinsmanship of Mr. Graves, was nothing short of sensational. Many experts of horses were inclined to jibe Mr. Graves in his purchase of Bronson, but the proof has been that he was the best purchase that could possibly have been made, the little trotter being fearless, easy to drive, always on a trot, and honest as the day is long. It was predicted the season of 1914 that he had speed enough to turn a good mile track, like Columbus, in 2:06 or 2:07, and in 1915 the opportunity may be given of seeing how near true this prediction may be.

In his ten professional starts, in 1914, Bronson was seven times first and three times second, his total winnings amounting to the neat sum of \$4,395. This was certainly a wonderful fun horse for a gentleman driver like Mr. Graves, for outside of the money that he earned, it was very likely that his owner, if asked, would say that he had earned in solid enjoyment four times that amount. Mr. Graves resides in Newton, Mass.

GEORGE F. LEONARD

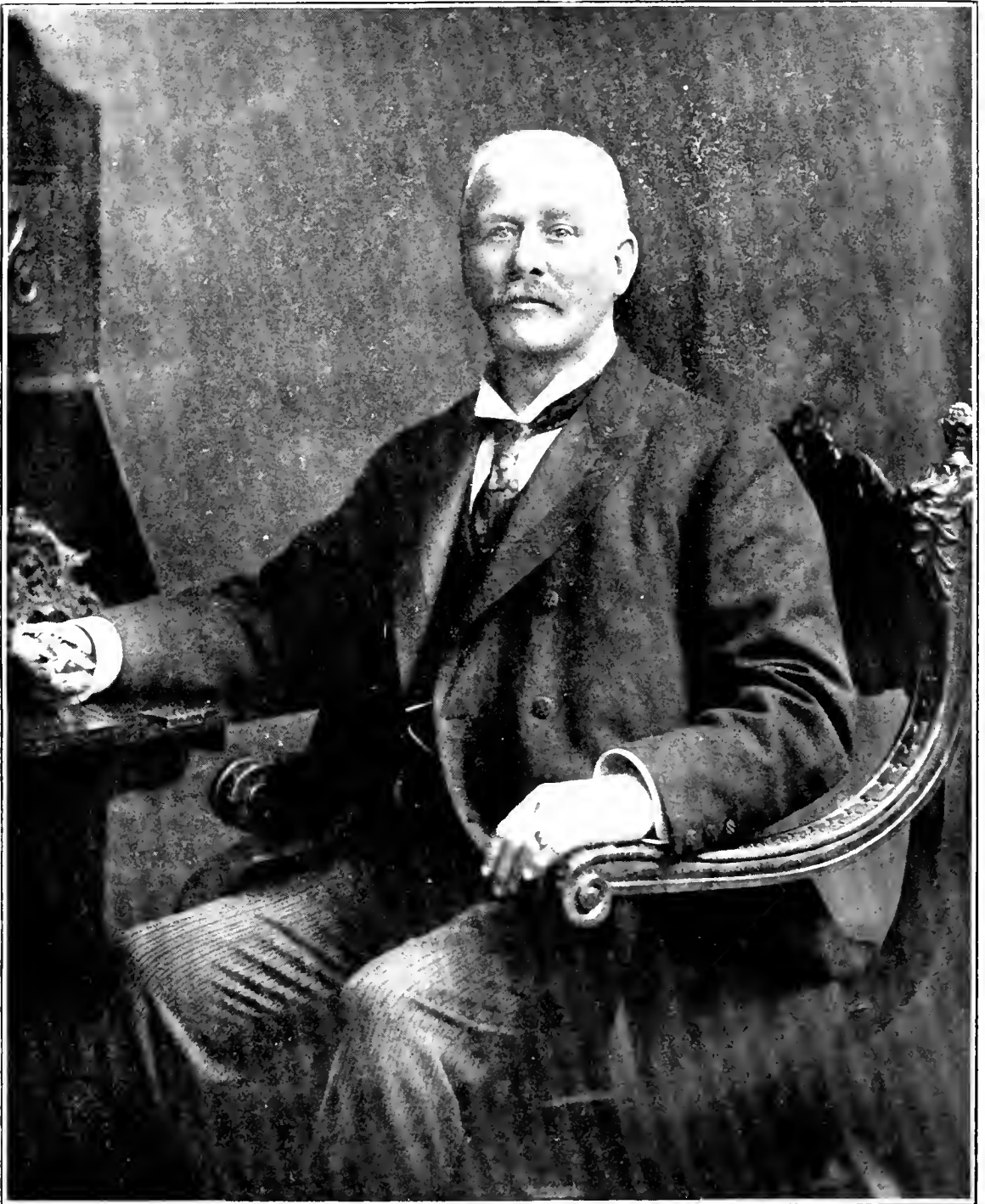
GEORGE F. LEONARD, one of Boston's most successful business men, first became interested in the trotting horse about twenty-five years ago, and soon after was made president of the Bennington (Vt.) Driving Club, and drove a horse to victory at their first meeting. A few years after this he was prime mover in the organization of the Gentlemen's Driving Club of Boston, and served that club on the board of directors and the racing committee for a number of seasons. During this time, Mr. Leonard won a large number of silver cups and numerous blue ribbons with such good trotters as Chimes Bell, 2:09 3-4; Fred



MISS MARY MURPHY and "ROYAL CHARLIE"
Winner of Twenty-three Blue Ribbons at Prominent Horse Shows



HIGH ROLLER and HIGH LADY
Prize and Blue Ribbon Winners, Either Double or Tandem.
Owned and Driven by M. F. Murphy



GEORGE G. HALL

His Many Matched Pairs of Fast Trotters Have Made Him Famous in Horse Circles



EARLY BIRD, JR., 2:11 1-2

**Winner of Readville Race, to Wagon, in 2:11 3-4. One of Few Pacers to Defeat Kentucky Star.
Owned and Driven by George Robinson Hall**

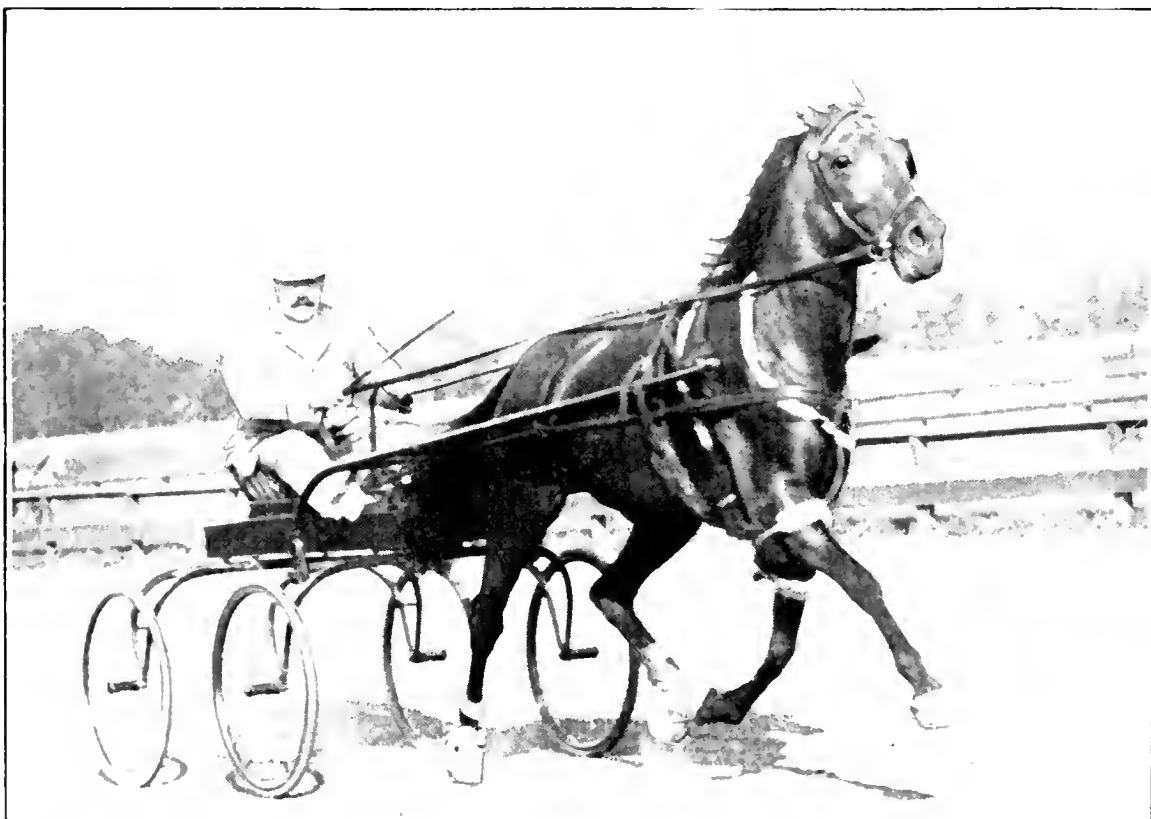


Photo from Boston Herald

GLORIA WILKES (Matinee Record), 2:18 1-4

**Winner of Four Silver Cups and Club Trotting Championship One Season at Readville Track.
Owned and Driven by Frank Gardner Hall**

Ames, 2:20 3-4, matinee record 2:15 1-4; Lucky Jim, 2:20 1-4; Charley King, 2:14 1-4; Pierpont Morgan (2), 2:27 3-4, and a half-mile matinee record of 1:02; Southern Spy, matinee record of 1:05 1-2, and Belnuu, 2:23. One season Mr. Leonard won every start he made with Pierpont Morgan in the Readville matinees.

On August 23, 1905, Mr. Leonard won a hard fought race with Chimes Bell, and gave her a matinee wagon record of 2:14 1-4, which was the fastest mile to wagon by a green trotter made that year. For his victory he was given a large set of tubular chime bells.

Mr. Leonard was one of the first members of the Metropolitan Driving Club, and soon after joined the Dorchester and Fellsway Clubs, where he was active and a help in many ways. He has been on the board of directors, and served on other committees in the Metropolitan Driving Club.

It has always been a great pleasure to Mr. Leonard to drive that good, all-around road horse, Southern Spy, that won all of his races the first season out, and has to his credit a large number of silver cups that he captured in the show ring. For six years he was a constant winner of blue ribbons and, in 1914, he was as sound as a colt.

It was for a number of years Mr. Leonard's opinion that early racing over the Massachusetts half-mile tracks would be beneficial to horse owners and the breeders of the light harness horse, but he was not able to bring this about until 1914 when, with the assistance of Justin Edwards and Samuel B. Hastings, the Bay State Short Ship Circuit was started with Mr. Leonard president, and it proved an unqualified success. At the meeting of the Circuit Stewards at Young's Hotel, Boston, on November 18, 1914, Mr. Leonard, not desiring the presidency another term, was made one of the executive committee in the continuation of the circuit for the year 1915. Mr. Leonard resides in Brookline, Mass.

JOHN L. GILMAN

JOHN L. GILMAN was born in Newfields, N. H., in 1850, and was graduated from the schools of Exeter, N. H. His first work in Boston was in the wholesale dry goods department of Jordan Marsh Co. in 1878. In 1886 he opened a hotel and cafe, at Revere Beach, and continued in this business for himself for fourteen years.

He has been an honorary member of the Metropolitan Driving Club since its organization, and the success of the club is largely due to the efforts of Mr. Gilman, as he has

been superintendent of the Charles River, upper division, Metropolitan Park Commission since 1899, which in part takes in the Charles River Speedway. Constant vigilance, with good judgment, made the straightaway speedway one of the very fastest in the whole country.

The half-mile track was constructed by Mr. Gilman having his employees dump ashes over the marsh and afterward the loam topsoil, that completed the track, was put on.

There was some opposition on the part of the Metropolitan Park Commissioners in building a half-mile track, they believing that the expense would be too much for them to burden the taxpayers with. C. H. Belledeu, then president, had explained his plan of the half-mile circle going between the speedway proper and the river. After visiting the Metropolitan Park Commissioners, Mr. Belledeu informed Mr. Gilman of what was their decision, to which the latter replied:

"You leave that to me, Mr. Belledeu, we have tons and tons of ashes, and I will make that plot of land the dumping place for these ashes. It will take only a short time before the ground required will be filled in and then the Metropolitan Park Commissioners can look it over and see what a slight expense will put on an additional cover of loam and complete the half-mile track."

What happened and how it came out, the members of the club now well know. The half-mile track is one of the best outdoors, and is greatly enjoyed by the horse-loving public of Greater Boston. Mr. Gilman has always been alert in keeping in perfect condition the straightaway track, the half-mile course, the horse show ring, and all of the other appointments at the speedway.

Mr. Gilman is a member of the Masons, Pequotsett Lodge, Watertown, and of the Neptune Lodge of Odd Fellows, Revere. He resides at 525 Western Ave., Brighton, Mass.

FRANK G. TROTT

FRANK G. TROTT was born in Council Bluffs, Ia., in 1871. After receiving his education, he entered partnership with his father, Lemuel G., in the publishing of a turf paper, Spirit of the Hub, where he remained from 1880 to 1896. In the Spring of the latter year he went on the Boston Globe as assistant to Allen Lowe, and became turf editor, with complete charge of that department, on January 1, 1898, where he has since remained.

Mr. Trott has been a valuable aid in promoting the horse interests of New England with his clear cut and concise accounts of the racing and of the men prominent in its



JOHN H. JEWETT

First Presiding Judge at Charles River
Speedway; Helped to Organize
Metropolitan Club; Turf Writer
on Boston Herald



LEMUEL G. TROTT

Who Helped Organize Metropolitan Club
and Was First Programmer



FRANK G. TROTT

Turf Writer on Boston Globe



EARL W. FARNUM

Turf Writer on Lynn Item

affairs. He is a devoted admirer of the light harness horse and enjoys nothing better than spending his spare time at the race tracks, working out some of the fast horses. In the winter season, Mr. Trott is an enthusiast of ice-boat racing, he having owned some of the fastest boats that have raced on the ponds north of Boston. Mr. Trott resides at Winchester, Mass.

LEMUEL G. TROTT

LEMUEL G. TROTT was born in Woolwich, Me., in 1844. After attending Kent's Hill Seminary, he was graduated from Bates College. He started the Spirit of the Hub, a weekly turf paper, in 1887, a publication that was much appreciated by the horsemen during its years of existence. With the disposing of the Spirit of the Hub, Mr. Trott was associated with several of the Boston daily papers, gathering the local turf news of importance.

Mr. Trott was one of the instigators of the Metropolitan Driving Club, his series of articles arousing the local horsemen to the first gatherings held in Young's Hotel. It was he who engaged the room at that hostelry for the initial meeting in the organization of the club. After the club was started he was an earnest worker in securing members, and was the first official programmer in the matinees at Charles River Speedway.

Mr. Trott met his death in a railroad accident in 1908, and his sudden demise was a distinct shock to his horde of friends and acquaintances throughout New England. He had spent nearly a lifetime in the interests of the trotter and pacer, and had seen the sport and the breeding farms grow to one of the most important industries of this section of the country, the trouble days of racing having just begun when his death occurred.

EARL W. FARNUM

Of the newspapermen who have been closely connected with various activities of horsemen and who are still enthusiastic turf writers, Earl W. Farnum, sporting writer of the Lynn Item, the largest daily in Essex county, is among the more prominent. Nearly five years in Lynn has made something of a Bay Stater of him, but he is a native of Providence, R. I., and for many years was the leading sporting writer of "Little Rhody," as sporting editor of the Providence Telegram and the Tribune which succeeded it. During that period he was a familiar contributor to the American Horse Breeder and other turf papers. He has a rich store of

memories of road racing in Providence and Narragansett Park Grand Circuit sport.

In 1910 Mr. Farnum published the New England Horse Journal in Providence. It was a lively weekly while racing flourished at Narragansett Park, Hills Grove, and Woonsocket and, when forced to succumb because of the changed conditions, it refunded every dollar advanced.

In Lynn Mr. Farnum has done much to keep interest alive in the horse. In 1912 his work as secretary of the Lynn Work-Horse Parade helped materially in the turning out of more than 500 horses, the biggest parade of the kind New England has ever had, with the exception of the Boston parades.

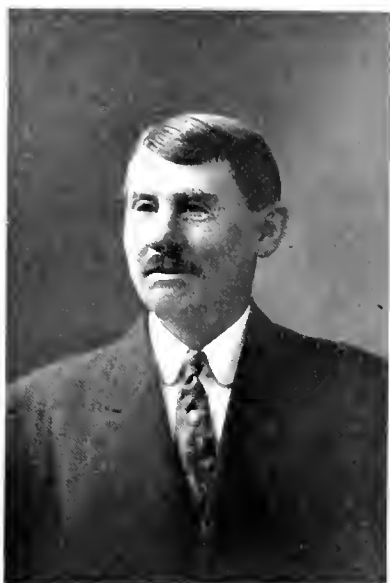
In 1913 he was made matchmaker of the Lynn Driving Club's championship matinees, at Rockdale Park, and the season was one of the most interesting and successful that club had enjoyed for some time. For three years he had served in the judges' stand, without missing a meeting. In recognition of his services, he was made the third honorary member of that club. Similar honors have been conferred upon him by other clubs, the first being by the Providence Driving Club a dozen years ago.

Over a period of 15 years, Mr. Farnum has been a familiar figure in the press box and among the "regulars" of New England racing. Before that time he had become an enthusiastic road driver in Elmira, N. Y., while studying law with a relative, and learned some of the angles of the sport by association with such horsemen as Harry Hersey, since famous as the pilot of Dan Patch, Jud Parsons, B. T. Birney, Lish Gulick and other horse spirits of the Chemung Valley. This knowledge was of value when he entered newspaper work, as the racing at Narragansett Park, of that period, had no difficulty in being recognized in Providence as the "sport of kings."

CYRUS C. MAYBERRY

CYRUS C. MAYBERRY was born in Casco, Me., in 1851. After passing the common schools of his native town, he was graduated from the Bridgton (Me.) Academy, and the Bryant & Stratton Business College of Boston. His first work in Boston was in 1872 as accountant for C. R. Richardson & Co., Water Street. Later he was employed in the law office of Judge G. A. Upton, and was admitted to the bar in 1882, since which time he has conducted a law and real estate office at 28 School Street, Boston.

Mr. Mayberry was one of the first members of the Metropolitan Driving Club. In the early days of the club he was greatly



E. L. SHARPNECK
Well-Known Member of Metropolitan Club and
a Crack Bowler



JOHN W. CAWLEY
One of Metropolitan Club's Silent Workers



KNAPP FORSNER
Leading Trainer and Driver in Greater Boston

interested in inducing horsemen to join. He has served on the executive committee, board of directors, and was chairman of the racing committee in 1913-14.

Mr. Mayberry has been closely identified in the history of both the Saugus and Mystic tracks. The former he purchased, in the Fall of 1883, in company with three other men. He employed J. A. Snow for secretary and they gave race meetings for four years. He sold the track to O. S. Roberts in 1889, but bought it back a year later, being one of a syndicate of ten Lynn men. Soon after he sold the racing plant to George A. Engleman and others, owners of Brighton Beach race course.

In 1903 Mr. Mayberry headed a syndicate of land owners and purchased the famous Mystic Park, in Medford, from Horace Willis and the widow of Thomas J. Alexander. The land was cut into building lots, and in 1914 it was practically covered with dwellings, with the exception of the backstretch of the race track.

Mr. Mayberry was owner of the Island View Farm, Whitefield, N. H., and later bought the Mayberry Farm in Casco, Me., where the well known stallion William Albert, 2:16 1-2, heads his stud of brood mares. He has bred, had developed and raced, Ben Wilkes, 2:17 1-4; Domino, 2:16 1-2; Tommy L., 2:19 1-4; Bertmont, 2:18 1-4; Dr. Billings, 2:18 1-4; Cleoberta, 2:20 1-2; Prince Albert, 2:24 1-4; Leoberta, 2:26 1-2; Mordica, 2:20 1-4; Zephyr, 2:21 3-4; Frank Albert, 2:22 1-4; Montbert, 2:22; Nancy Bingen, 2:15 1-4; Cassandra, 2:24 1-2, and more than 100 others. Mr. Mayberry resides at 9 Stetson Street, Brookline, Mass.

E. L. SHARPNECK

E. L. SHARPNECK was born in Parkersburg, W. Va., in 1855. He attended the schools in Council Bluffs, Iowa, completing his studies with a thorough course in mechanical engineering. He started in business for himself as an inventor and mechanical engineer, spending several years in Chicago. In 1900 he came to Boston and located in the Tremont Building, and in the past few years he has had a suite of offices at 88 Broad St. Mr. Sharpneck is known throughout the country in his chosen field of mechanical engineering and as an inventor. He has placed on the market many patents that are in constant use. His anti-friction roller bearing is being taken up by the prominent railroads of the United States and Canada.

Mr. Sharpneck joined the Metropolitan Club in 1914, and while he has owned several

high-class driving horses, yet he has not invested in speed horses to the present time. Despite that, however, he is frequently seen at the speedway on the days of matinee racing, and it is predicted by his friends that the time is short before he gets the fever so badly that the result will be his buying a fast trotter or pacer. Mr. Sharpneck's hobby, outside of his home life, is bowling, at which he is recognized as one of the cleverest amateurs in Greater Boston. He resides at Winthrop Highlands, Mass.

KNAPP FORSHNER

KNAPP FORSHNER was born in Wallace, Cumberland County, N. S., in 1895, and received his education in the schools of his native town. His first work was in 1884, making jewelry in the shop of Draper, Pate & Bailey, Attleboro, Mass. He started in business for himself in 1894, in North Attleboro, opening a sale and boarding stable and dealing in coal and wood. He is a member of the Metropolitan, Fellsway, and Dorchester Driving Clubs.

Mr. Forshner first became interested in horses at North Attleboro, where he conducted a public stable at the local half-mile track. Leaving North Attleboro, he located at Combination Park, and was then in the hotel business in Brighton. After that he removed to Providence, where he was in the stable business and run a horseshoeing establishment, also trained a string of horses at Narragansett Park for Fred E. Perkins, the owner of the track property. When Narragansett was turned over for the use of the running horse, Mr. Forshner removed to Hillsgrove, R. I., selling out his business in Providence. He then returned to Medford, where he ran the Medford Inn and stable, and trained horses at Combination Park. His next venture was in the horseshoeing business in Haverhill, Mass., and running a public training stable in Kenoza Park. There he remained one year, when he returned to Boston and bought a grocery and provision business, which he disposed of in the Spring of 1914, that season training horses at the Charles River Speedway.

Mr. Forshner, during his extended turf career, gave records to about twenty-five of his own horses, from 2:10 to 2:30, and fully as many were given their records by him that were owned by other parties. He had good success with the pacing mare, Edna B., 2:19 1-2, the season of 1914, winning four free-for-alls getting second money four times, and fourth money once. The times that he was second, he was defeated by the almost invincible half-mile pacing gelding of that

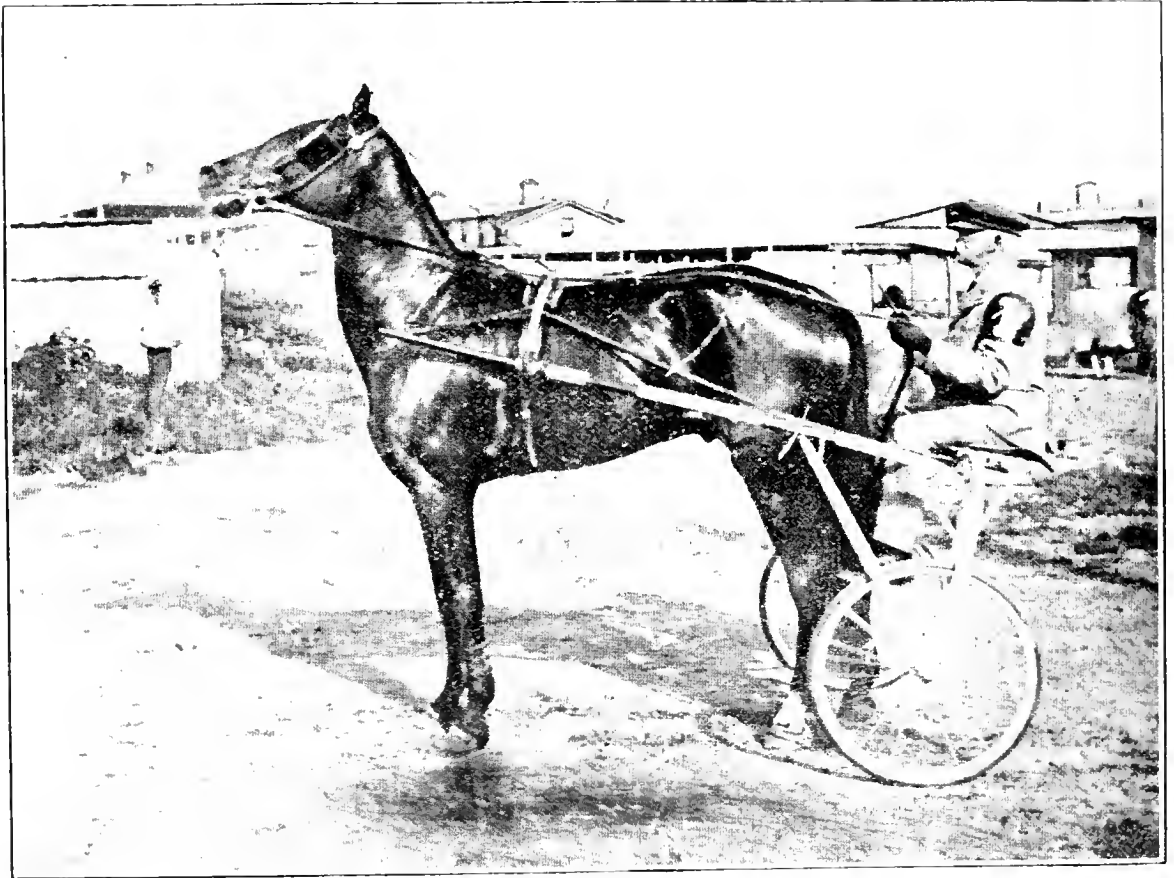


Photo by Chalerm

EDWIN B. RICE

Owner of the "Big Four" of New England - Anaconda, 2:01 3-4; John M., 2:02 3-4;
Royal R. Sheldon, 2:04 3-4, and The Friend, 2:05 1-4

World's Double-Gaited Champion



ANACONDA, Pacing, 2:01 3-4; Trotting, 2:09 3-4 (John Trout Up)

After Securing His Pacing Record Anaconda, without the Aid of Hopples or Heavy Shoeing, Earned His Trotting Record, the Combined Time of Which is Nearly Three Seconds Faster Than to the Credit of Any Other Harness Horse. Anaconda Was the Property of Edwin B. Rice, One of Boston's Foremost Horsemen

year, Fred W. Edna B. was owned in partnership by Mr. Forslmer and John H. Weeks, of Brookline. In the handling of trotters and pacers, Mr. Forslmer has been successful, he having been particularly expert in the balancing of trotters. Mr. Forslmer resides in Malden, Mass.

JOHN W. CAWLEY

JOHN W. CAWLEY was born in East Haverhill, N. H., in 1866, and received his education in the public schools of that town. In 1888 he accepted a clerical position with the Standard Oil Co., which was his first work in Boston. Three years later he started in business for himself, opening a brokerage office at 53 State St., where he is still located. He became a member of the Metropolitan Driving Club in 1914, and promises to be one of the real active members of the organization. He owned Lothair, 2:19, and enjoys hugely the matinees at Charles River Speedway. Mr. Cawley resides in Brookline, Mass.

JESSE EDDY

JESSE EDDY was born in Fall River, Mass., in 1868, and attended the grammar and high schools of his native city. In 1889 he entered the employ of A. Shuman & Co., clothiers of Boston, and is now identified with the same business, being employed by the John F. Fitzgerald Clothing Co. Mr. Eddy joined the Metropolitan Driving Club in 1906. He has been a member of several of the committees, the most important being the racing committee, of which he was secretary from 1908 to 1912. While holding this position he became, if possible, even more popular with the members racing horses on account of his thorough impartiality, each and every man owning a horse being the same to him when it came to classifying them in a horse race.

Of the horses that Mr. Eddy has owned can be brought to mind Sir Albert S., 2:03 3-4; The Baron, 2:19 1-4; Brown Bess, trial 2:28, and Bobby Patchen. Mr. Eddy is a member of the fraternal lodge of Masons. He resides at 33 Otis St., Melrose, Mass.

SAMUEL BOUVE HASTINGS

SAMUEL BOUVE HASTINGS was born in Malden, Mass., in 1875, and attended the public schools of that city. His first work in Boston was in 1893 for his father, A. W. Hastings, senior member of the firm of A. W. Hastings & Co., dealers in windows and doors, at 134 Friend Street, Boston, Mass. He started in business for himself in 1902, with the retirement of his father from the firm. He joined the Metropolitan Driving Club, being among the first members,

and is also a member of the Elks and the Boston City Club.

Mr. Hastings has been strongly identified with the professional and amateur sport for a number of years and has owned the best. Among those that he has raced are: Highball, 2:03 3-4; The Ideal Lady, 2:00 1-4; Morine, 2:09 1-4; Mansfield, 2:05 1-4; Chimes Hal, 2:06 3-4; Doctor C., 2:13 1-4; etc. Mr. Hastings is very capable in the driving of a trotter or pacer, as was demonstrated at the Brockton Fair, in 1914, when he got up behind the pacer, Dick Direct, and won the race in several seconds faster time than what the same horse was defeated in earlier in the week. Mr. Hastings resides at Lexington, Mass.

GEORGE W. NORTON

GEORGE W. NORTON was born in Cambridge, Mass., in 1857, and attended the schools of Allston, Mass. His first work was for his father, Edward H. Norton, manufacturer of soap. In 1882 he succeeded his father in the soap business, in Cambridge, where he is still located. He was one of the first members of the Metropolitan Driving Club, of which he is a life member, and has served on the board of directors. He also belongs to the B. A. A.

Mr. Norton is one of the leading matinee enthusiasts, as well as having been prominent on the professional turf. Among those he has raced for cash prizes were: Sallie Hook, 2:09, and also a matinee record to wagon of 2:00; The Shah, 2:10 3-4; Jim Corbett, 2:15; Walter Roberts, 2:16 1-2; etc. He is the breeder and owner of the sterling trotter, The Mason, 2:17 1-4, that won more money in the Bay State Short Ship Circuit in 1914 than any other trotter, having \$1,025 to his credit in nine races, of which he got five firsts, two seconds, and once each a third and a fourth. After the Springfield meet, The Mason came to his true racing form, and from then on was unbeaten in the circuit, winning his next five remaining stake engagements and losing only three of the eighteen heats which he raced at Northampton, Hills-grove, Taunton, Marshfield, and Fitchburg. The Mason was out of the mare, Fly-a-way, 2:29 1-4, which Mr. Norton drove on the road and raced during the sleighing season on Beacon Street Boulevard for many seasons. With her retirement from active work, he bred Fly-a-way to Alliewood, 2:09 1-2, the result being The Mason. Mr. Norton resides in Lexington, Mass., where he has a very comfortable stock farm, which is called the Peacock Farm.

T. LEE QUIMBY

T. LEE QUIMBY was born in Stanstead, Quebec, Canada, in 1864. He attended the Stanstead Wesleyan College and was graduated from McGill University. His first work was writing for the daily newspapers, starting on the Montreal Star, and later being with the Montreal Herald and then the Canadian Sportsman. In 1902 he came to Boston, taking the position of manager of the American Horse Breeder, where he remained until the publication changed ownership. He is at present interested in the sale agency at 220 Devonshire Street, Boston.

Mr. Quimby was one of the first members of the Gentlemen's Driving Club of Boston, and at the initial election in 1889, was elected to the office of secretary, which position he has since filled. He is also secretary and treasurer of the League of Amateur Driving Clubs, that comprise a membership of clubs representing the larger cities in the country, like Cleveland, New York, Syracuse, Pittsburgh, etc.

In his position on the Horse Breeder, and in his official capacity with the matinee sport, Mr. Quimby has always been active in furthering the interests of amateur racing. His articles were instructive, pithy, well-balanced and, withal, contained the true enthusiasm, ably inspired by the writer, well versed in his chosen sport. In his office of secretary he was zealous in the elevation of matinee racing to the highest scope, believing that the American trotter was the best horse bred in the world for the use of gentlemen.

Mr. Quimby has indulged in matinee racing, having owned several that he raced in the events of the Gentlemen's Driving Club of Boston. He resides at 132 Appleton Street, Arlington Heights, Mass.

WILBUR L. DUNTLEY

WILBUR L. DUNTLEY was born in Rochester, N. H., in 1871, and after passing the schools of his native city attended Dartmouth College. He came to Boston in 1897 to work for the Boston Herald in the art department. After several years with that paper, he became connected with the American Horse Breeder and other publications. He was one of the prime movers and manager in the reorganization of Rockingham Park, Salem, N. H., into one of the biggest annual fairs of New England.

Mr. Duntley has a wide reputation as an artist, he having painted some of the most celebrated horses on the American turf. In recent years his painting of Uhlan, and the

"A Dash for a Fortune," the illustration of the famous \$50,000 race, is considered by critics the work of a master. He is at present engaged in his chosen vocation of placing on canvas prominent horses in action.

Mr. Duntley joined the Metropolitan Driving Club in 1908, and was elected secretary that year, which office he has since held. His partiality for the horse has led him to engage in racing both as an amateur and in the professional field. He has owned and developed seven trotters that raced in better than 2:16. Of the ones prominent in matinee racing are: Enoch W., 2:16 1-4; Margate, 2:08 1-4; Una D., 2:27 1-4; Clontarf, Jr., 2:24 1-4; etc. Mr. Duntley resides at 1141 Commonwealth Avenue, Allston, Mass.

W. J. FURBUSH

W. J. FURBUSH was born in Lebanon, Me., in 1865, and received his education in the local schools of his native town. His first work in Boston was in 1886, in the grocery store of his brother, A. J. Furbush, in the Brighton district. He started in business for himself in 1891, opening a grocery and provision store in West Newton, where he is at present located at 64 Chestnut Street. He was one of the first to join the Metropolitan Driving Club, of which he is a life member. He was very active in its affairs, having served on the board of directors and as vice-president. He is also a charter member of the A. O. U. W.

Mr. Furbush has been for years very strongly interested in horses, he having owned and raced some of the best that have left Massachusetts. One never to be forgotten was the pacing gelding, Phoebon W., 2:08 3-4, which record he obtained the third heat of his race at Saugus track and is still the track record. This gelding was raced by Mr. Furbush in the Provinces and Canada and one season he won every race in which he started. On the ice at Ottawa he gained the then world's record by winning the first heat of his race in 2:16 1-4, and was rewarded with a silver cup by the association for his performance. On this event was waged \$22,000 in the pool box. In this meeting he won the 2:06 pace on Tuesday and the free-for-all on Friday in the same week. Mr. Furbush sold Phoebon W. for \$3,500, but later he bought him back and he is now owned by himself and his brother, A. C., who intend that he shall die their property.

Other horses of importance campaigned or matined by Mr. Furbush were Parker S., 2:06 1-2; Coney, 2:02; My Star, 2:03 3-4; Lonise G., pacing, 2:08 1-2, trotting, 2:21. The last named captured the speed cup given by

the Metropolitan Driving Club for trotters in the Spring series of 1909, winning her fourth heat in 1:01 1-4. In the Fall series of that year, she won the point cup for pacers, and in the Fall series of 1910, she was placed to trotting again, capturing the speed cup with a winning heat of 1:02 1-2. Then came from his stable Paul Revere, 2:07 1-2; Col. Taylor, 2:09 1-2, winner of a five-mile race at Montreal; Red Pepper, 2:17 1-2; Mazie Sidney, trial 2:13 1-4, winner of the championship ribbon for two seasons at the Franklin Field Speedway, and, when Mr. Furlush sold her, he gave the ribbon back to the Dorchester Driving Club to again be raced for. Others not before mentioned were Young Clon, 2:13 1-4; General Fiske, 2:14 3-4, and some 150 more with records in 2:30 or better. Mr. Furlush resides at 66 Davis Avenue, West Newton, Mass.

HARRY J. RUSSELL

HARRY J. RUSSELL, twenty-five years ago, opened a real estate and investment office at 79 Milk Street, Boston, which he has, by constant application and good business judgment, developed into one of the largest in the city. He joined the Metropolitan Driving Club at its first meeting in Young's Hotel, and, when the second meeting came about, put in ten new members, paying their dues with his personal check. He also belongs to the Dorchester and the Gentlemen's Driving Clubs of Boston.

Mr. Russell has one hobby—a good road horse, and always has him hooked right. Probably no horse was better known in Greater Boston than Picture Hat, and he was in every way what his name designates—a picture. He had 2:20 speed, was a free driver and perfectly mannered, which, with beauty, made a great combination of qualities to be found in one horse. Hitched double with Addison A., the pair would give a person a most magnificent ride, not thinking anything of stepping off a thirty-mile journey in one afternoon.

In the early days of racing at Charles River Speedway, Mr. Russell, besides Picture Hat, had in the matinees the fast pacer, The Private, 2:07 1-2, that was driven by M. A. Nevens, Queen Elizabeth, Jessie K., 2:26 1-2; Kidnapper, 2:24; Frank Herdic, 2:17 1-4; Kitty Wilkes, 2:24 1-4, etc. Mr. Russell resides at 467 Massachusetts Avenue, Boston.

LEWIS WHITAKER

LEWIS WHITAKER was born in Stanstead, Conn., in 1831. He received his education

in the schools of New Hampshire, Vermont and Massachusetts, his parents moving from one to the other of these states while he was a young man. His first work in Boston was in 1848, in the employ of Daniel Whitaker, soap manufacturer, in Jamaica Plain. In 1852 he started in the soap business for himself in Jamaica Plain, and, five years later, opened a provision store there. After running this three years, he disposed of it and, in 1861, he started in the tallow business, locating in Roxbury, where he remained forty-two years, retiring from business when he was seventy years of age. Mr. Whitaker is a member of the fraternal order of Masons.

Mr. Whitaker was long identified with the professional turf of New England. He was a patron of the noted driver, J. J. Bowen. His first venture was with the trotter Hazor, that gained a record of 2:27. He then got the good money-winning performer, Magic, 2:25 1-4. Then, in turn, came White Socks, 2:20 1-2, which had every indication of being one of the most valuable trotters of his period when his turf career was cut short by his sudden death. This was a severe blow to both Mr. Whitaker and "Uncle Joek," but did not deter Mr. Whitaker from further investment in high-class trotters. His next venture was Jesse Hanson, 2:13 3-4, that was campaigned over mile tracks for several seasons with success. Refina, 2:08 1-2, will long be remembered by horsemen in her succession of hard-fought victories. From the tap of the bell, for the first heat, she was never left out of the reckoning. The last of Mr. Whitaker's racing was done with the pacer, John T., 2:09 1-4, which he owned in partnership with Sanford Small. This gelding was driven in his races by Lester Dore, as Mr. Whitaker considered it too dangerous for Mr. Bowen to drive in races at his old age. Mr. Whitaker resides at 47 Ocean Street, Dorchester, Mass.

EVERETT L. SMITH

EVERETT L. SMITH was born in Quincy, Mass., in 1865, and attended the Dwight Grammar School in Boston, and was graduated from the Bryant & Stratton Commercial College. He entered the employ of Cumner-Jones Co., tailors' trimmings, in 1884, it being his first work in Boston. In later years he was identified as turf correspondent for the metropolitan papers of New York and Chicago, and of many of the leading weekly publications devoted to the interests of the light harness horse. Mr. Smith is a member of the Gentlemen's Driving Club of Boston and the B. A. A. of Boston.

Mr. Smith has been very prominent on the

Thomas J. Griffin and His Horses

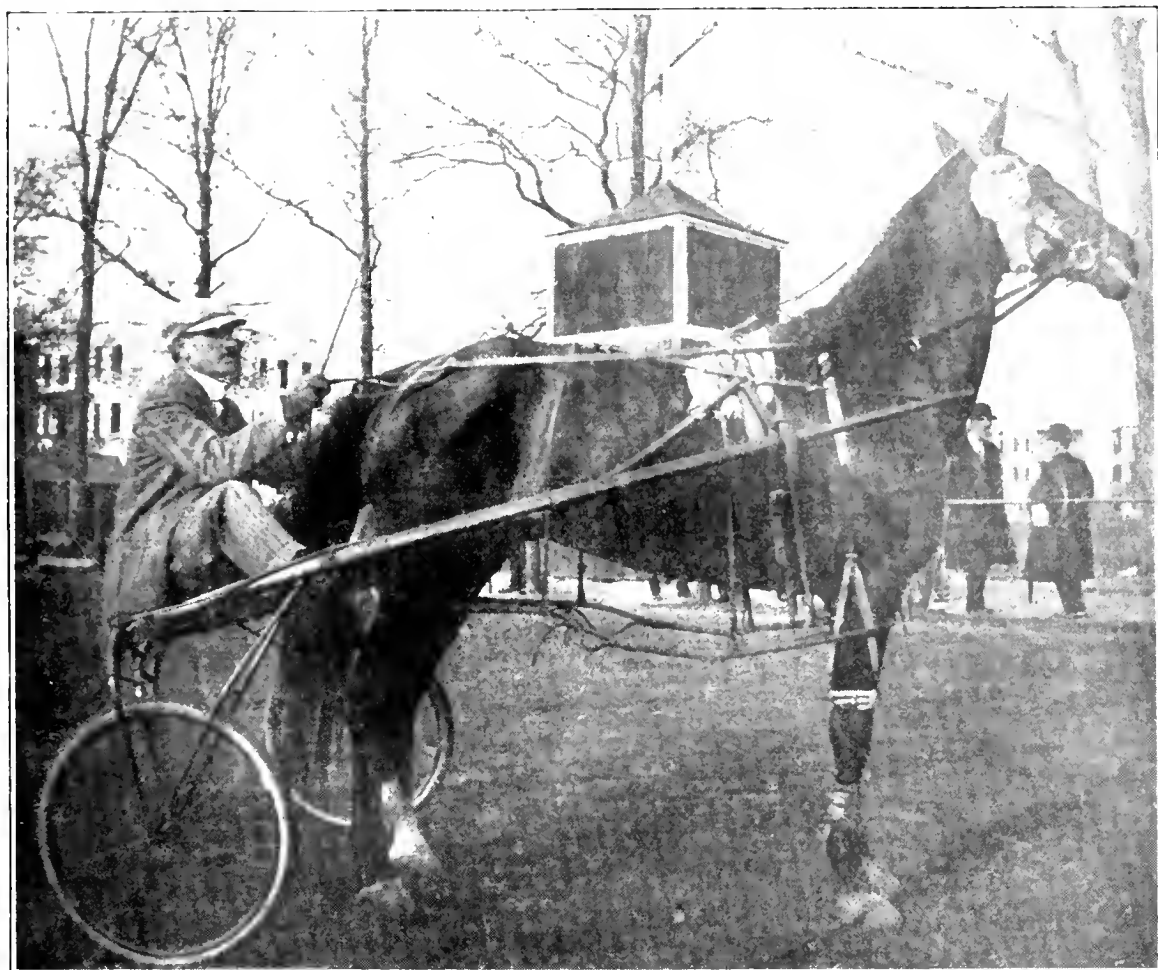


ALFRED KING (2), 2:28 1-4

FRANTELL (2) (by Walnut Hall)

Two Very Promising Colts. Frantell is in \$85,000 Worth of Futurity Stakes to Be Raced in 1915. Alfred King, When Three Years Old, Worked in 2:15, a Half in 1:04 1-2

Thomas J. Griffin and His Horses (Cont.)



CASCADE, 2:06 1-2

Joint Holder, with Charley King, of Franklin Field Quarter-mile Speedway Record of 29 Seconds.
He Was Prominent in Interclub Meets

amateur turf, having owned over 150 horses with records of 2:30 or better, among the number being Ward M., 2:09 1-4; Sherman Clay, 2:05 3-4; Giles Noyes, 2:05 1-4; Senator L., 2:12; Billy H., 2:10 3-4; and Brother Milo, 2:14 1-2. While Mr. Smith has owned many horses with speed, yet the one he feels the most pride in is Quilberta, foaled on May 14, 1911, and which he bred himself. This filly took a trotting record, on August 6, 1913, of 2:20 3-4, as a two-year-old. This was at Poughkeepsie, N. Y., over a very heavy track; in fact, so bad was the footing that one of the horses racing that afternoon could not go faster than around 2:30, and a week later stepped in 2:17 1-2.

Quilberta is bred in the purple. She was sired by Bingara, which at thirteen years of age had 75 with records between 2:05 1-4 and 2:30, and has four sons and five daughters that have either sired standard speed or have produced it. Her dam is Regal Lassie, 2:26 1-4, by Ralph Rex, 2:26 3-4. Regal Lassie had three foals before she died, in 1913. Zaida secured a record of 2:09 1-4, Lester M. appended a matinee record of 2:14 1-2, over a half-mile track, and Quilberta, the equine subject of this sketch. Ralph Rex was a son of the mighty Ralph Wilkes, 2:06 3-4, son of Red Wilkes. Second dam of Quilberta was Cune Lass, the dam of Cristo, 2:17 1-4, by Palatka, son of Nutwood, 2:18 3-4. Third dam, Cuneiform, dam of Cascade, 2:06 1-2, and Silvia, 2:19 1-4, by Lord Russell. Fourth dam, Englewood, dam of Kurburn, 2:20, by Belmont. Fifth dam, Woodbine, dam of Wedgewood, 2:19, and Woodford Mambrino, 2:21 1-2, etc., by Woodford.

Mr. Smith has not only made a reputation as a turf authority, but his very clever work with the brush has given him a name among artists, his work in oil of some of the famous trotters having brought him agreeable criticism from men with rare judgment in equine art. A peculiarity of Mr. Smith is the superstition of seeing the new moon over his right or left shoulder. He would rather pay \$50 to some good cause than see a new moon over his left shoulder. In illustrating this is told the following:

In 1907, the year Mr. Smith visited Australia, he mentioned the fact one evening before leaving Boston that he was afraid he was in for a siege of hard luck, as he happened to look at the new moon over his left shoulder. His friends took this with a lot of incredulity and jollied Mr. Smith considerably over the way he felt. Watch the result: That evening, on returning home, Mr. Smith

was held up on the Boston Common and had a twenty-stone diamond horseshoe pin taken, a twelve-ride ticket between Boston and Westboro, and \$48 in currency.

On the other hand, here was a time when he glimpsed the new moon over his right shoulder. It was about the last of pool-selling at Springfield, Mass. Henry Pope's Boss H. was touted heavily to win, as he had been timed in better than 2:20 the week before. Among those opposing him in the race was the little trotter, George A., owned by Eugene and George Ayer of Boston. Mr. Smith was obliged to stand at the edge of the crowd when Col. Morse opened up the selling, and he thought the Colonel was offering Boss H. at \$10, so raised both hands, and fingers spread out, to indicate he would like a supply of ten tickets at that market. Morse knocked down the order, and when Mr. Smith went for his tickets, they read, George A., \$10, in total pools of \$130 to \$180. It so happened that Mr. Smith had not cash enough to hedge off, so he had to let this stand. Well, Boss H. made a bad break in the first turn the first heat and was distanced by at least one-eighth of a mile, the heat being won by Geo. A., driven by Tom Marsh, as were also the two heats following and the race. George A., having been rated as a "morning glory," Mr. Smith never would have invested counterfeit money on him, but having seen the new moon over his right shoulder, of course, fate put his money on the winner, as he has always believed, and the result was that his bank account was increased by over \$1,300. Mr. Smith resides in Westboro, Mass.

EUGENE S. MORSE

EUGENE S. MORSE was born in Waterville, Me., in 1850, and received his education in Brookline, Mass., where he was graduated from the high school. In 1876 he first began work in Boston, engaging with G. M. Winslow & Co., dealers in coal. He started in the retail coal business for himself in 1896, at 199 Medford Street, Charlestown, where he is still located.

Mr. Morse is a member of the Metropolitan, Dorchester and Fellsway Driving Clubs. He joined the Dorchester Club in 1904, and was a charter member of the other two clubs. He also belongs to the Masons, the National Lancers, Boston Light Infantry, Coal Exchange of Boston, and the Chamber of Commerce. For many years Mr. Morse was in the thick of battle on the speedway with his fast string of pacers, and it was a merry kind of a wiggler that was capable of taking his measure. Among those best



GEORGE H. GREENWOOD
Secretary Dorchester Club 1901-1914 (in-
clusive)



P. O'HEARN
First Vice-President Dorchester Club 1914



JOS. F. O'CONNELL
Congressman from Tenth District the Term
of 1906-07



GEORGE E. GRIFFIN
Active Worker in Dorchester Club

known that he drove were Billy Wilkes, 2:18 1-4; Edith J., 2:14 1-4, and Billy F., 2:11 1-4. Each of these was the recipient of several of the season's cups at the Metropolitan Club races. Mr. Morse resides at 18 Thayer Street, Brookline, Mass.

GEORGE G. HALL

GEORGE G. HALL was born in Tiverton, R. I., in the homestead settled by his forefather, William Hall, who was the first recorded taxpayer of that settlement, back in 1638. Coming to Boston he entered the hotel business, being manager of the Parker House for eleven years. J. Reed Whipple filled the position of steward at the same hotel. Messrs. Hall and Whipple began business for themselves by opening Young's Hotel in 1876, and in 1883 they opened the Adams House. Later on Mr. Hall assumed the sole ownership of the Adams House, Mr. Whipple taking Young's Hotel.

For many years Mr. Hall has been the kingpin of New England in owning and driving matched pairs of fast trotters. He was familiar in the road days of the old Mill Dam, Mile Ground, Arsenal Road and Beacon Street boulevard. It was a sight never to be forgotten to see Mr. Hall go over the speed grounds behind one of his speedy pairs of trotters. He had in Bervaldo, 2:08 1-4, and Don Labor, 2:05 1-4, the fastest pair ever owned by a New England man.

Other pairs that made fame for Mr. Hall throughout the whole country were Tomah, 2:10, and Eddie B., 2:14 3-4; Kim, 2:13 3-4, and Lexington, 2:23 1-4; Bessie Brown, 2:12 3-4, and Regal Lassie, 2:26 1-4; Kallar and Nethersole; Actress, 2:26 3-4, and Lady Preston, 2:30, which stepped a mile in 2:23; Genie L., 2:18 1-4, and Alta, 2:17 1-2, which trotted Mystic Park in 2:22 1-4. Mr. Hall is at present driving together Bervaldo and Harry Mac. The fastest mile ever made by a pair of trotters in New England with horses owned by the same man, is to the credit of Tomah and Eddie B., they turning Readville track in 2:13 1-4. Mr. Hall has owned more than 400 trotters with records of 2:30 and better, a record never approached by any other man in New England, and perhaps not in the entire country by one using the horses for their own personal road driving.

Mr. Hall is a life member of the Metropolitan Driving Club and a charter member of the Gentlemen's Driving Club, of Boston. He also belongs to many social clubs of Boston. At Portsmouth, R. I., he owns a valuable stock farm, the residence having all of the conveniences of a city home of wealth, and the barns containing all modern improvements. In Boston he has, at 12 Byron Street, a private sta-

ble that compares with any in the city. Mr. Hall resides at 78 Beacon Street, Boston, Mass.

GEORGE ROBINSON HALL

GEORGE ROBINSON HALL was born in New Bedford, Mass., in 1871, and received his preliminary education at the Somerset and Prince Schools in Boston, and was graduated from the New Bedford High and Friends' Academy, New Bedford. He has devoted his life in the hotel business, being connected with his father, George G. Hall, in the Adams House, Boston, Mass.

Mr. Hall is a life member of the Metropolitan Driving Club and one of the first to join the Gentlemen's Driving Club of Boston. He also belongs to the B. A. A., Tatassit, and Boston Yacht Clubs, the Sons of Revolution, and the Colonial War Decedents.

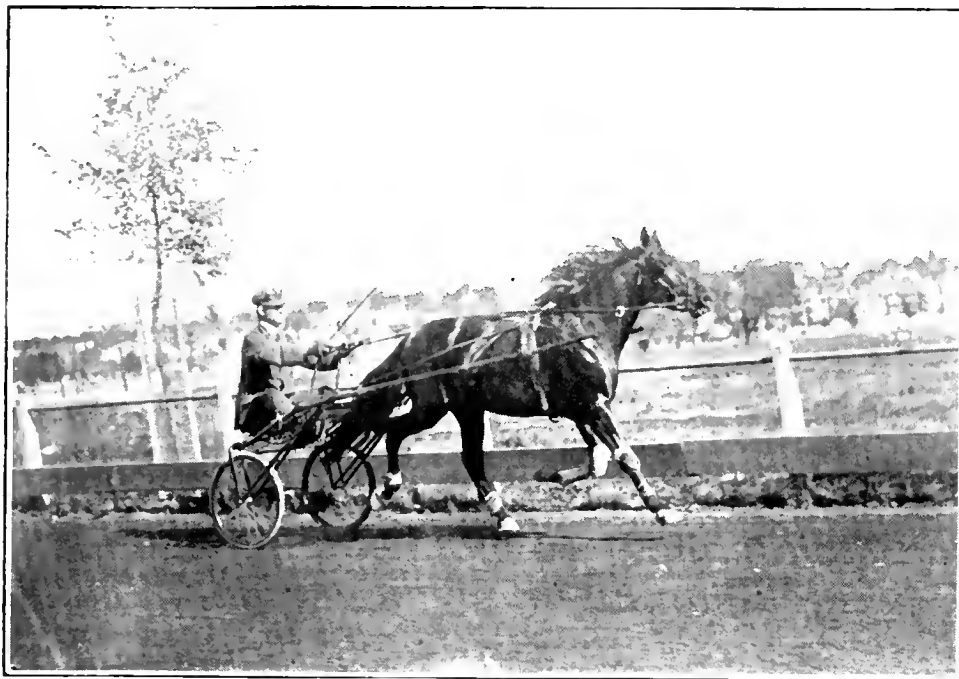
Mr. Hall has been one of the foremost road drivers of Boston, and was greatly interested in matinee racing at Readville. He differed from the other members of his family in enjoying a fast pacer, as well as a trotter, and he earned the reputation of being a clever reinsman in either road brushing or in matinee racing. Among the well known horses he has owned, and won many races with, are Nellie S., 2:12 1-4; Early Bird, Jr., 2:11 1-2; Little Wonder, 2:16 1-4; Cinch, 2:08 1-4; Geiger, 2:15 3-4; Dick Berry, 2:11 3-4; Sid Barnes, 2:16 1-4; Harry, 2:19; Belgard, 2:16 1-4; Dora Wilkes, trial, 2:20; Dividend (matinee), 2:19 1-4, etc. Besides his horses, Mr. Hall derives great pleasure in hunting and fishing in Maine. Mr. Hall resides at the Adams House, Boston, Mass.

FRANK GARDNER HALL

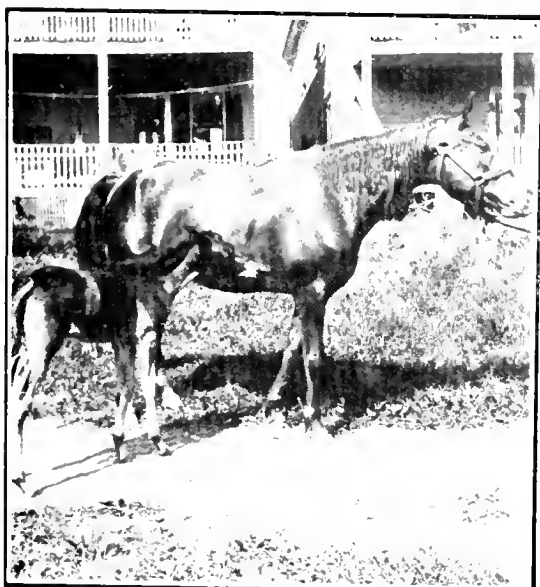
FRANK GARDNER HALL was born in Boston in 1873, and was graduated from the Allen School in Newton and Milton Academy. Mr. Hall has a historical line of ancestry, as, on his father's side, they settled in Rhode Island in 1638, while, on his mother's side, he traces fourteen times to the Mayflower, through Elder Brewster, Myles Standish, John Alden, etc.

Mr. Hall is a born horseman, from his early days having had access to his father's stable of trotters. Later in life he had his own horses to drive. With Col. John E. Thayer he organized the Gentlemen's Driving Club of Boston, the first driving club of the country in the Amateur League of Driving Clubs. In the club he filled the offices of treasurer, on the board of directors and the executive committee. He is a life member of the Metropolitan Club, and belongs to the Brookline Country Club, B. A. A., and Boston Yacht Club.

Joseph W. Burns and His Horses



RALPH BINGEN (by Teddy Bingen), 2:15 1-4
Dam Dot, by Brazilian, 2:22 3-4



DOT with Her Baby Foal, ADDIE ECHO



DOT Hitched to Cart. She Was a Prize Winner
at Franklin Field Speedway in 1913

Mr. Hall was particularly active in matinee racing at Readville track, and of the New England Breeders' Association, in which he held the position of treasurer for seven years. He was one of the official timers for several years at Mystic Park, and later held the same office at the Readville meetings.

Not only can Mr. Hall drive a trotter well, hitched to a wagon, but he is expert in handling double teams. At Readville he drove the pair, Tomah, 2:10, and Eddie B., 2:14 3-4, a mile in 2:13 1-4, the fastest mile in New England by a pair of trotters from one stable. In one season at Readville he won twenty-one blue ribbons in the matinees. Among the fast trotters he has owned and raced can be called to mind, Kim, 2:13 3-4; Cinch, 2:08 1-4; Nelly S., 2:12 1-4; Ethelwyn, 2:14 1-4; Lexington, matinee record, 2:23 1-4; Cora Wilkes, matinee record 2:22 1-2; Miss Strike, 2:14 1-4; Dora Wilkes, My Budd, Pauline, 2:24 1-4; Belgard, 2:16 1-4, Gloria Wilkes, Mary Glenor, 2:24 1-2, etc. Belgard he used for a brood mare, and she produced Belle Todd, trial as a three-year-old of 2:19 1-4. He had trained in 1914 a two-year old out of Belgard, named Gardner Hall, which was timed in 2:20 1-4.

Besides the horses, Mr. Hall has a fancy for yachting, having owned two cup winners, while on the edge of the White Mountains he has a large camp, with motor boats and fitted with all the comforts of camp life. He is an ardent motorist, having driven his car over a hundred thousand miles without an accident.

Mr. Hall in his business life has been connected with his father, George G. Hall, in the Adams House, Boston, where he resides.

MICHAEL F. MURPHY

MICHAEL F. MURPHY, whose stable of blue ribbon winners is located at 4-5-6 Byron Street and 90 Chestnut Street, Boston, has devoted his whole life in the horse business. He takes great pride in developing horses into prize winners and disposing of them to the wealthy owners of high-class hitches.

Mr. Murphy declares that today there is a greater call for real good horses than ever before, his only trouble being in getting hold of enough to supply the demand. What is needed, too, are suitable roads for the enjoyment of driving and riding.

Mr. Murphy was very fortunate in the Winter of 1914-15 in having in his stable blue ribbon winners of all classes. The most of these were the stars in the Horse Show Circuit of 1914, their names being familiar to all devotees of horse shows, as follows: Advance Guard, Reliance, Royal Charlie, Lady Grayling, Doris, Dignity, Royal High Lady and Royal High Roller, Bonny and Brandy, etc.

ROWLAND WARD

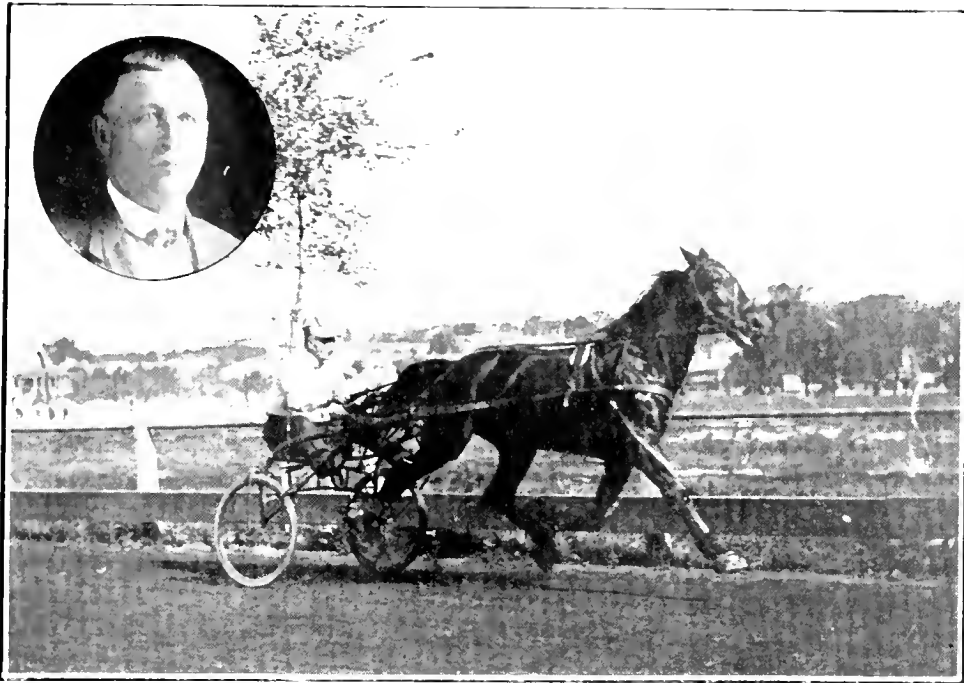
ROWLAND WARD was born in Sheffield, England, and received his education in the schools of his native country. His first work in Boston was as meat cutter, in 1888, for Thomas Ward. In 1895 he started in business for himself, opening a provision store in Hyde Park. He is now the owner of a livery and boarding stable in Hyde Park. He joined the Dorchester Driving Club in 1910, and is also a member of the Odd Fellows. Among the horses he has raced at the Franklin Field Speedway are Lizzie Pandit, matinee record 2:20; Zaza C., matinee record 2:16, and Chatsworth, that has won heats in his events in 1:08. Mr. Ward resides at 17 Westminister St., Hyde Park, Mass.

JOSIAH B. REED

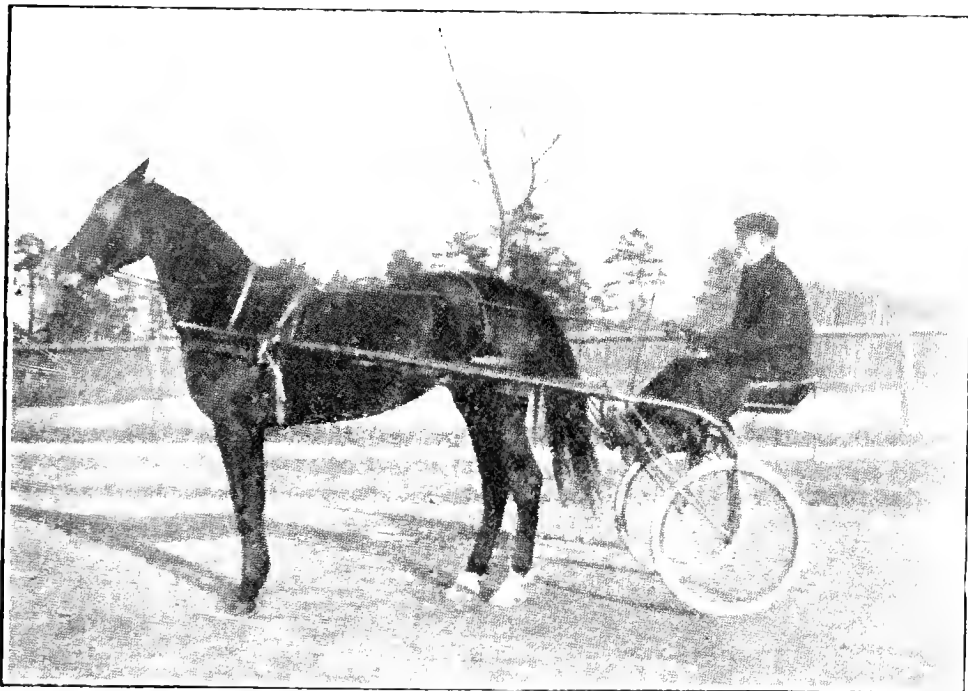
JOSIAH B. REED was born in South Weymouth in 1862, and was graduated from the public schools of that town. He first went to work in Boston as salesman for Stone & Forsyth, in 1889, and remained with them for twenty-five years. On January 1, 1914, he entered the firm, as treasurer, of Whitney Bros., Inc., wholesale dealers in paper and twine, at 84 Chauncy St., Boston. Mr. Reed was one of the charter members of the Old Colony Driving Club and has served on the board of directors. He has been prominent in the matinees at South Weymouth and in the inter-club meets, the fastest performers he has owned being Edith R., 2:18 1-4, the sweet little pacing mare that is so popular in amateur racing of Greater Boston, and Mollie Pitcher, who gained a matinee record of 2:28, and was often a heat winner at South Weymouth in around 1:14. Mr. Reed resides in South Weymouth, Mass.

O. C. CHARLES

O. C. CHARLES was born in Fryeburg, Me., in 1864, and received his education in the public schools of that town. His first work in Boston was in 1887, in the employ of W. B. Blakemar, who was in the milk business. He started a milk route of his own in 1894, in Dorchester, and is now in the boarding, baiting and sale stable business at 174 Hampden St., Boston. He joined the Dorchester Driving Club in 1911, and is also a member of the I. O. O. F. and the A. O. U. W. Mr. Charles has participated in the matinee racing since becoming a member, his two best known horses at Franklin Field Speedway being George M., 2:14 1-4, and Hector, that has won heats in 1:11. Mr. Charles resides at 27 Albion St., Roxbury, Mass.



LISTER W. (3), 2:25 1-4
Winner of First Race Having Five Starters at Franklin Field Speedway.
Owned and Driven by Calvin MacDonald



LADY MADISON, 2:20 1-4
One of the First Trotting Champions of the Dorchester Club. Owned and Driven by
Peter J. Fitzgerald

EDWIN B. RICE

EDWIN B. RICE was born in East Boston, Mass., in 1879, and was graduated from the East Boston schools and Chauncy Hall School, Boston. Mr. Rice has had on the Grand Circuit and the New England tracks the greatest galaxy of pacing speed of any horse owner in all New England. The "Big Four" he campaigned will ever be green in the memory of horsemen, viz., Anaconda, 2:01 3-4; John M., 2:02 3-4; Royal R. Sheldon, 2:04 3-4; and The Friend, 2:05 1-4.

Anaconda still remains the champion double-gaited performer of the world, as, besides having a pacing record of 2:01 3-4, he gained a trotting record of 2:09 3-4 under the name of Knox Gelatine King, the combined time of both gaits being 2:05 1-4. This is nearly three seconds faster than his nearest competitor, Jay-Eye-See, whose combined record is 2:08 1-8. Anaconda's wonderful sweep of the Grand Circuit, under the management and driving of Jack Trout, was the particular feature of that season.

John M. holds the world's champion pacing record to wagon, for a half-mile, his time of 1:00 1-4, made at Memphis, Tenn., Oct. 23, 1903, never having been beaten. In the season of 1904 he gained the then world's four-heat pacing record, losing the first heat of the race to Dan R., the second heat to Gallagher, and then winning the third and fourth heats in 2:03 1-2 each.

Royal R. Sheldon was one of the most prominent pacers that was ever campaigned from New England. He is joint holder of the Saugus track record of 2:07, made the first heat of a race and driven by Mr. Rice himself. Phoebon W. has the third heat record for the track of 2:08 3-4.

The Friend was a certain two-minute pacer, but meeting with an accident his turf career was cut off when just in condition for a series of sweeping victories in his class.

These "Big Four" do not constitute all of the good horses that Mr. Rice has owned and raced. There was Sufreet, 2:06 1-4, which on July 15, 1905, at Pittsburgh, Pa., made the then world's amateur pacing record to wagon for four heats, she winning the first and fourth heats, the second going to Lady May and the third one to Terrace Queen.

Among the others which have made turf history of credit for themselves are Helen R., 2:08 1-2; L. L. D., 2:09; Darius, 2:09; Art Alto, 2:08 1-4; Fred H., 2:12 1-4; Orianna, 2:12 1-2; Chief Wilkie, 2:12 3-4; Baron March, 2:15; Regulus, 2:18 1-4; Provider, 2:18 1-2; Ponemah, 2:25 1-4; Perhaps, 2:26, etc.

While Mr. Rice has successfully driven in many races, yet he delights in relating of the

one which he won at Rockland, Me. The track association of that town hung up a purse of \$500 for a free-for-all, and Mr. Rice went down there with L. L. D., with the idea he could pick up some soft money. But the state of Maine people had no idea of losing the big end of a \$500 purse without making a big struggle. The judges waived distance; then one pacer was slated to go after L. L. D., while the others jogged around the track. It proved, in this way of racing, a tough battle, but Mr. Rice finally won in seven heats.

Another event of pride to Mr. Rice is winning a large silver cup at Combination Park, Medford, with his trotting mare, Ponemah. The other starters in the race didn't figure Mr. Rice had the slightest chance in getting the trophy, hence the victory proved all the sweeter in landing.

One event that Mr. Rice will never forget happened when the racing to sleigh in East Boston was in Chelsea Street. He had the trotting mare, Orianna, and one of the reins broke when racing. Having lost control of the mare, Mr. Rice jumped into a snowbank when he saw the East Boston Ferry landing just ahead. A moment later and over went Orianna, sleigh and all, into the harbor. It was more than one hour before the mare was rescued, but she suffered no after results from her long dip in the salt water. Mr. Rice resides at the Hotel Touraine, Boston, Mass.

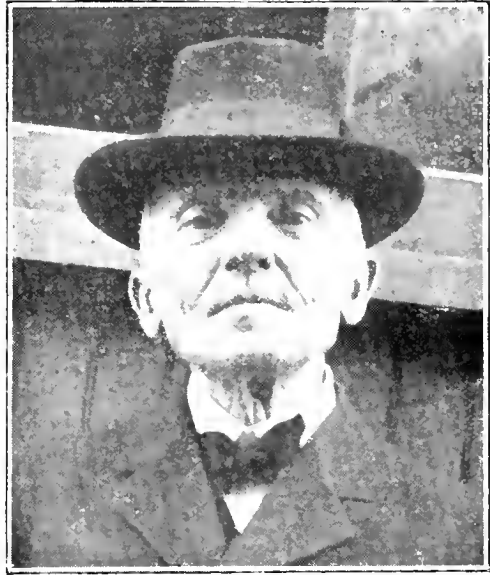
JAMES E. FITZGERALD

JAMES E. FITZGERALD was born in East Boston in 1860, and attended the schools of that section of Boston. When 17 years of age he expended all the money he had and could raise—\$15—in buying a horse and outfit at the old Brighton horse market, and started out peddling potatoes and later added meats to his list of articles. In buying a \$15 rig to start business, Mr. Fitzgerald, in comparison, has since sold horses for prices running up to \$1,500. When Mr. Fitzgerald got out of the peddling line he opened a liquor store at 145 Everett Street, East Boston, where he remained for twenty years, then removing to 25-27 Orleans Street, East Boston, his present location.

Mr. Fitzgerald came naturally in his love for fine horses, as his father was one of the leading horsemen of Boston. Forty-six years ago (1868) Mr. Fitzgerald saw his first horse race. It was at the Saugus track. His father had matched Miller's Damsel to trot twenty miles in one hour and fifteen minutes. She had gone the distance, as determined by three men, but the opposition contended that the mare had only circled the course nineteen times. Mr. Fitzgerald, senior, wasted little time in



JAMES CAMPBELL
Old-Time Boston Horseman and
Patron of J. J. Bowen



ALDEN H. WOODARD
Who Became Noted in Developing the
Lambert Breed of Trotters



JOHN F. DUNN
The South Boston Horseman in
Dorchester Club



FRANK I. WILKINS
Well Known Member of Dorchester Club

argument, but ordered that Miller's Damsel be driven another mile, which she did in the fast time, for the whole distance, of twenty-one miles, in 1h., 11m., 7s. To see this race, which he had heard discussed so much, Mr. Fitzgerald secreted himself in the robes under the seats of the wagon that took the party to the track.

From that time Mr. Fitzgerald has been a constant attendant of race meetings, and he has owned many fast trotters and pacers. He joined the Metropolitan Club when it was organized, and is also a member of the Dorchester Club. He is a life member of the Boston Lodge of Elks, and belongs to the fraternal orders of Foresters, Knights of Columbus and the A. O. H.

Among the best known horses owned and raced by Mr. Fitzgerald can be mentioned Dick, 2:12 1-2; Lockheir, 2:23; Tilly Cline, 2:16; Tee Dee Gee, 2:19 1-4; Bonnets O' Blue, 2:18 3-4; Cato, 2:23 1-2; Jack, a great snow horse; H. R. B., another which made fame on the snow; Watchmaker Patchen, which Denny Keefe took to England and won many races; Blacksmith Maid, trial of 2:08, which Eddie Switzer broke from being a rank puller.

Mr. Fitzgerald induced the later prominent local trainer and driver, Mertie Page, to come to Boston from Laconia, N. H., securing him the position of assistant trainer for C. E. Mosher, from which position he soon had on the circuit the pacing gelding, Charley P., 2:18 1-2, owned by Charles Pinkham of Lynn. Mr. Fitzgerald resides at 205 Webster Street, East Boston, Mass.

THOMAS J. GRIFFIN

THOMAS J. GRIFFIN was born in Waltham, Mass., in 1875, and attended the Lowell School in Boston. After working in several lines of business, including the running of a milk route in Somerville, he finally learned the trade of mason. In 1902 was organized the John F. Griffin Company, building contractors, 15 Merchants Row, of which Mr. Griffin was one of the firm. Later the office was removed from Merchants Row to 17 Milk Street, where it is now located.

Mr. Griffin joined the Dorchester Club in 1907, and the same year became a member of the Metropolitan and the Fellsway Clubs. He has served on the board of directors of the Dorchester Club. He is also a member of the Boston Lodge of Elks, and the Dorchester A. A.

In both matinee and professional racing Mr. Griffin has been strongly identified. The most of his amateur sport he has enjoyed at

the Franklin Field Speedway. The first he raced for the ribbons was a green trotter named Pontosuc. He then got Edith R., 2:18 1-4; Red Echo, 2:17 1-4; and Lee Burns, 2:14 1-4, that for a time was champion pacer of the Dorchester Club, with a speedway record of 30 seconds.

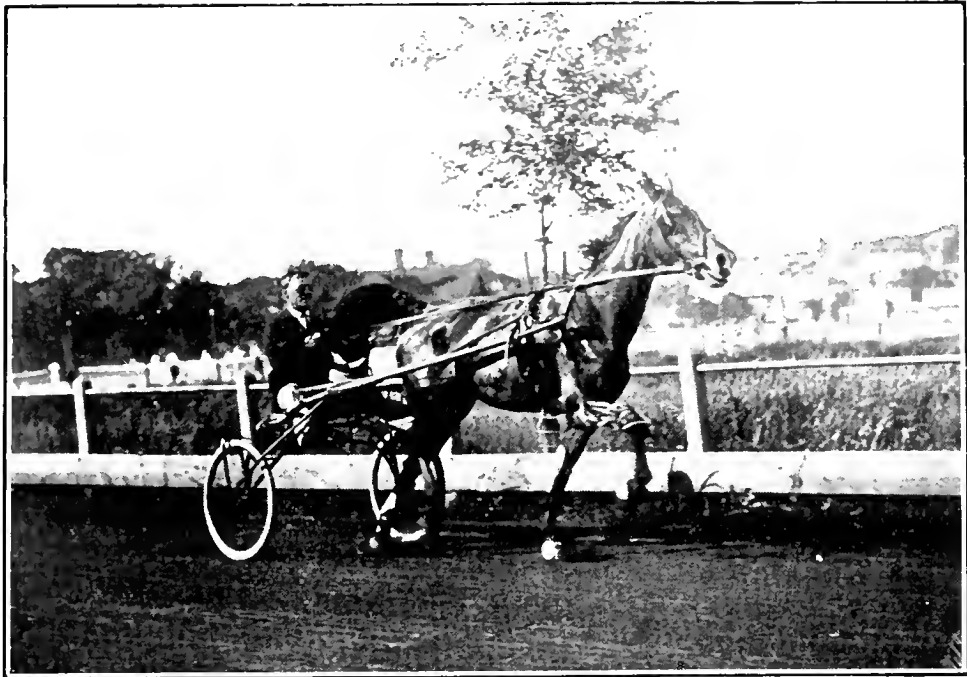
Directumwood, 2:20 1-4, was one of the fastest ever on the Franklin Field Speedway, as in 14 races, the season of 1909, he only lost one heat, and gained a record of 29 1-4 seconds, which has remained the best for the speedway, for a pacer without the hoppers.

Another whirlwind was Johnny Agan, 2:05 1-4, one of the fastest pacers, by record, ever raced at Franklin Field. With Easter Direct, 2:09 1-2, Mr. Griffin secured the pacing record for a half mile at Franklin Field, she marching off the distance in 1:01 1-2. Then Cascade, 2:06 1-2, brought a lot of credit to the Griffin matinee stable, in defeating Chief Wilkie at the Charles River Speedway, being the first pacer to perform the trick over that course. He also earned a record of 29 seconds, the third heat of a race, at Franklin Field, which mark was later tied by Charley King, and still stands the best over the old quarter-mile course. With Geraldine Mr. Griffin won seven out of nine races. She was a green mare, not having been raced professionally.

But the best of all of Mr. Griffin's horses was the trotter, Worthy Prince, 2:11 1-4, which he bought when three years old at the New York sale for \$600. The following season he had him trained at the Rockingham Park track, and he improved to a mile in 2:17 1-2. During the Grand Circuit meeting and fair Mr. Griffin tried hard to sell the stallion to a New York man, and would have accepted \$500, possibly less, for the trotter, but to the utter discouragement of Mr. Griffin, the New Yorker would not do business.

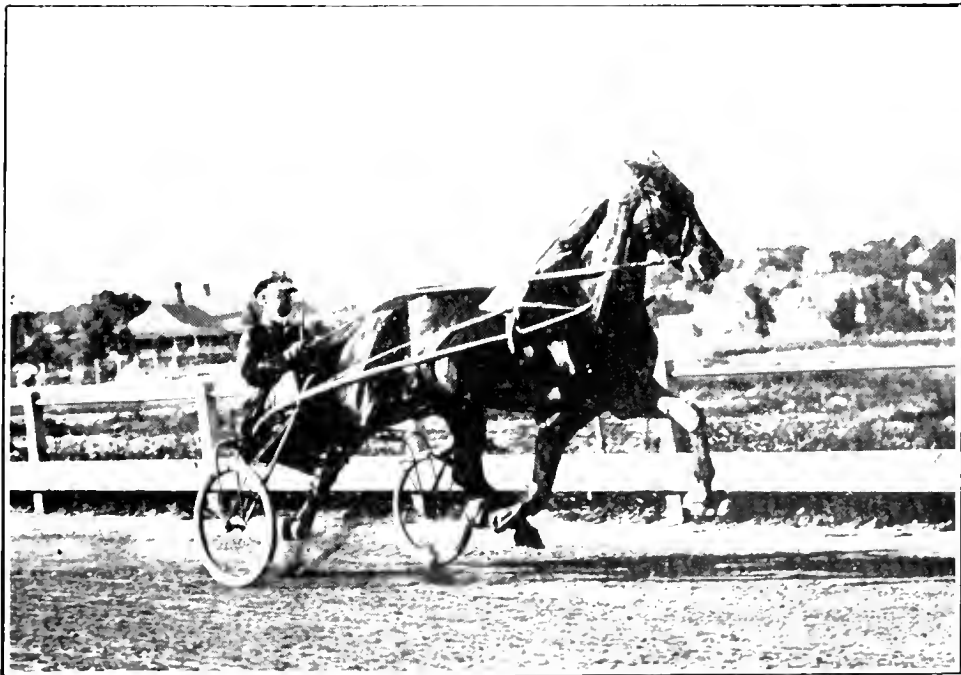
The next Spring, Worthy Prince was given to "Whitey" Crowley to train, and the horse did finely. On July 22 he was given his first race, at Montreal, there being fourteen starters in the event. It was handy, however, for Worthy Prince to win, he heading the summary in straight heats and getting a record of 2:14 1-4. That year he won six of his nine races, and lowered the trotting record for Marshfield track to 2:14 1-4.

In 1914 he was given to James O'Brien to train at Rockdale Park, and won three straight races, lowering his record to 2:11 1-4 over a half-mile track, when he was sold for \$10,000, by a large margin the most money ever secured for a horse by any member of the Dorchester Club. "Long Shot" Cox later



SUNSHINE, 2:15 1-4

A Blue Ribbon Performer in Matinees of Dorchester Club. Owned and Driven by James F. Lynch



C. E. R., 2:21 1-4

Pacing a Fast Heat at Franklin Field Speedway. Owned and Driven by John H. Burns

worked Worthy Prince in 2:05 1-2, at Columbus, the last half in 1:01 1-2.

At the New York sale, of 1914, Mr. Griffin purchased three horses for his stable, Keller-ville Lad, 2:12 1-4, he got for fun on the speedway, but the two youngsters he expects will be heard from on the turf. Alfred King (2), 2:28 1-4, by King Bellini, 2:12 1-4, trotted a quarter at Combination Park, right off the cars from New York, in 31 seconds. In the Summer he had trialed in 2:15, last half in 1:04 1-2. Frantell, the two-year-old colt by Walnut Hall, 2:08 1-4, is in \$85,000 worth of futurities. He has a very neat way of going. Experts figure that Mr. Griffin secured a couple of prizes. Mr. Griffin resides at 153 Harvard Street, Dorchester, Mass.

GEORGE H. GREENWOOD

GEORGE H. GREENWOOD was born in Westboro, Mass., in 1853, and was graduated from the schools of his native town. He came to Boston in 1876 and opened a retail tobacco store in Boylston St., near Washington St., where he remained for thirty-five years. He then disposed of this business and entered the real estate business, locating at 2 Washington St., Roxbury. He was a charter member of the Dorchester Driving Club, the first two years being on the board of directors, and since that time filling the office of secretary. He also is a member of the Masons.

Mr. Greenwood has been the right man in the right place for the Dorchester Club, and his strenuous work in their behalf has always been fully appreciated. He rarely misses a meeting of the club, and has a very clear conception of what should be done in unraveling any of the knotty problems that frequently arise. He has never been partial to owning a fast trotter or pacer, but has taken his pleasure on the road with a trim-going gelding named Prince G. So many years was Prince G. owned by Mr. Greenwood that he certainly became a member of the family. Mr. Greenwood resides at 56 Melville Ave., Dorchester, Mass.

GEORGE E. GRIFFIN

GEORGE E. GRIFFIN was born in Lowell, Mass., in 1851, and received his education in the public schools of that city. He came to Boston and entered the grocery and provision business in 1885, being a junior member of the firm Jaques & Griffin, located in Ashmont. Mr. Griffin was one of the original members of the Dorchester Club, and an active worker on several of the committees, the principal one being the entertainment committee. He is also a member of the I. O. O. F. and Royal Arcanum. Among the

horses that he owned and raced are Queenie, 2:22 1-4, and Ben G., who, although without an official record, was known to have plenty of speed. Mr. Griffin resides at 175 Ashmont Street, Dorchester, Mass.

JOSEPH W. BURNS

JOSEPH W. BURNS was born in Freetown, Prince Edward Island, and attended the schools of his native place. He came to Boston in 1898, going to work as a carpenter. Of late years he has been foreman for the firm of Cruckshank & Russell, builders. He joined the Dorchester Driving Club in 1910, and has never missed a meeting, nor scarcely missed a matinee race, being one of the first on the track and ready to meet all comers.

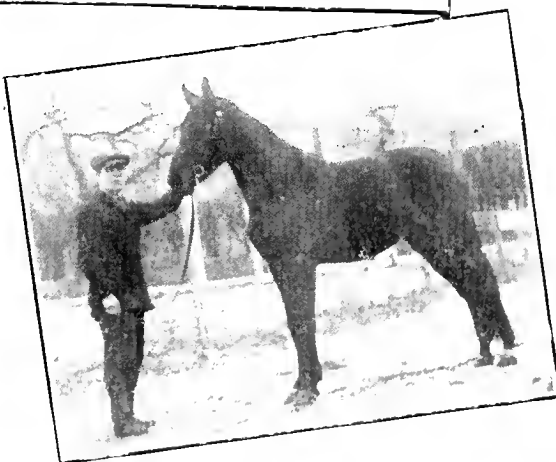
Among the horses he owned is the handsome trotting mare, Dot, which was bred by his father, a well known horseman of Freetown, P. E. I. She was brought to Boston when two years old, and was sired by Brazilian, 2:22 3-4, out of Lady Burns, trial 2:20, by Westlawn; second dam, Nellie B., by Gladstone, 2:28 1-4. Dot was one of the leading trotters of the Franklin Field Speedway in 1913, being winner of one of the first prizes given for the season. She was a great drawing card in the matinees for five years, and won over 100 ribbons, besides many valuable prizes. Dot is the dam of two foals, Ralph Bingen, a handsome bay stallion by Teddy Bingen, 2:15 1-4, son of Bingen, 2:06 1-4, and Addie Echo, foaled in 1914, by Echo Todd, 2:26 1-4, by Todd, 2:14 3-4. Not only have Dot and Ralph Bingen speed, but each has won blue ribbons in the horse show ring. Mr. Burns resides at 32 Callender Street, Dorchester, Mass.

CALVIN MACDONALD

CALVIN MACDONALD was born in Gulf Shore, Cumberland County, N. S., and received his education in the local schools of that place. About twenty years ago he went over the Rocky Mountains, working in Tacoma, Seattle, Port Blake, and Minot, North Dakota. He first came to Boston in 1896, and entered the employ of the Boston Elevated Railroad. In 1903 he went to New York and remained there three years. He started in business for himself, in 1909, as a piano mover, which business he is still occupied in, at 564 Washington Street, Boston. He joined the Dorchester Driving Club in 1912, and also belongs to the Order of Odd Fellows.

From the time he was a young man, Mr. MacDonald was interested in owning a fast horse. Twenty years ago he had Fred Ellison, which was noted in Nova Scotia as

David M. Biggs and His Horses



ANNIE M. (3) Racing
 (Inset—J. W. BIGGS)
 GRACE B.

MARY ANN and 6 Mos. Foal

MARY B (2)
 (Inset—D. M. BIGGS)
 ANNIE M. (3) to Halter

one of the fastest ice horses in that section. He then got hold of the mare, Nancy Belle, and later of Skyscraper, by Uncle Sim, 2:20 1-2, and Jenny Deane, a daughter of Gen. Williams, 2:32, that had a reputation as a brush horse to road.

Mr. MacDonald's racing on the Franklin Field Speedway has been with the Kentucky bred trotter, Lister W. (3), 2:25 1-4, which record he obtained at Lexington, Ky. He secured a matinee record of 1:06 1-4 at Franklin Field Speedway, and won twenty-five blue ribbons and only one white in two seasons. He has also in his collection four special blues, one special red, and one special white, and a silver cup for points, that he won in matinee victories. In 1914 he won the first race of the season at the speedway. On November 7, of the same year, he won the first five-heat race ever given under the auspices of the Dorchester Club, defeating Hattie B., Bingen Light, George M., and The Monk in three heats, finishing fourth the first one and then outracing the field the next two. Showing the caliber of the horses in this race, the following week Bingen Light defeated his field in 1:06 1-2 and 1:07 1-4. In Lister W.'s matinee racing he has defeated some of the stars of the speedway, among the number being Nut Boy and Knox Gelatine Baby.

Mr. MacDonald is interested in the black fox industry at P. E. I., and owns profitable mining properties in Colorado. He has a Summer residence at Pugwash, N. S., the barns and stable being surrounded by shade trees and called one of the prettiest locations in that country, and has also a farm at Gulf Shore, N. S. Mr. MacDonald resides at 23 Dartmouth Street, Boston, Mass.

JAMES CAMPBELL

JAMES CAMPBELL is one of the oldest and best known horsemen in New England, he having for years had a racing stable, both of the light harness horse and of the runners. For thirty years he has been engaged in the restaurant and liquor business at 41 Merrimac Street, Boston, one of the favorite resorts for horsemen of Greater Boston.

Of the fast horses owned and campaigned by Mr. Campbell was Slavonic, 2:09 3-4, which was raced by the veteran driver, J. J. Bowen. He was one of the gamest pacers that ever looked through a bridle and his remarkable races at Dover, Rigby, and Providence will long stand out in the annals of the professional turf. In his race at Readville, Slavonic was separately timed in 2:06 1-4. Celibate, 2:12 1-4, was another good horse for Mr. Campbell, this trotter's best efforts

being in his winning races at Hartford, Providence and Readville. Celibate was in the hands of Trainer John Cheney. Among others campaigned by Mr. Campbell was J. C., 2:22 1-4; Toddy C., 2:29 1-4; Icelander, 2:29 1-4, the latter being one of his early ventures. Mr. Campbell resides at 56 Esmond Street, Dorchester, Mass.

JOHN F. DUNN

JOHN F. DUNN was born in South Boston in 1873 and attended the Lawrence Grammar School. He started work in Boston in 1885 with John Guild, a baker. In 1900 he began business for himself, opening a bakery at 182 F Street, South Boston, where he is at present located. He joined the Dorchester Gentlemen's Driving Club in 1906 and has served on the board of directors. He is also a member of five other clubs or societies, and therefore, is what might be called a "jiner." Mr. Dunn has taken part in the matinees at Franklin Field Speedway, the best known horse that he raced being Prince of Monaco, 2:39 1-4. Mr. Dunn resides at 35 Emerson Street, South Boston.

ALDEN H. WOODARD

ALDEN H. WOODARD was born in Lowell, Mass., in 1849, and attended the Colburn School of that city. His first work was for his father, Herman Woodard, clerking in the Lowell House, Causeway Street, Boston, in 1867. He started in business for himself by opening a public training stable at Mystic Park, Medford, in 1871, where he remained about twenty years. He then became half owner of the Lowell House, where he first worked as clerk. At present he is in business at 12 Washington Street, Boston. Mr. Woodard belongs to the Knights of Pythias.

It is to the horse business, particularly, that this sketch of Mr. Woodard's life will refer. "Ollie," as he is known to his friends, had a wide and brilliant career as a trainer and driver. He was the midget of the sulky, weighing only 120 pounds, or perhaps a little less, it being nothing for him to pack away over 30 pounds of lead to make the 150 pounds, to rule, when he raced. This lead he wore in a belt, containing ten pounds, in specially made boots, each with seven pounds in the sole, while the balance was placed in the sulky cushion.

Ollie was a mere lad, in Lowell, when he drove his first race, a match at Mystic Park, which he won. During this time, too, he rode running horses in match races. Later he became noted the country over for his success with the Lambert breed of trotters.

Ollie was one of the few drivers of that



J. C. MACOMBER
First President of Quannapowitt Club
1907-08



EDWIN M. SHANNON
One of the Old Mystic Park Trainers



ROYCE E. COLLINS
Who Could Drive a Cheap Trotter Well



LYLE STERLING
Who Had Great Success with Woodshed, 2:09 1-4

period who went to California from the East, there being no railroad over the Rockies when he visited the Golden Coast, but one was completed while he was there, so he was enabled to return by rail. He refers to a race he drove in Sacramento, Cal., when he thought the starting judge gave the word. The other drivers in the race pulled up, as the bell was rung for a recall, but Ollie kept on, to win an easy heat. The judges continued ringing the bell, and a Mexican rode a pony up to him nearing the quarter-pole, quietly telling him the judges desired his presence at the wire.

Ollie plainly told the Mexican to go to the hot place. He was going around the track and was then on his way. Imagine his surprise when the Mexican quickly threw a lasso over the horse's head, bringing him to a stop; then he pulled the horse around by the lasso on his neck, and led him back to the wire, with "Little Ollie," mad as a wet hen, but obliged to sit tight and ride to where the Mexican intended taking him.

With the Lambert family Ollie headed summary after summary of the races which he, for years, contested in. There was the stallion Aristos, 2:27 3-4, which he first made prominent on the turf and later the horse made good in the stud, for in those days 2:30 speed was not always required to win good racing events. Old-time horsemen readily bring to memory the consistent trotters John Hall, 2:24 1-4; Lady Foxie, 2:24 1-4, and others Ollie campaigned. Then later came R. D. F., 2:21 1-4, who was nearly invincible for several seasons over the half-mile tracks of New England, New York state, and Canada. There was the pacer, Brightwood, 2:19 1-4, one of the few pacers Ollie handled, but he proved just as adept in racing a wiggler as with a trotter. There were scores of others the "little man" campaigned, but the ones mentioned will show his success as a trainer and driver.

After retiring from the training ranks Ollie did not forget his old love, but owned and had raced for him the trotters, Rex, 2:25 1-4; Frenzie L., 2:14 1-2, and Ornament, 2:18 1-4. In company with John May, who owned Pilot Knox, 2:19 3-4, he had a green mare in the string of John Porter, at South Framingham, Mass., the season of 1914, that could show a lot of speed. Mr. Woodard resides at 78 Highland Road, Somerville, Mass.

FRANK I. WILKINS

FRANK I. WILKINS was born in Salem, Mass., in 1862, and received his education in the Prescott and Winthrop schools, Charlestown. He started work in Boston, in 1879,

with the wholesale paper firm of Monroe Paper Co., and is now employed by the Boston Elevated Street Railway as division superintendent. Mr. Wilkins joined the Dorchester Driving Club in 1907, and is also a member of the Union Lodge of Masons, New England Street Railway Club, the American Street Railway Association, Neponset Brotherhood, Boston Elevated Mutual Aid Association, Metropolitan Mutual Aid Association, Division No. 3, Boston Elevated Mutual Aid Association, Ashmont Improvement Association, South Dorchester Improvement Association, and Upham's Corner Improvement Association. Mr. Wilkins is on the board of directors for the Dorchester Board of Trade, and fills the same position for the Massachusetts Co-operative Bank. He resides at 1515 Dorchester Avenue, Dorchester, Mass.

JAMES F. LYNCH

JAMES F. LYNCH was born in South Boston in 1870, and was graduated from the grammar and evening high schools of that section. His first work was for his father in the barrel business in 1885. He started for himself in 1905, following the same line, and locating at 47-53 Champney Street, South Boston. He is a member of the Dorchester Gentlemen's Driving Club, and is one of the regulars in attending the matinees at the Franklin Field Speedway. The horses he has raced are May Shedd and Sunshine, 2:15 1-4, both being well known in matinee circles. Mr. Lynch resides at 13 Howe Avenue, South Boston, Mass.

DAVID M. BIGGS

DAVID M. BIGGS was born in Little River, Kent County, N. B., in 1863, and attended the schools of his native town. His first work was for E. B. Wadsworth, in Winthrop, Mass., as foreman in the livery stable. This was in 1880. Seven years later he started in business for himself, doing general contracting and teaming in Dorchester. At present he has added to his former line the sale of sand and gravel, his business address being 60-108 Marsh Street, Dorchester.

Mr. Biggs was a charter member of the Dorchester Club and has held numerous official positions, in 1914 filling the chair of second vice-president. He became a member of the Old Colony Club in 1912. He is an Odd Fellow, Knight of Pythias, a member of the United States Fat Men's Club and several other social orders.

While there can be no doubt of Mr. Biggs being eligible to the order of Fat Men, yet he



SISTER PATCH, 2:26 1-4

The Champion for Two Seasons at Franklin Field Speedway Jogging to the Starting Stand for the Opening Heat. Owned and Driven by W. H. Young



SUSIE F., 2:20 1-4

Franklin Field Speedway Trotting Champion and Cup Winner in 1904. Owned and Driven by J. Rollin Stuart, Jr.

has always derived a lot of pleasure in matinee racing, and in driving his own horses. Considering his weight handicap, he is really a good driver of trotters, being light-handed and adept in keeping his horse on his gait and stride. His coolness and excellent nerve have won him many a good race. About his first trotter was Authentic, 2:16 1-4, a winner of numerous prizes and ribbons in the early days of the Dorchester Club, while Grace B., one that he raced at Franklin Field Speedway in 1913, was the winner of second prize for trotters that season.

Mr. Biggs, though, takes great interest in his young and promising group of trotters, all from the brood mare, Mary Ann, by Allie-wood, 2:09 1-2, dam Emma D., 2:15 3-4, the oldest being Annie M., three years old and a prize winner in the races of 1914, by Baron May, 2:07 1-4, the next Mary B., two years old, by Forest, and her last being Annie B., foaled in 1914, by Gun Metal, 2:16 1-4. Mary Ann is now in foal by Aquilin, 2:19 3-4. Mr. Biggs resides at 60 Marsh Street, Dorchester, Mass.

LYLE STERLING

LYLE STERLING was born in Blooming Valley, Pa., in 1867. When a small boy his parents removed to Abington, Ill., at which place he received his education. He first came to Boston in 1883, and entered the employ of R. M. and L. J. Sturtevant, who were engaged in the meat business. A year later, he went West and brought back East the noted trotting stallion, J. R. Shedd, 2:10 1-4. He started in business for himself in 1901, opening a public training stable at Mystic Park. He is now connected with the Somerville Fire Department. Mr. Sterling is a member of the Fellsway Driving Club, and also belongs to the Knights of Pythias.

Mr. Sterling's turf career as a trainer and driver was an extended one. During the years he was on the turf he was very successful, winning many races. Among those readily brought to mind, that he campaigned, are Esperanza, 2:10 1-4; Annie Shedd, 2:14 1-2; A. S. L., 2:16 1-4; Alice Wilkes, 2:21 1-4; Elsie Mac (1), 2:47 3-4; (5), 2:22 3-4; J. R. Shedd, Jr., 2:30; Dr. Franklin, 2:24 1-2, Stephen W., 2:13 1-4; Special Boy, 2:12 1-4, and Woodshed, 2:09 1-4.

It was with this little pacer, Woodshed, that Mr. Sterling's reputation extended far and wide. In the six years that he raced him over mile and half-mile tracks, and in never a class slower than the 2:12, he was only twice back of the money. Each season he began racing in June, and kept constantly at it until the snow flew.

Woodshed was a prime favorite with the horsemen and patrons of the race meetings wherever he was started. He could always be relied upon to put up a very stiff race, and a horse had to outclass him in order to gain the verdict. With all of his hard, grueling races, the little chestnut was made of such material that he absolutely seemed to thrive upon it. Later, Mr. Sterling won a whole lot of good races with the gelding, Special Boy, and there are today many of the veteran racegoers who well remember the race at Old Orchard in which Mr. Sterling gave Esperanza his record of 2:10 1-4. Mr. Sterling resides at 380 Somerville Ave., Somerville, Mass.

ROYCE E. COLLINS

ROYCE E. COLLINS was born in Orwell, Vt., in 1866, and attended the district schools of his native town. He came to Boston the Fall of 1889, and took the position of assistant superintendent, under W. A. "Pod" Skinner, at the Bates Farm in Watertown, Mass. In 1896 he entered into business for himself, opening a public training stable at Combination Park. He remained there for several years and then entered the employ of Commodore Perkins as assistant trainer under Jack Trout. Mr. Collins is a Mason, having joined the Independent No. 10 at Orwell, Vt., when a few months over 21 years of age. He resides in West Somerville, Mass.

Among the most prominent horses that he has campaigned and given records to are the following: Squeezer, 2:13 3-4; Tennehinch, 2:16 1-4; Jimmie B., 2:11 1-4; Diversion, 2:13 1-4; Rex, 2:13 1-2; Oriole, 2:18 1-2; Avis, 2:20 1-4, which cost only \$90, and a season later was second in 2:13 1-2; J. M. B., 2:26 3-4; Prince Megner, 2:21; Cail, 2:18 1-4; Alto, 2:21; Jim, 2:27 1-4; Lily, 2:19 1-2; Palmetto Prince, 2:11; Doctor L., 2:21 1-4; Thad, 2:29 1-4; Dumont, 2:20 1-4. During Mr. Collins' turf career he never had a horse that cost more than \$500, which was the price paid for Tennehinch. Squeezer, the gelding that won many races over the New England tracks, cost only \$450.

The first race that Mr. Collins drove in Massachusetts occurred over the Worcester half-mile track, and he defeated a large field of horses in seven heats with Prince Megner. At the Saugus race track he won a race with Diversion over Colleen, 2:13 3-4, the latter being a top-heavy favorite. Before the first heat was started, Mr. Collins stood to win \$2,000 on his mare. On account of Colleen being such a large favorite, there was a big kick made by her backers that the race was



REX (by Electricity)

Franklin Field Speedway Cup Winner for Trotters in 1903. Owned and Driven by Albert Fellows



BETTY FENNELL

Winner of Seven Blue Ribbons Before She Was 22 Months of Age. Sired by Neno Bingen, 2:22 1-4; Dam Su Su, by Vatican, 2:29 1-4. Owned and Driven by John Fennell

not on the level, and the judges declared all bets and pools on the event off, thus depriving Mr. Collins of a nice bit of change.

At another time Mr. Collins was racing at Bradford, N. H., against old Charley Taylor, then in his 90th-odd year. Mr. Collins had Diversion and Mr. Taylor the pacing gelding, Robert B., 2:12. In the first heat Robert B. made four long runs, and finished on a run, with Diversion lapped on him at the wire.

Before the start of the heat, Mr. Collins had invested all the money he had in the world that his mare would win that heat. He went into the judges' stand to call the attention of the officials to the long runs taken by Robert B., though satisfied in his own mind that he would be awarded the heat, but went up simply to make it safe.

Much to his surprise, the starting judge said that he was amazed that a young, bright, husky looking fellow like Mr. Collins should come up into the judges' stand and make a complaint against a man driving against him who was over 90 years of age.

Then Mr. Collins said, "I appreciate Mr. Taylor fully as much as I think you men do in the stand; but, under my present financial condition, I cannot in due respect to myself afford to give him any money, either of what I have bet to win on the heat, or a portion of the purse. Now, if you judges think so highly of Mr. Taylor, why wouldn't it be the best scheme for you to dig into your own pockets and give him the difference between the first and second money, instead of asking a poor driver like me to do so? Under compulsion I am made to think that you are simply putting your hand of charity into my pocket and robbing me to give something to Mr. Taylor."

In relating the occurrence later, Mr. Collins said that the argument did not help matters, as old Charley Taylor ran his pacer a quarter of the way each heat and got first money.

Likely the biggest scoop ever turned by Mr. Collins was at Dover, N. H., with the trotting gelding, Squeezer, when he defeated a field of seven horses, including the great stallion, Bingen, 2:06 1-4. The event was won in eight heats, Mr. Collins winning the second, sixth and eighth; Bingen grabbing off the fifth and seventh heats.

One week later he again had Squeezer winning a seven-heat race at Old Orchard. The horses finishing behind him were Tom Boy, Success, Ben H., Paddy D., Webb, Dexter K. and Lillian Wilkes. So creditable was the victory of Squeezer, at Dover, that the summary of the event is appended:

Dover, N. H., July 30, 1898—2:13 class, trotting; purse, \$500.	
Squeezer, b. g., by McEwen (R. Collins)	3 1 6 5 4 1 2 1
Bingen, b. s., by May King (Titer)	5 7 2 6 1 4 1 2
J. M. D., b. g., untraced (Loomis)	1 3 1 2 3 3 3 3
Nicola, b. g., by Guardsman (Knapp)	4 4 4 1 2 2 4 4
Sidney McGregor, b. s. (Conley) ..	2 2 3 4 dr
Hazel Dell, blk. m. (Dore)	6 5 5 3 dr
Tom Boy, b. m. (Marsh)	7 6 dr
Time—2:12 1-2, 2:14 1-2, 2:12 3-4, 2:14 1-4, 2:14 1-4, 2:15 1-2, 2:17 1-2, 2:18.	

EDWIN M. SHANNON

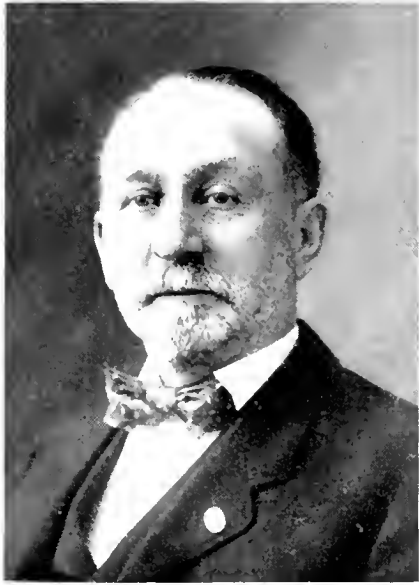
EDWIN M. SHANNON was born in Portsmouth, N. H., in 1857, and attended the local schools of that city. His first work was in 1870, for his father, George H. Shannon, who ran the half-mile track in Portsmouth. In 1882 he entered the employ of True Jones, of Boston, having a stable of horses at Beacon Park. In 1883 he opened a public training stable for himself, at Beacon Park, where he remained until 1887, when he removed to Mystic Park. In 1892 he entered the employ of Samuel Hodgdon, of Meredith, N. H., whose horses he trained for one year. In 1893 he became assistant trainer for J. J. Bowen, at Mystic Park, where he remained until 1902, Mr. Bowen then retiring from business. Mr. Shannon is now employed by the Cushing Medical Supply Co., 164 Canal Street, Boston.

While identified on the turf as trainer and driver, Mr. Shannon raced T. L. D., 2:22 1-4; Tom Lambert, 2:23; Falcon, Jr. (4), 2:21 3-4; Ethan Boy, 2:17 3-4; Dixie, 2:14 3-4; Nick, 2:13 1-4; Coral, 2:25; Doctor, 2:16 1-2; Mars Chan, 2:19 1-4; Miller Boy, 2:14 1-2; Mystic Maid, 2:21 1-4, etc. Mr. Shannon resides at 49 Grafton Street, Arlington, Mass.

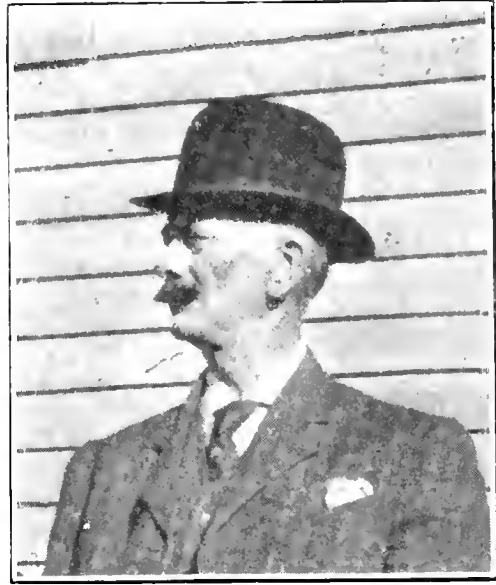
WILLIAM H. YOUNG

WILLIAM H. YOUNG was born in Milton, Mass., in 1868, and attended the local schools of his native town. His first work was as a baker for Bent & Co., Milton, in 1882. By industry and excellent business sagacity he arose to the position of manager of the concern when it was purchased by the National Biscuit Co., in which place he still remains.

He joined the Dorchester Driving Club in 1908 and has served on the board of directors and as vice-president. He always owned a good road horse, one with speed, even back when brushing was popular on the River Street road. In the matinees at Franklin Field Speedway he raced Cracker Boy with success, and later the good pacing mare, Sister Patch, 2:26 1-4, by Joe Patchen, 2:01 1-4, dam by Gambetta Wilkes. She, for two seasons, was the pacing champion of the course. Although joint holder of the record



A. W. DAVIS
Prominent in Promoting Horse Shows



HERBERT GRAY
Who Bought \$400,000 Worth of Trotters
for Thomas W. Lawson



CHARLES D. WELLS
Charter Member of Quannapowitt Club and
Owner of the Prize Winning Mare,
Border W.



MARTIN J. HEALY
A Live Wire of the Lynn Club

of 1:00 flat, she was the champion at the close of the season of 1914, of having raced the two fastest consecutive heats, in 1:00 and 1:01 1-4. Mr. Young resides at 6 Medway Street, Dorchester, Mass.

J. ROLLIN STUART, JR.

J. ROLLIN STUART, JR., was born in Tarrytown, N. Y., in 1866, and, when a boy, went to Milwaukee where his early education was gained. Coming to Boston he graduated from the English High School in 1884, and that year started to work as an errand boy for Whittemore, Woodbury & Co. In 1887, with others, he started the house of Pike, Ordway & Stuart, making blackings, shoe dressings, etc. This firm was incorporated in 1890 as the Boston Blacking Co., with its office in Cambridge, Mass.

Mr. Stuart became a member of the Dorchester Gentlemen's Driving Club in 1901, and has served on the board of directors. He is also a Mason and belongs to several of the social clubs of Boston. In the matinee end of the club, Mr. Stuart was very prominent with his trotting mare, Susie F., 2:20 1-4, which, in 1904, won the silver cup offered for the trotter winning the most races on the speedway and, the following year, was the fastest trotter in the club. He also owned Dempsey, 2:10 1-4; Willie Robbs, 2:14; Little Edgar, 2:10 1-2, and Vixie Adams. Mr. Stuart resides at 561 Ward Street, Newton Center, Mass.

ALBERT FELLOWS

ALBERT FELLOWS was born in Athens, Me., in 1849, and received his education in the common schools and academy of that city. He came to Boston in 1872 and entered the employ of Henry E. Cobb & Co., grocers. Six years later he began business for himself in the same line, opening a store at 1631 Washington Street, where he remained fifteen years, then removing to Ashmont, where he has been located twenty-two years. Mr. Fellows is one of the oldest members of the Dorchester Driving Club, of which he is a charter member. He succeeded R. S. Fitch in the office of treasurer, which he had held for seven years, to the close of 1914. He is also a member of the Dirigo, Odd Fellows, and a Mason. For many seasons he raced the gelding, Rex, on the speedway, and was a contender in all events in which he took part. Mr. Fellows resides at 75 Bailey Street, Dorchester, Mass.

CHARLES D. WELLS

CHARLES D. WELLS was born in Richibusto, N. B., in 1862, and attended the

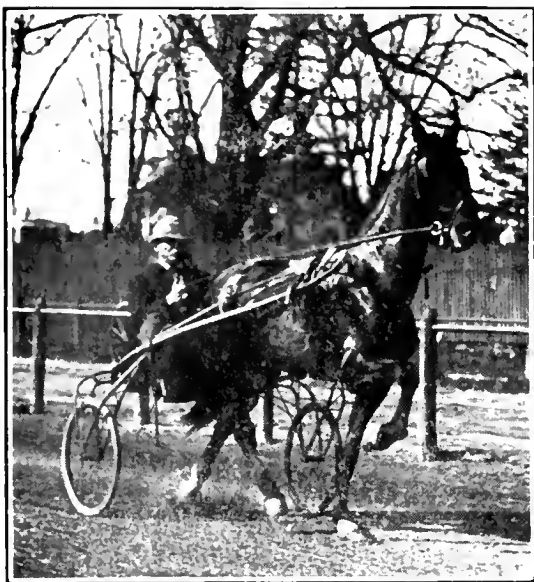
schools in Great Shenogue, N. B. He came to Boston in 1880, and went to work for Clark A. Wells, shoeing horses. He started in the horseshoeing business for himself in 1889, in Reading, Mass., where he is still located. He was one of the charter members of the Quannapowitt Driving Club, and has been constant in attendance and a devotee of the matinee sport ever since the inception of the club, in 1907. Mr. Wells is an Odd Fellow and belongs to the Pilgrim Fathers.

In the matinee sport, he has owned, among others, Woodland, matinee record 2:20 1-4; Orrion Wilkes, matinee record 2:18 1-2; Bolivar, 2:30, and Border W. The last named is the one he is now enjoying his favorite sport with. She is a very handsome, good gaited trotting mare, that would take a blue ribbon in high society for her conformation and her general good points. Mr. Wells' home is in Reading, Mass.

MARTIN J. HEALY

MARTIN J. HEALY is a member of the Lynn and Quannapowitt Driving Clubs and owner of the trotter Saranac, 2:14 1-4, that good son of Todd, which took his record over the Haverhill track in 1914. Mr. Healy has also owned a dozen or more other fast matinee performers. He bought Saranac, as a two-year-old, for \$240, and has earned more than \$2,000 with him. When a three-year-old, Saranac had six matinee races and dropped his winning time from 1:20 to 1:07, in the half-mile matinee races of the Quannapowitt Club at Reading track. In 1914 Saranac broke the Rockdale Park trotting record, which had been held many years by Nelson, when he stepped the Peabody two-lap track, at a matinee meeting, against time, in 2:18. At the opening matinee of the Metropolitan Driving Club's half-mile track, an invitation affair in which all of the Greater Boston clubs participated, Saranac was winner of his race and a handsome trophy cup.

Mr. Healy has a big fruit business in Lynn and racing horses is his only pastime. In the last dozen years he has been a prominent figure in many of the leading interclub matinees of Greater Boston and his good natured wit has enlivened many a race. In the famous interclub meets of Greater Boston, in which Lynn was so prominent, Mr. Healy drove many races for his club. With the pacer Uncle Angus, 2:17 1-4, he won the day against Dorchester, at Rockdale Park, with considerable fun thrown in. Mixedwood, 2:10 1-4; Widlar, 2:16 3-4; Hazel Dell, 2:14 1-4; Peter Healy, Dare Devil, Jr., General Cord, Beauford Hall, Arthur McKimney, and several others are among those



POSTMAN, 2:13 3-4

A Favorite at Franklin Field Speedway.
Owned by Charles N. Starratt



BLANCHE WILKES

One of the Trotting Stars of Dorchester Club.
Owned and Driven by W. H. Noyes



BARONESS TELL (3) (by Baron Review), 2:21 1-4
Dam Lady K. Tell, Trial 2:14 1-4, Dam of Baron
Tell (2), 2:29 1-4, by Axtell (3), 2:12.
Owned by Lincoln Pedrick



SUNSHINE, 2:15 1-4

A Consistent Winner at Franklin Field Speedway.
Owned and Driven by Alden Briggs

which Mr. Healy has owned at various times. Mr. Healy resides in West Lynn, Mass.

JOHN FENNEL

JOHN FENNEL was born in St. John, N. B., in 1856, and attended the schools of that city. In 1878 he came to Boston and became the manager, and was a partner with Thomas Furlong, wholesale liquor dealers. He started in the wholesale liquor business for himself in 1885, at 175 Devonshire Street, Boston, where he is still located. He joined the Dorchester Driving Club in 1906, and the Quannapowitt Driving Club when it was organized. He also is a member of the Boston Lodge of Elks.

Mr. Fennell has used for his matinee sport the trotter, Mickey, 2:20, and the high-bred filly, Betty Fennell, by Neno Bingen, 2:22 1-4, dam Su Su, by Vatican, 2:29 1-4, dam of Foxy Todd, Future Todd, Miss Todd trial 2:13 1-2, and Sister Todd, for which \$2,500 was refused. Her second dam was Rachel Russell, dam of Major Mason, 2:09 3-4; Major Morgan, 2:14; Nelly Mason, 2:14; Odilla, 2:24 1-2, by Woodford Abdallah. Ophelia M., daughter of Rachel Russell, produced Miss Ophelia, 2:09 1-4; George Onward, 2:23 1-4; Lady Tennyson, 2:17 1-2; Star Onward, 2:14; Mattie Studholm, 2:29 1-4; Mark Onward, 2:13 1-4; Mark Night (4), 2:15 1-4, and Onfield, 2:22. Betty Fennell was naturally a fast filly. She won seven blue ribbons in the matinees of the Quannapowitt Club up to the time she was twenty-two months old. When a three-year-old, with little training, she turned the Reading half-mile track in 2:28, and the last quarter was in 31 1-4 seconds. Mr. Fennell resides at 54 Virginia St., Dorchester, Mass.

WILLIAM H. NOYES

WILLIAM H. NOYES was born in North Dakota, in 1885, and attended the schools in that state. When eighteen years old he went to work for his father, who was in the coal business at 11 Hamlet St., Dorchester. With the death of his father, he succeeded to the business, which he still continues to run. He is a member of the Dorchester Driving Club, and among the horses that he raced over the Franklin Field Speedway were Gladys M., 2:21 3-4, Blanche Wilkes, The Monk, and Pauline Wilkes, with a trial of 2:18 1-4. Mr. Noyes resides in Dorchester, Mass.

ALDEN BRIGGS

ALDEN BRIGGS was born in North Pembroke, Mass., in 1855, and was graduated from the public schools of his native town. His first work was on a farm in Pembroke, at

the age of twelve, and from there he went to Hanover, Mass. In 1874, at eighteen years of age, he started in the teaming and contracting business for himself in Hanover, having only one horse to begin with, and with which business he is still occupied, and also has a milk route. His residence is at 102 Willard St., East Milton, Mass., where he has lived since 1891. He joined the Dorchester Gentlemen's Driving Club in 1907, and has been active on the committees. He has always been prominent in the matinees at Franklin Field Speedway and in the Winter racing at Mattapan. Among the horses he has owned can be remembered Sunshine, 2:15 1-4, trial 2:10, and a half on the Dorchester Speedway in 1:04. She stepped a quarter over the Mattapan Speedway, the Winter of 1912, in 32 1-4 seconds.

LINCOLN PEDRICK

LINCOLN PEDRICK was born in Marblehead, Mass., in 1859, and was graduated from the public schools of Lynn, Mass. In 1875 he entered the retail boot and shoe business in Lynn, in the employ of C. A. Wentworth. In 1883, Mr. Pedrick started in the boot and shoe business for himself, selling both wholesale and retail. He is now an auctioneer, his place of business being at 38 Central Ave., Lynn. Mr. Pedrick joined the Gentlemen's Driving Club of Lynn in 1910, and has served on the racing committee.

Mr. Pedrick has been one of the prominent members in the matinee racing at Rockdale Park, Peabody. Among those which he has been successful with are Lord of Quality, 2:21 1-4; Widlar, 2:16 3-4; Willie John, 2:21 1-4, winner of the time cup in the Lynn Club's season of matinee racing of 1912-1913. One that Mr. Pedrick feels very proud of, and has shown him a lot of speed for the limited amount of handling she has had, is the three-year-old filly, Baroness Tell, by Baron Review, 2:21 1-4, out of Lady K. Tell, trial of 2:14 1-4, and the dam of Baron Tell (2), 2:20 1-4. Lady K. Tell was by Axtell (3), 2:12, dam by Belle K., a daughter of Dr. Herr. Belle K. produced Herr Tell, 2:17 1-4. Baroness Tell was bred by Benjamin Kinsley, Terre Haute, Ind., and is exceptionally good looking, and her gait, manners and speed are enough to convince anybody of her future, when started for a turf career. Mr. Pedrick resides in Lynn, Mass.

JOHN B. CHADBOURNE

JOHN B. CHADBOURNE, who resides at 54 Neponset Ave., Hyde Park, Mass., and is engaged in the coal, coke and charcoal busi-

WELL KNOWN MEMBERS OF THE DORCHESTER DRIVING CLUB



EDGAR O. HADDOCK



ADNA T. WHEELOCK



PETER J. FITZGERALD



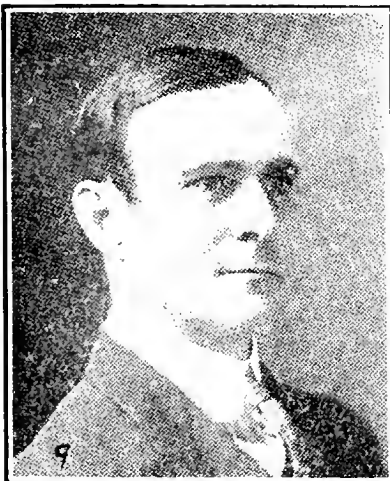
EDWARD B. SWETT



CAREY KEITH



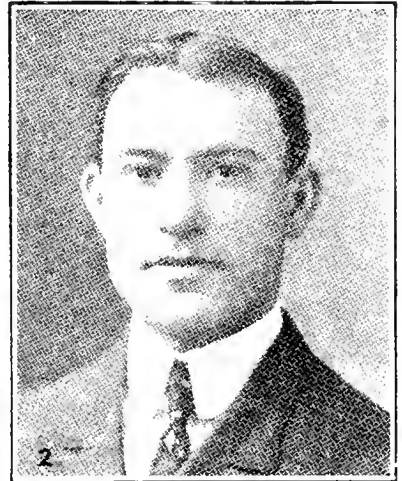
EZRA S. HARRIS



A. M. NEWBERT



FRANK L. ROBBINS



SOLLY WOLFSON

ness in West Quincy, Mass., was one of the early members of the Old Colony and Dorchester Gentlemen's Driving Clubs. Of all the horses that Mr. Chadbourne has owned, his favorite was Lyndhurst, that was capable of



LYNDHURST

A Prize Cup Winner. Owned and Driven by John B. Chadbourne

racing matinee heats in time around 1:10. While owned by Mr. Chadbourne, she won four silver cups, besides a number of blue ribbons. She took the first prize time cup one season at Dorchester, and the same year won second prize at the Weymouth Fair. She was sired by Autograph, 2:16 1-2.

A. M. JOHNSON

A. M. JOHNSON was born in Nova Scotia, in 1863, where he received his school education. His first work in Boston was a carpenter for Lock & Flint, in 1884. In 1889 he started in the building and contracting business for himself in Dorchester, and is at present engaged in real estate and insurance, having been located at 1468 Dorchester Ave. since 1897. He joined the Dorchester Driving Club in 1902. He has served on the board of directors, was vice-president, and then president the years of 1910-11-12, he being the only president to serve three terms since the inception of the club. He is also a member of the Odd Fellows, Master Workmen, the Dorchester Board of Trade and Massachusetts Real Estate Exchange.

During Mr. Johnson's administration the quarter-mile track at the Franklin Field Speedway was extended to a half-mile course, a new grandstand for the benefit of the spectators was built, a new judges' stand and one also for the presiding judges erected. All of this necessitated more than ordinary execu-

tive ability, as it meant getting the City of Boston to come to the front with appropriations sufficient to defray all expenditures.

Mr. Johnson has always held a leading place in the speedway events of the Dorchester Club, and, were he only to have owned and raced the noted trotting gelding, Ralph Wick, 2:13 1-4, it would have placed his name with the foremost. Ralph Wick was without doubt one of the very best known horses in this country. During his professional career on the turf he won more races over half-mile tracks than any trotter ever known. It was Ralph Wick that ex-Mayor Fitzgerald drove at the opening of the half-mile speedway at Franklin Field, winning in 1:06.

Among some of the others that Mr. Johnson has owned and driven in the matinee and interclub meets are Belmont, 2:28 1-2; Rex, the trotter that gave him a whole lot of sport and was a hard proposition for all he met in his class; Alfretta D., 2:19 1-4; Prince of Monica, Kremella, 2:18 3-4. Mr. Johnson resides at 106 Melville Ave., Dorchester, Mass.

RILEY G. CROSBY

RILEY G. CROSBY was born in Yarmouth, N. S., in 1874, at which place he attended the public schools. When thirteen years of age he shipped before the mast and followed the sea for five years. In 1892 he went to Lynn, Mass., and apprenticed himself to learn the trade of brick mason with the firm of N. D. Davison & Co. He started in business for himself, in 1896, by building frame houses for speculation and taking sub-contracts in mason work, one of his first jobs being the laying of the brick in the public bathhouse at Crescent Beach. Mr. Crosby entered the firm of McDonald & Joslin Co., contractors and builders, as secretary of the corporation, in 1898.

He became a member of the Dorchester Driving Club in 1896, of the Metropolitan Club in 1913, and of the Old Colony Club in 1914. He is also a member of the fraternal order of Odd Fellows. With the Dorchester Club he has served on the race committee, board of directors, second vice-president, and president in the years 1913-14.

Mr. Crosby has the reputation of having owned and taken part in more matinee races than any other member of the Dorchester Club, besides having participated in 21 interclub meets. The list of horses with fast records that have occupied stalls in his stable, and were owned and driven by Mr. Crosby, almost looks like the reading of the Year Book. In partiality, Mr. Crosby will frequently bring to attention several that he has

owned with moderate records, preferring them to the crackjacks that have stepped faster than the 2:10 mark.

One of the very best that ever stepped over the Franklin Field Speedway was Mr. Crosby's pacing gelding, Bunker Hill, 2:13 3-4, that secured the five-heat race record in an interclub meet against the Metropolitan Club. Opposed to him was Phoebe W., 2:08 3-4, owned and driven by W. J. Furbush, the contest of five heats averaging 30 seconds to a heat. Each of the pacers had won two heats, and in the deciding one the presiding judge announced Phoebe W. the winner; later the judges decided that Bunker Hill had won the race. To overcome this discrepancy in decisions, the Dorchester Club officials generously awarded to the owners of Bunker Hill and Phoebe W. a silver cup, so that each man points with pride to having won the fastest five-heat race over the speedway.

With Miss Riggen, 2:14 1-4, Mr. Crosby holds the seven-heat record over the old quarter-mile speedway at Franklin Field, getting it the day he defeated Capt. Hall and Miss Ormond. Then with B. S. Dillon, 2:14 1-4, he holds the three-heat record for the quarter-mile course, securing that the afternoon he defeated Rondo, 2:14 3-4, which was the champion for several years on the speedway, and Mr. Crosby had to buy more than a half dozen pacers before getting one capable of beating him.

Then can be brought to mind Nellie, 2:26 1-4; Victor, 2:29 1-4; Riley G., 2:24 1-2; Prince (trial), 2:27; Annie Lee, 2:07 1-4; Maxfield, that is credited with winning heats in 32 seconds; Lizzie Simms, 2:18; Crispin, that stepped quarters in 30 seconds; Rosemont, 2:21 1-4, one of the gamest that ever looked through a bridle and honest as the day is long; Ione, 2:17 1-4; Postman, 2:13 3-4; and a half-interest in Grace G., 2:05 1-4.

In 1914 Mr. Crosby enjoyed the matinees and a few of the professional races with the gelding, Jack Bingen, 2:22 1-4. He had a lot of fun with him in amateur sport, having been rarely beaten at Franklin Field Speedway, and on Dorchester Day Mayor Curley won with him in 1:04 1-2. In his intercity matinee racing, Jack Bingen defeated the best trotters of the Old Colony Club, viz., Katherine R., Higgins, Kaldar and Catherine C. In the interclub meet against Fellsway, on May 30, he also won, and in the interclub meet over the Charles River Speedway against the Mets, he got third place. This record was a very commendable one. Mr. Crosby resides at 33 Boulevard Terrace, Allston, Mass.

J. W. McENANY

J. W. McENANY was born in Burlington, Vt., in 1851, and attended the schools at Pittsford, Vt., and Middlebury, Vt. He came to Boston in 1868 and, when but seventeen years of age, started in the butter and egg business for himself in what was then Union Market. In 1883 he started in the trucking business, which he has conducted since, and is now located at 15 Fulton Street, Boston. He is the owner of some of the finest horses owned in the trucking business in Boston, his two and four-horse teams having taken many blue ribbons in the annual work-horse parade, held on May 30th each year, once in particular winning a gold medal with his four-horse team.

Mr. McEnany joined the Dorchester Driving Club in 1902, and has been on several of the important committees. He is also a member of the Boston Lodge of Elks, and of the Vermont Association. While he has owned several fast driving horses, his favorite was the mare, Dimple, with which he stood ready to meet any of the fastest horses in the club in a friendly brush down the speedway. Mr. McEnany resides at 80 Edson Street, Dorchester, Mass.

GEORGE A. LAW

GEORGE A. LAW was born in Bolton, Mass., in 1855. He attended the Medford schools, his parents having moved there when he was a mere lad. His first work in Boston was in 1870, for the American Bank and Note Co. In 1872 he started in business for himself, running a fish market in Arlington. At present he is in the hack, boarding and livery business in Arlington, having been in the same stable which he opened in 1888. In 1906 he joined the Metropolitan Driving Club, and was one of the charter members of the Fellsway Driving Club. He also belongs to the Royal Arcanum, Arlington Business Men's Association and the Arlington Sportsman's Club. Mr. Law was vice-president of the Metropolitan Driving Club in 1914, and during his connection with the Fellsway has been on several committees, board of directors, third vice-president, and for three years held the office of president.

He has always owned a fast trotter or pacer, being partial, however, in driving a speedy wiggler. Among those he has raced in the matinees can be called to mind Mabel C., Minor S., matinee record 2:17 1-4; Fellsway Boy, 2:28 1-4; Ida G., 2:26 1-2; May Bingen, Fanny M., 2:24 1-4; and Rose Martin, matinee record 2:21 1-4.

Mr. Law was first elected president of the Fellsway Club in 1911, and it was only by

the very hardest work, combined with shrewdness and frugality, that he managed to bring the club to the point where it has paid off all indebtedness and has a balance in the treasury. Unlike any other of the driving clubs of Greater Boston, the Fellsway never had a free race course, but has been obliged to pay thousands of dollars for its privileges and has given large cash prizes, and with all this has always met its obligations promptly, a record of which President Law is proud.

Mr. Law gives a lot of credit for the success of the Fellsway Club to the able assistance of C. E. Twombly, secretary and treasurer of the Fellsway, in conducting the affairs of the organization, not by any means feeling that he should expect all the praise for himself in its success. For four years, to the close of 1914, Mr. Law filled the position of starting judge at Combination Park, and in some of the important matinees he has kept busy, before calling the first race, taking tickets or selling them at the gate. This all goes to show the zeal that he had in the welfare of the organization. Mr. Law resides in Arlington, Mass.

FRANK E. MORRISON

FRANK E. MORRISON was born in Somerville, Mass., in 1877, and was graduated from the schools of that city. When a young man he went to work for his father in the provision business, and started in the same line for himself in 1896 in Somerville, where he is still located. He was one of the organizers of the Fellsway Driving Club, and worked hard to bring the organization into a foremost place with the other driving clubs of Greater Boston. He was secretary for four years. He is also a member of the Odd Fellows and the Arlington Boat Club.

While in matinee racing he owned and drove Billy M., 2:29 1-4; Charmion, 2:27 1-4, yet his greatest sport was with the trim little mare, Decima Deane, 2:14 1-4. She was a winning factor in the races at Combination Park for several seasons, and gained credit for herself in the interclub meets. Being one of the family, she is assured of a home so long as she lives. Mr. Morrison resides at 23 Brook Street, Somerville, Mass.

C. M. LOCKWOOD

C. M. LOCKWOOD has been closely identified with race horses ever since his youth. He became a member of the Metropolitan Driving Club in 1905, and of the Fellsway in 1908, thus being one of the first members in each of the clubs. In the latter organiza-

tion he has filled the position of chairman of the speedway and racing committee.

Mr. Lockwood was in the employ of E. I. Franklin, at Attleboro, Mass., for twelve years, and while with him raced and gave records to Rosie B., 2:27; Leida Wood, 2:29; Rebate, 2:32 1-4, and others. He afterwards campaigned Likewise, 2:17 3-4; Imogene, 2:23 1-4; Tom L., 2:15; Evolute, 2:10 1-2; Louise E., 2:11 3-4; Olivia Bellini, 2:20 1-2, etc. He was at W. H. Moody's farm in Claremont, N. H., in 1899, where he developed the mare, Evolute, driving her a mile in 2:07 1-2, and was associated with George H. Hicks for three years previous to entering the employ of Mr. Moody. He is now located at Combination Park, Medford, Mass., running a public training stable, which he opened there in 1900. For the last three years he has leased Combination Park and sub-leased it to the Fellsway Driving Club for use on Saturdays and holidays. Mr. Lockwood resides in Medford, Mass.

ORIN E. LINSCOTT

ORIN E. LINSCOTT was born in Porter, Me., in 1875. He attended the local grammar and high school, and then was graduated from the New Hampton Business College. In 1895 he came to Boston and entered the employ of F. L. Hazelton & Co., as book-keeper. The following year he started in business for himself, opening a retail grocery store in Boston. He is now superintendent of the Metropolitan Life Insurance Co.

Mr. Linscott was one of the early members of the Fellsway Driving Club, and joined the Dorchester Driving Club in 1911. He is also a Knight of Pythias, I. O. O. F. and a member of the Dudley Club of Roxbury. His sport on the speedway and at Combination Park has been with Alice F., Edwin R., 2:33 1-2; Laura L. and Lady Belle, the winner of second heat prize, season 1914, of Fellsway Club. Mr. Linscott resides at 455 Columbus Avenue, Boston.

HUGH J. MORRISON

HUGH J. MORRISON was born in Charlestown, Mass., in 1863, and was an attendant of the Harvard and Frothingham grammar schools. His first work was in Fox's Bakery in 1880-1893, the latter year starting in the lunch business for himself in Boston, where he is still located. He became a member of the Metropolitan Driving Club the year that it was organized, and owned many of the fastest horses in the matinees, among which can be called to mind Pat L., 2:16 1-2; Mary M., 2:21 1-4, trotting, 2:20 3-4, pacing; Puss

Parker, 2:20 1-4; Lord Abbott, Mary Cliff, the promising young stallion, Gun Metal, 2:16 1-4, the fast filly, Mary Metal, George M., and three fast fillies by Gun Metal. Mr. Morrison has raced a professional stable, outside of his matinee string, for a number of years, in charge of the capable trainer, J. J. "Whitey" Crowley. There is no man that enjoys the sport any better than Mr. Morrison, and, no matter what comes his way, victory or defeat, he takes it with the same degree of fortitude. Mr. Morrison resides at 13 Grant Street, Somerville, Mass.

COL. A. C. DRINKWATER

COL. A. C. DRINKWATER was born in Tops- ham, Me., in 1844, and received his education in the public schools and Edward Lattle Institute. He was brought up in the leather business, and started in business for himself in 1860, in Braintree, Mass., where he is still located.

Colonel Drinkwater was first president of the Old Colony Driving Club. He recognized in the organization of such an association the benefit it would be to the owners of horses on the South Shore, in having them interested in securing the best horses and in keeping them in the best of condition. Thus it was that the maxim of the club was to improve the breed of horses used by gentlemen, and, following that plan, one of the first rules adopted after Colonel Drinkwater was made president, was that hopped horses be barred from participating in the matinees of the club at the South Weymouth track. This theory of the Old Colony Club has been strongly adhered to since, and is counted to have, in no small way, been the cause of its continuous success, which is growing larger and of more importance in the amateur field.

While a breeder on a small scale, yet Colonel Drinkwater has made his name known the country over by the fast trotters and pacers he has bred. Among the most noted was Cochat (3), 2:11 1-2, winner of the classic Charter Oak Futurity, and now fast becoming a sire of renown. The Bosun, 2:05 3-4, too, was bred by the Colonel; Cello, 2:17 1-2, was another; Mazie Sidney, trial, 2:13 1-4, he purchased when she was a suckling filly, and she became prominent afterwards in the matinee circles of Greater Boston.

In 1914 Colonel Drinkwater pointed with pride to the performance of the pacer, Squantum, 2:20 1-2, which he bred. Although only a three-year-old, yet this youngster was timed in 2:02 1-2 when he finished second to Anna Bradford in 2:01 1-2. The untimely

death of Squantum, the Fall of 1914, at Phoenix, Arizona, was regretted by his admirers, who felt that, in his campaign of 1915, great credit would be given to Massachusetts by the victories of this prominent youngster. A peculiar circumstance in the training of Squantum by Millard Drinkwater, at Readville track in 1913, was that he showed every inclination of being a fast trotter up to the time he was developed to going a mile in 2:24. Squantum then suddenly changed, when at speed, to pacing, and soon proved to his trainer that that was his natural gait, he soon after working a mile in 2:18.

While Colonel Drinkwater was a small breeder, yet he was very particular in the selection of the mare and stallion for mating, he never breeding a mare unless she was of a highly nervous temperament, while the stallion must be "all horse," but level-headed—not rattle-brained. By following this plan he ascribes his success in breeding trotters. Colonel Drinkwater resides at Braintree, Mass.

HARRY C. THAYER

HARRY C. THAYER was born in South Braintree, Mass., in 1873. He joined the Dorchester Driving Club in 1906, and was one of the five that instituted the Old Colony Driving Club, which was organized in 1908. Mr. Thayer has held the position of president and vice-president of the Old Colony Driving Club, having been very prominent in its affairs.

In the matinees at the South Weymouth track, Mr. Thayer has raced the fastest trotters that have represented the club in Altro L., 2:09 3-4; Katherine R., 2:11 3-4; Miss Lake and The Mermaid. Altro L. started in the first matinee given by the Old Colony Club, in 1908, and is the only horse of that period now racing in the matinees of the club, in the Fall of 1914. In the initial matinee, Altro L. placed the trotting record of the track at 1:10 1-2, and the present mark of 1:07 was made by him in the Fall of the same year. In 1913 Mr. Thayer purchased the trotting mare, Katherine R. She won many races for him that Summer, showing her superiority over the other trotters, and, on August 16, equaled the record of 1:07 of the track in a race against Van Dyke. Mr. Thayer resides in South Braintree, his native town.

MATTHEW C. SPROUL

MATTHEW C. SPROUL was born in Abington, Mass., in 1875, and was graduated from the local schools. His first work in Boston was for George F. Blake Manufacturing Co., in

1893, which situation he has since held. He joined the Old Colony Driving Club in 1910, and has filled the position of secretary and treasurer, and chairman of the racing committee. He takes delight in saying that he owns no horse and belongs to no secret society, but still he is a horseman, delighting in getting out in the open air and watching his friends battle for the blue ribbons and cups in the matinees. He has been a valuable aid in the prosperity of the Old Colony Club, being an earnest worker and watching all the small details that are constantly arising. Mr. Sproul resides at 333 Columbia St., South Weymouth, Mass.

S. B. TOTMAN

S. B. TOTMAN was born in East Weymouth, Mass., in 1868, and, after attending the public schools of his native town, was graduated from Bryant & Stratton's Commercial College of Boston. When sixteen years of age he began working for himself in East Weymouth, and has since run a bakery and been interested in other business affairs. At present he is in real estate, mortgages and trading. He was a charter member of the Old Colony Driving Club, of which he served on the board of directors, and is a member of the Metropolitan Driving Club.

Mr. Totman has for years been identified with fast trotters and pacers. Thirty years ago his stable was winning money on the leading half-mile tracks of New England, and when matinee sport came he immediately was an enthusiast. Among the ones he has raced in the matinees are: Kaldar, 2:17 1-4, winner of third money in the big trotting handicap at Readville in 1909; Betsey Bump, 2:21 1-4, constant winner of road brushes in her day; Gipsy M., 2:13 1-2; Harry Newton, Rhodi, 2:22 1-2; Ruth M., King Bogash, 2:20 1-4, etc.

Mr. Totman has proved a worthy sire in having a son, Joseph W., following in his own footsteps. In the matinees at South Weymouth, Kaldar was driven in his races by J. W. Totman, and a very clever reinsman he proved to be. Mr. Totman and his son reside at East Weymouth, Mass.

RECTOR DAMON STETSON

RECTOR DAMON STETSON was born in Hanover, Mass., in 1884, and was graduated from the schools of his native town. His first work in Boston was shipping clerk for Damon & Ellis, manufacturers of slippers, 88 High Street, Boston, in 1902. He became a member of the firm when it was incorporated, in 1905. He joined the Old Colony Driving

Club when it was organized, and has held several offices, including that of vice-president, and so popular has he been with the members of the club, and a conscientious worker in its interests, that he is strongly mentioned for the position of president in 1915.

In the matinees he has raced the fast pacing mare, Trixie S., 2:14 1-2; Santa Belle, 2:23, etc., and owns what is considered by good judges the best pair of trotters, to pole, on the South Shore, these being Fancy P., trial of 2:22, and Charm P., with a record of 2:10. Mr. Stetson resides at Hanover Center, Mass.

GEORGE HENRY WILLIAMSON

GEORGE HENRY WILLIAMSON was born in South Marshfield, Mass., in 1845, and was graduated from the public schools of that town. He started in business for himself in 1867 at South Abington. Later he removed to his present location in Whitman, Mass., where he is engaged in horseshoeing and blacksmithing. He is one of the most enthusiastic members of the Old Colony Driving Club, and also a member of the Masons and other fraternal orders. Among the horses that he has owned and driven in the matinees are Boxer, George W., etc. Mr. Williamson resides in North Abington, Mass.

GEORGE A. COWDREY

GEORGE A. COWDREY was born in Stoneham, Mass., in 1875, and was graduated from the Wakefield public schools, Bryant & Stratton Commercial College, and Phillips Academy, Andover. He entered business in Boston in 1895, as partner in the firm of Chas. J. Beebe & Co., shoe findings. He is now treasurer and one of the firm of Smith & Cowdrey Co., dealers in pickled sheepskins, 97 High Street, Boston.

He was one of the instigators and assisted in the organization of the Quannapowitt Driving Club, and was elected the first treasurer of the club. The following year he filled the position of vice-president, which position he held during the season of 1909. In the latter year George A. Shackford was given the honor of president, but it so occurred that two weeks after taking the chair, business called him to another state, thus making it imperative that Mr. Cowdrey, as vice-president, take the position of presiding officer for the remainder of the term. In 1910 he was elected president. Mr. Cowdrey was a very energetic man in the interests of the club, which flourished immensely during his regime. Besides the

Quannapowitt Club, Mr. Cowdrey belongs to the Masons.

In the matinees at the Reading-Wakefield track and interclub meets, Mr. Cowdrey was a very prominent factor. He always had in his stable trotters and pacers with speed to go out and make trouble in whatever class he elected to start them. The driving club trotting record of the track, 1:06 1-2, was made by one of his trotters, Crown Prince, 2:17 1-4, while the pacing record of 1:05 was made by Ginger B., 2:18 1-4, a mare he owned before this performance was made. Other trotters that he raced with success were Frank R. Wilkes, Hampshire Boy, Evergreen, and the good colt, Parkeno; while in the pacing division, outside of Ginger B., he owned Baron B., 2:15 1-4; Belle Sherwood, Belle Park, 2:23 1-4, and Betty. Mr. Cowdrey resides in Wakefield, Mass.

HENRY W. WEYMOUTH

HENRY W. WEYMOUTH was born in Brattleboro, Vt., in 1870, and attended the local schools of his native town and of Walpole, N. H. His first work was for B. E. Webster, owner of the Meeting House Hill Farm, Walpole, N. H. This was in 1887. He soon after entered the employ of the Fitchburg Railroad, where he remained for ten years. In 1899 he bought a farm in Walpole, N. H., where he remained until 1911, when he purchased his present farming property in North Reading, Mass.

Mr. Weymouth joined the Quannapowitt Driving Club in 1911 and filled the office of secretary in the years 1912-13-14. He was a most efficient man for the position, having from a young man been strongly interested in the light harness horse and a fine bred dog.

In the matinees of the Quannapowitt Club at the Reading-Wakefield track, Mr. Weymouth raced the well-known pacer, Tom Smelzey, 2:18 1-2, who in professional racing was famous throughout the West for the split-heat races he captured. Tom Smelzey was twenty-eight years old when Mr. Weymouth matineed him in 1911. That year he won five races, three seconds, and one third in his nine starts. The following year he started eight times and was first five times, second twice, and third once. He was always a fighter to the finish of the race, winning his heats in around 1:15. In the Spring of 1914, when thirty-two years of age, Tom Smelzey was put away by Mr. Weymouth, and, up to the day of his death, he was as fat, slick, and sound as any colt.

Another owned and raced by Mr. Weymouth in the Quannapowitt matinees was the mare Helen L., by Dare Devil, 2:09. He

started her three times in 1912, and in 1913 she faced the starting judge in no less than thirteen races and, as the result of her work, secured the cup for winning more races than any other horse in the club. She has been a trial over the Reading-Wakefield half-mile track in 2:28 1-2, has won heats in her matinee races in 1:15, and was second in 1:10 1-2. Mr. Weymouth resides at North Reading, Mass.

W. H. NICHOLS

W. H. NICHOLS was one of the charter members of the Quannapowitt Driving Club. He has for a number of years been in the employ of Beyer Bros.' Commission Co., at 47-48 South Market Street, Boston. Mr. Nichols has been strongly identified with matinee sport, always owning a good trotter, among these being Joe Thomas, by Tarratine, which started in the first matinee of the Quannapowitt Driving Club; Perseverance, 2:24 1-4; Gold Band, Jr., Country Boy, 2:20 1-4, and Hector K., 2:29 1-4, by Seumancee, son of Bingen, 2:06 1-4, dam, Irish Queen, by Edgemark, 2:16; second dam, Carrie T., 2:26 1-4, by Dom Pedro. Carrie T. was the old-time sleighing champion of Boston. Mr. Nichols resides in Reading, Mass.

EBEN B. PHILLIPS

EBEN B. PHILLIPS was born in Swampscott, Mass., and attended the schools of his native town. He was one of the first members of the Lynn Club, and filled the position of second vice-president for four terms, first vice-president in 1912, and became president by the election of 1913. He is also a member of the Metropolitan Club, which he joined in 1908.

In the matinees of the Lynn Club Mr. Phillips has been very strong, his horses having been among the very fastest that took the word in the events decided season after season. This was particularly so in the big interclub meets, held in the years of 1909 and 1910, when Reliance, 2:11 1-4, set a new record for the Reading-Wakefield track of 1:03 1-2, and, in the meet at Combination Park, lowered the record of the track to 1:01 1-2. There was Croesus, 2:19 1-2, too, which Mr. Phillips raced in the matinees for two consecutive seasons without meeting a single defeat. Among the others he has raced can be called to mind, Al Ray, 2:13 1-4; Jimmy B., 2:11 1-4; Clayola, 2:21 1-4; Gloria Rex, 2:23 1-4; Laristina, 2:13 1-4; James W., 2:09 1-4, which Lester Dore campaigned extensively for Mr. Phillips in 1914; Add F., 2:09 1-2, that paced the third heat at

Haverhill track in 1:01 1-4, etc. Mr. Phillips resides in Danvers, Mass.

HENRY H. FULLAM

HENRY H. FULLAM was born in Bucksport, Maine, in 1863, and received his education in Bangor. His first work was in Lynn, in 1882, for the firm of S. White & Co., dealers of tents, awnings, etc. He started in business for himself in 1889, locating, as at present, at 93 Oxford St., Lynn, in manufacturing tents and awnings. He was a charter member of the Gentlemen's Driving Club of Lynn, and has been on the board of directors. He is a member of the Red Men, and belongs to several other orders. Among the horses he has owned can be called to mind Awning Boy, Flossie W., 2:16 1-4; Jack the Ripper, 2:27 1-2; Little Dick, 2:24 1-2, and News-boy, 2:20 1-4. He has been very successful in his matinee racing, and gets keen enjoyment in the driving and handling of his horses. Mr. Fullam resides at 38 Wentworth Place, Lynn, Mass.

HERBERT GRAY

HERBERT GRAY was born in York, Me., in 1850, and attended the schools of North Berwick, Me. When twenty years old he opened a livery stable in North Berwick, but soon sold it and in 1872 came to Boston to run the Merrimac House. He is now engaged in the real estate business in Haverhill, Mass. He belongs to the Haverhill Lodge of Elks.

Mr. Gray was manager of the Thomas W. Lawson racing stable from 1900 to 1904, during which time he purchased over \$400,000 worth of trotters for the great copper magnate. This included several stallions and brood mares, which were used in stocking the famous Dreamwold Farm, in Scituate, Mass., which has since become celebrated for its beauty.

Among the trotters which Mr. Gray bought for the Dreamwold racing stable were Boralma, 2:07; Mamie W. (3), 2:17 1-4; Dreamer (3), 2:14 1-4; Oxford Boy (2), 2:20; Glory, 2:11 1-2; Sagwa, 2:13 1-4, etc. Under Mr. Gray's management of four years the Dreamwold stable won every big stake in the Grand Circuit, excepting the M. & M. Boralma won the three-year-old Kentucky Futurity, and the Transylvania, being one of the few horses to have the honor of taking both events. Oxford Boy headed the summary of the two-year-old Kentucky Futurity. Georgena, 2:07 1-2, also under his management, won the classic Charter Oak stake. Previous to Dreamwold being in readiness for the wintering of horses, they

were kept one season at the model Thordale Farm, Andover, Mass. Mr. Gray resides in Haverhill, Mass.

HOLLIS P. GALLUP

HOLLIS P. GALLUP was born in Boston in 1861, where he received his early education. At the age of eleven years he entered the employ of Isburgh & Rowland, East St., Boston, dealers in horses and carriages and holding weekly auction sales. When eighteen years old he began driving on the street cars for the West End Railroad, and started in business for himself in 1883, with a milk route and stable, his stable being in Dorchester and farm in Milton, Mass. He is at present located at 22 Barnes St., Dorchester, where he has been for twenty-three years in the stable business, selling, buying, boarding of horses, and contracting. Mr. Gallup was one of the three that organized the Dorchester Gentlemen's Driving Club in 1899, and has served the club on the board of directors and racing committee. He also belongs to the Odd Fellows.

Mr. Gallup has two distinctions that will likely never be beaten. One is that in the entire existence of the Dorchester Club he has missed only one of its weekly meetings, and that through sickness, and the other is in getting 266 new members for the club in three years, 211 of them during President Newbert's administration.

He has raced ever since the club was organized, never missing a season from the matinees, and in all that time he has not refused a match, and always raced his horses where they were placed by the racing committee.

Among the numerous horses that Mr. Gallup has owned and driven can be brought to mind, Ashmont, that was his first trotter, and which he still owns though he is now over twenty years of age; Celia, which he bought at auction for \$100, and without a day's handling she stepped a quarter at Readville in 32 seconds. After being used by Mr. Gallup for several years, she was sold again under the hammer and brought very near her original price.

Bob Fitz, 2:17 1-4, was another of the old reliables, as were Rubsley G., 2:16 1-2; Queenie, trial, 2:20 1-4; Axteloid, 2:15 1-4; Judge Green, 2:09, that held the world's record for a four-year-old gelding in 1903; Crispin, with the speed capacity of quarters in 30 seconds; and Matt M.

Earl King, bred by the railroad magnate, E. H. Harriman, and sired by Stamboul, 2:11, dam Gipse Earl, by The Earl, was very fast as a three-year-old, when he was trained by

Billy Andrews, and while owned by Mr. Gallup raced against and defeated more hopped pacers than any other trotter ever owned in Boston. In his races he was frequently timed quarters in 20 1-2 seconds. After passing from Mr. Gallup's hands to parties in Maine he was started, in February, 1914, over the ice at Winthrop, Maine, in the free-for-all, winning an eight-heat race, the time being the fastest in the world for eight heats at a quarter of a mile. The fourth heat Earl King

ton with his office in the market district. He joined the Dorchester Driving Club in 1905. He was on the board of directors three years and has served on various other committees. He also belongs to the Masons, Odd Fellows, Knights of Pythias, Ancient Order of United Workmen, and the Market Men's Relief Association.

Mr. Wheelock has always been prominent on the Franklin Field Speedway. Among the horses he has raced are: Charley King,



CHARLEY KING, 2:14 1-4

The Winner of Over One Hundred Races Shown Pacing a Fast Heat for His Owner, A. T. Wheelock, at Franklin Field Speedway

captured in 31 seconds, which equaled the state of Maine record for trotters over the ice.

Then there was Hollis Bingen, which Mr. Gallup bred, developed, and raced; Gallup's Todd, and Silence, 2:21 3-4, which as a three-year-old was second in the big futurity at Hartford in 2:12 1-2. Mr. Gallup resides in Dorchester, Mass.

ADNA T. WHEELOCK

ADNA T. WHEELOCK was born in St. Johnsbury, Vt., in 1858, and was graduated from the Tinkerville School, Lyman, N. H. His first work in Boston was in 1878, for Cook & Handy, in driving a watering cart. In 1880 he started in the milk business and, later, went into the trucking business in Bos-

2:14 1-4; Sunny Jim, 2:32 1-4; Willema, 2:26; Prince Albert, 2:24 1-4, etc. He bought Charley King when he was a five-year-old and for nine consecutive seasons he was one of the top-notchers of the speedway and in interclub meets. When raced professionally he earned his record of 2:14 1-4, and was at the top of the summary, or a factor in the events in which he took part. Charley King has won over 100 blue ribbons. There is probably no other horse in New England better known to the matinee followers than this gelding.

Mr. Wheelock frequently asserts that he is ready to buy another that could duplicate Charley King, and that he looks back to the years in which he raced the gelding and the whole lot of fun he had with him. Mr.

Wheelock resides at 351 Dorchester Street, South Boston, Mass.

MICHAEL McDERMOTT

MICHAEL McDERMOTT was born in Ireland, in 1853, and attended the schools of Dublin. He started in the plastering business for himself in New York in 1888, and removed his business to Boston in 1894. He is now retired from business. He joined the Dorchester Driving Club in 1907, and served on the board of directors for three years. He is also a member of the Old Colony Driving Club, and of the Boston Lodge of Elks.

Mr. McDermott always owned good horses and for that reason he took much enjoyment in belonging to the driving clubs. While frequently requested to be a candidate for president of the Dorchester Club, yet he declined, saying that he was no office seeker, but a diligent worker in other directions for the prosperity of the organization. Among the horses matineed by Mr. McDermott were Krispen, Klondyke, 2:12 1-4; Camillo, 2:20 1-4; and Mary Mc. With the last named he was always ready to meet any trotter the racing committee of either the Dorchester or Old Colony Clubs elected he should start against. She is a trim, clean-going mare that attracted a lot of attention. Mr. McDermott resides at 27 Charles Street, Dorchester, Mass.

FRED S. ELDREDGE

FRED S. ELDREDGE was born in South Harwich, Mass., in 1863, and was a graduate of the public schools of his native town. He went to work in Boston, in 1881, for the grocery firm of C. D. Swain & Co., 2364 Washington St. Three years later he opened a grocery for himself at 191 Hampden St., Roxbury, and is at present in the trucking business at 122 Purchase St. Mr. Eldredge is a charter member of the Dorchester Driving Club, and joined the Old Colony Driving Club in 1910. He also belongs to the United Workmen. Mr. Eldredge has been active on the racing committee of the Dorchester Club, and has served on the board of directors.

The matinee racing over the Franklin Field Speedway would seem sadly out of joint were not Mr. Eldredge seen there racing days, driving his own and the fast ones belonging to other members of the Dorchester Club. He is one of the cleverest of reinsmen, having brought many of his horses to victory. It is a saying among the club members that if they have a particularly hard race it is a good plan to secure Mr. Eldredge to do the engineering in the sulky.

In some of the memorable races that have

made the speedway historical, in which were horses that Mr. Eldredge drove, can be readily brought to mind B. S. Dillon, 2:14 1-4; Directumwood, 2:20 1-4; Checkers, 2:18 1-2, and Sister Patch. In going through the list of the club, in fact, it might seem that Mr. Eldredge has driven all of the fast ones. When Sister Patch made the pacing record of the speedway, by pacing in 1:00, and then coming back in 1:01 1-4, it was none other than the subject of our sketch who was seated in the sulky.

Other horses he has driven and marked are Authentic, 2:16 1-4; Lizzie Simms, 2:18; Princess Ebilo, 2:20 1-4; Martindale, 2:19 1-4; Grace G., 2:05 1-4; Charley King, 2:14 1-4, and Gallagher, 2:03 1-2, which he campaigned in Vermont, Maine and Massachusetts, and never lost a race.

Mr. Eldredge owned Joe King, which he matineed in the events of the Old Colony and Dorchester Clubs up to the Fall series of 1914. In October of that season he purchased the trotter, Baron Patch, 2:18 3-4, the gelding so well known to the regulars at the Franklin Field Speedway. Mr. Eldredge resides at 8 Angell St., Dorchester, Mass.

JAMES I. BROOKS

JAMES I. BROOKS was born in Corinth, Vt., in 1875, and received his education in the public schools of his native town. His first work in Boston was in 1897 for the New England Reference and Bond Association. He started in business for himself in 1902, buying and selling horses in Somerville, and as superintendent of the delivery and equipment department of the Fox Bakery, in Charlestown.

Mr. Brooks was one of the organizers of the Fellsway Driving Club, and filled the position of president in the years 1908, 1909 and 1911. During these first years of the club Mr. Brooks left no stone unturned in bettering the condition of the organization, both in securing members and financially.

In matinee racing Mr. Brooks was an enthusiast. He owned a number of the racing stars of the Fellsway Club that were prominent, too, in the interclub meets. Among those he raced were: Muchado, 2:13 1-4; Sir George, 2:18 3-4; Axtelloid, 2:15 1-4; Ginger B., 2:18 1-4; Young Chimes, 2:11 1-2; Harry Brino, 2:17 1-2; Wavelite, 2:24 1-4; Canterbury Girl, 2:20 1-4; Ned Wilkes, 2:09 1-4, etc. Mr. Brooks is a member of the fraternal order of Masons; belongs to the Somerville Republican Club, Ward 4, and the Somerville Fourth of July Association. He resides at 30 Sewell Street, Somerville, Mass.

GEORGE N. COYLE

GEORGE N. COYLE was born in Charlestown, Mass., in 1881, and attended the Bunker Hill Grammar School, Boston College, and the Boston Latin School. His first work was for the Charlestown Gas Co., and soon after, in 1901, he started in business for himself, opening a coal, wood and coke yard in Charlestown. He is at present in the same business at 5 Broadway, Somerville.

He is a charter member of the Fellsway Driving Club, and has served on the board of directors. Other orders of which he is a member are the K. of C., F. M., C. O. F., C. L. W. of Charlestown, T. A. and L. Society, and the Arlington Boat Club. Among the horses that Mr. Coyle has owned were Tom Drew, 2:23 1-2; Wild Fern, trial 2:18 1-2; Billy Mack, 2:27 1-4; Ella Hal, trotting, 2:19 1-4, pacing, 2:15 1-2, etc. Mr. Coyle resides at 66 Pearl Street, Somerville, Mass.

E. R. WHITMAN

E. R. WHITMAN, one of the early members of the Fellsway Driving Club, was born in Bethel, Maine. He started in business for himself, in 1855, at 10 and 12 Dorrance St., Charlestown, Mass., where he is still located, his line being store fixtures. He is a very successful business man and has but one fad, the enjoyment of a good horse. He has been very prominent in the matinees at Combination Park, and, in the last few years, has raced considerable over the New England tracks. Among the best horses that he has campaigned, both in an amateur and professional way, were Joe K., 2:15 1-4; Pat L., 2:16 1-2; and Dorsey W., 2:23 1-4. Mr. Whitman resides in Medford, Mass.

C. E. TWOMBLY

C. E. TWOMBLY was born in Milton, N. H., in 1869, and attended the schools of Dover, N. H. His first work in Boston was with Samuel Ward Co., stationers, in 1884, filling the position of salesman. In 1894 he started in the stationery and printing business for himself, and for twenty years was located at 32 Hawley Street, Boston. He is at present in the same business at 139 North Street, Boston.

Mr. Twombly was one of the charter members of the Fellsway Driving Club, and has held the position of secretary for the past three years. He joined the Metropolitan Driving Club in 1910. He has been prominent in the matinees at Combination Park, and, in Doctor, he owns the matinee trotter that has won as many ribbons as any trotter

in Greater Boston during the last nine years. Doctor is Mr. Twombly's old standby. No one has had more fun with a horse than has Mr. Twombly with Doctor. His record for a half-mile is 1:07 1-2, made at the Charles River Speedway, and his winning heats at Combination Park were in 1:10 to 1:12. He won the point prize for trotters in the Fellsway Club the last four years. Mr. Twombly also owns Manila Boy, 2:18 1-2, winner of the point prize for pacers in the Fellsway Club for 1914, and formerly owned Maud M., 2:15 1-2, another matinee performer of merit. Mr. Twombly resides at Medford, Mass.

BRADFORD R. COBB

BRADFORD R. COBB was born in Westbrook, Me., in 1840, and attended the schools of that town. His first work in Boston was for John Harwood, who run a boarding and hacking stable in Fort Hill. This was in 1854. In 1881 he opened a boarding and hacking stable in Arlington Street, Chelsea, where he remained until 1888, and then removed to 615 Broadway, of the same city. He was one of the early members of the Fellsway Driving Club and joined the Metropolitan Driving Club in 1909. He also belongs to the Masons, and the I. O. O. F.

Mr. Cobb is one of the oldest road-drivers in Greater Boston, and for forty years he owned one or more trotters with abundance of speed. His first trotter was Yankee Boy, that forty years ago gained a reputation for speed on the old Mill Dam. Then he had Silver Street, 2:19 1-4; Orange Boy, 2:18 3-4; Alice K., trial, 2:20; Dexter B., 2:24 1-4; Bald Chief, and Sandy, that could pull two men a mile to wagon in 2:35.

In his boarding and hacking stable the patrons were the leading horse owners of the vicinity. At times the number of driving horses run as high as seventy. When the well known horseman, Edwin B. Rice, was on the turf, he wintered his horses at Mr. Cobb's stable, which included John M., 2:02 3-4; The Friend, 2:05 1-4; Orianna, 2:12 1-2; L. L. D., 2:09; Sufreet, 2:06 1-4; Chief Wilkie, 2:12 3-4; Baron March 2:15; Eben L, 2:22, etc. Looking over the list of men who have driven their trotters down the street incline from Mr. Cobb's stable are noted the following: Alton E. Briggs, M. Winton, Tom Taylor, Sam Orr, Dr. Kimball, Peter Thomas, Jasper Kelley, Frank N. West, Walter M. Rogers, A. S. Litchfield, Joseph Haskell, J. F. Randolph, Fred Berry, H. G. Stevens, and Will Woodbury. Mr. Cobb resides at 42 Crescent Avenue, Chelsea, Mass.

GEORGE M. DAVIS

GEORGE M. DAVIS was born in Derry, N. H., in 1845, and received his education in the common schools of his native town. His first work in the vicinity of Boston was in 1868, filling the position of mason for Amos B. Drowns, Lynn, Mass. He started in business for himself in 1889, doing contracting of all kinds and mason work. He is now in the same business, the firm name being G. M. Davis & Son, 15 Federal Street, Boston.

Mr. Davis was a charter member of the Somerville Gentlemen's Driving Club, which was organized in 1899, and of which he was first vice-president for two years, and then president for two more years. He was one of the organizers of the Fellsway Driving Club, being a charter member, and was first vice-president for two years, and is now treasurer for four years, and says he has hopes of the office for a fifth term. He also belongs to Abraham Lincoln Post No. 11, G. A. R., of which, in 1907, he was the commander.

Mr. Davis has owned many fast horses, and was prominent both on the speedway and, once in a while, taking a dash for the purses hung up for professional races. Among those that he has owned, and were raced by his son, George, are Chazy Boy, 2:13 1-2; Betsy Bugle, 2:15 1-4; Argot Lad, 2:17 1-2; John S., 2:20 1-4; Angie Wilkes, 2:21 1-2; Independence, 2:21 1-2; Yellow Ash, 2:24 1-2; Alvin Swift, 2:10 3-4; Autobon, 2:27; Charley W., 2:27; Allen Hale (trial 1914), 2:10. Mr. Davis resides at 20 Arthur Street, Somerville, Mass.

JAMES F. YOUNG

JAMES F. YOUNG was born in Millbury, Mass., in 1874, and attended the public schools of his native town. Aside from his school duties, he worked in the Millbury Cotton Mills, and, after graduating from school, he entered the employ of Washbourn & Moen, Worcester, he then being seventeen years of age. Mr. Young is now the secretary of the Quincy Mutual Fire Insurance Co., of Quincy, Mass. He joined the Dorchester Driving Club in 1907, the Old Colony Driving Club in 1908, and the Metropolitan Driving Club in 1913. He has held all the important offices in the Old Colony Club from clerk to filling the position of president. He also belongs to the Royal Lodge, St. Stephen's Chapter, South Shore Commandery of Quincy, as well as the Aleppo Temple of Mystic Shriners.

Mr. Young has been identified with the matinee races of the Old Colony Club and in interclub meets for a number of years, and

has usually owned a horse more than capable of holding its own. Among those that can be mentioned are Kalanos, 2:18 3-4; Nelsa Benton, by Benton M., 2:10, out of Bella Nelson, trial 2:16 1-4, by Nelson, 2:09; and Miss Vassar, 2:17 1-4. With the last named he had a whole lot of fun in the year 1914, racing against the crack pacers of the Old Colony at South Weymouth. The way that she marched it off made the owners of other free-for-allers feel leery of her any time she started. Mr. Young resides in Quincy, Mass.

HENRY P. MILLER

HENRY P. MILLER was born in Quincy, Mass., in 1879, and attained his education in the grammar schools of Quincy and the Quincy High School. For several years he assisted his father, J. L. Miller, later Mayor of Quincy, in the monumental business. In 1906 he entered the type metal business, and has been for several years the New England manager of the Pittsburgh White Metal Co., whose head office is in New York City. Mr. Miller joined the Old Colony Driving Club in 1908, and served on the racing committee the seasons of 1910-11-12. He was vice-president in 1913, and was elected president in 1914. He also belongs to the Royal Lodge, St. Stephen's Chapter, South Shore Commandery of Quincy, as well as the Aleppo Temple of Mystic Shriners.

While Mr. Miller has never owned a horse with a fast record, yet he is a very shrewd judge of the speed of a trotter or a pacer. It was this rare faculty that made him so successful in the performing of his duties, with justice to all, when on the racing committee. In the duties of executive officer of the club, he has done good work, promoting several of the year's interclub meets, and at all times has been a live wire. Mr. Miller resides at 31 Chestnut St., Quincy, Mass.

FRED H. BELLOWS

FRED H. BELLOWS was born in Norton, Mass., in 1873, and attended the public schools of Brockton, Mass., his parents having removed to that city when he was a small lad. He started in business for himself in Boston, in 1895, at 181 Tremont St., opening a suite of rooms for the conducting of merchant tailoring, and at which place he is still located. He joined the Dorchester Driving Club in 1901, was one of the original members of the Metropolitan Club when organized in 1904, and became a member of the Old Colony Club in 1912. He was also a charter member of the Brockton Lodge of Elks, and belongs to the St. John's Lodge of Masons.

He was vice-president of the Metropolitan Driving Club in 1914, and was a director for two terms in the Dorchester Club, in both years of which he received the highest vote of any of the candidates running for that office.

Mr. Bellows is a thorough, dyed-in-the-wool lover of horses and horse racing. He enjoys matinee racing with the best of them, and, too, is made happy if he has one with the ability to go out and try for the cash hung up in professional racing.

The list of horses that he has owned and driven shows quite an array of established

Bett, 2:21 1-4; Teddy Bingen, 2:15 1-4; and Lady Klondyke, 2:20 1-2.

In 1914 Mr. Bellows enjoyed the matinee and professional races with the four-year-old pacing gelding, Chato, 2:15 1-4. He purchased this gelding when he was coming three years old, and in that season he gave him several races and a record of 2:24 1-4. While he was campaigned not only over the local tracks, but in the state of Maine, yet he won all of his starts with the exception of a couple of them. In 1914 he won one race in two starts with Chato at



THISTLE (by Nelson's Wilkes)

A Hard Pacer to Beat to Snow in the Early Days of the Metropolitan Club.
Owned and Driven by William J. Lovell

speed. All knowing Mr. Bellows appreciate the fact that his prime favorite was Helgamite, 2:32 1-4. This very handsome mare was well called "Queen of the Speedway." In her matinee career she gathered in upwards of one hundred blue ribbons, likely leading any other equine in that respect.

Then, in the course of passing seasons, Mr. Bellows would get a likely prospect, or one with a fast record, and for one reason or another would dispose of it and buy another one. The ones that he has owned and can be called to mind follow: Caffeno, 2:07 1-4; Fieldmont, 2:13 1-4; Ella Carey, 2:23 1-4; Onward March, 2:23 1-4; Louise D., 2:20 1-2; Lady Spier, 2:24 1-2; Ashland

Marshfield, two races at Bridgewater, and headed the summary of his race at the South Weymouth Fair. In the event he lost at Marshfield he gained his record of 2:15 1-4, and was only defeated by that very fast pacer, Ben Locanda, 2:10 3-4.

Mr. Bellows has had great enjoyment with Chato, more so, probably, because he has done his own training and driving. If there is one thing that he particularly likes, it is getting into the thick of the battle with his own horses.

Mr. Bellows resides in Holbrook, Mass., where he owns a commodious residence, with land enough almost to be classed in the list of being a stock farm.

HERBERT A. BRACKETT

HERBERT A. BRACKETT was born in Dedham, in 1872, and was graduated from the Malden schools. His first work was as a printers' devil with Geo. B. King & Co., in 1886. He started in business for himself in 1907, under the firm name of Richardson & Brackett, dealers in paints and oils at 12 Sudbury Street, Boston. He is still in the same line of business, with a location at 7 Sudbury Street.

Mr. Brackett was one of the original members of the Quannapowitt Driving Club, and joined the Metropolitan Driving Club in 1909. He is also the race secretary of the Quannapowitt Agricultural Society, which position he held for four years. Mr. Brackett was elected the first secretary of the Quannapowitt Driving Club and, in 1909, was made treasurer, which office he held through 1910, and then, in 1911, was elected vice-president and, in 1913, he was rewarded for his diligent efforts in behalf of the club, with the presidency. Mr. Brackett was a hustler, keeping things on the move all the time he was in office.

In the matinees he was prominent, both over the Reading track and in the interclub meets, among those he owned being Wasco, 2:14 1-4; Nellie S., 2:12 1-4; Rexina, 2:19 1-4; Blue Light, 2:20; Pauline Direct, and the two-year-old Direct Todd, of which much is expected. Mr. Brackett belongs to the Red Men, and the U. O. G. C. He resides in Reading, Mass.

FRED CHURCHILL

FRED CHURCHILL was born in North Paris, Me., in 1861, and attended the schools at Stoneham, Mass. He started in business for himself in 1891, opening a livery and boarding stable in Melrose, Mass., where he is still located. He joined the Quannapowitt Driving Club in 1907, and has served on the board of directors. He also belongs to the Sons of Veterans and the Melrose Lodge of Elks. In the matinees at Reading and interclub meets, he has raced Harry M., Matty C. and Bessie Wilkes, etc., all without records, but capable of racing with the stars in the amateur driving club events. Mr. Churchill resides at 616 Main Street, Melrose, Mass.

SAMUEL G. BROWN

SAMUEL G. BROWN was born in Lynn, Mass., in 1860, and was graduated from the high school of that city. His first work was in New York in 1879 for his father, William Austin Brown. He started in business for himself in 1891, opening a boarding and

livery stable in Lynn. He is at present engaged in the stable and garage equipment business in that city.

Mr. Brown was one of the very first to start the Gentlemen's Driving Club of Lynn, being one of the famous Mission boys. He has filled every position in the club, from clerk and press representative, up to president in the year 1914. He was official starting judge at the matinee and interclub meets for several seasons, and one of the first to secure a National Trotting Association license to start horses. In the \$50,000 handicap at Readville track, he was associate judge. He was also associate judge and announcer with the starting judge, A. H. Merrill, at Rochester, N. H., Hartford, Conn., Readville and other parks for several seasons.

Mr. Brown has owned many horses having speed, among the fastest being Little Frank, Kitty C., Judge W., Fanny D., etc. He resides at 10 Pearl Street, Lynn, Mass.

LEVI S. LORD

LEVI S. LORD was born in North Beverly, Mass., in 1855, and attended the schools of his native town and in Beverly. His first work was for George Johnson, grocer, in North Beverly, in 1873, and the first money he earned he spent for a horse. He started in business for himself in 1879, owning the barge line between Wenham and Beverly. Later he began the training of horses and opened a boarding stable in Cherry Street, Wenham, where he is still located. It is said that he does more in clipping horses than any man east of Boston.

Mr. Lord became a member of the Lynn Driving Club in 1906 and also belongs to the Odd Fellows. He has been very active in the matinee racing, his trotting gelding, General, 2:31 1-4, being familiar to horsemen of Greater Boston. In his younger days General was raced under the name of General Lambert, and was capable of turning a half-mile track in 2:15.

In the years that Mr. Lord owned General he was never started in a professional race, nor driven in a matinee event by anybody except himself. In four seasons' racing with the Lynn Club, General won three championship cups, two special cups and the service fee, valued at \$100, of Cochato (3), 2:11 1-2. In more than 100 races he won but two yellow ribbons, the others being blues and reds. Another that Mr. Lord used for a fun horse was Enoch Arden, 2:24 1-2.

One great pride of Mr. Lord is having been one of the organizers of the Hamilton

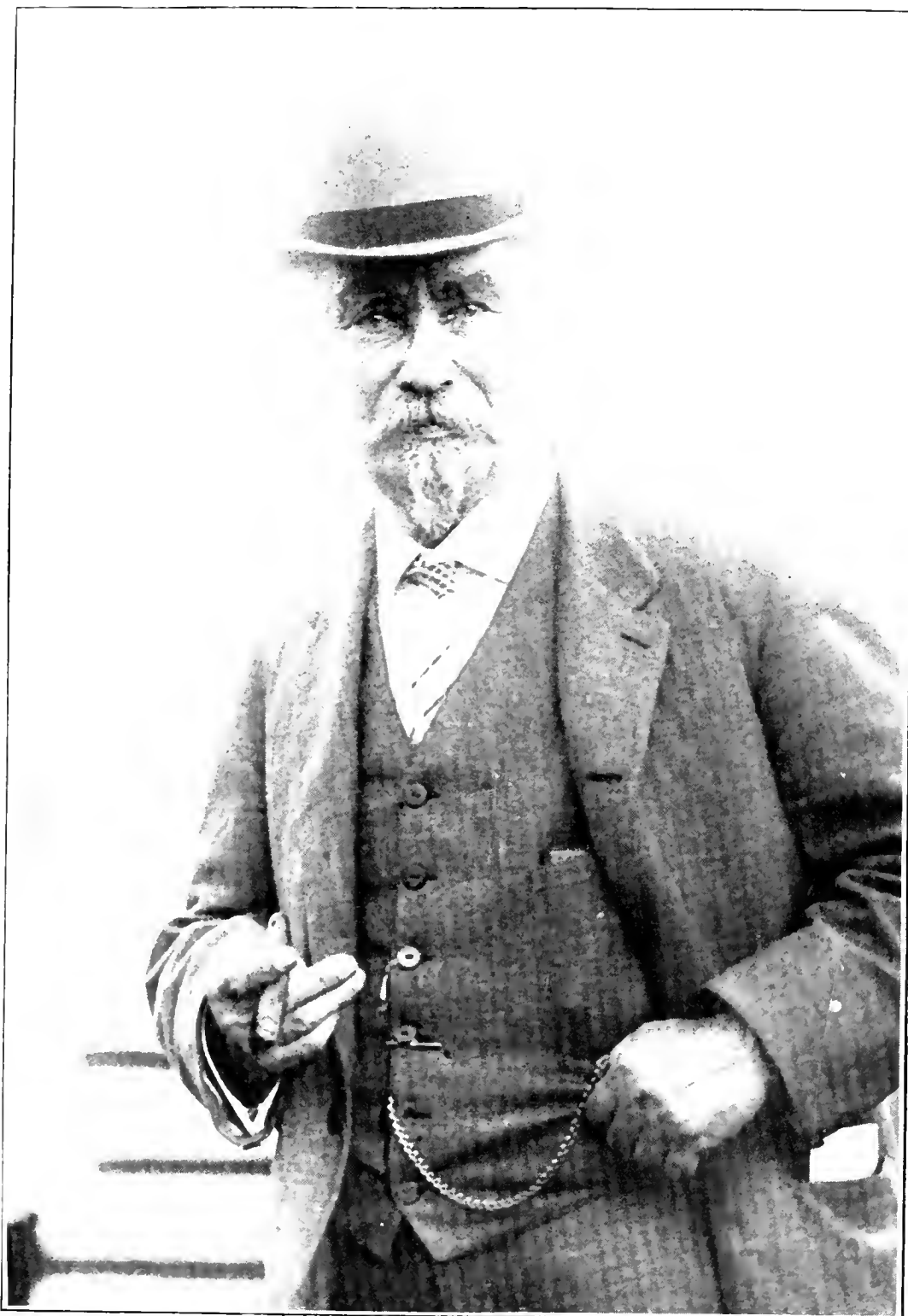


Photo from Am. Horse Breeder

CHARLES SANDERS

He Paid \$2,500 for Uhlan, 1:58, and Sold the World's Champion to C. K. G. Billings for \$35,000

Driving Club, which was instituted in 1906, the first matinee being held on Labor Day of that year. It is the one club that owns its speedway, and it was built and paid for by contribution before the club was organized and chartered. The course is on private ground, all but 300 yards being on the property of Jonathan Brown, adjoining the Myopia Club. It was constructed by Charles Guinn, and has always been a very fast piece of racing dirt, as shown by the time made in the matinees held each Wednesday during the Summer months.

The incorporators of the Hamilton Club were: Levi S. Lord, L. E. Libby, H. S. Guinn, W. F. Kinsman, S. C. Gould, N. J. Conrad, J. E. Dodge, H. H. Dempsey, C. S. Guinn, T. J. Broderick, and the following were the first list of officials: Levi S. Lord, president; W. F. Kinsman, vice-president; Lester E. Libby, treasurer, and Hallett Guinn, secretary. The officials during the year of 1914 were: William E. Townsend, president; James E. Brady, vice-president; Lester E. Libby, treasurer; Raymond Gould, secretary. Mr. Lord resides in Wenham, Mass.

J. MARO HARRIMAN

J. MARO HARRIMAN was born in West Lebanon, Me., in 1859, and attended the Lebanon Academy, and a preparatory school. His first work was twenty-five years ago in a New York Hotel. Later he worked in a drug store in the same city. After a short period he removed to Lynn, Mass., starting in business for himself by opening a pharmacy at 248 Union Street, he being the first pharmacist to keep open all night, his doors not having been locked in ten years. He also owns the pharmacy at 81 Chatham Street, Lynn.

Mr. Harriman is one of the early members of the Lynn Club, and filled the position of secretary-treasurer during the years 1913-14. He derives great pleasure in attending the important race meetings held in New England, believing it the right way to enjoy one's vacation. Mr. Harriman resides in Lynn, Mass.

M. A. NEVENS

M. A. NEVENS became prominent in the horse world in 1887, when he was superintendent of the Highland View Farm, Claremont, N. H., the property of William H. Moody. In the ten years that Mr. Nevens was at Highland View he had in his charge an average of one hundred horses, these including the stallions, brood mares and young stock. Here he raced and gave N. L.,

2:13 3-4, his record. Poor health forced Mr. Moody to dispose of his horses, and Mr. Nevens returned to Boston, purchasing an interest in the Priest stable in Northampton Street. Later he bought a boarding stable in Worcester Street, Boston.

While connected with these stables Mr. Nevens joined the Dorchester and Metropolitan Clubs and was regular in attending the matinees of both organizations, his best known performers being The Private, 2:07 1-2, and Max G., 2:12 1-4.

In 1905 Mr. Nevens became head trainer at The Pastures, Belfast, Me., owned by Horace Chenery, and while there he developed and drove to their records, Edgemark Gift, 2:24 1-4; Orta, 2:16 3-4; Junior Ward, 2:21 1-4; Juannalita, 2:18; Marcel, 2:24 1-4; Stella Mack, 2:16 3-4, etc.

Mr. Nevens, with the closing out of The Pastures, entered business in Brookline, having charge of the Jefferson Bradbury stable. In 1914 he raced at the Charles River Speedway, with others, the trotting gelding, Ward M., 2:09 1-4, for Bert W. Gove. Mr. Nevens resides at 56 Winchester Street, Brookline, Mass.

CHARLES SANDERS

CHARLES SANDERS is known in the trotting horse world through his ownership of the champion trotting gelding, Uhlan, 1:58, which he purchased for \$2,500 from Arthur H. Parker and sold to C. K. G. Billings for \$35,000, the complete story of which is related on pages 121-125, inclusive, in this volume.

In New England horse circles, though, it did not require that Mr. Sanders own a Uhlan for him to be well known, for he had been one of the foremost horsemen, both in having record trotters and pacers for his own road driving, for professional racing, and later for amateur sport. For about fifty-five years Mr. Sanders has been identified with the light harness horse, and during this period he has never sold a good horse he owned, but they had a home so long as they lived and were then buried on the farm, some twenty record horses having been buried in the equine cemetery. It was only that he knew the excellent home Uhlan would have with Mr. Billings that he parted with the champion.

Back in the sixties Mr. Sanders raced the gelding, Bluejacket, and won a number of races, though his speed limit was about 2:40, but he could keep at that gait all of the afternoon. A pole team which made a name for themselves by beating all they met on the road was Little Ethan, 2:19 1-4, and Don C., 2:17 1-4. Little Thorne, 2:23 1-4; Minnie, 2:20 1-4; Rex, 2:28 1-2; Grover T., 2:26 3-4; Enoch Arden, 2:24 1-2; Jewell, 2:24 3-4;

Garrison, Jr., and Lady Mae were among the number Mr. Sanders used on the road, and in professional racing, in the days of the high-wheel sulky.

With the organization of the Gentlemen's Driving Club of Boston, Mr. Sanders became one of the early members, and he was very prominent in the matinee racing at Readville. He was also one of the first to join the Metropolitan Driving Club.

It was during the matinees at Readville that Mr. Sanders, with three members of the Boston Club, each purchased a trotter and took turns in driving them, the horse and its driver being determined on race days by drawing lots. Through driving each of the horses faster than did any of the other three owners, Mr. Sanders demonstrated his skill as a reinsman. Others he raced in the matinees were Jesse H., 2:11 1-4; Silver Glow, 2:12 3-4; Pat My Boy, 2:18 1-4, and Uhleen, the last named a full sister of Uhlan. Jesse H. was raced as a pacer, but one week after he paced in 2:11 1-4. Mr. Sanders had shifted him to trotting and drove him a mile in 2:19 1-2. In the Fall of 1914 he purchased from Benjamin Pope the promising weanling by Cochato, 2:11 1-2, out of the great brood mare, Miss Pratt, 2:17 1-4. Mr. Sanders resides at 43 Chestnut Street, Salem, Mass.

USE OF ROAD WAGON AT MATINEES DOOMED

(By G. Pray Smith)

I believe that the season of 1915 will witness more amateur matinee racing in this country than ever before, although for a number of years the sport has been gaining in favor if not by quite as rapid strides as of late. This increased interest in matinee racing I attribute largely to the fact that with the practically universal use of the automobile pleasure riding on the principal thoroughfares has ceased to be a pleasure, and those whose love for a horse will never die have turned, in consequence, to the speedways for their enjoyment.

Boston has always been a center of matinee racing and, if I remember rightly, the Dorchester Driving Club was the first of its kind to be organized in this country for the purpose of promoting matinee racing. Locally the outlook is of the best for all of the numerous driving clubs, with every indication that there will be more matinee racing and more horses participating in 1915 than during the very highly successful season just closed. The organization in New York last November of the American Driving Club League will, I believe,

help to add impetus to the racing game. Practically all of the driving clubs are to become affiliated with the league, including those in Boston, and next Fall a series of club events, open to those horses of members of any of the affiliated clubs will be held over the historic Goshen track. Boston boasts of as good a collection of matinee horses as any city in the country, and I believe that those local road-drivers who enter their best horses for the Goshen meeting will demonstrate to the matinee world at large that the Hub still stands high in this popular pastime.

Several things have combined to place matinee racing where it is today and to make the outlook for the future so encouraging. One of these is the co-operation the horsemen have received from the municipal authorities. This has helped matinee racing, not only in Boston, but throughout the continent. Last Summer I attended some matinees of the San Francisco Driving Club held upon a three-quarter-mile track, built by the city, with a stadium seating 6,000, also built by the city, at the finish of the course. In New York the city fathers have recognized matinee racing, and in many other places I might mention speedways have also been built. All these things are, of course, a positive benefit to the game.

It is unnecessary for me to say that matinee racing furnishes diversion to a class of gentlemen who might, otherwise, keep too closely to their desks. They realize that fresh air and wholesome sport are to be derived from speeding a fast trotter or pacer. Also, matinee racing is not necessarily limited to men of large wealth, although it does cost money to maintain a large matinee stable. But many a gentleman buying a horse, outclassed for racing upon the tracks, for \$300 or \$400 finds his purchase able to beat horses that have cost several times that amount. It doesn't always follow that the highest-priced horses are the best in the matinees. That, of course, helps rather than hurts the game. More matinee horses are now available than ever before, because the standard of racing in the Grand Circuit is constantly becoming higher and the out-classed trotter has, as years go by, less and less chance to pay his expenses "down the big line."

I think the coming season will see virtually the elimination of the road wagon in matinee racing. More and more drivers are coming to realize that the road cart, although perhaps not quite so elegant, is infinitely safer for speedway work than the road wagon, and where matinees are held upon half-mile tracks it is next door to absolutely dangerous to attempt to use the delicately balanced road wagons.

\$50,000 AMERICAN TROTTING DERBY AT READVILLE IN 1908

For reference is given the summary of the \$50,000 American Trotting Derby, which was decided at the Readville track on August 25, 1908. It was by far the largest amount of money ever raced for in the history of the turf. One futurity of the running turf was supposed to have a bigger sum pending, but, when the forfeits were subtracted from the gross sum, it left the net cash value of the event considerable less than the \$50,000 involved in the American Trotting Derby.

Readville, Mass., Aug. 25, 1908.—The American Trotting Derby, purse \$50,000. A handicap dash, open to all trotters; one mile and one-quarter (6,600 feet) to about one mile and one-third (7,100 feet); two trial heats; eight horses to qualify in each for final heat; \$30,000 to the winner, \$10,000 to second, \$5,000 to third, \$2,500 to fourth, \$1,500 to fifth, \$1,000 to sixth.

First Trial Heat

Bervaldo, b. g., by The Tramp (Rhodes), 6,850 ft.	1
Jay Kay, br. g. (Brusie), 6,600 ft.	2
Teasel, ch. m. (Geers), 6,800 ft.	3
Composer, b. g. (Lasell), 6,650 ft.	4
Dewitt, b. g. (McDowell), 6,900 ft.	5
Locust Jack, g. g. (McHenry), 6,900 ft.	6
Ralph Wick, b. g. (Dore), 6,650 ft.	7
Daniel, b. g. (Ernest), 6,850 ft.	8
Time—2:46 3-4.	

Bononia, Suzette, Baron, Kinstress, Invader, Budd, Uhlán, Genteel H., and Margaret O. also started.

Second Trial Heat

Prince C., b. h., by Martyr (McHenry), 6,750 ft.	1
The Huntsman, b. h. (Hussey), 6,800 ft.	2
Allen Winter, b. h. (McDonald), 6,850 ft.	3
Peter Balta, br. g. (Snow), 6,750 ft.	4
San Francisco, b. h. (Hodges), 6,800 ft.	5
Kim, ch. g. (Shank), 6,700 ft.	6
Del Coronado, br. h. (Durfee), 6,900 ft.	7
Sweet Marie, b. m. (Andrews), 7,100 ft.	8
Time—2:52.	

Rebecca G., Baron Aleyone, Betty Brook, Vandetta, Beatrice Bellini, Gold Burr, Fred C., and Wilkes Heart also started.

Final Heat

Allen Winter, b. h., by Ed Winter (McDonald), 6,850 ft.	1
Prince C., b. h. (McHenry), 6,750 ft.	2
San Francisco, b. h. (Hodges), 6,800 ft.	3
Ralph Wick, b. g. (Dore), 6,650 ft.	4
The Huntsman, b. h. (Hussey), 6,800 ft.	5
Peter Balta, br. g. (Snow), 6,750 ft.	6
Time—2:46.	

Teasel, Kim, Composer, Bervaldo, Jay Kay, Dewitt, Locust, Jack, Daniel, Del Coronado, and Sweet Marie also started.

Note.—Purse divided: Allen Winter \$30,000, Prince C. \$10,000, San Francisco \$5,000, Ralph Wick \$2,500, The Huntsman \$1,500, Peter Balta \$1,000.

HAD ANIMAL HOSPITAL 2,000 YEARS AGO

One must go to the Orient and look back more than 2,000 years to find the first animal hospital known. The famous Buddhist Emperor of India, Asoka, whose long reign from 264 to 227 B. C. abounded in many good works, was probably the earliest to establish a hospital for the treatment of animals. Asoka was a true humanitarian as well as a most powerful sovereign, and although ruling a vast domain, became deeply impressed by the horrors of warfare.

He gave up his desire for conquest and the rock inscriptions, which are still extant, record such beneficent edicts of his as the counseling of planting shade-trees, the digging of wells, sending out of missionaries, appointment of special officers to supervise charities, the establishing of hospitals for humankind and animals.

It is of interest to know that the last remaining of Asoka's hospitals was devoted to animals. It covered twenty-five acres, and was divided into proper wards and courts for the accommodation of the patients. When an animal was sick or injured, its master had only to bring it to the hospital, where it was cared for without regard to the caste of its owner, and where, if necessary, it found an asylum in old age.

ALL-STAR MATINEE STABLE

C. K. G. Billings unquestionably holds first place in that respect for his list of fast performers that he has raced in the matinees, which includes such trotters as Uhlán, 1:58; Lou Dillon, 1:58 1-2; Major Delmar, 1:59 3-4; The Monk, 2:05 3-4; Prince of Orange, 2:06 1-2; Lucille, 2:07; Charley Mack, 2:07 1-4; Fleming Boy, 2:07 1-4; Tempus Fugit, 2:07 1-2; Equity, 2:12 1-4; Clarita W., 2:09 3-4; Berta Mac, 2:08; Lou Billings, 2:08 3-4; Delight, 2:09 1-4; Alexander, 2:09 1-2, and Louise Jefferson, 2:09 3-4. While for pacers there comes to mind Little Boy, 2:01 1-2; Blacklock, 2:02 3-4; Albert S., 2:03 3-4; Morning Star, 2:04 1-4; Mazette, 2:04 1-4; Angus Pointer, 2:01 3-4; Fred S. Wedgewood, 2:05 1-4; Prince Direct, 2:07; Hontas Croke, 2:07 1-2; Home Circle, 2:07 1-2, and Greenline, 2:07 3-4.

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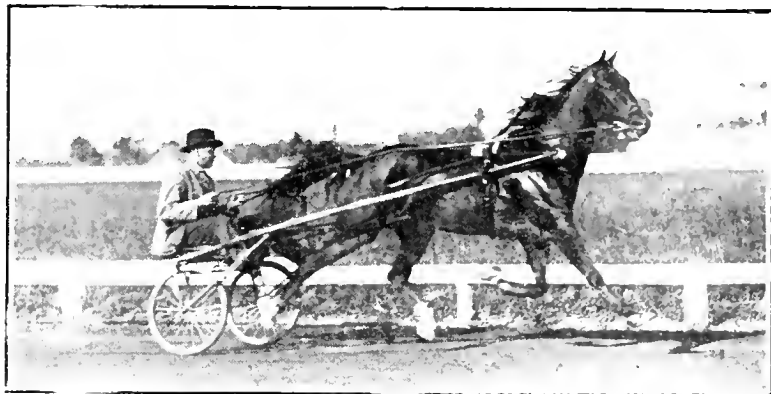
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