

JOHN A. SEAVERNS

The Horse of America



BY

Frank Forester

VOL. II

FRANK FORESTER'S
HORSE AND HORSEMANSHIP

OF THE

UNITED STATES

AND

BRITISH PROVINCES OF NORTH AMERICA.

BY

HENRY WILLIAM HERBERT,

AUTHOR OF

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

REVISED, CORRECTED, ENLARGED, AND CONTINUED TO 1871,

BY

S. D. & B. G. BRUCE.

WITH THIRTY ORIGINAL PORTRAITS OF CELEBRATED HORSES.

IN TWO VOLUMES.

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THE HORSE;

HIS AMERICAN VARIETIES AND BREEDS.



THE thoroughbred horse of America having been treated *in extenso* in the whole of the first volume, which is devoted solely to that branch of the subject, it is my purpose, in this, to deal with the various races and types of the animal in general use, of breeding, conditioning, stabling, breaking, and managing in general.

The thoroughbred horse of America is the only family of the horse, on this continent, of pure and unmixed blood. Nor can even this pretension be made out to satisfaction, in all cases, even where the American thoroughbred can trace directly in both lines, to imported English thoroughbred dam and sire.

For, as it has been shown in the preceding volume, many of the most distinguished English race-horses, distinguished as sires no less than runners, cannot establish an unquestionable descent on both sides, from oriental sire and oriental dam; which is, of course, requisite to constitute a perfect thoroughbred.

Under this category, falls Eclipse himself, who traces, in the female line, to Brummer, a son of the D'Arcy Yellow Turk, and a Royal mare,* out of a dam, concerning whom no record has been received—Blank, son of the Byerly Turk, and an unknown dam—Whynot, who in the female line runs also to the Byerly Turk and an unknown dam—Grey Hautboy, by Hautboy, son

* See Note 1, p. 56.

of the White Turk and a Royal mare, and Grey Grantham son of the Brownlow Turk, who were both sons of unknown and uncelebrated mares—Rockwood, of whom nothing is recorded, but that he was out of the Lonsdale Tregonwell mare, and many other horses and mares of established character in the history of the turf.

This does not show, nor, in my opinion, does it even give rise for a just suspicion, that these unknown ancestors were of ignoble blood; it is only, as I regard it, a necessary consequence of the remote period, the incorrect and careless habitudes of the times, and the want of regularly authenticated documents, on a subject, which, although now of the most general interest, was at the origin of racing and the turf, a mere individual concern.

In the same manner, many American horses, whose blood is undoubtedly pure, cannot be traced, for the reasons above given, to the fountain-head of imported ancestors of pure blood, on both sides.

It must be understood, that to prove a horse to *be* of coarse and cold-blooded descent, is one thing certain and conclusive; while *not* to prove a horse of pure blood establishes nothing beyond a doubt. And, while on this point, I will observe that recent writers in America on the English Turf, are falling into a general error, as to what, in England, is held to constitute a thoroughbred. I have often seen it stated, of late, that eight crosses of pure blood, constitute a thoroughbred horse, even if the ninth cross be unknown, or, what is worse, actually *foul*.

I beg to explain, and to assert that no such opinion prevails, either among breeders, or among the sporting world in general, in England.

No horse, now in the year 1856, can possibly trace to any of the old unknown mares or sires, of which I have been speaking, in eight generations—scarcely in twice the number.*

For the last century, at the least, every mare of thoroughblood is entered by name in the stud-books, and all her foals recorded, the oldest and most remote of these mares, tracing back *their* eight, nine, or more generations to the worthies in question, whose dams are unknown.

No horse or mare is counted, or would be held, thoroughbred in England, the dam and sire of which is not in the stud-book.

* See Note 2, p. 56.

No breeder would dream of owning a mare, from which to raise thoroughbreds, she not being found in the Stud-Book.

Nor, owning a thoroughbred mare, would any person stint her to a horse professing to be thoroughbred, which should not be named in the pages of that record. Any horse or mare, warranted to be thoroughbred, and purchased on such guarantee, would be returnable, and its price would be recoverable at law, if its name were not in the Stud-Book, or in default thereof, if it could not be proved beyond dispute, to be entitled to place therein.

No horse or mare in the Stud-Book, as foaled since 1850, could possibly have so little as eight crosses, before the family should become unknown; because it would, in that case, *be known*, foul; and would, therefore, not have place in the book at all.

For instance, Lexington, son of Boston, son of Timoleon, son of Sir Archy, son of Diomed, is already the offspring in his own person, at that stage of his pedigree, of four pure crosses; but Diomed, through his dam, sister to Juno, has twelve pure crosses, before he comes to the thirteenth, the Byerly Turk, by whom his twelfth progenitrix was begotten upon an *unknown* mare.

Lexington therefore has, holding Timoleon's *American* female ancestry to be pure, seventeen pure crosses of blood; and his foals, of the present season, have eighteen crosses before they reach the oriental blood. This is not a very long, but an average, pedigree. It is therefore idle to speak of stud-book horses, or, in other words, English thoroughbreds, being held to be such, on proof of eight generations, since cold-blood.*

The way in which this misapprehension has occurred, is easy to explain. For regular races, for prizes to be run for by thoroughbred horses, the age of the animal entered is all that the owner is asked to prove. It is presumed, as a matter of course, that all the horses entered will be thoroughbreds; but if not, no objection would be made. For, since a thoroughbred horse is believed to be the most complete and finished animal of his kind, any other starting against him does so to his own proper loss and disadvantage, not to that of the field or of the racing community; and this alike, whether it be an imported Barb, or Arab, a foreign-bred racer, or an animal of inferior blood.

If any person should think proper to start a hunter, a car-

* See Note 3, p. 56.

riage horse, or for that matter, a dray horse, for the Derby or St. Leger, he would be laughed at for his pains, but there would be no obstacle to his doing so.

In England, however, there is another class of races, confined, for the most part, to inferior race-courses in the provinces, and to hunt-meetings, at which prizes are given to be run for by hunters not thoroughbred, and by other horses of inferior blood, known in common parlance, as Cocktail Stakes.

These prizes had their origin, for the most part, in the desire to elevate the style, character, action and blood, in various sections of the country, among animals not thoroughbred; and it is a frequent condition attached to these, that the horses entered must have been hunted so many times in the season, with such or such a pack of hounds.

As these races became popular, as the sweepstakes increased in value, and as the reputation gained by the winners began to add sensibly to their value, it became an object to introduce horses quite thoroughbred, or as nearly thoroughbred as possible, under the guise of hunters, to compete with the half and three-quarter bred nags, over which they had an incalculable advantage; the rather that these hunters' stakes are for the most part heat races, and that *coming-again* is especially the point in which blood tells the most.

To this end, dangerous, headstrong, runaway, thoroughbred weeds would be sent out the requisite number of times in the season with a light stable-boy on their backs, to see the hounds throw off, canter across a few fields, pull up and return to their stables. The hunting season at an end, they would receive the huntsman's certificate in due form, that they had been hunted so many times, as might be necessary to qualify; would be put into training, and would, of course, win the stakes at their ease, against great weight-carrying half-breds.

This state of things it was necessary to prevent, as it was entirely frustrating the end for which these races were instituted; and in order to do this, it was judged advisable to determine a certain standard of purity of blood, beyond which a horse should not be allowed to start in a cocktail race; or, in other words, beyond which he should be deemed *thoroughbred*, in so far as contests with horses of avowedly inferior strain are concerned.

After consideration, it was resolved that the proof adduced against any horse, that he had eight crosses of thorough blood, should disqualify him from running as *not* thoroughbred; and, in that way, it has come to be a general mode of speech to say that a horse having eight pure crosses on both sides, is thoroughbred.*

In some cocktail stakes, five pure crosses, on both sides, is a disqualification; and in many farmers' stakes, three crosses on the two sides, disqualify a horse from starting for such stakes, as *not* thoroughbred.

Any of these, however, are far from proving him to *be* thoroughbred.

It was a general impression in Yorkshire, in my time, among the horse-breeding, hard-riding, fox-hunting farmers, that a colt got by a thoroughbred horse, out of a dam and grand dam, similarly begotten, was thoroughbred: and I believe that the same opinion largely obtains among the breeders and owners of trotting horses in the United States. At least, I know, that I have heard many animals, positively, declared to be thoroughbred, when the person asserting such to be the case, did not pretend to trace the descent above two or three generations, and that, for the most part, on the sire's side only.

The only thing which constitutes a horse truly thoroughbred is, that he, either, proves back directly on both sides to oriental sire and oriental dam, or proves back so far, into the mist of antiquity, that the memory of man goeth not to the contrary. It is one thing to trace Sir Archy to Bustler, who was the son of the Helmsley Turk, in the reign of Charles I., and a mare whose name and origin is unknown.

But it would be quite another thing to trace him to the son of the Helmsley Turk, and a mare who should be perfectly well-known to be a Flemish dray mare.

Even should that be the case, however, so many generations have elapsed since Bustler was begotten—not less than fifteen or sixteen, at the least, to the present day—that the effect would be only to show that, as has been already stated, there is undeniably, at the remotest point to which we can go, an infinitesimal drop of some blood other than pure Arab, Barb or Turk, in the veins of the English and American race-horse.

* See Note 4, p. 56.

It has been shown above, at page 99 of vol. i, that in the tenth cross, a horse has but one one-thousand-and-twenty-fourth part of the blood of either of his progenitors. In the sixteenth generation, therefore, he could have but one sixty-six-thousand-nine-hundred-and-seventy-sixth part of the blood of either; in other words, that is to say—supposing Bustler to be the son of a cart-mare, which is incredible, not to say impossible—of coarse, cold blood.

So also, in the pedigree of Eclipse, fifteen full generations are accomplished in the foals of the present year, since the unknown mare, who was the most remote progenitrix of Spiletta, the mother of Eclipse, was stinted to Brimmer.

Now, on the other hand, supposing the dam or sire, in the eighth degree of remoteness, of any animal, to be of Flemish, or Cleveland Bay, or Suffolk Punch, unimproved blood, the animal in question would have one two-hundred-and-fifty-sixth part of that base blood; and in every successive generation, nearer to the strain, the proportion of base blood will be doubled; until where the sire is thoroughbred, and the dam wholly coarse-blooded, the mixture will be half and half.

To those, who have not made this subject of the crossing of bloods their especial study, it will appear incredible that the two-hundred-and-fifty-sixth part in the blood of an animal should tell to his detriment; to those who have done so, it is a certain fact; and one might fully as well argue with such persons against the efficiency of blood at all, as question the deterioration consequent on such a strain.

One more observation, and I pass to the consideration to which these remarks are preliminary, as to the other distinct bloods or breeds, among horses, which are to be found, improved or unimproved in America.

That observation is—that the probable reason for the adoption of the eighth generation, as that which should debar an animal from running as *not* thoroughbred, is the idea that after such lapse of time no difference was discoverable in the performances of animals tracing directly to Barb or Arab horse, and Barb or Arab mare, and of animals whose parentage was, on one side or the other, dark. And this reason would have

been a good one, but for two objections—either of them the fatal.

Firstly—it should have been shown that the stock had been improving constantly, by each successive cross of pure blood, since the unknown admixture, but that cannot be shown. Nor is there the slightest reason to suspect that Marske was a better horse than Squirt, or Squirt than Bartlett's Childers, or than Snake, his maternal grandfather, who was only one generation removed from blood which cannot be authenticated; the daughter of Hautboy, Snake's dam, not being traceable on the side of her dam.

Secondly—it should be established, that in the case of these remotest ancestors and ancestresses of unknown blood, that blood was base; whereas, so far from that being the case, the reverse of that proposition is almost certain.

There are a dozen mares on the old Turf records, not as unknown, but known, under their names, as for instance, the old Montagn Mare, the old Vintner Mare, the mare above quoted, daughter to Hautboy, Bright's Roan, the Lonsdale Tregonwell mare, and others, of whom either nothing can be authenticated on either side, or, if any thing, on the side of their sires only.

Many of these mares were the best runners of their own day, as their progeny have been in all after days; and we have sufficient evidence at this period, from the Marquis of Newcastle's work and others, that racing was fully established, that a distinct breed of running horses existed, and that the science of breeding for the turf was already partially, if not—as I should say, from a careful examination of his writings—pretty thoroughly understood.

These horses were, it seems, nearly, if not entirely, of pure Spanish blood, previous to the admixture of directly imported Barb blood, which Newcastle distinctly prefers to Arabian.

How far the imported Spanish mares and horses were, at that date, of pure Barb blood, it is now impossible to decide. We know the Andalusian horse was a very high-caste animal, of Barb descent, and I think it probable if the archives of Spain could be consulted, that the royal studs and Haras of Cordova would be proved to have contained pure Barbs, and nothing

beside; and that the Royal Spanish horses, from which the earliest English importations were made, were as purely and distinctly of oriental blood, although bred on Spanish soil, as is the English and American race-horse of the present day.

In that case, and I am myself nearly convinced that so it was, the unknown progenitrixes to which so much speculation has attached, would have been as noble as the noblest stallions to which they bore the champions of the early English Turf, and the parents of our greatest modern winners. One thing is indisputably certain, that our ancestors in the reign of Charles the First and Charles the Second, were far too well acquainted with the theory and principle of breeding—as is evinced by the writings of Newcastle, and the satires of Bishop Hall, so long before as in the reign of Queen Elizabeth—to put a Flanders or Lincolnshire coach mare to a horse of high blood, at a comparatively high price, in the hope of her progeny turning out a racer.

It is idle, therefore, I say, in the last degree, to believe that the unknown progenitrixes of Snake, of Bustler, of Grey Hautboy, of Grey Grantham, and of Whynot, were, because unknown, ignoble.

I may almost say, we know that they were not so. First, because the breeders of those capital horses could not, in any ordinary human likelihood, have been so ignorantly stupid as to breed such mares to the best Turks and Arabs; and, second, because, by all that the turf-experience of two centuries has taught us, we may be sure that, if they had done so, Snake, and Bustler, and Whynot, and Grey Hautboy, and Grey Grantham, would not have been the result of the ridiculous experiment, but some carriage horses, or, at the best, troopers, of which not a word would have descended to posterity.

The laws of nature are, save in exceptional cases, immutable; and one of the most paramount of these seems to be that which insists, as a consequence, that like must beget like.

So long ago as in the reign of Augustus Cæsar, the first Latin Lyric Poet wrote, not as a fanciful hypothesis, but as an established principle,

*Fortes creantur fortibus et bonis.
Est in juvenis, est in equis, patrum
Virtus, nec imbellem feroces
Progenerant aquilæ columbam.*

Which one may render—freely, but to the point—

The brave begotten are by the brave and good.
 There is in steers', there is in horses' blood,
 The virtue of their sires. No timid dove
 Springs from the coupled eagles' furious love.

And to this day the stanza is the breeder's rule. So much so, that when a real turfman is informed that Timoleon, the son of Sir Archy, had for his great great grandsire a common cart-stallion, named Fallow,* he merely shrugs up his shoulders, well satisfied that there must be an absurd error somewhere, although he may not be able to account for the way in which it has arisen. It is enough, that no owner of a full-blooded mare by Driver, dam by Vampire, &c., would have dreamed of putting her to a cart-horse; and much more, that, if he had been so abject an ass, Timoleon, a three-parts-bred, could never himself have stayed the distance, much less have got generation after generation of the best and stanchest horses in the world.

The result and end of all this inquiry and disquisition brings us to the inevitable conclusion that, although, in some cases, even in the best families, all the links may not be distinctly traceable, the English horse known as thoroughbred is virtually of pure Barb, Arab, and Turkish descent, in nine hundred and ninety-nine parts out of a thousand of his blood, his physical conformation, and his hereditary moral qualities, if I may use such a term, of courage, spirit, endurance, and determined will; and that the American thoroughbred is directly descended in the same, or more than the same, proportions from the English thoroughbred.

In England, although, when mention is made of *pure* blood, thorough blood of the Oriental strain, as opposed to what is generally known as cold blood, is intended, it is universally conceded that there are many other bloods—meaning, by bloods, distinct families or races capable of transmitting their own type and qualities, undeteriorated, by a continual process of in-breeding—which have been preserved up to this day, and still exist, as *pure*—if by the word pure we imply unmixed with any other blood—as that of the highest form of racer. Of these distinct families, the most remarkable is the gigantic dray-horse, used

* This should be imported Fellow, a son of Cade.—Ed.

principally, if not only, by the London brewers and distillers, vast, ponderous, slow animals, of enormous powers of draught, but incapable of travelling beyond a foot's pace. These huge quadrupeds, four of which being once presented by the East India Company to some native prince, were not inappropriately named by him English elephants, vary from sixteen to nineteen hands in height, and are distinguished by their broad chests, short backs, round barrels, their immense volume of mane, resembling that of a lion, their heavy tails, great hairy fetlocks, and immense, well-formed feet.

The lighter of these horses, before the days of railroads, were used for teaming, and for carriers' wagon-horses; and the very lightest in the reign of Queen Anne, for carriage-horses, and even for mounting the heavy cavalry with which Marlborough and Prince Eugene rode over the splendid squadrons of *Maison Roi* at Oudenarde and Malplaquet.

Now, they are restricted entirely to the use whence they derive their name, and are employed only in the metropolis, and there, perhaps, rather as a matter of pomp and class-pride, than of real utility, by the wealthy brewers and distillers, who keep stables full of these great costly beasts, as fat and sleek as brewers' grains, hot stabling, and careful grooming will render them, and parade them a few times in every year, glittering in splendid brass-plated harness, and driven by human bipeds almost as bulky, as useless, and as slow as the animals they conduct.

These horses are, it is supposed, originally of Flanders descent; but they have been bred for many centuries in the fens of Lincolnshire, where they reach their highest perfection as to size, and still exist entirely unmixed. The cause of the preservation of this singular race of animals, in a perfectly pure state, seems to be its unfitness, even when crossed with lighter breeds, for any thing but the slowest work, which has long led to its disuse even for farm-work and the heaviest teaming on roads; carriers' wagons themselves having, long since, passed into abeyance as complete as the pack-horses which they superseded.

It is needless to say, that for carriage horses, much less for the mounts of dragoon regiments, no cross, however remote, of these huge, slow-stalking, hairy-hoofed masses of fat and exuberant

muscle, would in these flying days be tolerated, when nothing will suit the purpose but animals, which can go the pace and keep it up, under the saddle, or before a draught, in a style which can be done by nothing but a large admixture of the best thorough blood.

The second great English family which may, perhaps, be regarded as the true type of the English horse of the Midland Counties, from the remotest times, is that of the far-famed Cleveland Bays. Cleveland, a district of the East-riding of Yorkshire, and the Vale of Pickering, in the same county, has been from a very distant period the principal breeding region for carriage horses, hunters, troop horses, and hackneys, of the highest grade; and it still preserves its character in that particular; although the character of the animals themselves, used for all these purposes, is now entirely altered; and although, in consequence of the alteration of the demand, the original breed is rapidly passing away, and a pure Cleveland Bay, of unmixed, or unimproved blood, is now rarely to be met with, even in its own native district.

The Cleveland Bay, in its natural and unmixed form, is a tall, powerfully-built, bony animal, averaging, I should say, fifteen hands three inches in height, rarely falling short of fifteen and a half, or exceeding sixteen and a half hands.

The crest and withers are almost invariably good, the head bony, lean, and well set on. Ewe necks are, probably, rarer in this family than in any other, unless it be the dray-horse, in which it is never seen.

The faults of shape, to which the Cleveland Bay is most liable, are narrowness of chest, undue length of body, and flatness of the cannon and shank bones. Their color is universally bay, rather on the yellow bay than on the blood bay color, with black manes, tails, and legs.

They are sound, hardy, active, powerful horses, with excellent capabilities for draught, and good endurance, so long as they are not pushed beyond their speed, which may be estimated at from six to eight miles an hour, on a trot, or from ten to twelve—the latter quite the maximum—on a gallop, under almost any weight.

The larger and more showy of these animals, of the tallest

and heaviest type, were the favorite coach horses of their day ; the more spiry and lightly-built, of equal height, were the hunters, in the days when the fox was hunted by his drag, unkenelled, and run half a dozen hours, or more, before he was either earthed, or worn out and worried to death. Then the shorter, lower, and more closely ribbed up were the road hackneys ; a style of horse unhappily now almost extinct, and having, unequally, substituted in its place, a wretched, weedy, half-bred or three-quarter-bred beast, fit neither to go the pace with a weight on its back, nor to last the time.

From these Cleveland Bays, however, though in their pure state nearly extinct, a very superior animal has descended, which, after several steps and gradations, has settled down into a family, common throughout all Yorkshire, and more or less all the Midland counties, as the farm-horse, and riding or driving horse of the farmers, having about two crosses, more or less, of blood on the original Cleveland stock.

The first gradation, when pace became a desideratum with hounds, was the stinting of the best Cleveland Bay mares to good thoroughbred horses, with a view to the progeny turning out hunters, troop-horses, or, in the last resort, stage-coach horses, or, as they were termed, machiners. The most promising of these half-bred colts were kept as stallions ; and mares, of the same type with their dams, stinted to them, produced the improved English carriage horse of fifty years ago.

The next step was the putting the half-bred fillies, by thoroughbreds out of Cleveland Bay mares, a second time, to thoroughbred stallions ; their progeny to become the hunters, while themselves and their brothers were lowered into the carriage horses ; and the half-bred stallions, which had been the getters of carriage horses, were degraded into the sires of the new, improved cart-horse.

From this, one step more brings us to the ordinary hunter of the present day, of provincial hunting countries, for light weights, and persons not willing, or able, to pay the price of thoroughbreds. These are the produce of the third and fourth crosses of thorough blood on the improved mares, descended in the third or fourth degree from the Cleveland Bay stock ; and are in every way superior, able and beautiful animals, possess-

ing speed and endurance sufficient to live with the best hounds in any countries, except the very fastest, such as the Melton Mowbray, the Northamptonshire, and, perhaps, the Vale of Belvoir, where the fields are so large, the land all in grass, and the scent so fine, that fox-hunting in them is in fact steeple-chasing; so that no fox can live before the hounds on a fine scenting day above half an hour, nor any horse, except a thoroughbred, live even that time *with* the hounds, having fourteen stone or upward on his back.

The three or four parts bred horses, of which I have been speaking, are in general better leapers than pure-blooded horses; are perfectly up even to sixteen or eighteen stone with hounds, across any of the plough countries in which the scent does not lie so hotly as on the grass lands; and, indeed, across any country, whether grass or plough, in which the fields are small, the enclosures frequent, and the dividing fences large and difficult. For it must be borne in mind, first, that fences impede hounds, which have to scramble over them, more than they do horses, which take them in their stroke; secondly, that it is necessary, nine times out of ten, to take a horse by the head, when going at his leaps, and to give him a slight pull on alighting, which in some degree allows him to catch his wind; and, thirdly, that in narrow fields of six or eight acres, which is perhaps the average size in the arable countries, a horse cannot extend himself in a racing stroke, as he can over the great forty and sixty acre pastures of Leicestershire and Rutlandshire, but must be kept going within himself, at a three-quarters gallop, and always under a pull. Severe fencing, although it takes something out of a horse, on the whole, undoubtedly favors the lower bred hunter; because it always in a degree diminishes the pace, and, as every sportsman knows, it is the pace that kills; and also, because the part-bred horse is, for the most part, both the bolder and the hardier jumper—the thoroughbred, from the thinness of his skin and the fineness of his coat, disliking to face stiff thorny hedges, and having, in many cases, an insurmountable objection to cross bright water.

These three or four part bred hunters are, I think, as a general rule, the most beautiful horses I have ever seen; far superior in form to the average of thoroughbreds. They have a good

deal of the Arab form in their lean, bony heads ; have almost invariably fine, lofty, arched crests, and high, thin withers, and show their blood in the softness and fineness of their coats, and in the flat shape and solid construction of their cannon bones and shanks.

They have, in a great degree, lost their distinctive bay color, from the numerous blood crosses of other shades ; and are often found chestnuts, iron greys, blue and red roans, and dark browns with cinnamon muzzles ; which last is a favorite color, being supposed to indicate hardiness. Blacks are not so common, and are held to indicate an inferior cross, often of the black Lincolnshire cart-horse, unless where the line is distinctly traceable to the thoroughbred sire.

Many of the most distinguished race-horses have been the most favorite and most successful hunter-getters, and have acquired as much celebrity for the transmission of their qualities to their half-bred stock, as they have for their racing descendants ; just in the same manner as Messenger has gained celebrity, in this country, for his roadsters.

In some districts, particular colors are very prevalent ; indicating the preference felt for some particular stallion, which has stood in that neighborhood ; as greys in the West riding of Yorkshire, where Grey Orville,* a St. Leger winner himself, and the sire of Ebor, Emilius, Muley, and many other racers in a very high form, was a most favorite hunter-getter, and the sire of many of the very best part-bred horses that ever crossed a country—browns, with white locks in the tail, in the East riding, where Woodpecker, of whom that is the distinctive mark to the fourth and fifth generation, stood for several seasons—blacks in the vicinity of Doncaster, the descendants of Smolensko—chestnuts, wherever that beautiful horse, Comus, covered country mares ; and, in yet later days, dark browns in the North riding of Yorkshire, where that undeniable racer and progenitor of racers, hunters, and steeple-chasers, Lottery, formerly Tinker, by Tramp out of Mandane, has deservedly been the favorite of all favorites.

It is no wonder, that the offspring of such horses as those named above, out of dams begotten by such sires as Hambletonian, Sir Peter Teazle, Doctor Syntax, and Filho da Puta, from

* See Note 5, p. 56.

mares themselves half-bred out of Cleveland Bays by thoroughbred stallions, should be hunters and steeple-chasers, in the highest possible form, and little, if at all, inferior, for any purpose, except that of actual racing, to full-blooded horses.

The price which the breeders pay for the service of these stallions is very considerable, although it is usual for horses which stand for thoroughbred mares at twenty and twenty-five guineas the leap, to serve country mares for sums varying, according to the popularity of the horse, and the quality of the mares likely to be sent to him, from five to seven and ten guineas. But the farmers willingly pay the charges, and are amply rewarded for doing so. The colts and fillies are usually broken at two years old, to the lightest sort of farm harness work, such as brush-harrowing, in order to render them tractable and hardy; and, when three years old and rising four, are broken to the saddle, and taken out with the hounds, by their owners; who are generally hard and determined riders, though they have rarely good hands, and are yet more rarely capable of making or turning out a made and perfect hunter.

If such young animals are of good promise, gallop well, fence boldly and cleverly, and are of good form, they will realize to the breeder from eighty to a hundred and twenty guineas, at four years old; and, if, in the dealers' hands, into which they generally fall secondly, they realize their promise, they become worth from a hundred and fifty to three hundred guineas, accordingly as they are weight-carriers, and have a greater or less turn of speed. If they prove, on the other hand, as colts, too leggy, cumbersome and slow for hunters, with high-stepping action and fine show, they will bring the breeder nearly as much for first-class carriage-horses, as they would have done, had they proved suitable for hunters. If they should fall short of size and show for these, but be sound, active, and clever horses, up to fifteen two inches high, they are sure to realize thirty-five guineas, the regulation price, for light dragoon and huzzar chargers; and if yet smaller, say from fourteen three to fifteen one, with beauty, style, and action, they will be worth from fifty guineas, upward, for roadsters, cover hacks, or boys' hunters. At the very worst, if they go wrong in the wind, short of being decidedly broken-winded, throw out bad

curbs, or even incipient spavins or ringbones, they are certain of fetching at least twenty-five pounds for leaders of the fast coaches; and probably are now worth as much for horsing the rural omnibuses and railroad tenders.

No sort of breeding in England is so profitable as this. The breeder is comparatively secured against any thing like ultimate loss, while he has a fair chance of drawing a capital prize, in the shape of a first-rate hunter, or a carriage horse of superior quality; and it is to the breeding of such class of animals that the attention of the farmers, in horse-breeding counties, is wholly directed at this date.

For this reason, one has no more pure Cleveland Bays, the use of the stallion of that breed being entirely discontinued; large, bony, slow thoroughbreds of good form, and great power, which have not succeeded on the turf, having been substituted for them, even for the getting of cart and farming-team horses; and the farmers finding it decidedly to their advantage to work large, roomy, bony, half or two-third bred mares, out of which, when they grow old, or if by chance they meet an accident, they may raise hunters, coach horses, or, at the worst chargers, or machiners, rather than to plough with garrons and weeds, the stock of which would be valueless and worthless, except for the merest drudgery.

It is of these horses, that I am perfectly convinced, trotters might be made of the highest quality, if those most fitted to the purpose were selected for that end by men properly qualified to judge of them, and were then trained and trotted, according to American rules, by such men as Spicer, Woodruff, or Wheelan—and that such could be furnished, even in greater numbers, than they are here, in America, from hunting stables, and farm-studs devoted to the rearing of such animals, I have no sort of doubt.

I have seen several American trotters, which, from their appearance, would have passed as English hunters—especially those of Messenger's get—and which, I doubt not, if trained for that purpose, would have shone as much across country as they did on the trotting turf. I would particularly specify that very excellent and game animal, of the olden day, who accomplished the *then*—I speak of twenty years ago and upward—rare feat

of trotting above eighteen miles in the hour, Mr. Wm. McLeod's Paul Pry.

This horse lived to a good old age, and was last owned by Mr. William Niblo. As he grew old, he became gaunt and raw-boned, but, in his better days he presented to my eyes very nearly the cut of an English, or, perhaps, I should say, rather an *Irish* hunter—for he had something of a goose rump—of the highest form. I have repeatedly ridden him, as he stood for many months in my stable, and he was a fine steady galloper, and could take a four-foot fence in his stroke and think nothing of it.

I have often wondered that, among the many importations of stock by our spirited and enterprising breeders, who are doing so much for the improvement of horses and cattle in America, no one has thought of importing some fine, roomy, sixteen hands, half or two-third parts bred mares, by highly reputed sires.* I am satisfied, that such mares, judiciously bred to the strongest and most powerful of our American or imported stallions, such horses as Consternation is reported to be, or as Boston was, in all but the fatal defect of his blindness, would do more to improve the stock of the United States in size and substance, without loss of speed or blood, than any other plan of breeding can effect—since I am satisfied that all attempts at giving strength, bone, and substance to the offspring of light, under-sized, weedy, highbred mares by stinting them to Morgan, or Black Hawk, part-bred trotting stallions, or to imported Norman horses, are moves in the wrong direction, and must lead not to the improvement, but to the deterioration of the stock; which will *probably* not gain much in size or power, and will *certainly* lose in blood, and consequently in the ability to stay a distance.

In order to improve a race, it appears to be indisputable, that the superior blood must be on the sire's side, the size, form and beauty, on that of the dam.

This is, however, a portion of my subject which will be considered more at length in another part of this volume, under the head of breeding, where all the considerations of that interesting topic will be reviewed at some length.

I shall now proceed, shortly, to the other more remarkable

* Boston was not blind when he died.

English families of the horse ; treating them, however, far more succinctly than I have done the Cleveland Bays, as they have been less often imported into this country, and have contributed little, if at all, to the formation of any part of the stock of the United States, having left scarcely any perceptible trace of their blood in any existing breed. This is not true of the Cleveland Bays, whose mark is clearly discernible in the working horses of several of the Eastern States, Massachusetts, and Vermont, more especially, into the former of which several mares and one stallion were imported by the late Admiral Sir Isaac Coffin, beside others, I believe, at a more remote period.

The second distinct, old English breed is the Suffolk Punch, which is said to be originally descended from the Norman stallion and old Suffolk cart-mare.

It is now, like the Cleveland, nearly extinct; but has been replaced by an animal possessing many of the characteristic peculiarities and excellences of its ancestors, with higher blood and more perfect finish. "The true Suffolk," says Mr. Youatt, "stood from fifteen to sixteen hands high, of a sorrel color; was large-headed; low-shouldered, and thick on the top; deep and round-chested; long-backed; high in the croup; large and strong in the quarters; full in the flanks; round in the legs, and short in the pasterns. It was the very horse to throw his whole weight into the collar, with sufficient activity to do it effectually, and hardihood to stand a long day's work."

I should here observe, that what is in England called sorrel is a very different color from that which we understand by the same name; which is, in truth, *chestnut*, in all its various tints, from something nearly approaching to real sorrel, up to copper-colored brown, with golden reflections.

The real Suffolk sorrel trenches very closely on the dun, with a kind of bluish or mud-colored under-tint running through it. Their manes and tails are heavy, inclined to curl or wave, and are invariably of a far lighter shade than the bodies; they are often cream-colored, and sometimes even pure white, though without the silvery gloss and sparkle peculiar to the mane of a gray or white horse; and the legs, which are also invariably light, from the knee downward, have a dull, dingy, whitey-brown hue, which is the reverse of pleasing or beautiful.

In fact, the characteristics of the Suffolk are all those of utility as opposed to show. He is peculiar to the Saxon counties of old England, and is pretty nearly to the horse what the Saxon man is to the human race at large—a shortish, thick-set, square-built, stumpy, sturdy individual, with a good many sterling, solid qualities, and a plentiful lack of graces and amenities; he is stout of body, but slow to move, and when moved, yet slower to desist from motion; persevering, of indomitable will, iron resolution and determined obstinacy, not far removed from stubbornness; but of little spirit, and less fire. He was a useful cart-horse and excellent for teaming; but, in proportion as railroads and locomotives have superseded vans and wagons for the transportation of heavy merchandise and slow passengers, except in cities, the Suffolk Punch has made way for quicker travelling and lighter, if not more honest, or intrinsically valuable animals.

“The present breed,” Mr. Youatt continues, “possesses many of the peculiarities and good qualities of its ancestors. It is more or less inclined to a sorrel color; it is a taller horse; higher and finer in the shoulders; and is a cross of the Yorkshire half or three-quarters bred horse.

“The excellence and a rare one of the old Suffolk—and the new breed has not quite lost it—consisted in nimbleness of action, and the honesty and continuance with which he would exert himself at a dead pull. Many a good draught horse knows well what he can effect; and after he has attempted and failed, no torture of the whip will induce him to strain his powers beyond their natural extent. The Suffolk, however, would tug at a dead pull until he dropped. It was beautiful to see a team of true Suffolks, at a signal from the driver, and without the whip, down on their knees in a moment and drag every thing before them. Brutal wagers were frequently laid as to their power in this respect, and many a good team was injured and ruined. The immense power of the Suffolk is accounted for by the low position of his shoulder, which enables him to throw so much weight into the collar.

“Although the Punch is not what he was, and the Suffolk and Norfolk farmer can no longer boast of ploughing more

land in a day than any one else, this is undoubtedly a valuable breed.

“The Duke of Richmond obtained many excellent carriage horses, with strength, activity, and figure, by crossing the Suffolk with one of his best hunters.

“The Suffolk breed is in great request in the neighboring counties of Norfolk and Essex. Mr. Wakefield of Barnham, in Essex, had a stallion for which he was offered four hundred guineas.”

Few of this useful breed of working horses have, I believe, been brought to the United States; and I find no record of any mares, whatever, being imported. A Suffolk cart stallion was, however, sent into Massachusetts, in the year 1821, by Mr. John Coffin of New Brunswick; and, although I do not know in what part of the State he stood, or what mares he served, I have sometimes fancied that I could detect something of the character of the Punches in the short-built, active horses used in the cartmen's drays of Boston, in that State; a widely different animal from that used in the New York trucks, many of which show a considerable degree of blood.

There are two other well-known families of working horses in Great Britain; the first of which is the improved Clydesdale cart-horse, which is said to owe its origin to the Duke of Hamilton, who crossed some of the best Lanark mares, with stallions he had brought over from Flanders. “The Clydesdale is longer than the Suffolk, and has a better head, a larger neck, a lighter carcass, and deeper legs.” “It is strong,” says Mr. Youatt, “hardy,” pulling true, and rarely restive. The southern parts of Scotland are principally supplied from this district; and many Clydesdales, not only for agricultural purposes, but for the coach and the saddle, find their way to the central and even the southern parts of England.”

I am not aware that any of these horses have been brought to America; nor do I know that any particular advantage is to be looked for from their introduction, although they are good and faithful horses, excellent for farm purposes, and would make, without any improvement of blood, extremely useful stage-horses, especially for hilly and heavy roads, where more power than speed is desired.

The Heavy Black Horse of Lincolnshire is another distinct variety, bred in all the midland counties from Lincoln to Staffordshire. They are, in fact, only a smaller and lighter style of dray-horse, improved by admixture of Flanders, and, perhaps, of a small percentage of thorough-blood. They are still immense animals, standing seventeen hands high, with better forehands, finer withers, and flatter and deeper legs than the dray-horse. The improvement in their blood has increased their pace from two and a half to about four miles an hour, on a walk, which is their only pace, since they are incapable of raising a trot. They are used for wagon-horses, and for drawing heavy teams from the wharves through the streets of London, and occupy much the same position in England, as is held, here, by the Conestoga horse, which I believe to be in great part, if not entirely, of this blood.

There was an excellent breed of little horses, varying from thirteen to fourteen hands high, existing in the district of Galloway, on the shore of the Solway Frith, in the south of Scotland, which had their name from the district in which they had their origin. But it is now nearly extinct.

“There is a tradition,” according to Mr. Youatt, “that the breed is of Spanish extraction, some horses having escaped from one of the vessels of the Grand Armada, which was wrecked on the neighboring coast. This district, however, so early as the time of Edward I., supplied that monarch with a great number of horses.”

It is much to be lamented, that this admirable race of animals is almost lost, and where it exists is sorely deteriorated, owing to the non-perception and non-appreciation of its peculiar excellences as a roadster and hackney, either to drive or ride; and to its unsuitability to ordinary farm work from want of power and size.

To increase these, and obtain a race more suitable to the purposes of agriculture, the farmers of its native region have crossed it with larger and coarser farm-stallions, which has had the very effect, that may always be looked for, under such circumstances; the peculiar excellences of the race are lost, and those, which it is desired to ingraft upon it, are not attained.

It is to be regretted that the truly admirable qualities of the

Galloway were never brought into notice, until it was too late; the employment of it, while the race was in its best form, being confined, for the most part, to the better class of farmers, small rural proprietors and little country gentry, who were not, in the last century, persons of extended views, or liberal education.

I am disposed to dwell on this animal a little more fully than I should otherwise do, not that it exists in these States, or has ever—so far as we know or suspect—been imported to them; but because it is closely analogous to a kindred animal, of, I believe, the same stock, participating in a high degree of the same virtues, which has in the same manner become extinct, to the deep regret of all true lovers of the horse.

It must be remembered, that in Great Britain, in consequence of the existence of this peculiar pure race of small-sized animals, in the district of Galloway, whence they obtained their name, all very small horses came to be called Galloways; and that in the North of England, particularly, the word Galloway is now synonymous with pony, conveying no pretence that the animal, so called, has any distinctive blood. I will here add that the word pony, in England, is used to imply a horse under thirteen hands in height, which is not subject to taxation—not, as it is used in America, an animal of a short stocky formation, such as, or even larger than, one which would, across the water, be called a Cob. I well remember my surprise at being shown a pair of clever, close-ribbed, round-barrelled horses, of full fifteen hands, and perhaps something over, under the appellation of ponies, on my first arrival here. I proceed, however, to Mr. Youatt's description of the true Galloway, to which I shall append a few observations of my own, on the original breed, its failure, and the attempts which have been made to replace it.

“The pure Galloway,” says he, “was said to be nearly fourteen hands high, and sometimes more, of a bright bay or brown, with black legs, and small head and neck, and peculiarly deep clean legs. Its qualities were speed, stoutness, and surefootedness, over a very rugged and mountainous country.

“Dr. Anderson thus describes the Galloway. ‘There was once a breed of small elegant horses in Scotland, similar to those of Iceland and Sweden, which were known by the name of Galloways, the best of which sometimes reached the height of four

teen and a half hands. One of this description I possessed, it having been bought for my use when I was a boy. In point of elegance of shape, it was a perfect picture; and in disposition it was gentle and compliant. It moved almost to a wish, and never tired. I rode this little creature for twenty-five years, and twice in that time I rode a hundred and fifty miles at a stretch, without stopping, except to bait, and that not for above an hour at a time. It came in at the last stage with as much ease and alacrity as it travelled the first. I could have undertaken to have performed on this beast, when it was in its prime, sixty a miles a day for a twelvemonth running, without any extraordinary exertion.

“A Galloway in point of size—whether of Scotch origin or not we are uncertain—performed, about the year 1814, a greater feat than Dr. Anderson’s favorite. It started from London with the Exeter mail, and notwithstanding the numerous changes of horses, and the rapid driving of that vehicle, it arrived at Exeter—one hundred and seventy-two miles, a quarter of an hour before the mail.

“In 1754, Mr. Corker’s Galloway went one hundred miles a day for three successive days, over the Newmarket Course, and without the slightest distress.

“A Galloway belonging to Mr. Sinclair, of Kirby Lonsdale, performed, at Carlisle, the extraordinary feat of a thousand miles in a thousand hours.

“Many of the Galloways now in use are procured either from Wales or the New Forest; but they have materially diminished in number; they are scarcely sufficient to supply even the neighboring districts, and they are still more materially deteriorated in form and value. Both the Welsh and Hampshire Galloways and ponies claim, however, some noble blood.”

In my own youth, I recollect to have seen two Galloways of the true Scottish blood, as distinct from those, of which I shall presently speak, created by especial breeding, in the vain hope of filling the vacancy.

They were both, as nearly as possible, of the size indicated, fourteen hands to fourteen hands and a half in height; but, unlike what is stated above of their color, they were of a deep, rich, glossy chestnut, almost copper-colored in the shadow, with

legs not black, but decidedly darker, instead of being lighter than the bodies.

I have myself no objection whatever to white legs and feet, of any number, or to any extent—I do not believe that white hoofs are, in the least degree, softer or more brittle than black hoofs; and I believe that the old ideas current, in reference to the number of white legs or feet indicating excellence or the reverse, are the merest and stupidest of all old wife's superstitions; but I do plead guilty to the strongest prejudice against self-colored legs of a lighter shade than the rest of the limbs, growing paler and more dingy as it descends.

A bay horse, with pale, dingy, dull-yellow legs, approaching to dirty sorrel, is, according to my notion, to whatever pedigree he may lay claim, certain to be largely tainted with coarse cold blood; and a chestnut with sorrel legs, or a sorrel with whitey-brown-paper legs, I think worse yet; and I would own such an one, on no consideration. On the other hand, I consider the gradual darkening of the legs downward to the hoof, or if the animal have white feet or white stockings, downward to the upward margin of the white, as a corroborative indication of good blood; if the legs be also clean, flat-boned, and free from hair about the fetlocks.

All these points were conspicuous in the Galloways of which I speak, and, moreover, they had long, thin manes; rather spare than shaggy tails; small, lean, bony heads; one of them with the broad brow and basin face of the Arab; thin necks, particularly fine toward the throat, and setting on of the head; soft silky coats; large eyes, and all the particular indications of thorough blood.

Their paces were generally the walk or the canter; and neither of the two was a particularly handsome or fast trotter, going along at a good rate, indeed, but in a shuffling style, neither clearly a trot nor a canter. One of them, which I often rode, *ambled*, as it was called then and there, so fast as to keep up with the hand gallop of a thoroughbred lady's mare, in company with which it was constantly ridden.

This Galloway, so far as I can remember it, was in fact neither more nor less than a natural pacer, and I am convinced

that the other might with ease have been trained to the same pace, and to a good rate of going.

Whether this was or was not a characteristic of the race, I am unable to say; but I know that the animals seemed to me, then, perfect *beaux ideals* of Andalusian jennets, and were regarded as such, by persons more competent to pronounce than myself.

Taken in consideration with reference to the tradition, as to their origin, and comparing this with the like story in regard to the Narraganset pacers, I am of opinion that these two now nearly extinct races, were nearly, if not altogether identical, both in characteristics and descent; and that it is equally lamentable, that both breeds have passed away, owing to a want of comprehension of their merits, and a failure of well-directed efforts to preserve them.

In relation to the Scottish Galloway, attempts have been made, by breeding, to produce a creature analogous to it, and possessing the same qualities; it has, however, but partially succeeded. Neither its remarkable beauty, nor its singular endurance as a roadster, which was its most marked, as well as its most important, characteristic, having been in any degree reproduced by the experiments at artificial breeding.

This, by the way, is in nothing remarkable, although the converse proposition would have been very much so; if, as is insisted, the Scottish Galloway was, in itself, an animal of pure original descent. Since it is well established, that, however nearly, by the admixture of different races of animals, we may in the end produce an external imitation of some particular family or breed, we must never look to create physical or moral qualities, much less to establish, by a succession of mixtures, a blood which shall transmit itself unmixed and identical, from generation to generation.

This appears to be an immutable, as it is a most wise and providential law of nature.

Monsters and mongrels cannot reproduce their qualities, or even their external form. Were it not so, this fair earth would, long ere this, have become a chaos—a mere laboratory of monstrosities; and the excellent forms, graceful movements, and artistically attributed hues of the types of the animated world,

would be lost in a mixed congeries of grotesque and daily-degenerating hybrids and monsters.

And this is a fact which never ought to be forgotten by the breeder of animals. He may raise a superior animal by the crossing of an inferior with a superior blood; but he can never establish that cross—never keep it stationary—never render it capable of reproduction, preserving its improved attributes unaltered.

Thus from a Cleveland Bay mare, one may, by the service of a thoroughbred sire, readily produce a most valuable half-bred animal, for many purposes of the field, the road, or the farm.

Naturally, one would suppose, that by taking two such half-breds of opposite sexes, the offspring of parents entirely unconnected by birth, but both pair holding the same relation of blood, that is to say, both the sires thoroughbred and both the dams Clevelands, and breeding them together, he would obtain an offspring similar to the immediate parents; of which it necessarily possesses the identical blood, in the identical proportions—viz. one half thorough, one half Cleveland Bay, blood; though in four, instead of two crosses.

No such thing, however, is the case; as is well known to every breeder in the north of England, if not elsewhere.

No man, putting his half-bred mare to a half-bred, or even two-thirds-bred, stallion, would expect to have a colt equal to either of the parents; or even, in case of the sire having two or more crosses of pure blood, equal to the progeny of a common mare with a thoroughbred horse.

Nor would any man dream of buying an animal so bred, with a view to hunting him; knowing right well, that before he had gone fifteen minutes at the best pace of hounds, his tail would be shaking; and that, before half an hour, he would stand still. Yet the same man would not hesitate to ride a half-bred, by a thoroughbred.

Why these things should be, we do not know. It is one of the mysteries of nature, which we cannot fathom, and of which we must rest content to know, that they are, and will continue to be, in despite of all man's weak attempts, whether intentional or casual, to interrupt the course of nature.

Even in our own race, it is an assured fact, that the off-

spring of the white and the negro cannot continue, above a generation or two, or at most three, to intermarry, like to like, and reproduce itself, without recurring to one of the original stocks, from which to derive vitality and vigor.

By continual interconnection with the white, it rises nearer and nearer to the higher type; by recurrence to the black, it relapses into that, from which it was temporarily lifted by the first hybridization.

So it is with horses, to the letter. If the half-bred filly be united to a thoroughbred, and her female progeny be so connected *ad infinitum*, after a few generations, although the drop of base blood must still be there, until the end of time, the progeny will be but a little removed in quality, and entirely undistinguishable in outward appearance, from the pure-blooded animal.

If, on the contrary, the half-bred filly be bred back to the Cleveland Bay, or cart-horse, even more rapidly than in the other case, will the process of assimilation, or, in this instance, of re-assimilation advance. Before the third or, at farthest, the fourth cross, the outward characteristics of the pure blood will have wholly disappeared; and, although, as in the other instance, the drop of noble blood must continue there *ad infinitum*, its effects will be to all intents and purposes lost, and the animal will be, in spirit and endurance, as in show, little superior, if at all, to the baser of its original progenitors.

That the same process should occur, where half-breds are inter-bred with half-breds, generation after generation, is inexplicable; but it is certain. Why the pure blood, which, where it exists unmixed, seems to be indestructible, should be incapable of a prolonged existence when mixed, and must, slowly, but certainly, die out, no man can say, or conjecture. But that it is so, is shown, beyond a peradventure, by the experience of centuries in the system of breeding, and is confirmed by the opinion of all distinguished physiologists.

Like democratic conquests, it can only be preserved by farther conquests. Acquisition must be added to acquisition, or the first gain must become a loss.

To this consideration I shall have occasion ere long to revert, when dealing with the pretensions of what assumes to be a

peculiar and distinct family of the American horse, and again when treating of the theory and system of breeding in general.

Now, briefly, to revert to the subject matter whence I have recently been led devious, I would remark that the attempt to reproduce the Scottish Galloway, of which I have spoken as a failure, was simply the stinting clever, active, pony-mares of twelve and a half or thirteen hands in height, purposely selected for their shape, legs, feet, general soundness and hardihood, and easy action, to thoroughbred stallions of the best blood, chosen with as much care as the dams, low in stature, but bony and close-ribbed up, with the fine heads and necks, the sloping shoulders and thin withers of the oriental type.

From this union was produced a stock of extremely neat, highly bred and finely formed animals, with pretty action and a fair turn of speed. These are the animals which are used as boys' hunters, up to the time when the aspiring Etonian or Harrowite is supposed to be arrived at the supreme height of his ambition, the capacity to manage a horse.

I have myself ridden, in my younger days, two and three-part bred Galloways, from an original pony stock, which, with a boy's seven or eight stone upon their backs, were quite able to hold their own and live, not perhaps quite in the first flight, but in a very fair place, among hard-riding and well-mounted men, through a racing run with fox-hounds, and win a brush for their rider at the end.

On these same Galloways the young ladies of the family learn to ride, while the masculines of the rising generation are construing Homer, cricketing, or sculling wherries on the Thames; and ultimately, as the boys, promoted into men, ascend the backs of veritable horses, the girls obtain possession of the little favorites, transmitting them each to the next younger, as they, too, mount up to the thoroughbred park-hack, with its *darling* bangtail, and become, *ex officio*, young ladies.

The larger and heavier of these become covert hacks and roadsters for non-hunting, elderly gentlemen, clergymen and country doctors; they are usually sure-footed—a quality which they inherit from the pony mother, probably of Scottish or Cambrian mountain descent,—have good, round action, and a reasonable turn of speed.

If they increase to full fourteen and from thence up to fifteen hands, powerfully built, with short backs, round barrels, deep, clean legs, coupled with lofty crest and carriage, fine heads, the ability to carry fourteen stoue, or upward, at their ease, to trot fourteen, or gallop eighteen, miles in the hour, having two, or more, authenticated crosses of pure blood, they are called *cobs* of the first class, command immense prices, often above a hundred guineas, and are intrinsically, apart from the consideration of money price, extremely valuable quadrupeds, and much sought after, by men who ride heavy, and who ride much, on the road.

Still, they are not Scottish Galloways, nor any thing resembling them—if only in the one point that the Scottish Galloway could and did, and that the artificial Galloway cannot and does not, transmit either its form or its qualities by hereditary descent.

Of the other English or British breeds, it is needless to speak at large; as most of them are known and imported, though rarely, if ever, bred in this country; and the others, which are not known, have no interest attaching to them, as having no especial utility or adaptation for any purposes here.

The former are the little Shetlander; rarely exceeding twelve hands in height, and often much smaller; which, for such an atom of horseflesh, has greater weight-carrying power, greater comparative speed, and greater endurance than any animal in the known world; and the larger and less finely formed Highland pony, which, while acknowledged inferior to the genuine Sheltic, still possesses many of its qualities, especially its hardihood, sure-footedness, power to carry weight, and gallant endurance. In neatness of form and limb, it is inferior, as much as it is superior in size, to the Shetlander; yet the smaller of the Highland ponies are frequently passed off on those, who are not first-rate judges, as their tiny northern cousins.

Their great good-temper, docility, and sureness of foot, render them the best of all animals on which to put young children, and they are commonly used for that purpose in America; the ass, which is decidedly better than the pony for giving a firm seat and controlling hand, inasmuch as it is far more difficult to sit, and as it requires both a will and a way to

compel it against its own will, being hardly known at all, and never used for such purposes in the United States.

In England, it is invariably the first step, and it is curious to see what power it gives to the young rider, who, having learned his rudiments on the obstinate but long-enduring grizzel, finds himself impregnably seated on a high-spirited pony, which an inexperienced spectator would imagine infinitely the more difficult to ride, and able to defy all its cabrioles or soubresauts to unseat him.

A boy who can sit an ass, so that he cannot be kicked over its head, can sit any thing, and is in a fair way to make a first-rate horseman. Hence its extreme fitness for teaching children; its form rendering it very difficult to sit, its temper very difficult to control, while, at the same time, its stolid and lazy habits avert all danger of its doing more than depositing its young rider gently in the dirt, and then falling to graze on the nearest dock leaf or Canada thistle. It never shies, never plunges, and, above all, never runs away. It is, perhaps, at once the least dangerous and most difficult animal to ride in the whole range of the quadruped creation.

I well remember the fun of a scene, which occurred at some rural merry-makings in the park of a gentleman in whose neighborhood I was brought up; when donkey races being a part of the programme, half a dozen young men, all of them first-rate performers across country, and able to handle the wildest thoroughbred, relying on the fact, that they had all *once* been donkey-riders themselves, undertook to act as *jocks* on the occasion, to the racing neddies.

It was all very well at first, but when the tug arrived, and the spur was exhibited at the run-in, up went the heels and down went the heads of all the neddies simultaneously, and away went the gallant jocks, yards over the long ears of their *mon-tures*, who at once betook themselves to munching the green-sward, much to the amusement of the lady spectators, and to the delight of the ten and twelve year-old urchins—legitimate owners of the neddies, and younger brothers, or cousins, of the discomfited Meltonian jocks—who shortly after, legitimately perched on the croups of the animals, delivered a sweepstakes, which came off with great eclat, among universal cudgelling

and spurring, none of the riders caring an iota more for the neddy's kicking up, than neddy cared for his rider's spurring, or losing so much as a stirrup in the race.

Before passing to the next branch of my subject, I suppose I should say a word as to the Irish hunter, as he is, in some sort, a distinct animal; not as producing himself from original parents, but as originating from a cross of the thoroughbred with the native Irish horse, and as possessing a peculiar way of going, which, at first, I presume, acquired in conformity with the requirements of the country he is called upon to cross, has become characteristic, and now appears to be native to the breed, as it seems to be "to the manner born."

The Irish hunter is in general a less highly-bred horse than his English competitor; not often, I should say, having more than two crosses of pure blood, and is not unfrequently somewhat ragged in his shapes.

He has, almost always, a good forehead and crest, not a particularly blood-shaped head, but bony and well set on. He is so often goose-rumped as to render that point, in some degree, one of his characteristic marks; and, in the old day, if he had been long in his own country, he was too often nicked, so as to make him carry his dock curled over his rump, greatly to the detriment of his appearance, and tending to make him look even less blood-like than he really is.

His legs and feet are almost invariably good; he is apt, I think, to be a little short and straight on his pasterns, but is sound and sure-footed. He is quick, rather than fast; nimble, rather than swift; a clever jumper, rather than a slashing fencer.

He goes, owing to the nature of his country, wherein there is little, comparatively speaking, of good galloping ground, the soil being for the most part either deep and soft, or broken, rugged and stony, far more within himself and upon his haunches, and far less extended, than an English hunter. For wall-leaping, where there are no ditches, he is unrivalled, though very uneasy and difficult to sit; taking nothing in his fly, but stopping short with his forefeet almost in contact with the obstacle, and then bucking over it with all his legs together, and alighting not unusually on his hind feet—a practice, which, however

unpleasant to sit, and difficult to unaccustomed riders, unquestionably spares the back sinews of the forelegs many a severe jar.

He is particularly adapted to the broken, rudely tilled, and rugged country, in which he is used; where stone walls are the most ordinary fences, and next to them double ditches, with a turf bank or dyke between them. These latter he has a particularly clever trick of spurning with his hind hoofs, as he tops them, so as to gain a purchase whence to make a second spring, thereby clearing the second drain—the whole fence being usually too wide to be cleared at a stride, while the turf dyke is too rotten and insecure to admit of its being leaped, on and off, like the somewhat similar banks of Hertfordshire and Essex.

In England he is not a favorite, his mode of leaping causing him to lose time at his fences, when the hounds are flying as they do in the grass countries, and also rendering him liable to jump short, in case of there being a large ditch, as there usually is, to the stake and bound fences. He is, moreover, not generally a good water-jumper, which is a fatal defect in countries abounding, as the best English hunting counties do, in large brooks and yawning drains.

For American hunting, where hunting on horseback exists, he is, of all others, the very horse required; his immense powers, as a jumper of height, enabling him to hop over the stiffest six-bar Virginia rail-fences, as if they were nothing; while the woodland and otherwise encumbered character of the country would render his want of speed of comparatively small account.

I know not how, or why, it should be so; for I have no knowledge that Irish horses have ever been imported into this country in sufficient numbers to have any effect on the character of the American horse; but the resemblance of the two families struck me, on my first arrival in the United States, nor can I yet divest myself of the idea.

The American Stud Book, from the earliest times, records but three or four importations of Irish race-horses; I myself remember but one, Harkforward,* the brother of Harkaway, by Economist, out of Fanny Dawson, by Nabocklish, imported by the late Judge Porter into Louisiana; and he died, almost immediately after his arrival, of the bite of a rattlesnake.

* See Note 6, p. 56.

Had there, however, been many thoroughbred stallions covering here, it could not account for the similarity; since the peculiar points of the Irish hunter, in which the similarity resides, are not those of his thoroughbred sire, but of his Irish dam.

It does not seem likely that Irish hunting mares should, at any period, or in any part of the United States, ever have been largely imported, as there has not, at any time, been a demand for such animals; and it is next to a certainty, that common Irish farm horses never have been brought hither, as they are—those of the native and indigenous type, I mean, unimproved by mixture with the Cleveland bays, the Punches, or the Lincolnshire blacks—as wretched a race of raw-boned, straight-shouldered, ewe-necked garrons, as a man had need to behold.

Still, the resemblance is so striking, that I am certain the first impression of an American horseman, on seeing the gathering at an Irish coverside, would be that two-thirds of the field were mounted on American trotting horses; while, at a similar scene in England, he would be half inclined to set down the highly-blooded and highly-groomed two and three parts bred *cock-tails*, as gigantic thoroughbreds, until corrected by a fuller estimate of their bone and weight.

And I could instance scores of trotting horses here, such as old Top-Gallant, Columbus, Paul Pry, and in later days, Tacony, Lancet, and others, which have precisely the cut, to the life, of an Irish hunter in a very high form, and which, I have no doubt whatever, if they had been trained to leap and gallop, instead of to trot, would have won their laurels as decidedly on that field, as on this which they now occupy with so much distinction.

I now come to the American application of the facts collected above, in regard to the different races, or families, of English horses, which do, or did recently, exist in that country, entirely pure and unmixed; although it is not usual to apply the word “pure” to any stock or breed except that of the thoroughbred race-horse.

It will, of course, have been observed and understood, by any one who has read attentively what has gone before, that the effect of the improvements, brought to pass in horses of every caste, intended for every purpose, in England, has been to destroy and abolish distinct races, other than that of the

thoroughbred ; and that there is, probably, now in England no breed or family whatever, entirely without mixture, in some greater or less degree—some, of course, infinitesimally small—of thorough blood, unless it be the dray-horse and the Scottish pony.

There is constantly going on a prodigious quantity of that, which Mr. Carlisle is pleased to designate as *inarticulate howling*, over the decline of the good old English hunter, the excellent old English roadster, and, in a word, of every thing that is old in the way of horse-flesh.

All this is, in my opinion, the merest of stupidity—precisely on a par with the regret, expressed by some wiseacres, for the decline of the good old English squires, of the days of the first Georges—the riders of these identical excellent old English roadsters and hunters, concerning whose loss *illæ lachrymæ*. These good old English squires, be it observed, *en passant*, were generally ignorant, stolid, besotted, and brutal, to a degree comparable to nothing which exists in any class, however abject, of the present day, that is not positively vicious.

Rising at four o'clock in the morning, in the saddle and trailing the fox to his kennel before six, they plodded along through mud and fallow, on great hairy-fetlocked brutes, as coarse, and slow, and uneducated as themselves, for eight or ten mortal hours ; they adjourned from the saddle to the dining-room ; whence, gorged with half-raw beef and venison, besotted with October and punch, roaring out stupid or obscene songs, through an atmosphere reeking with tobacco-smoke, they were carried off, by nine at the latest, by their clownish servants, only less drunk than their masters, to their beds, there to snore off the evening's debauch ; and thence, on the next morning, by a repetition of the past day's exercise, to earn an appetite for the next evening's revel.

And this no casual occurrence, no picture of an accidental or occasional lapse of a minority, but the daily habitude, during seven or eight months of the year, of nine-tenths of the resident rural proprietors of this good old England, from the times of Queen Anne nearly to the commencement of the present century.

During those dark and corrupt ages, the basest and most dis-

creditable, to my mind, of any in the whole history of England, all that there was of education, of grace, or of refinement, was crowded into the metropolis, mixed even there with inconceivable coarseness, inconceivable corruption; while the whole gentry, and, with a few rare exceptions, even the clergy of the rural districts, were steeped in ignorance, imbrued with brutal debauchery, and marked by a coarseness of manner and language—even in the presence of their women—that has no parallel at the present day, in the wildest frontier taverns of the farthest South-west, in the rudest camp of California or Australia, in short, any where among civilized men, unless it be at a wake or a *pattern* in Galway or Tipperary, if the performer at those celebrations can be called civilized.

In one word, I believe that there is exactly the same degree of comparison between the English or American country gentlemen of the present day, and the English squire of those dark ages, that there is between the English and American hunter, roadster, trotter, carriage-horse, and cart-horse, of the latter half of the nineteenth century, and the corresponding animal of the first half of the eighteenth; and that there is just as much sense in *howling* over the decline of the horses of that age, or pretending to desire their reproduction, as there would be in affecting to desire to introduce the Squire Westerns, the Bumper Squire Joneses, and the parson Trullibers of 1757, in place of the educated and accomplished gentlemen of 1857, on both sides of the Atlantic.

Furthermore, I believe, that very much of the absurdly exaggerated estimate which tradition has set on the mythical performances of the horses of the olden time, on the racing turf, such as Childers, Eclipse, and many others of the same period—an estimate which still miraculously befogs the judgment even of men capable of judgment, long after it has been proved to be founded on nothing—has its origin, in a great measure, from the incalculable superiority of thoroughbred horses, even of ordinary excellence, to the coarse-bred road-hacks and scarcely superior hunters of that day.

To men, accustomed to ride Cleveland Bays, with no cross of thorough blood, in their unmixed state, as the best style of hunters, and to trot along the road on animals which no

teamster would now put into his cart-shafts, the pace of even a very slow race-horse would naturally seem so enormous, that one easily ceases to wonder at the spectators believing that Flying Childers ran his mile in a minute—the rather, that there were no means *then* in existence by which speed of that kind could be tested ; and that a mile in a minute was a purely ideal rate, which could be compared to nothing, and reduced to no standard ; since there existed nothing on earth capable of being tried, or, known to men, which had ever gone, or was capable of going at that speed, unless it were a bird in the air, or a fish in the sea.

How any sane man can persist in inquiring whether this or that horse ever ran a mile in a minute—as we see by the queries in sporting newspapers, that fifty, at the least, are inquiring every year—when he has surely seen a railroad engine going at something far under that rate, yet far above the powers of any horse to rival it, one would find difficulty in comprehending ; if it were not evident that the credence which men give to things, nowadays, is in the inverse ratio to their intrinsic credibility ; and that, in a word, if any thing be disbelieved, at present, it is not because it is absurdly incredible, but because it is not sufficiently absurd or incredible to command credence.

Be this as it may, there is no evidence, or shadow of evidence, that the early English race-horse was superior, in any point of speed, endurance, or capacity of labor, to the American or English horse of to-day.

If there are, now, more rarely wonders that outdo all contemporaries, it is that the general standard of excellence is so much higher, that to surpass it extraordinarily is infinitely more difficult.

In every other class of horse, except the thoroughbred—the hunter, the roadster, the trotter, the carriage-horse, the trooper, even the team-horse—the improvement is not smaller, in the last century, than that in machinery, and scientific applications, during the same lapse of time.

Nor is it altogether true, that any class or type of animal has wholly disappeared or become extinct in England ; or, for that matter, in America, either, so far as it ever had any existence on that continent, unless it be the very coarsest type of

cart-horse, or some fancy family of no general application or utility, such as the Naragansett pacer, or the Scottish Galloway. What has occurred is this—all the types of animals, even with all the improvements which have been made in them, have fallen down three or four stages; and if the much bemoaned good old English squires could arise from their lowly beds

“ At breezy call of incense-breathing morn,”

and resuscitate with them Towler and Jowler, and all their deep-mouthed, crook-kneed packs, with which to badger a fox to death in a run of eight mortal hours, they would find infinitely superior hunters to any they had ever backed during their lives, going indeed not as hunters, but drawing the slowest second-class gentlemen's carriages *in the country*, and the very best beasts of their own precise class, in the better style of vans and omnibuses, in the towns and cities.

There are hundreds of horses to-day in New York carmen's trucks, superior in blood, form, and powers of every kind, to the best hunter that went in England in the reign of the first or second George; and the best road-hackneys of the same date were not comparable to the smaller and lighter cart-horses of the present day, such as go in the baker's or the butcher's wagon. So much for the croaking of the praisers of the age that has just departed!

In all branches of equestrianism, speed has been for years the end aimed at, in connection with the ability to carry weight and to endure continued exertion. Mere weight and the ability of dragging enormous loads at a foot's pace, have ceased to be qualities desired or desirable, in the horse; while quickness is, and ever will continue, so long as time shall have its value, the valuable consideration.

Whether the present modes of racing, either in this country or in England, are the best devised to preserve the breed of race-horses at their utmost perfection, is another question, and is open to much doubt—doubt fully as great on this, as on the other side of the water—the absurdly light weights adopted in America, being in my opinion fully as detrimental, in encouraging the maintenance of a wrong type of thoroughbred, as are the short distances now run in England.

For my part, I could wish to see four-mile races introduced in England, though without the reintroduction of heats, which I cannot regard but as an unnecessary and over severe strain on the faculties of the animals, and the return to nine and ten stone weights, or 126 lbs. and 140 lbs., on the back of five and six-year-old horses.

Whatever may be the effect of the present system in England, as to throwing the weight-carrying thoroughbreds, capable of running four-mile heats, out of the turf and into the hunting stables, I am not prepared to say; but certain I am, that the system has not been in effect absolutely to abolish the type of horse capable of that work; far more certain than I am that the system of breeding to carry extremely light weights, boy's weight in fact, in the United States, has not been to prevent the creation of a type or race of thoroughbreds, capable of carrying heavy men in the field or in the road, with as much distinction as they have won by their speed and undeniable power of staying a distance on the turf.

On the trotting course, as on the racing turf, the tendency of the age has been, and still continues to be, toward speed—but in our trotting, as in English fox-hunting, neither the power to carry weight nor the endurance to continue at work, is neglected. Nor is there the slightest appearance of growing degeneracy in either quality.

On the contrary, with the increase of blood and of speed, the power of endurance has advanced, both in the hunter and the trotter; nor in either has the ability to carry weight diminished. Of course the union of the three qualities in the latter animals commands the largest price; whereas in the racer, so far as he is viewed as a racer only, and not as a progenitor, speed and endurance for a distance alone are regarded. Even in these, however, and even under the present system, the ability to carry weight must needs enhance, and does enhance, their value for the stud, as increasing the probability of their proving the sires of the most serviceable and costly half-breds.

In every other department and style of horse-breeding, I am convinced that the introduction of pure blood into all the old strains has done incalculable good, and that every stamp of animal through the country, has advanced upon the similar

animals of the last century, almost as far as pure science or mechanism has advanced.

And I should as soon think of regretting the progress of mechanism, of naval architecture, of gunnery, of the arts, or of pure science, as I should of deploring the dying out of the obsolete races of cart-horses, of old English roadsters, and of those equine elephants who wore as many bushels of hair at their heels as they could move tons of coal or pig-iron at a dead pull, and were, at the same time, incapable of going three miles in an hour, with a feather on their backs or behind them, to save their own or their owners' lives.

In the United States and British America, again, we shall find that this process of absorption or abolition of all the old special breeds, and of the amalgamation of all into one general race, which may fairly be termed specially "American," possessing a very large admixture of thoroughblood, has gone on far more rapidly than in England—the rather that, with the one solitary exception of the Norman horse in Canada, no special breeds have ever taken root as such, or been bred, or even attempted to be bred, in their purity, in any part of America.

In Canada East, the Norman horse, imported by the early settlers, was bred for many generations entirely unmixed; and, as the general agricultural horse of that province, exists so yet, stunted somewhat in size, by the cold climate and the rough usage to which he has been subjected for centuries, but in no-wise degenerated, for he possesses all the honesty, courage, endurance, hardihood, soundness of constitution, and characteristic excellence of feet and legs of his progenitor.

Throughout both the provinces he may be regarded as the basis of the general horse, improved as a working animal by crosses of English half-bred sires; and as a roadster, carriage-horse, or higher class riding or driving horse, by an infusion of English thorough blood.

All these latter types are admirable animals, and it is from the latter admixture that have sprung many of the most celebrated trotting horses, which, originally of Canadian descent, have found their way into the New England States and New York, and there won their laurels as American trotters.

Still it is not to be denied that there are, in different sections

of the United States, different local breeds of horses, apparently peculiar, and now become nearly indigenous to those localities, and that those breeds differ not a little, as well in qualities as in form and general appearance.

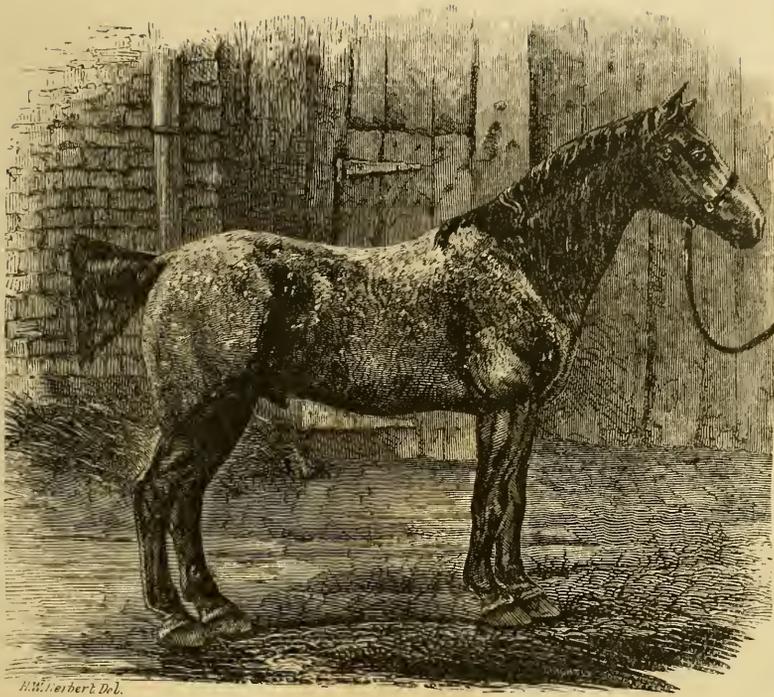
A good judge of horse flesh, for instance, will find little difficulty in selecting the draught-horse of Boston, that is to say, of Massachusetts and Vermont, from those of New York and New Jersey, or any of the three from the large Pennsylvania team-horses, or from the general stock of the Western States.

The Vermont draught-horse and the great Pennsylvania horse, known as the Conestoga horse, appear to me in some considerable degree to merit the title of distinct families, inasmuch as they seem to reproduce themselves continually, and to have done so from a remote period, comparatively speaking, within certain regions of country, which have for many years been furnishing them in considerable numbers to those markets, for which their qualities render them the most desirable.

I had hoped, on commencing this work, to be able to obtain authentic and satisfactory accounts of these various families, and to have approximately at least, fixed their origin and derivation. With a view to this end, I addressed circulars to the officers of the agricultural societies of all the principal breeding States of the Union, to whom I take this opportunity of recording my obligations for the aid which they have rendered me in my undertaking; but I regret to say, that the result has generally been disappointment; for, with scarcely an exception, these most useful societies being but of recent origin, and having turned their attention rather to improving the present and providing for the future, than to preserving records of the past, have in their possession no documentary evidence whatever, as to the sources whence their peculiar stocks have derived their origin and excellences. All, therefore, that can now be done, is to describe the characteristic points of the breeds in question, and by comparison with existing foreign races, and by the collation of such scanty notices of importations as can be gleaned from periodicals, to approach, conjecturally, the blood from which they are derived, and also the manner in which they have been originated, where they are now found.







HISTORY

OF THE VERMONT DRAUGHT-HORSE.

In the first place, of the Vermont draught-horse, I have been able, from his own locality, to obtain no information whatever ; all the horse interest and ambition of that State, and indeed of the Eastern States generally, appearing somewhat strangely and injudiciously, I must say, it seems to me, to centre in what they are pleased to call the *Morgan family*.

The above cut is a portrait from life of a fine gray draught horse, in the possession of Adams's Express Co. ; height, 16 hands ; weight, 1160 lbs.

Incomparably, however, the best light team-horse, or extremely heavy carriage-horse, and another yet lighter horse of somewhat the same type, are raised in Vermont, and in Vermont alone, in perfection.

No persons familiar with the streets of New York can fail to have noticed the magnificent animals, for the most part dark bays, with black legs, manes and tails, but a few browns, and now and then, but rarely, a deep rich glossy chestnut, which draw the heavy wagons of the express companies; and I would more especially designate those of Adams & Company.

They are the very model of what draught-horses should be; combining immense power with great quickness, a very respectable turn of speed, fine show and good action.

These animals have almost invariably lofty crests, thin withers, and well set on heads; and although they are emphatically draught-horses, they have none of that shagginess of mane, tail and fetlocks, which indicates a descent from the black horse of Lincolnshire, and none of that peculiar curliness or waviness which marks the existence of Canadian or Norman blood for many generations, and which is discoverable in the manes and tails of very many of the horses, which claim to be *pure* Morgans.

The peculiar characteristic, however, of these horses, is the shortness of their backs, the roundness of their barrels, and the closeness of their ribbing up. One would say that they are ponies until he comes to stand beside them, when he is astonished to find that they are oftener over, than under, sixteen hands in height.

These horses are, nine out of ten, from Vermont, and not only are they the finest animals in all the United States, in my opinion, for the quick draught of heavy loads—for which opinion of mine I have a reason to produce in justification—but the mares of this stock are incomparably the likeliest, from which, by a well chosen thoroughbred sire, to raise the most magnificent carriage-horses in the world.

In proof of what I assert, I will relate two circumstances connected with this breed of horses, which have come under my own immediate observation, and which cannot fail to have weight with candid judges.

During the Canadian rebellion of 1837, the English force being largely augmented in the provinces, two cavalry regiments, with a considerable park of artillery, were among the number of the reinforcements. The cavalry consisted of the

First Dragoon Guards and of the Seventh Hussars; the latter of which, a light regiment, brought its horses with it from England. The Dragoon Guards, which is as heavy a cavalry regiment as any in the world, except the Lifeguards and the Royal Horseguards, which are *cuirassiers*, came dismounted, and were all horsed from Vermont, with scarcely an exception, the Canadian horses not having either the size or power necessary to carry such weight.

I saw this magnificent regiment several times under arms, after the horses had been broken and managed, and certainly never saw a heavy regiment more splendidly mounted in my life. The whole of the artillery was horsed from the same region, and with precisely the stamp of horse which I now see daily before the New York Express Vans; and I myself heard a very distinguished officer of rank, who has won still higher distinction in the Crimea say, that the artillery had never, in his knowledge of the service, been better, if so well horsed, as it was while in Canada.

It may be worth while to add, that the hussars, when ordered home, as is usual, in order to save the expence of transportation, sold their horses; but the dragoon guards and artillery, unless I have been most wrongly informed, took the greater part of theirs, and especially the mares, home with them, owing to their superior quality.

Of the existence of this breed, therefore, there can be no doubt, nor of its excellence. In the old days, while staging was in its perfection in New England, before the railroads had superseded coaching, it was the lighter animals of this same breed and stamp, which drew the post-coaches, in a style that I have never seen approached, out of New England, in America; nor do I believe that it ever has been approached elsewhere. For several years it was my fortune, some twelve or thirteen years since, when Salem was the extreme eastern limit of railroad travel, to journey a good deal between Boston and Bangor, in Maine; and, as I always preferred the box, with the double object of observing the country, and seeing the horses work, having, also, a tolerable knack of getting on with the coachmen, who, by the way, were *coachmen*, on those roads, in those days, not stable-helpers—each one coaching his own team along,

as well or as badly as he could, according to the fashion of all the other States in which I have journeyed—I contrived to pick up some information, concerning the quick-working, active, powerful, well-conditioned, and sound animals, which excited both my wonder and my admiration.

My wonder! for that, in my stage-coach experiences in New York, New Jersey, Pennsylvania, and Upper Canada, from the year 1831 to 1836, of which I had *enjoyed* considerable opportunity—having once voyaged in what was called, by a cruel irony, the Telegraph Line, from Albany to Buffalo, through, in three days and two nights—I had formed any thing but a favorable estimate of American stage-coaching.

My admiration! for that over roads, though very well kept for the state of the country, which would have made an English whip open his eyes, and probably his mouth also, in imprecations both loud and deep, and through a very rough line of country, so far as hills and long stages were concerned, I never saw any horses, in my life, do their work more honestly, more regularly, or more quickly.

The rate of going was nine miles, including stoppages; to do which it was necessary to make between ten and eleven over the road; the time was punctually kept—as punctually as on the best English mail routes, at that time, when the English mail was the wonder of the world; and I have no hesitation in saying that ten and a half to eleven miles an hour, over those roads, is fully equal to thirteen or fourteen over the English turnpikes, as they were at the time concerning which I am writing. And I speak, on this subject, with the conviction that I speak knowingly; for, between the years 1825 and 1831, there were not a great many fast coaches on the flying roads of the day, on the boxes of which I have not sat, nor a few of the fastest, on which I have not handled the ribbons.

All these horses were evidently of the very breed and stamp which I describe; and I learned, on inquiry, that it is from the region I have named, the northern part of Massachusetts, namely, Vermont, and perhaps some portion of New Hampshire, that most of the horses came, and that from those quarters, moreover, is the origin of the horse of Maine, almost without admixture.

Whence this admirable stock of horses came, or how it has

been created, there is, as I have observed, no record. I do not, however, think it impossible, or even difficult to arrive at something not very far from the facts of the matter; if one look to the sources whence he might reasonably expect such a strain to be deduced, and then find that such sources are not wanting, and that nearly in the proportion one would have suggested.

In the first place, then, the size, the action, the color, the comparative freedom from hair on the limbs, the straightness of the longer hairs of the mane and tail, and the quickness of movement, would, at once, lead one to suspect a large cross, perhaps the largest of any, on the original mixed country horse, of Cleveland Bay. There are, however, some points in almost all these horses, which must be referred to some other foreign cross than the Cleveland, not thoroughbred, and, as I have mentioned above, certainly not Norman or Canadian, of which these animals do not exhibit any characteristic. The points to which I have referred, are, principally, the shortness of the back, the roundness of the barrel, the closeness of the ribbing up, the general punchy or pony build of the animal, and its form and size, larger and more massively muscular than those of the Cleveland Bay, yet displaying fully as large, if not a larger, share of blood than belongs to that animal, in its unmixed form.

The prevalent colors of this breed, or family, if I may so call it, also appear to point to an origin different, in part, from that of the pure Cleveland Bays, which, as I have before observed, lean to the light or yellow bay variation, while these New Englanders tend, as decidedly, to the blood bay, if not to the brown bay or pure brown.

Now these latter are especially the dray-horse colors, and the points which I have specified above are also those, in a great measure, of the improved dray-horse.

The cross of this blood in the present animal, if there be one, is doubtless very remote, and whether it may have come from a single mixture of the dray stallion, long since, or from some half-bred imported stallion, perhaps got by a three-part thoroughbred and Clevelander from a dray mare, must, of course, be doubtful. At all events, I should have little hesitation in pronouncing that what I call the bay draught horse of Vermont

has in its veins principally Cleveland Bay blood, with some cross of thorough blood, one at least, directly or indirectly, of the improved English dray-horse, and not impossibly a chance admixture of the Suffolk.

And to bring this hypothesis, which, thus far, it must be admitted, is in the main conjectural, to something more like fact, we find that so long since as 1821 a Suffolk cart-horse stallion was imported into Massachusetts by John Coffin ; that in 1825 a Cleveland Bay stallion and mare, and a London dray-horse stallion ; and that again in 1828, another Cleveland Bay stallion, with two thoroughbreds, Barefoot, the St. Leger winner, of 1823, and Serab, who unfortunately proved impotent, were imported into Massachusetts by the late Admiral Sir Isaac Coffin, no less distinguished for his patriotism than for his eccentricity and gallantry, in the British service.

I cannot, of course, pretend to assert that the race of the animals in question are *ipso facto* the descendants of these very imported mares and stallions ; but when one finds, in any region or district of country, a certain stock, be it of horses or of neat cattle, of sheep, or even of swine, strongly showing the characteristic marks of some well-known distinctive race or races, and then ascertains that progenitors or progenitrixes of those very races were actually introduced into that district, for the avowed purpose of improving the native breeds, at a period prior to any positive notice or description of the now existing stock, he would hardly, I think, be rash in ascribing the present family to the intermixture of the bloods of those ancestors in a greater or lesser degree.

This view, it must be observed, concerning the draught-horse of Vermont, which I have ventured to term a family, is not intended to militate against the opinions set forth above as to the possibility of creating, by intermixture of bloods, a family which shall reproduce itself unmixed.

No such claim has been set on foot for the Vermont draught-horse, although something of the kind has been attempted, concerning a single highly-bred branch or offset, as I regard it, of the general stock of the region.

I do not even mean to assert that these horses can claim any one, or more, individual family ancestors, common to all ; or

that they have any such actual blood connection among them, as should constitute them, in actual fact, a family.

All that I believe, or desire to put forth, is, that there now exists a peculiar type of horse of great merit for many purposes, over a large district of country, subdivisible into some three or four secondary classes, modified, as I should judge, by the possession of more or less blood—I mean, of more or less thorough blood of the English or American racer—yet all showing the characteristics of the other English families which I have named, and, I doubt not, having derived a part of their own peculiar merits from each one of those families.

I believe that the mares of all the various classes of this type, from the heaviest to the lightest, are the best brood mares, by many odds, of any one class that I have seen in America, from which to raise stout, hardy, sound, active, and speedy stock, for all practical purposes, to well-selected, large-sized, bony, thoroughbred stallions. At any time, when the stock of heavier, larger, and slower mares appear to be becoming scarce, recourse should be had to powerful stallions of the native stock; not to be joined, as sires, to weakling, under-sized, high-blooded mares, in order to recuperate the race—for that they will not do—but to be coupled to the finest and roomiest mares of their own class; from which union will probably result something with yet more bone and less blood, in other words, coarser than either parent; and this offspring, if a colt, when castrated, will prove a capital team-horse; if a filly, will be exactly what is wanted to stint to the thoroughbred.

This is nearly what I believe to be the history of the Morgan horse, as it is styled, when it was in its first prime. That is to say, I believe it to be an entirely made, or artificial, animal; made, probably, in a great degree, in this instance, by the possessing a small portion of one particular strain of blood.

The perpetuation of that strain by in-breeding, or by breeding from sires of that race, either with cold-blooded or hot-blooded mares, I know to be impossible, for the original strain must go on, from generation to generation, in a scale *diminuendo*.

But that the same stamp of horse can again be reproduced, and reproduced *ad infinitum*, by having recourse to the same system of artificial crossing which produced it, and that many

if not all its best qualities may be retained, or even improved, by judicious breeding, I in no wise dispute or doubt.

I now come to the second, and, in fact, the only other, now existing, distinct type of horse known in the United States as a breed; I mean the Conestoga draught-horse of Pennsylvania—the Canadian, when found with us, is, to all intents and purposes, a foreigner; and is rarely, if ever, bred on this side of the line, like sire to like dam.

EDITORIAL NOTES.

¹ (P. 9.) Royal mares were all Arabians or Barbs. King Charles the Second sent abroad the master of the horse, to procure a number of foreign horses and mares for breeding, and the mares brought over by him (as also many of their produce) have since been called Royal mares.

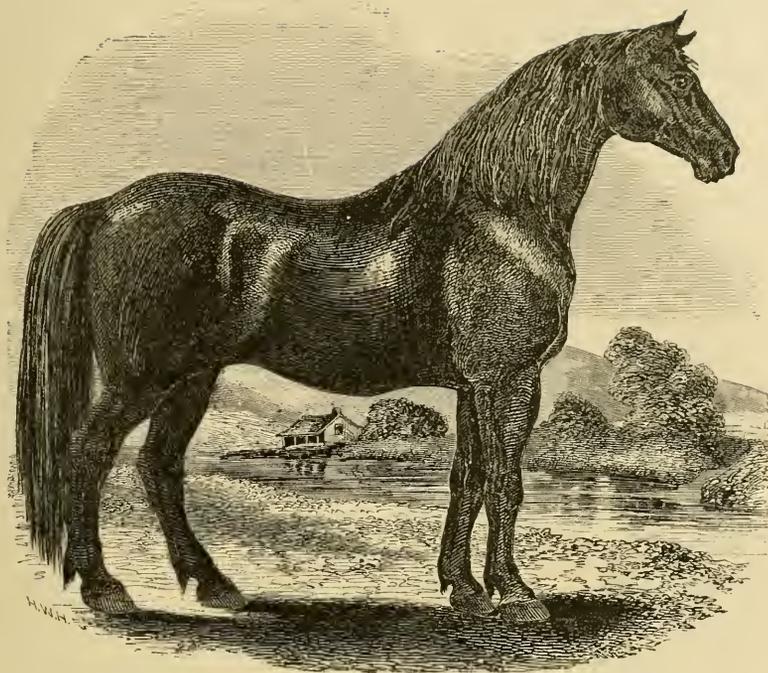
² (P. 10.) This is not true. The Stud Book is full of cases to the contrary. Eight generations in long-lived families will carry you back a hundred and twenty years, and in some cases a longer time.

³ (P. 11.) English juries have decided that a horse warranted thoroughbred is returnable if any flaw can be proved in his pedigree—that is to say, if it can be proved that his pedigree is not directly traceable, both on his sire and dam's side, to an imported Barb or Arab. Timoleon's pedigree is well established.

⁴ (P. 13.) They have also decided in England that no number of pure crosses from a common stock can produce a horse warrantable as thoroughbred. But it is held that five successive crosses of thoroughbred blood so far neutralize the remaining common strain, as to render the produce nearly a match for any blood; and the proof of this is that in half-bred (or as they are usually termed Cocktail) stakes, horses the produce of the *fifth pure cross* are disqualified. In America the same view is now generally adopted, and a horse of the *fifth pure cross is considered a thoroughbred*.

⁵ (P. 22.) Orville, the winner of the St. Leger in 1802, was a bay colt by Beningbrough, out of Evelina, by Highflyer.

⁶ (P. 40.) Harkforward, imported by Hon. Alex. Porter, of Oak Lawn, near Franklin, La. He did not die immediately after his arrival. Imported mare Vaga had a filly foal by him in 1844, which ran at New Orleans in the spring of 1847.



HISTORY

OF THE CONESTOGA HORSE.

Of this noble draught-horse, I regret to say that there is nothing more certainly on record, than there is in relation to the Vermont horse.

The above cut is the portrait of a fine brown Conestoga horse, in the possession of Adams's Express Co.; height, 16 hands and a half inch; weight, 1440 lbs.

In appearance, he approaches far more nearly to the improved light class London dray-horse, and has, in so far as I can judge, little, if any, admixture of Cleveland Bay, and, most emphatically, none of thorough blood.

He is a teamster, and a teamster only; but a very noble, a very honest, and a moderately quick-working teamster. In size and power, I have seen some of these great horses, employed

in drawing the canal-boats down the railroad track in Market street, Philadelphia, little if at all inferior to the dray-horses of the best breweries and distilleries in London; many of them coming up, I should say, fully to the standard of seventeen or seventeen and a half hands in height.

In color, too, they follow the dray-horses; being more often blood-bays, browns, and dapple-grays, than, I think, of any other shade. The bays and browns, moreover, are frequently dappled also on their quarters, which is decidedly a dray-horse characteristic and beauty; while it is, in some degree, a derogation to a horse pretending to much blood.

This peculiarity is often observable also in the larger of the heavy Vermont draught-horses, and I believe it is not unknown in the light and speedy Morgans.

They have the lofty crests, shaggy volumes of mane and tail, round buttocks, hairy fetlocks and great round feet of the dray-horse. But they are, I should say, longer in the back, finer in the shoulder, looser in the loin, and, perhaps, flatter in the side, than their English antitypes.

They do not run to the unwieldy superfluity of flesh, for which the dray-horse is unfortunately famous; they have a lighter and livelier carriage, a better step and action, and are, in all respects, a better traveller, more active, generally useful and superior style of animal.

They were, for many years, before railroads took a part of the work off their broad and honest backs, the great carriers of produce and provision from the interior of Pennsylvania to the seaboard or the market; and the vast white-topped wagons, drawn by superb teams of the stately Conestogas, were a distinctive feature in the landscape of the great agricultural State. The lighter horses of this breed were the general farm-horses of the country, and no one, who is familiar with the agricultural regions of that fine State, can fail to observe that the farm-horses, generally, whether at the plough or on the road, are of considerably more bulk and bone than those of New York, New Jersey, or the Western country.

It is probable, though I am not qualified to say how far, that the heavy draught of the mineral wealth of the State, may, in a measure, foster the use of a larger horse, the mule being, at

least in those portions of Pennsylvania with which I am familiar, less generally used for teaming, than farther South.

Of the Conestoga horse, although it has long been known and distinguished by name as a separate family, nothing is positively authenticated, from the fact that such pedigrees have never been, in the least degree, attended to; and, perhaps, no less, from the different language spoken by the German farmers, among whom this stock seems first to have obtained, and by whom principally it has been preserved.

It is much to be feared, that it is now too late to obtain any satisfactory data concerning *this*, as concerning many other matters of much interest to the equestrian and agricultural world; so long a period having elapsed since the arrival of the early settlers, that tradition is almost dumb concerning their advent, much more the nature of their importations.

It seems to me, however, taking into consideration the thrifty character and apparently ample means of the early German settlers, their singular adherence to old customs and conservatism of old-country ideas, most probable that they brought with them horses and cattle, such as Wouvermans and Paul Potter painted; and introduced to the rich pastures of the Delaware and the Schuylkill the same type of animals, which had become famous in the similarly constituted lowlands of Flanders, Guelderland, and the United Provinces.

So early as 1775 a stallion named "American Dray-Horse," sixteen and a half hands in height, got by the "Old English Dray-Horse," imported by Col. Francis, it is not stated out of what mare, stood at New Garden, in Chester county, Pennsylvania; and if, as I am inclined to suspect, the Conestoga-horse is descended from a mixture of the Flemish cart-horse with the English breed, to which it bears so considerable a resemblance, it may well be that this remote importation may be one of the forefathers of the family, which, it is earnestly to be hoped, will not be allowed to fall into abeyance, although the railroads have deprived Othello of one half his occupation.

In reply to a letter, addressed by myself, to the worthy president of the Pennsylvania Agricultural Society, who has done so much for that State in the line of fine cattle, inquiring what information could be afforded to me concerning the horse-in-

terest of the State, and especially concerning the Conestoga horse, I received the subjoined letter, from a gentleman, whom he considered the most likely to assist me; in which, I presume, all is embodied, that can be now ascertained.

NEAR NEW PROVIDENCE, Lancaster Co., Penn., *June 4th, 1856.*

HON. JAMES GOWAN,

President of the Pennsylvania State Agricultural Society;

Dear Sir—In looking over Mr. Herbert's letter, which you placed in my hands, requiring information, in relation to the different stock and breeds of horses in our State, I find nothing to which I can give any thing like a satisfactory answer, having never paid much attention to the subject, and having no statistics or records that will throw any light on it.

Having been brought up, however, in the immediate vicinity of the Conestoga Valley, I will impart what knowledge I have of the Conestoga horse, or horses. The valley of the Conestoga having been originally settled by Germans, who took a great deal of pride in keeping fine, large, fat horses, and—before railroads were constructed—their large heavy teams being employed in transporting their surplus produce to market, and in conveying merchandise from Philadelphia to Pittsburg, those teams attracted attention and admiration, wherever they went; and the region, whence they came, became noted and extensively known, as producing the finest horses in the country. But there was not, I think, any distinctive, original stock to which the appellation of Conestoga could, with propriety, be applied. Some sixty or seventy years ago, a horse was introduced in this county called the "Chester County Lion," and a great many horses have been raised from that stock. About the same time, or perhaps a little later, another was brought hither called the "English Bull," a large, heavy, clumsy horse, probably of Flemish stock, apparently well calculated for heavy draft. This horse struck the fancy of our German farmers, and that stock was extensively bred for some time; but experience proved that they were sluggish, slow in their movements, and incapable of performing as much service, or standing as much hardship, as a smaller and more active breed. There have been also several blooded or English horses brought into Cones-

toga Valley, which, being crossed with other breeds, have produced some very fine, active, serviceable horses, and all these have been considered Conestoga horses. I recollect a horse that was called "Conestoga Lion," but the name was only a fancy of the owner, who resided in Conestoga township; and the horse was generally known in the neighborhood as "Steman's horse;" and, though many fine colts have been raised from him, he had no more claim to the distinctive title of a Conestoga horse than a hundred others.

Respectfully yours,

JOHN STROHM.

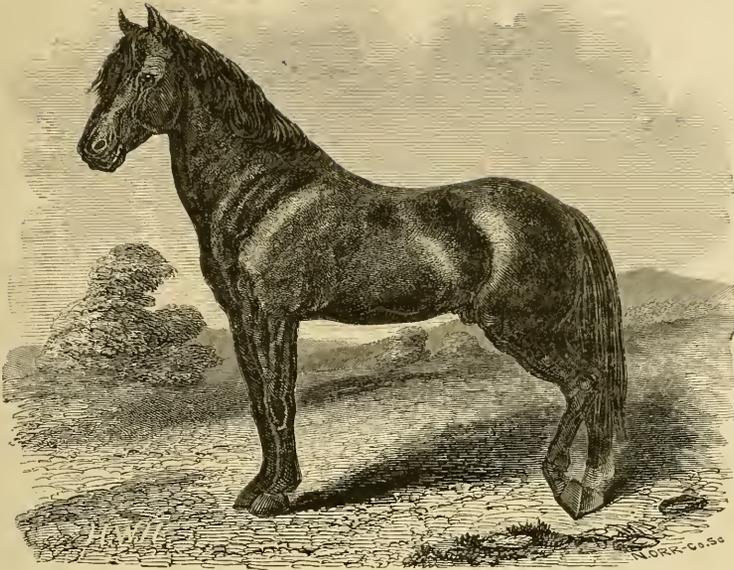
It will be understood from this clear and intelligent statement, which is just what such a statement should be, telling exactly what the writer *knows* and surmising nothing on probabilities, that the original or early horse of this celebrated locality, when it first gained its renown, was of the heavy stamp, which, and not the more recent improved type of the same stock, I have described above as the Conestoga horse; and that it was descended, in part at least, from Flemish and English dray-horse stock. Nor is it at all impossible that the "Chester-County Lion," spoken of, may be sprung from the loins of the dray-horses specified heretofore, the dates seeming to corroborate the hypothesis, as also the country whence he came.

Whether there was an earlier Flemish stock brought by the Germans to that locality, or whether they merely raised the standard and size of the horse by breeding, carefully and exclusively, from the finest and largest animals, both dam and sire, is not now a point worthy of consideration. That such judicious and scientific breeding will produce its effect after a time, with whatever animal, down to a Bakewell sheep or a Suffolk swine, is an indisputable fact.

It is enough that the family is there; that it was created for a certain purpose, and yet exists and is in demand for analogous purposes, wherever such occur, to the present day. That from this, as from all other strong, bony, cold-blooded stocks, highly useful horses are raised by adopting the service of thoroughbred sires, is merely corroborative of what I have written before, and particularly in relation to the Vermont draft-horse. It only re-

mains to hope, that in improving the stock by the introduction of blood, the breeding of mares of the original type, from parents of size, power and shape, of the same stock on both sides, will not be neglected ; for it may, I think, be taken as an established physical fact, that when the mares of any family have degenerated in size and bone, from being brought too nearly to oriental blood, the stock cannot be improved, or brought back to the original bulk and bone, retaining the game qualities of the blood, by the use of large coarse sires.

And this brings me to the Canadian horse, which I regard, as in its unmixed state, and I believe very many to exist in Canada perfectly unmixed, to be of the purest and best Norman blood.



HISTORY

OF THE CANADIAN HORSE.

The Canadian is generally low-sized, rarely exceeding fifteen hands, and oftener falling short of it.

The above cut is a portrait, drawn from a photograph in the possession of Mr. Wm. T. Porter, by Mr. Fitzgibbons, of the celebrated Canadian trotting stallion St. Lawrence, taken at the St. Louis Agricultural Fair, in the fall of 1856. It is thought to be a particularly good likeness, and the horse himself is a fine type of this peculiar breed.

His characteristics are a broad, open forehead; ears somewhat wide apart, and not unfrequently a basin face; the latter, perhaps, a trace of the far remote Spanish blood, said to exist in his veins; the origin of the improved Norman or Percheron stock being, it is usually believed, a cross of the Spaniard, Barb by descent, with the old Norman war-horse.

His crest is lofty, and his demeanor proud and courageous. His breast is full and broad; his shoulder strong, though some-

what straight and a little inclined to be heavy ; his back broad, and his croup round, fleshy and muscular. His ribs are not, however, so much arched, nor are they so well closed up, as his general shape and build would lead one to expect. His legs and feet are admirable ; the bone large and flat, and the sinews big, and nervous as steel springs. His feet seem almost unconscious of disease. His fetlocks are shaggy, his mane voluminous and massive, not seldom, if untrained, falling on both sides of his neck, and his tail abundant, both having a peculiar *crimped* wave, if I may so express myself, the like of which I never saw in any horse which had not some strain of this blood.

He cannot be called a speedy horse in his pure state ; but he is emphatically a quick one, an indefatigable undaunted traveler, with the greatest endurance, day in and day out, allowing him to go at his own pace, say from six to eight miles the hour, with a horse's load behind him, of any animal I have ever driven. He is extremely hardy, will thrive on any thing, or almost on nothing ; is docile, though high-spirited, remarkably sure-footed on the worst ground, and has fine, high action, bending his knee roundly and setting his foot squarely on the ground.

As a farm-horse and ordinary farmer's roadster, there is no honester or better animal ; and, as one to cross with other breeds, whether upward by the mares to thoroughbred stallions, or downward by the stallions to common country mares of other breeds, he has hardly any equal.

From the upward cross, with the English or American thoroughbred on the sire's side, the Canadian has produced some of the fastest trotters and the best gentleman's road and saddle horses in the country ; and, on the other hand, the Canadian stallion, wherever he has been introduced, as he has been largely in the neighborhood of Skeneateles, and generally in the western part of the State of New York, is gaining more and more favor with the farmers, and is improving the style and stamina of the country stock. He is said, although small himself in stature, to have the unusual quality of breeding up in size with larger and loftier mares than himself, and to give the foals his own vigor, pluck and iron constitution, with the frame and general aspect of their dams.

This, by the way, appears to be a characteristic of the Barb blood above all others, and is a strong corroboration of the legend, which attributes to him an early Andalusian strain.

THE INDIAN PONY.

The various breeds of Indian ponies found in the West, generally appear to me to be the result of a cross between the Southern mustang, descended from the emancipated Spanish horses of the south-west, and the smallest type of the Canadian, the proportions varying according to the localities in which they are found, those farther to the south sharing more largely of the Spanish, and those to the north of the Norman blood.

On my first visit to Canada, in 1831, I had an opportunity of seeing great herds of these ponies, running nearly wild on the rich meadow lands about the Grand River, belonging to the Mohawk Indians, who had a large reservation on that river, near the village of Brantford, which took its name, I believe, from the chief, who was a son of the famous Brant, Thayendanagea, of ante-revolutionary renown.

These little animals, which I do not think any of them exceeded thirteen hands, had all the characteristics of the pure Canadians, and, except in size, were not to be distinguished from them. They had the same bold carriage, open countenance, abundant hair, almost resembling a lion's mane, the same general build, and above all, the same iron feet and legs.

I hired a pair of these, I well remember, both stallions, and they took me in a light wagon, with a heavy driver and a hundred weight, or upwards, of baggage, over execrable roads, sixty miles a day, for ten days in succession, without exhibiting the slightest distress, and at the end of the journey were all ready to set out on the same trip again.

I was new at the time in America, and was much surprised and interested by the performance of this gallant little pair of animals. They were perfectly matched, both in size and color, very dark brown, and twelve hands and a half in height; and where the road was hard and good, could spin along at nearly nine miles in the hour. They were very merry goers.

It was their wonderful sure-footedness, sagacity, and docility, however, which most delighted me. They were driven without blinkers or bearing reins, and where, as was often the case, bridges seemed doubtful, the bottom of miry fords suspicious of quagmires, or the road otherwise dangerous, they would put down their heads to examine, try the difficulty with their feet, and, when satisfied, would get through or over places, which seemed utterly impracticable.

In short, I became perfectly in love with them; and, as the price asked for them was fabulously small—considerably, if I recollect aright, under fifty dollars for the pair—I should certainly have bought them, had there been any way of getting them down from what was then almost a wilderness, though it is now the very finest part of the province.

Whence this pony breed of Canadians has arisen, I am unable to say; but I believe it to be almost entirely peculiar to the Indian tribes, wherefore I am inclined to think it may have been produced by the dwarfing process, which will arise from hardship and privation endured generation after generation, particularly by the young animals and the mares while heavy in foal.

These animals had, I can say almost positively, no recent cross of the Spanish horse; but I have seen, since that time, ponies approaching nearly to the same type, which showed an evident cross of the mustang; and I have seen animals called mustangs, in which I was convinced that there was Canadian blood.

With this, I take my leave of what I consider the last of the families of the horse, now existing, peculiar to America; hereafter, I shall proceed to give some statistics and general information, for which I am indebted to my friend Col. Harris of the Ohio Cultivator, and to Messrs. A. Y. Moore and Joshua Clements of Michigan, and to Mr. J. H. Wallace of Muscatine, Iowa, with various friends and correspondents of these gentlemen, concerning the breeds of horses, and the general condition of the horse interest, in the West. In none, however, of those newly settled, but vastly thriving agricultural States, is there any thing that can, with the least propriety, be claimed as a distinctive family of the horse.

I pass, therefore, briefly to the consideration of what was, while it existed in its purity—I fear one may now say, while it *existed*, in broad terms—a truly distinct, and for its own peculiar use and purpose, a most valuable, as it was a most interesting, curious and beautiful variety, or species—for it seems to me that it almost amounts to that—of the Equine Family.

THE NARRAGANSETT PACER.

This beautiful animal, which, so far as I can ascertain, has now entirely ceased to exist, and concerning which the strangest legends and traditions are afloat, was, I think it may be positively asserted, of Andalusian blood. The legends, to which I allude, tell in two wise; or rather, I should say, there are two versions of the same legend. One saying that the original stallion, whence came the breed, was picked up at sea, swimming for his life, no one knew whence or whither; and was so carried in by his salvors to the Providence Plantations; the other, evidently another form of the same story, stating that the same original progenitor was discovered running wild in the woods of Rhode Island.

The question, however, thus far seems to be put at rest by the account of these animals given in a note to the very curious work “America Dissected,” by the Rev’d James McSparran, D.D., which is published as an appendix to the History of the Church of Narragansett, by Wilkins Updike.

Dr. McSparran was sent out in April, 1721, as their missionary, by the Society for the Propagation of the Gospel in Foreign Parts, to that venerable church of which he was the third incumbent, and over which he presided thirty-seven years, generally respected and beloved, until he departed this life, on the first day of December, 1759, and was interred under the communion table of the church, which he had so long served.

In his “America Dissected” the doctor twice mentions the pacing horse, which was evidently at that remote date an established breed in that province.

“To remedy this,” he says—*this* being the great extent of the parishes in Virginia, of which he is at first speaking, and the distances which had to be travelled to church—“to remedy this, as the whole province, between the mountains, two hundred

miles up, and the sea, is all a champaign, and without stones, they have plenty of a small sort of horses, the best in the world, like the little Scotch Galloways; and 'tis no extraordinary journey to ride from sixty to seventy miles, or more, in a day. I have often, but upon larger *pacings*, rode fifty, nay, sixty miles a day, even *here in New England*, where the roads are rough, stony, and uneven."

And elsewhere he speaks more distinctly of the same breed. "The produce of this colony," Rhode Island, "is principally butter and cheese, fat cattle, wool, and fine horses, which are exported to all parts of English America. They are remarkable for fleetness and swift *pacings*; and I have seen some of them pace a mile in *a little more than two minutes*, and a good deal less than three."

If the worthy doctor of divinity were a good judge of pace and had a good timing watch, it would seem that the wonderful time of Pocahontas was equalled, if not outdone, above a century ago; at all events, he establishes, beyond a peradventure, the existence of the family and its unequalled powers, as well of speed as of endurance.

To the latter extract is attached the following note, which I insert entire, with all the quotations as they stand in the original. These are, however, somewhat confused; so that it is not altogether clear, at all times, who is the speaker.

"The breed of horses, called 'Narragansett Pacers,' once so celebrated for fleetness, endurance and speed, has become extinct. These horses were highly valued for the saddle, and transported the rider with great pleasantness and sureness of foot. The pure bloods could not trot at all. Formerly, they had pace races. Little Neck beach, in South Kingston, of one mile in length, was the race course. A silver tankard was the prize, and high bets were otherwise made on speed. Some of these prize tankards were remaining a few years ago. Traditions respecting the swiftness of these horses are almost incredible. Watson, in his 'Historical Tales of Olden Times,' says: 'In olden time, the horses most valued were *pacers*, now so odious deemed. To this end the breed was propagated with care. The Narragansett racers were in such repute, that they were sent

for, at much trouble and expense, by some who were choice in their selections.

“The aged Thomas Matlock, of Philadelphia, was passionately fond of races in his youth—he said all genteel horses were pacers. A trotting horse was deemed a base breed. All races were pace races.

“Thomas Bradford, of Philadelphia, says they were run in a circular form, making two miles for a heat. At the same time they run straight races of a mile.

“Mr. I. T. Hazard, in a communication, states, that “within ten years, one of my aged neighbors, Enoch Lewis, since deceased, informed me that he had been to Virginia as one of the riding boys to return a similar visit of the Virginians in that section, in a contest on the turf; and that such visits were common with the racing sportsmen of Narragansett and Virginia when he was a boy. Like the old English country gentlemen, from whom they were descended, they were a horse-racing, fox-hunting, feasting generation.

“My grandfather, Gov. Robinson, introduced the famous saddle horse, the ‘Narragansett Pacer,’ known in the last century over all the civilized part of North America and the West Indies, *from whence* they have lately been introduced into *England* as a ladies’ saddle horse, under the name of the Spanish Jenette. Governor Robinson imported the original from Andalusia, in Spain, and the raising of them for the West India market was one of the objects of the early planters of this country. My grandfather, Robert Hazard, raised about a hundred of them annually, and often loaded two vessels a year with them, and other products of his farm, which sailed direct from the South Ferry to the West Indies, where they were in great demand. One of the causes of the loss of that famous breed here, was the great demand for them in Cuba, when that island began to cultivate sugar extensively. The planters became suddenly rich, and wanted the pacing horses for themselves and their wives and daughters to ride, faster than we could supply them; and sent an agent to this country to purchase them on such terms as he could, but to purchase at all events.

“I have heard my father say he knew the agent very well, and he made his home at the Rowland Brown House, at Tower

Hill, where he commenced purchasing and shipping, until all the good ones were sent off. He never let a good one escape him. This, and the fact that they were not so well adapted for draft as other horses, was the cause of their being neglected, and I believe the breed is now extinct in this section.

“My father described the motion of this horse as differing from others, in that its back bone moved through the air in a straight line, without inclining the rider from side to side, as the common racker or pacer of the present day. Hence it was very easy; and, being of great power and endurance, they would perform a journey of one hundred miles a day, without injury to themselves or rider.

“Those kept for family use were never used in harness, drafting stiffened their limbs. In the revolutionary war, trotting horses became more valuable for teaming than pacers, and would sell better in market, and could be easier matched. After the war, trotters were more valuable for transportation, and the raising of pacing horses consequently ceased. Only a few of the country gentlemen kept them for their own use. In the year 1800, there was only one living.

“An aged lady, now living in Narragansett, in 1791, rode one of these pacers, on a ladies' side saddle, the first day to Plainfield, 30 miles, the next day to Hartford, 40, staid there two days, then rode to New Haven, 40, from thence to New London 40, and then home to Narragansett, 40 miles more. She says she experienced no sensible fatigue.

“Horses and the mode of travelling, like every thing else, have undergone the change of fashion.”

The latter reasons, I presume, assigned for the extinction of this breed, are probably the nearest to the truth; for one would imagine that, how great soever the Spanish demand, and however large the prices the agent might be willing to pay, there would be some persons of sufficient foresight to retain animals enough to support a breed, which must naturally have become the more valuable, the greater the demand for it.

The fact seems to be, that, up to the beginning of the present century in this country, much as it was half a century yet farther back in England, the roads were so bad, as to be, except in the finest weather, wholly impracticable for wheel carriages;

and that, except on the great turnpike roads, and in the immediate vicinity of large cities, private pleasure vehicles were almost unknown. All long journeys, at that time, with few exceptions, and all excursions for pleasure, for ordinary business, such as calls the rural population to the post town on market days, and all visitings between friends and neighbors, were performed, by both sexes, on the saddle.

At that time, there was therefore a demand, not as a matter of pleasure or display, but as an actual necessity, for speedy, and above all, for pleasant and easy-going saddle-horses—since to ride a bone-setting trotter, a journey of successive days, over the country as it then was, would have been a veritable *peine forte et dure*. No horse, kept constantly at harness work, particularly at farming work, can possibly be an agreeable, if even a *safe*, saddle horse to ride. For the use of hanging on the collar accustoms a horse to depend on it, as if for support, although in truth it can afford none; and, when he cannot feel it, he is sure to bear heavily on the hand, and is likely, if not delicately handled, to come upon his head.

Hence persons who are particular—not to say fanciful—about their saddle horses, never allow them to look through a collar; and as, when the possession of an easy-going saddle horse was a matter of as much consideration as that of an easy-fitting shoe, every one was particular about his riding horse, pacers, whenever they could be found, were more than a luxury, and almost a necessity, to men or women, who were used to be much in the saddle.

The expense of this was, of course, considerable, since the pacer was useless for any other purpose; so soon, therefore, as the roads improved, in proportion to the improvement of the country and the general increase of population, wheel carriages generally came into use, and the draft horse supplanted the saddle horse. At the same time, as property became subdivided among many heirs, the fortunes of the country gentlemen diminished, and, in process of time, country gentlemen, resident on their own estates, in affluence approaching to luxury, ceased to be.

It was soon found, that, whereas one could not have a tolerable saddle horse, if he were allowed to work in the plough or

draw the team, the same labor in no degree detracted from the chaise or carriage horse.

Hence the pacer was superseded by the trotter; and the riding horse from being an article of necessity, became one of exclusive luxury; to such a degree, that, until comparatively a very recent period, when ladies again began to take up riding, there have been very few distinctively broken riding horses, and still fewer kept *exclusively* as such, in the Northern States of America.

Probably, there never was a country in the world, in which there is so large a numerical proportion of horses to the population, and in which the habits of the people are so little equestrian, as the States to the north and east of Mason and Dixon's line.

In a day's journey through any of the rural districts, one will meet, beyond a doubt, a hundred persons travelling in light wagons, sulkies, or chaises, for five—I hardly think I should err, if I were to say for *one*—on horseback.

And this unquestionably is the cause of the decline, or rather the extinction, of the pacer.

For, although there have been, since my own recollection, pacing horses in this section of the country, professedly from Rhode Island, and called by names implying a Narragansett origin, and although it may well be that they were from that region, and possibly from that blood, in a remote degree, they did not *pace naturally*, because they were Narragansett Pacers, but were called Narragansett Pacers because, coming somewhere from that region of country, they paced by accident—as many chance horses do—or, in some instances, had been taught to pace.

It is a matter of real regret that this family has entirely disappeared, and I presume without any prospect or hope of its resuscitation. In England, notwithstanding what Mr. Hazard states, in the note I have quoted above, concerning the importation of these pacers, under the name of Spanish jennets, I never saw or heard tell, having been among horses and horsemen since my earliest childhood, of any such race of ladies' riding horses; nor have I ever read, to the best of my memory,

of pacers, in satire, poem, or romance, as a feature of feminine luxury.

In Andalusia and Spain generally, I have no knowledge of a breed of horses to which that gait is native and characteristic; and if it were so, all the English military and many of my own friends and relations, in my younger days, being thoroughly familiarized to all the Spanish provinces during the course of the Peninsular campaigns, I could hardly have been ignorant of the fact. Beyond which, I well remember the question being mooted as to the actual reality of *natural pacers*, when, by the mention of this particular breed of Narragansetts by Mr. Cooper, in his "Last of the Mohicans," they were first introduced to the English horseman.

It would almost appear that various species of domestic animals have their own allotted period of existence contemporaneous with the dates of their greatest utility; and that when the requirement has ceased to exist, the race itself speedily passes away. For it would seem to require further causes than the mere cessation of care in preserving any given species to produce, in so short a space, the total extinction of a family, as has been the case within the memory of man with several varieties, both of the dog and the horse.

Of the latter I may instance the true Scottish galloway and the Narragansett pacer, which it would seem have some claims to be considered pure races, besides several of the coarser breeds already noticed—the former two entirely, the others nearly, obliterated from the list of horses now in use, or even in being.

Of the former, the pure Talbot bloodhound, the great Irish wolf-dog, the genuine rough-haired Highland deer-hound, and the old English mastiff, not crossed with bull, do not, it is believed, exist at all in their original purity; yet on many of these much care has been expended, in the hope of perpetuating their breeds; and efforts have been made to reproduce them by a course of artificial breeding.

At all events, even if it were possible, as I am satisfied it is not, to recreate these varieties of the horse, the attempt is not likely to be made, for the age of long journeys on horseback, or in private vehicles, has passed away for ever in the civilized countries of the world; and for riding horses of mere pleasure,

speed, style, beauty, blood, and action, not an easy gait and the maintenance of a slow pace for many successive hours or days, are the desiderata at the present time.

With the Narragansett pacer I close my account of the distinctive families of the American horse.

I cannot be brought to believe that what is called the Morgan horse is in any true sense of the word a family; or, in plain English, that the qualities attributed, and probably attributed with truth, to the very useful *stamp* of horse, known under that name, are derived from any one peculiar strain of blood, still less from any one particular individual.

That one stallion, himself not a thoroughbred—or even if he had been a thoroughbred, which is scarcely claimed for the Justin Morgan—should be the progenitor, to the sixth generation, of stallions, all out of inferior mares, or at best, mares of their own precise strain of blood, possessing and transmitting the same qualities of excellence, year after year, is an anomaly unheard of, a pretence which has never been elsewhere put forward, and one may say, founding the *dictum* on the experience of all time, a physiological impossibility.

In another place I shall consider the Morgan horse at some length; for I admit that the animals so called have their merits; and then I shall endeavour to show what they are, and what they are not; but I cannot admit them to be a distinct, or even a *new* family; nor can I recommend the use of stallions of that blood for mares of the same type, and still less for mares of higher blood, with a view to propagating animals of the like speed, finish or courage.

From inferior mares such sires will unquestionably produce offspring *superior to the mares*, but, as certainly, *inferior to themselves*; since of whatever blood it be that gives the merit, the offspring must have one-half less than the sire. I pass, therefore, for the present, to a review of the origin and present condition of the horse stock of several of the Western States, which, with the sole exception of Vermont, are becoming daily more and more the great horse-breeding regions of the United States, and in respect of numbers such without exception.

This review is made up of reports by most intelligent and competent gentlemen in the several States, and their information

may be doubtless received as authority. It will be seen, that not a few of these doubt or deprecate the use of the Morgan and Black Hawk stallions, to the disuse of thoroughbreds, and are painfully sensible of the fact, that with the decline of horse-racing proper, the race of horses must also decline. Whereof I have much more to say hereafter

THE HORSE STOCK

OF OHIO AND THE WEST.

IN the early settlement of the Ohio, which was commenced near the close of the last century and in the beginning of the present, the original horse-stock, like the people themselves, came from divers quarters—by far the larger portion from Virginia and Pennsylvania, while many of the settlers of the northern counties, known as the “Connecticut Western Reserve,” were from Connecticut and Massachusetts, and the New England States, and also from New York.

The settlement of Ohio forms a distinct epoch in the history of American emigration, as previously had done the settlement of the “Holland Purchase” and “Genesee Country” in New York, by emigrants from the north of New England. The settlement of Ohio was the second great wave of Eastern emigration towards the West, as that had been the first, and then there was a comparative lull until the tide set for Michigan, about the period of 1827.

Thus in writing the history of the horse in the West, we must first name the origin of the men and the time of their most rapid immigration, in order to get a correct clue to their inseparable and most useful companion—the Horse. From 1815 to 1820 was the greatest tide of the New England immigration, while that from Pennsylvania and Virginia to Central and Northern Ohio, was some years earlier, by which means the type of the original horse stock of the State was more

generally fixed by the heavy Flemish bloods of the Dutch farmers from Pennsylvania, and the lighter and better bred descendants of the cavaliers from Virginia. Meanwhile Kentucky had got in advance of Ohio in blood horses, and many drafts were made upon that gallant State, which resulted in the diffusion of some of the best blood, which now underlies what are called the native stock of Ohio.* And as from this as a centre have gone forth the recent tides of emigration westward, the original type of the horses of Ohio has been diffused all over the great West, and forms the basis, which until quite recently had not been disturbed or improved by the admixture of any better blood, and I am sorry to say, of any better style of breeding. For it is a notorious fact, that most of the early settlers had no just appreciation of the superiority of a well-bred horse over any animal called by that name, even though as ungainly as a kangaroo, and bred downwards until they had as little heart and loin as a newly dropped merino lamb.

Having thus briefly sketched the origin and identity of the men and horses of this Trans-Alleghanian region, which gave tone to a breadth of a thousand miles, I will now proceed to particulars, in which it will not be necessary to include special pedigrees, as this stock is sprung from notable animals whose origin and performances are noted elsewhere in this work.

Of the blood stock first brought to the Scioto Valley region, were several mares introduced from the south branch of the Potomac, Va., by John I. Van Meter, and later the stallion "Spread Eagle," from the same region, bred by Abel Seymour, and a close descendant of Gen. Cocke's "Spread Eagle," of Surry Co., Va., which was foaled in 1802, got by imported "Spread Eagle," running back through Moreton's "Traveller," to a Spanish mare. The stock of this stallion seems to have been most diffused and esteemed, of any single horse's ever brought to southern Ohio. He was afterward owned by Felix Renick, of Chillicothe, and after farther service in Ohio was taken back to Hardin Co., Va., on account of the popularity of his stock in that region, where he died, upon the common, at an advanced age. Most of the blood stock of this region runs back more or less to Sir Archy.

From the same quarter came a few of the "Diomed" stock,

* See Note 1, p. 87.

principally esteemed as saddle horses. In the adjoining vicinity of Fairfield Co., was introduced the horse, known as "Printer," a longish bodied, low and very muscular animal, a breed which old Mr. Van Meter says he knew when a boy in Virginia, and which he says are nearly identical with the present Morgan stock. Many of these animals were excellent quarter nags—good in a short race, but with too little bone for the muscle. The oldest stallion of this strain in the country is now owned near Lancaster, Ohio, and has won many a small purse in scrub races.*

Next to this portion of the Sciota Valley, another point of introduction, as contributing largely to fixing the style of the early horses in Ohio, was that part of eastern Ohio, about Steubenville, in the vicinity of Wheeling, Va., and south-western Pennsylvania; and the horses brought in from those States have been of far greater variety in style. The first to be noticed, was a large French draught-horse, called "Salisbury," from the name of his owner, which bred well upon the heavy Flemish and Conestoga mares of the Pennsylvania wagoners, who in that day did the principal carrying business into Ohio from the eastern cities.

Another famous stallion of this region, was "Shylock," of medium size and a good roadster. "Pirate," by Maryland "Potomac," was a smaller sized horse, and belonged to the class of running stock. "Chilton" was another favorite of the "Childers" strain. Then came a class of horses which were diffused all over eastern Ohio and western Virginia, whose popularity even at this day is second to none. They are the "Tuckahoe," the "Hiatoga," and the "Timoleon." These are well knit, lively and servicable horses. Most of the good mares in eastern Ohio are based upon "Consul" blood; the "Eclipse" stock is also considerably interwoven, and the kindred of "Sir Archy" and "Duroc."

In northern Ohio, which received the immigration from the North-eastern States, the horse stock was quite miscellaneous, and showed more ill-breeding than in the two sections before noted. They seemed to be, in too many cases, the worst scrub breeding from run-out English and Flemish mares, showing a great number of narrow-chested, leggy, pale, dun and sorrel

* See Note 2, p. 87.

animals, without constitution or action. Many of the first settlers brought tolerably good teams with them, but for want of suitable stallions, the race was not kept up.

This is a brief and general view of the horse stock of Ohio as late as the year 1835, when the great speculative movements of emigration from the East and immigration to the West, set the world crazy to make money; and, in the upheaving of business, farm-stock took a rise with the rest. Hitherto, a few of the best horses had been annually culled out and taken to eastern markets; and, as prices were not sufficient to stimulate to improvement, this had the effect to sink the general character of the stock by the early removal of the best specimens for breeding.

About the year 1840, the Bellfounder stallion, raised by T. T. Kissam, of New York City, foaled in 1832, was sent to Cleveland, Ohio, by Lewis F. Allen, whence he was shortly taken to south-western Ohio, where he stood two years. Thence he was taken to central Ohio, where he stood long enough to show the superiority of his stock, and in the mean time the stock in the south-west, had shown such excellence, that he was repurchased at \$1,000 to return to Butler Co., where he now remains in a green old age. This stock has proved capital for roadsters, and forms the best of the carriage and light-harness stock in central Ohio.

Before this time, the stallion known as "Kentucky Whip," was brought to the Sciota Valley, where he has left a fine progeny, and died at an advanced age. In the same region, was also introduced from Kentucky some Bertrand stock, which did not however become permanently popular. And soon afterward, the fast boys of that region brought out some of the Boston stock, which is very apt to turn up at this day, where there is a call for something lively.

Gov. Allen Trimble, of Highland Co., at the time of which we are speaking, was propagating the Eclipse stock in great purity, and thus introduced a class of stylish carriage horses, which were soon after still increased by the bringing into Warren Co. of "Iron's Cadmus," the sire of the famous mare "Pocahontas," and also of the "Walker Cadmus," now owned near Wheeling, Va.³ Of this, or a more lofty style, was another con-

* See Note 3, p. 87.

tribution in the "Clay Trustee," sired by imported "Trustee," foaled 1845, and raised by the late Henry Clay, of Kentucky, and brought to Ohio by John Van Pearse, of Lancaster.

In the year 1847, Messrs. Wm. H. and Jas. D. Ladd, of Jefferson Co., Ohio, near Steubenville, brought from Vermont an excellent Morgan stallion, "Morgan Tiger," sired by David Hill's "Black Hawk," and out of a Sherman Morgan mare. With the exception of a Bulrush Morgan stallion, introduced into Trumbull Co. by N. E. Austin, this was probably the first of the Morgan stock brought west for breeding purposes. Morgan Tiger stood in Jefferson County until the season of 1851, when he was accidentally disabled and killed. His stock has proved among the best of that famous race, embracing about a hundred and fifty colts, which have mostly been sold at high prices and taken farther west. On the heels of this popularity, the introduction of Morgan and Black Hawk stallions to the west has been rapid, until there is hardly a district where they are not to be found, though many of them are only distant relations of the famous individuals of that breed.

The prejudices of many farmers are in favor of a larger style of horses than the Morgans, which has led to the importation of several animals, among which are two Normandy stallions, one in Pickaway Co., and the other in Union, which by judicious crossing upon the best of the Flemish mares, produces a fine large draught stock. Other gentlemen, desiring to keep up high style, have brought in several famous old stallions, chief of which are imported "Monarch," owned by Reber and Kutz, of Fairfield Co. "Grey Eagle," brought from Kentucky by Messrs. Smith, of Richland, and "Bush Messenger," from Maine, by Messrs. Ladd, of Jefferson Co. The Sciota Valley Horse Company have also the imported "White Hall," standing in Ross and Jackson Counties, and the Butler Co. Horse Company have "Gray Highlander" and "Victor" from Kentucky. In northern Ohio, besides the noted Morgans, "Onderdonk," "Napoleon," "Flying Cloud," Eastman's "Green Mountain," &c., the trotting stallion, "Kennebec," in Trumbull Co., is owned by L. Pelton, and the half Arabian "Hassan," got by the stallion which the Emperor of Morocco presented to Pres. Van Buren, and owned by Chas. Cornwell, of Salem, Columbiana Co.



This summary mention of individuals embraces only a few comparatively of the best representatives of the horses of the west. Many others of like strain or blood are equally worthy of mention, but it is not necessary at this time, as enough has been said to give a comprehensive view of the general origin and style of the horses of Ohio, and consequently of the States farther west, which have received their stock through this channel.

The present number of horses in Ohio, as returned for taxation, is about 600,000, valued at \$32,000,000. The last year has shown a falling off in the number of horses returned in the State, but the present continued high prices must induce a more numerous propagation.

With the advance of wealth and cultivation in the country has come the passion for fine horses, so that a handsome turnout is not confined to the gentlemen of the towns and cities, but the farmers themselves delight to appear in public with as good teams and carriages as the most fashionable aristocrats of the land.

The sports of the turf have hardly kept up their ancient renown in Ohio; trotting matches are much more common than races, especially since the introduction of the Morgans.*

The Queen City Course, at Cincinnati, the Capital City Course, at Columbus; a course at Monroeville, in Huron Co.; one at Hayesville, in Ashland Co., and others more or less in disuse, are what remains of the regular stamping grounds of the Jockey Clubs. In place of these, most of the county agricultural societies have well graded driving rings, to which the boys resort for exercising their fast stock.

Aside from the regular exhibition and trial of horses at the agricultural fairs, it is becoming quite customary, either for the society, or an independent one, to get up an exclusive horse show, some time in the spring or fall, where liberal premiums are awarded, and decided for the most part on the ground of speed.

The general introduction of carriages had nearly done away with saddles, except in the most sparsely settled parts of the country and with drovers; and, in towns, it was difficult ever to obtain a saddle horse at a livery stable, until an original idea

* See Note 4, p. 87.

was developed by the exhibition of ladies riding at the agricultural fairs, which has grown so rapidly into public favor as to have become an institution of itself, and the most attractive feature of the whole exhibition.

The result of this practice has been, that gentlemen cavaliers being ashamed to be outdone in boldness and skill in the saddle by the ladies, have taken to horse, as escorts of the fair riders; and a taste for horsemanship once created and the facilities of equipment at hand, there is a great demand for saddle horses, both in town and country, and many of the best nags of this class are in the hands of girls, who have trained them to an admirable style of performance. The docility and obedience of the highest spirited horses in the hands of a resolute woman is truly wonderful. There is scarcely a courser in the country that will not yield to a petticoat—even old Grey Eagle, that had not felt the saddle for years, and was pronounced by his owner impracticable, bore a woman proudly upon his back at the Ohio State Fair in Cleveland, in 1856. And the fiery Hassan yields kindly to the rein of his mistress, as he bears her over the field, like the wind, with his wide thin nostrils, flashing eyes, and tail like a great banner in the breeze.

The contagion of this stirring example of petticoat chivalry in Ohio, has extended itself in all directions.* Westward to Iowa and Wisconsin, the ladies' riding has become the feature of the agricultural fairs. Southward to Kentucky, where modish belles first received the idea with prudish horror, the new passion has become fully inaugurated; and eastward, in New York, and even in old Puritan Massachusetts and Connecticut, in this year of grace, 1856, have the long skirts of the lady equestrians fluttered in the astonished eyes of the sons and daughters of the pilgrims, while they—not knowing what else better to do—have looked on with amazed delight and finally clapped their hands in approbation of the new heresy. The petticoats have conquered, as they always do. So mote it be, for ever!

S. D. HARRIS,

Ohio Cultivator.

* Equestrian exercises, by both sexes, have been time out of mind very characteristic of Kentuckians and the Southern States.—Ed.

THE HORSE STOCK

OF SOUTHERN OHIO.

SOUTHERN OHIO LUNATIC ASYLUM, }
DAYTON, *March 28th*, 1856. }

MR. H. W. HERBERT.

Dear Sir,—My time is so much employed, that I find it impossible to do full justice to your request. But I will give you *my own* recollection, and as far as it goes you can rely on it as authentic. My observation goes back to 1825, and is limited to south-western Ohio. The original stock of horses was brought from New Jersey, Long Island, Virginia and Maryland. About 1825 some good stallions were brought into Ohio, but we have no authentic date of any good brood mares having been introduced. None were imported from England with undoubted pedigrees, prior to 1825.

Among the early importations of horses from the old States, the first exerting a decided influence upon our stock, was one Blossom thoroughbred stallion from New Jersey, by Mr. R. Phillips. In 1825, Mr. William P. Strader brought from New Jersey two fine stallions, Defiance, by Ball's Florizel, out of Miss Dance; she by Roe Buck, &c., and Flag of Truce by Sir Solomon. About the same time several stallions were brought from Kentucky into western Ohio. They were by Cook & Blackburn's Whip; he by imported Whip.

A few years later, about 1827, a fine stallion, by imported Expedition, was brought from New Jersey, and about the same time the Messenger and Imported Diomed* stock were also intro-

* Messenger was foaled 1780, died 1808, aged 28 years. Diomed was foaled 1777, died 1807, aged 30 years.

duced. These horses stood in a part of Warren County called the "Jersey Settlement," and their influence is still very marked in horses for all work. The farmers of the "Jersey Settlement" are owners of the best stock in this part of the State.

In 1829 or 1830, Governors McArthur and Trumbull brought from Virginia some fine thoroughbred stock, descendants of old Sir Archy and the Medleys, the best of Virginia blood. With this importation was a lot of fine brood mares and the stallion Tariff, by Sir Archy, out of Bet Bounce; she by imported Sir Harry, &c. These gentlemen, McArthur and Trumbull, established a large stock farm for raising thoroughbreds in Ross Co., near Chillicothe. The influence of that importation was very great, and is still apparent in that region.

About the year 1831, Mr. M. Beach brought from New Jersey and Long Island several fine horses and brood mares. Among them, the Orphan Boy out of Maid of the Oaks by imported Spread Eagle, &c. The Admiral, by imported Barefoot, and several fine brood mares and colts from the stock farm of Messrs. Bathgate and Purdy, New York. These stallions, Orphan Boy and Admiral, stood in Hamilton, Butler, Warren and Montgomery Counties. Their influence for roadsters and all work is still to be seen.

About the same time, Mr. David Buchanan introduced some fine thoroughbred stock from Kentucky, descendants of old Sir Archy, and some of the most noted of his get, such as Bertrand's, Kosciusko's, Whipster's, Whip's, Hambletonian's, and Spread Eagle's. Their influence is also apparent among roadsters, hacks, &c.

In 1832, Mr. John Garner brought to this section the stallion Robert Burns, by Stockholder, standing for a number of years in this and adjoining counties south, producing a very durable stock. Many of his get, however, were affected with string-halt, as was the sire.

In the same year, Mr. Peter Voorhees brought from Kentucky a brown horse, Friendly Tiger, descendant of Cook & Blackburn's Whip. This stock for "all work" had no superior, and were particularly valuable for coach horses.

Cadmus, by American Eclipse, out of Dii Vernon, she by Ball's Florizel; and Washington, by Timoleon out of Ariadne,

she by imported Citizen, were imported from the old States in 1838. Washington stood in Dayton two seasons, getting some of the finest stock we have.

In 1839, Capt. Riley's imported Barb horse Mayzube, was brought to Ohio. Some of his get were very durable, tough, hardy horses, as farm horses and roadsters.

In 1840, Civil John by Tariff, the son of Sir Archy, &c., out of Mary Haxall by Haxall's Moses, &c. Good stock. Also a Medoc horse brought from Kentucky.

In 1842 or 1843, Mr. William V. Barkalow, of Franklin, Warren Co., introduced Com. Stockton's imported horse Langford, also ten or twelve fine brood mares and fillies, and established a stock farm in the "Jersey Settlement." Among the mares, both native and imported, were of the former Miss Mattie and Caroline by Eclipse.* These were of the best. The get of Langford and Eclipse mares constitute decidedly the best cross we have, all large, fine, good tempered, gentle and kind, and of the most durable. We have at present very few well authenticated pedigrees of brood mares in western Ohio; the cause is negligence, very little attention being given to the Register. Also in 1842, the famous old horse Bellfounder, not more than a half-bred, if that, took up his quarters in Butler Co. His get are large, moderate trotters, looked upon as good coach horses, of early maturity, doing their best at 4 and 5 years and old horses at 7 and 8. Also the half-bred Archy Lightfoot, from Kentucky, son of Archy of Transport; getting fine, large coach horses, early maturity—bays mostly—not lasting.

In 1845 and 1846, two fine thoroughbred Kentucky horses, Gazan and Marco, bred by Doctor Warfield, Lexington, Ky., both got by his famous horse Sir Leslie, son of Sir William of Transport, he by Sir Archy, made three or four seasons in southwest Ohio. The stock is stylish, superior quality; both of the horses are now in western Illinois and are greatly prized for their produce.

Young Iron's Cadmus by Cadmus, he by Eclipse, dam by Sumpter, son of Sir Archy, was bred in Warren Co.

This horse is the sire of the famous pacing mare Pocahontas,

* Miss Mattie was by Sir Archy, and was the dam of Caroline by American Eclipse.

now owned on Long Island. She was raised in this region. Many of Young Cadmus's get are of the best we have. A stock farm in an adjoining county has some fine stock, some of them probably thoroughbred, but I am unable to give their pedigrees.

There is a stock farm being established in Fairfield County, east of us. They have purchased of Mr. Lewis G. Morris, of Mount Fordham, N. Y., the celebrated imported horse Monarch, also Fashion, and some others.

A trotting stallion, Cassius M. Clay, Jr., stood in Cincinnati in 1855, but I know nothing of his stock; he by old Cassius M. Clay, he by Henry Clay by Andrew Jackson by Young Bashaw, &c. Dam of C. M. Clay, Jr., by old Abdallah, the sire of Rysdyk's Hambletonian; grandam by Lawrence's Eclipse; he by American Eclipse. Cassius M. Clay, Jr., is still living, the property of R. S. Strader & Co. of Bulletsville stud farm, Boone Co., Ky.

White Hall, a Messenger horse, was at Chillicothe, and a horse called Highlander, in Butler Co., both doubtful.

There has been recently introduced in this region a small, and I believe, very indifferent horse, claiming to come from Vermont, and by the famous old Justice Morgan. These horses, Morgans of to-day, all that I have seen are very unprepossessing. Square shoulders, short body, head and limbs, scrubby, not suited for anything—badly gotten up and bogus stock in general.

Road horses for "all work" are mostly the produce of early importations from the old States of New York, New Jersey, Maryland and Virginia. The very best are the descendants of imp. Messenger, imp. Diomed, and imp. Expedition. Draught horses are mostly of the old Pennsylvania stock, large and strong, built something like an elephant and will do as much in proportion.

As early as 1825, we had a few race courses. Annual fall meetings were held at Cincinnati, Chillicothe, Dayton and Hamilton. The number of race courses increased considerably up to 1838. Since then the races have been published in the old "Spirit." In the fall of 1838, the Buckeye Course, near Cincinnati, was established, regular meetings were held, and sport fine. The contending horses, mostly from Kentucky, were Roanoke, Bertrand, Archy, Muckle Johns, Woodpeckers, &c. About the

same time the Chillicothe course opened anew; the reports were published, which can be seen by reference to the old "Spirit." There were at that time about 15 regular race courses in the State. Meetings were held at Columbus and Dayton every fall, and racing was continued over these courses until 1846. There were also some additions of new courses in the northern part of the State. In 1846, however, it all died away, and has never been revived.

The action of our *wise* Legislature has done this; there is not a single course in Ohio, where regular meetings are held for turf racing. There have been a few trotting matches. The Queen City Course belongs to Ohio, but is situated in Kentucky; it is the only show we have. The interest that was becoming so prominent in the raising of *blood stock*, has subsided, and with that of course our stock must depreciate.

In the eastern and north-eastern part of the State there have been a few trotting meetings, but I can say nothing about them.

I regret that I am unable, for want of time, to send you a more complete history. This as it is, I most cheerfully furnish, and wish you much success for your commendable undertaking.

Believe me, sir, very respectfully yours,

JOSHUA CLEMENTS.

TO H. W. HERBERT, NEWARK, N. J.

EDITORIAL NOTES.

¹ (P. 77.) The great West has been supplied from Kentucky and Tennessee for the past fifteen years, which has tended greatly to improve the stock. In many of the northwestern States large breeding farms have been established.—Ed.

² (P. 78.) Printer, it is claimed, was by Imp. Janus, out of a thoroughbred mare. Nothing is known positively about his breeding. He came to Kentucky a suckling colt, and died in Kentucky about 1825 or '26. His stock were very speedy for a quarter or half mile.

³ (P. 79.) Cadmus, son of Am. Eclipse, was owned in Ohio; he was the sire of Iron's Cadmus.

⁴ (P. 81.) Since this was written, horse racing and trotting have taken a fresh start at Cincinnati, Columbus, Chillicothe, and various other points in the State.

THE HORSE STOCK

OF MICHIGAN.

SCHOOLCRAFT, April 9th, 1856.

HENRY W. M. HERBERT, Esq., Newark, N. J.

Dear Sir,—I have delayed writing you much longer than I had anticipated, owing to not having received some letters that I considered important. Perhaps those to whom I applied have thought it too much trouble to give the details of my inquiry, therefore I am obliged to answer your inquiries much less perfectly than I would desire, not having an extensive knowledge on the subject. Some of my own views I will set forth, and enclose the letters of a few other gentlemen for your perusal.

The original stock of horses in this State may be considered what we call the Indian pony—a very inferior race of animals. Yet occasionally one, in the hands of the French settlers of ancient date, would turn out an exceedingly fast pacer, or perhaps fast trotter, but not to equal the time now given of trotters of character. The introduction of horses from the States of New York and Vermont, has been a great improvement; those from the latter State have been of recent importation, comparatively speaking; they are of the Morgan and Black Hawk stock, now becoming quite celebrated as roadsters and fast trotters. At an early day, Gov. Porter introduced some fine blood stock from Pennsylvania, Lexington and Kippalo as stallions. The pedigree of the former I have not. The latter were got by John Richards, he by Sir Archy. I had one of the

Kippalo stock, who was a horse of great bottom as a traveller, and a hardy work horse, but rather small. "Bay Roman," kept in our State for several years, a thoroughbred, got some good colts, but too small, except for the saddle; they were tough, durable horses, but did not become celebrated in consequence of lack of size. In fact, we have not yet had a thoroughbred here that has produced the desirable size for the popular uses of this State; yet no very superior horse has been produced that was not from good blood of pretty high grade.

Some of the stock of old American Eclipse has been kept in the State, and these prove excellent horses for business, having fine action and endurance. I have had two stallions of that breed myself, one a son of the old horse, the other a great-grandson. The latter was called Bucephalus, and was the most perfect horse that I ever saw; nor did I ever hear a person say that they had ever seen a horse so perfectly beautiful. He was got by Eclipse 3d, he by Long's Eclipse, and he by American Eclipse. The dam of Bucephalus was got by Florizel. Bucephalus was a horse of great bottom, and could run his mile in 1.56, and keep it up for four miles. He was taken to California by my son, and there died at the age of 11 years. I have five filly foals, all from high blood mares, they are not only fast runners, but are excellent trotters. No stock of horses has ever been introduced into this section of the State possessing so much bottom, style and gaiety as these colts from Bucephalus, yet unfortunately they are too small for high prices to those unacquainted with their superior qualities. "Post Boy," by Henry, that matched John Bascombe some years since for \$20,000 a side, was brought to Lenawec County in this State, some four years since; he was then 21 years old. What his success has been as a stock horse I have not been able to learn; but if put to good mares must undoubtedly have been good. He is a very superior horse, of good size, and at Long Island was one of the best runners of his day. There are many good horses in the State called the Bacchus stock, got by Old Bacchus of Ohio, owned by Cone, who was shot at a race-track, a noted horse-racer of that State. They are the fastest horses for short races that have ever been in our State, not large generally, but very strong and muscular. I have the largest one, a stallion, that I ever saw, full 16 hands

high, weighing about 1,300, ran fast for his size, a four-minute trotter, and the best farm-horse that I ever owned. My neighbor, Mr. Armstrong, owns the horse well-known in this State as John Bacchus, as good a half-mile horse as I ever saw; his dam was "Printer." "Telegraph," owned by John Hamilton, of Flint, Mich., is a full brother to John Bacchus, and said to be equally fast. It is said they can run eighty rods in 23 seconds. I cannot vouch for that, but believe it to be, at least, very nearly correct. The Bacchus horses generally are road-horses, draught-horses and running-horses combined, and I believe, if trained, will make fast trotters. Some Morgan horses from Vermont were introduced into Kalamazoo County some ten years since, fine in their style and action, but too much of the pony order to have been a real benefit to the country. The colts were small, except where crossed to very large mares. Since that time a good many have been brought into the State of larger size, mostly from the Black Hawk part of the family, and very fine trotters, some quite superior, of which I will speak again. H. R. Andrews, Esq., of Detroit, and Dr. Jeffries, of Dexter, Washtenaw, have got some very fine stock and thoroughbreds. "Bob Letcher,"* of Lexington, Ky., was a very favorite horse of theirs, and died last summer; he doubtless will leave some good stock. For the balance of the stock and performance, I refer you to Dr. Jeffries' letter herewith enclosed. I will say, however, that I have seen the stock of Mr. Andrews and Dr. Jeffries, and consider it of the most superior class of thoroughbreds—especially Madeline; being very fine, and above 16 hands high, and every way well proportioned. I believe her, in reality, the best blood mare that I ever saw. Within the last two years, a number of very superior trotting horses of the Black Hawk stock have been brought into the State, and Coldwater, Branch Co., appears to have the best. Mr. A. C. Fisk, of that place, has been the importer of three, which I will name. The first horse is now owned by Messrs. F. V. Smith and J. B. Crippen, of Coldwater, called Green Mountain Black Hawk; he was got by Sherman Black Hawk, exhibited at the National Fair at Boston, and was next to Ethan Allen in speed—2.35. Green Mountain Black Hawk is now coming 6 years old, nearly 16 hands high, and weighs in good condition very nearly 1,200, and can trot in less than

* See Note 1, p. 99.

3 minutes considerably. His colts are very fine and uniform in their appearance; he bids fair to be No. 1 of this State, if not of the nation. The next importation of Mr. Fisk, was Vermont Hero, half-brother to the above-mentioned horse, the sire being the same; a larger horse, and perhaps as fast—but this is not known, they never having been tried together—every way well formed, but does not show quite so much style forward. The third importation of Mr. Fisk appears to be his favorite. He is called Black Prince, got by Old Black Hawk, and a fast trotter; a little smaller, but very handsome. Dr. Hayes notes a black horse of his that is a good horse; took second premium at our State fair, and bids fair to be a valuable stock horse. William Johnston, of Marshall, also has a good trotting horse, called "Black Tiger," of some Morgan blood. I perhaps have said more in this confused manner, than can be well understood. I will now speak of some of the horsemen in this State, and their success. Eben Adams, of Adrian, perhaps, stands first as a horse-dealer, to make it pay. He matches horses, trains trotters, and sells at high prices, as his letter will show, herewith enclosed. H. R. Andrews, of Detroit, has good blood stock, and is a good judge of horses generally. Dr. Jeffries also is a good judge. Dr. Hayes, of Marshall, is one of the best trainers of trotting horses, to get them ready for market. F. V. Smith, of Coldwater, has a peculiar faculty to *see* an animal, and for his practice is a first-rate horseman. My friend, J. Starkweather, of Ypsilanti, is a good horseman, trains horses, and sells at high prices. There are many more in the State, too many, indeed, to mention, of the same capacity. There are but few farmers that have made it much of a business to raise horses, and as a general thing we have bought more than we have sold; but the time has now come when great attention will be given to raising fine trotting horses. Michigan feels capable of producing as good horses as Vermont, by breeding from the Black Hawks and Morgans. The thoroughbred turf-horse is esteemed very highly by some, and I am one amongst the number; but I think to cross them with the Black Hawk stock will produce the best trotters. I have been a breeder of blood-horses myself, perhaps more extensively than any one in the State, having numbered as high as 48 at one time; am now reduced down to 12, and in-

tend to make the blood cattle something of a business hereafter, as well as fine horses.

I will give you a list of stallions now owned and kept in the State, which I consider very superior horses.

“Green Mountain Black Hawk” will be six years old in July, is a beautiful golden chestnut, 16 hands high, and weighs over 1,100 lbs.; was bred in Addison Co., Vermont, and got by Sherman Black Hawk—who trotted at the National Show in Boston, last fall, in 2.35—he by Hill’s Black Hawk, who was by Sherman Morgan; he by the original, or Justin Morgan, by True Briton; by Moreton’s Traveller, imported; he by the celebrated Croft’s Partner, &c.; Justin Morgan’s dam was by Diomed; he by the Church Horse; he by imported Wild Air. The dam of Black Hawk was a large black mare from Lofty by Wild Air; Grand dam Doll by Wild Air; she was a fast trotter. The dam of Sherman Morgan was imported, and a fast trotter. Sherman Black Hawk’s dam was from Messenger, Leonidas, and Bellfounder. The dam of Green Mountain Black Hawk was got by Gifford Morgan; he by Burbank, who was the original or Justin Morgan; grand dam, a Morgan mare, supposed to be by Sherman Morgan.

It will be seen by the above pedigree, that Green Mountain Black Hawk possesses the original Morgan blood, in such purity as is seldom found at the present day, and descended through two of his best sons, “Sherman” and “Burbank.”

He combines size, style, beauty, speed and action, in perfection—very rarely found in one horse. Among his ancestors are numbered the best trotting stallions ever known. He can trot a mile under three minutes.

“Vermont Hero.”—Black; sired by the same horse; dam, a Hamiltonian mare; fast trotter and of large size; owned by A. C. Fisk, Coldwater.

“Black Prince.”—Black; got by Old Black Hawk; fast trotter; medium size; stands at \$25 the season; owned by A. C. Fisk, Coldwater.

* This pedigree as given, which I omit, is all erroneous. Moreton’s Traveller was by Partner, dam by Bloody Buttocks. See Catalogue of Stallions.

“Green Mountain Boy.”—Livingston Co. See Dr. Jeffries’ letter.

A five-year-old colt of the “North Horse,” at Lansing, a very superior horse in beauty, style and action. Name of owner and horse not known.

Mr. Starkweather, in his letter, speaks of two good horses of that breed in Washtenaw Co. I have heard, from a different source, that they are very good.

“Billy Boston.”—Owned by H. R. Andrews, Detroit, and Dr. Jeffries, Dexter. See Dr. J.’s letter.

“John Bacchus.”—Bay; $15\frac{1}{2}$ hands high; very muscular; fast runner. Sire, Cone’s Old Bacchus. Dam, Old Nell, by Printer.

“Telegraph.”—Full brother to John Bacchus, and larger; fine and fast; owned by John Hamilton, Flint, Mich.

“Black Eagle.”—Black; owned by Dr. Hayes, of Marshall. See his letter; good trotter and fine horse.

“Black Tiger.”—Black; good size; pretty fast trotter; some Morgan blood; owned by Wm. Johnson Marshall.

There are three Morgan horses at Kalamazoo, brought from Vermont, good travellers; medium size; owned by a company and individuals.

“Old Post Boy.”—Thoroughbred; chestnut; by Henry, he by Sir Archy, his dam by Diomed, grand dam by Bel-Air, Postboy’s dam; Garland by Duroc; grand dam, Young Damsel; g. g. d. Miller’s Damsel, the dam of Eclipse.

“Abdallah Chief.”—Sired by Old Abdallah; chestnut; a fast trotter; large, being $16\frac{1}{2}$ hands high; weighs 1,200 lbs.; a good horse; owned by a company. In charge of J. Parish, at the race-course, Detroit.

At Detroit there is an established race-course, which has been kept under the direction, principally, of Mr. J. Parish; some excellent running and trotting has been performed there.

At Adrian there is a race-track, more for the purpose of training than for general racing.

At Coldwater, the horsemen have a private race-track to train upon; no public racing allowed, but occasionally a match race or trot.

At Kalamazoo there is a race-course of two-thirds of a mile, with petty races occasionally ; kept mostly for training.

At Marshall there was one, but it has not been kept up for the last year ; also one

At Jackson, which has shared the same fate.

Yours, &c. &c.,
A. Y. MOORE.

GRAND RAPIDS, *February 29th*, 1856.

A. Y. MOORE, Esq.

Dear Sir,—Your favor of yesterday is received. I am sorry that I can impart so little information from this section of our State which will be of any moment to Mr. Herbert. You are aware that we do not raise any thing like horses enough here to supply the local demand. Hundreds of horses are brought to this place every year for sale from Ohio, Indiana, Illinois and southern Michigan. We have now at work daily in our streets two Morgan horses, which are known to be over 30 years old, and they are still hale and vigorous. They were brought from Vermont. We have also several Messenger horses, which were brought here at an early day, and although they have attained a great age, they still retain their vigor, and plainly show the distinctive characteristics of the Messengers. Most of our stallions have been raised here, although we have a few which have been brought from New York and Ohio. We have no thoroughbred horses in this part of the State, and but few stallions whose owners can show a well authenticated pedigree. The only breed of horses which lay claim to fleetness, are a stock known by the name of Bay Roman. They are small, but exceedingly fine. There is no race-course in this section of our State. If this meagre description of the horses in our section of the State is of any consequence, it is cheerfully given.

W. S. H. PELTON.

YPSILANTI, *March 3*, 1856.

A. Y. MOORE, Esq.

I received your letter of the 28th February on Saturday, and hasten to reply.

In that portion of our State bordering on the great lakes and

rivers, which was early settled by the French, the Norman, or better known, the French horse, was the first introduced. By long neglecting that judicious course of breeding which is a sure guarantee for the perfection of this noble animal, they have degenerated into a most miserable form, and lost the type of his ancient prototype—though in truth may it be said, that he yet possesses wonderful powers of endurance on scanty fare—and have proved themselves superior to our English horses, for journeying across our plains to the Pacific. High grooming adds but little to their qualities, while with the better bred horse it is all-important, and nine times in ten proper fitting and training wins the race. It is desirable that some skilful hand should yet awake from his Rip Van Winkle sleep, and cause this breed of horses to take a more prominent position in the family of his kind. They are well adapted for most kinds of farm work, and possess the advantages of thorough acclimatizing, longevity, soundness of limb, and docility; they are, however, below the medium size, wanting of action and of that gay appearance which fills the eye of the connoisseur. They may be emphatically termed the poor man's horse, and are hence, if hence only, a desirable family.

Our best breed of horses in this county formerly came from the Middle and Eastern States. Occasionally can be met one that shows his breeding from Messenger all over. They are, however, rare; we almost reverence such an animal. The tales of our father, now no more, instinctively rushes in memory, concerning his faithful and enduring Messenger, while a soldier in his country's service. Never will our hand forget to imitate his example, in showing kind and gentle treatment to this noble animal. The Messenger stock has indelibly stamped its excellence on most of our first-class horses; though we have none here that can show their pedigree with certainty. Our county also, previous to the introduction of the blood horses owned by Mr. Andrews, struck out of the list of premiums this class, simply from the fact that none could show reliable pedigrees. Moreover, the animal's appearance, when exhibited, belied the thoroughbred parentage claimed by his owner. Thus it will be seen that our horses are of no known parentage; yet we have many good horses, and some of them have shown speed. "Frank

Hays" was bred in this county. "Shave Tail, or the Cincinnati Pet," was also raised here, from a French mare and Hamilton's "Hickory," the latter claiming thorough blood, but we doubt it. Nothing is known of Frank Hays's parentage; he possessed wonderful foot, but would choke down, consequently was not reliable on the turf. Old Bay Roman was owned at Plymouth, in Wayne county, for ten or twelve years; he was undoubtedly thoroughbred, having run his mile in less time than any horse on record in this country—so says the *Spirit of the Times*.* As a stock-getter, he was inferior, and but few can boast of improvement by using him, many of his colts failing in the limbs.

The most noted stallions in this county at the present time are those claiming Black Hawk Morgan as their sire. One at this place, owned by Mr. Turner, can trot his mile in three minutes, full $15\frac{1}{2}$ hands high, and weighs 1100 pounds in medium condition. Good horse judges look at him favorably, and freely express their opinion that his stock will be an improvement. It must be admitted, however, that such opinions are not always sure indications of such an event. It is one thing to express ourselves regarding the improvement of the horse; it is quite another thing—and much more difficult—to accomplish the task. There is also one owned by Mr. Newland, of Ann Arbor, much similar to the one I have described, and a full size larger; they are, doubtless, as represented by their owners. Besides, there is the chestnut stallion owned by Mr. Andrews of Detroit; he is now in the possession of Doct. Jeffries, of Dexter, being the only animal of his class that has recently come under my observation, which I think worthy of special notice. There are no other horses in this section, I know of, possessing distinct characteristics, except those named. There is no race-course in this county, but there is one at Adrian.

Gov. Porter, while Michigan Territorial Governor, introduced several thoroughbred horses from the South; but this worthy enterprise proved of little advantage, in consequence of the death of Gov. Porter, which occurred shortly after their introduction. The late Thomas Sheldon, Esq., regarded them with high favor, and made strenuous efforts to have farmers cross them on our common mares. They were, however, viewed with distrust by the majority. Thus his efforts were of no permanent

* See Note 2, p. 99.

benefit. A portion of the stock were taken back South ; those retained here were Lexington and Kippalo, the former a brown horse, the latter grey. Lexington produced some excellent market horses. It has long been my opinion that an infusion of the thoroughbred English race-horse blood is indispensable to the perpetuity of first-class horses in this country, even for general purposes ; and it is to be regretted that so little skill is manifested in the science of breeding them here. In sheep-husbandry and the science of breeding them, we are a match for our contemporaries of the Old World ; but when we come to horses, neat stock, and swine, we are deficient. Many claim that our horses are fully equal, in the aggregate, to those of any other country. This may be so. One thing is certain—that we are at a loss to give their history ; hence it may be inferred that their excellence is as likely to be the result of chance as of skillful breeding. If frequent crossing be of permanent benefit, we are entitled to much praise, for it is seldom that a farmer puts his mare to the same horse the second time.

Yours truly,

* * *

ADRIAN, *March 3, 1856.*

A. Y. MOORE, ESQ.

Sir,—Yours of 27th February is at hand, and contents noticed ; but I must say that I am not in possession of the necessary information to assist you much in your undertaking. Still, I might say we are much in want of blood horses in our county. There is a sorrel horse that is owned by a Mr. Bemis, of this county, called Constellation, said to be thoroughbred, brought here last spring by a Mr. Mason, now in Detroit. In Cold Water, Branch County, Mr. A. C. Fisk has two Black Hawk stallions ; also Frederick Smith has a nice stallion, said to be good blooded. I have no stallion at the present time. I have a pair of bays valued at \$2000 ; also a pair of bays, \$1500 ; also a pair of greys, \$1200 ; also a pair of blacks, \$800 ; also, some half dozen nice single horses, ranging in value from \$250 to \$600 a piece. I sold a pair of bays four years ago to S. Douglas for \$1000 ; also, a year ago last December, a large prime pair of brown geldings to N. C. Baldwin, of Cleveland, for \$1200 ;

also this last fall I sold a gelding, Chatauque Chief, to Mr. James Carlisle, of Toledo, Ohio, for	\$2500
Also Charley Howard, a brown gelding trotter,	1500
Also a brown trotting gelding, Dan. Barrett,	450
Also a black gelding trotter, called Frank Hubbard,	600
And a brown mare trotter, called Olive Rose,	600
	\$5650

A pretty good stable of speed, all of which can spoil three minutes in harness on the trot.

There is a race course on my farm, established three years ago, called the Prairie Trotting Course, which has and is doing very much to improve stock of horses in this county.

Yours truly,

E. ADAMS.

DEXTER, *March 22, 1856.*

ANDREW Y. MOORE, ESQ.

Dear Sir,—It is with much pleasure that I comply with your request, to give you the pedigree and performances of the blood stock owned by Mr. H. R. Andrews and myself. You must excuse the delay ; it was in consequence of my absence in the northern wilds of Michigan.

I will commence with Bob Letcher. Bob Letcher, b. h., by Medoc, dam by Rattler. The only race of Bob's that I have a record of is reported in Mason's Stud Book, and was run on the Lexington Course, Kentucky, May 26, 1843 ; three-mile heats ; time, 5.52—5.46—6.12—5.51. His time in other races can be found in the old "Spirit of the Times." Died Nov., 1855.

Madeline, s. m., foaled 1849. By Boston, dam Magnolia, by imp. Glencoe, owned by J. M. Clay, Lexington, Ky. Time on Hamtramck Course, 1853, mile heats, best three in five, 1.49—1.48—1.47. Two miles, 3.42½, same year. Two miles, 3.50—3.49, 1855.

Hebe, b. m., foaled in 1849. By Berthune,* dam sister of Alice Carneal, the dam of Lexington. Time, best three in five, mile heats, on Adrian Course, Michigan, 1.53—1.55—1.53—October, 1854.

Dora, s. m., foaled 1850. By Boston, dam Moonlight, by imp. Emancipation, her dam the dam of Donna Maria.

* Berthune, Alice Carneal had no sister. Hebe was out of Marigold by Sir Leslie, half sister to Alice Carneal.

Fury, s. m., foaled March 4th, 1851. By Altorf, dam by Imp. Stamboul, g. dam by Sumpter. Time, best three in five, mile heats, 1.49—1.50—1.51.

Madeline, Hebe, and Dora, are in foal by Bob Letcher.

Billy Boston was got by Boston, but I have not the certificate of his pedigree in full. It was given to the commissioner at the State Fair in 1854, and not returned. I will write to Mr. Blackburn, of Kentucky, who bred him, and procure his pedigree, which I will send to you as soon as I receive it. Boston will stand for mares at my stable the coming season. I consider him the best horse now in Michigan, but it is quite unnecessary for me to give an opinion as to the merits of a horse that you have seen. You being a much better judge than myself.

There is a very good horse at Ann Arbor. He was got by old Black Hawk. There is also a very superior Morgan horse owned by an association of gentlemen of Livingston County. He is good size, fine style, and superior action. He is called "Green Mountain Boy;" was got by old Green Mountain Boy; he by Sherman Morgan. These are the only horses of superior merit in this vicinity.

If you wish any farther particulars regarding my stock, or the horses in this vicinity, I shall be very happy to furnish any information within my reach.

Yours, respectfully,

CHAS. A. JEFFRIES.

EDITORIAL NOTES.

¹ (P. 90.) Bob Letcher by Medoc, son of Am. Eclipse, dam by Thornton's Ratler.

² (P. 96.) Bay Roman has no turf record, and never ran a fast heat or race.

THE
HORSE STOCK OF IOWA.

SECRETARY'S OFFICE, MUSCATINE, *February 21, 1856.*

MR. HERBERT,

Dear Sir,—Your favor of the 28th ult., addressed to the Secretary of our State Society, reached me this evening, through the politeness of Mr. Warden of Ottumna, in this State, to whom it appears to have been addressed.

Your enterprise is an excellent one, and permit me most heartily to wish you entire success. Such a work is much needed.

In a few days I will endeavor to give you all the information that is within my reach; but it will necessarily be very meagre, and probably unsatisfactory. At the present time, I do not believe there is a thoroughbred in the State, and it is doubtful whether ever there was one in the State. My impression is, however, that as early as 1838-40, one man brought some three or four stallions, which have been bred with common mares until there is very little good blood perceptible.

Within the last two years, a very commendable ambition is prevalent to improve this noble animal, which has set principally in the direction of the Vermont Black Hawks and Morgans.*

I take the liberty of enclosing you a cut of a horse † of my

* Ethan Allen, owned by J. H. Wallace, Muscatine, Iowa. By old Black Hawk, he by Sherman Morgan, it is not stated whether S. M. 1 or 2. Dam by Tippoo Saib, he by old Duroc—not the race-horse Tippoo Saib.

† This cut represents a very fine and stylish horse, in slow action, exhibiting most of the points which are claimed as peculiar to the Morgans—the high crest,

own, which by judges is said to be an excellent likeness, except the head, which is too low to represent his style, and not just the right shape. And—pardon me for saying so—he is the fastest stallion in the State. He has never been trained, but does his mile in 2.50 very nicely.

You will hear from me soon.

Yours truly,

J. H. WALLACE,
Sec. Iowa State Agr. Soc'y.

P. S.—I also enclose you a slip showing the action of our State Society on the breed of horses. J. H. W.

PROVE THE BREED OF YOUR HORSES.

IOWA STATE AGRICULTURAL SOCIETY, Secretary's Office, }
Muscatine, February 2, 1856. }

MR. EDITOR,

The Directors of the Iowa State Agricultural Society at the last Annual Fair, passed the following resolutions;—

Resolved, That the owners of stallions in this State, claiming either that their horses are 'thoroughbred,' or belong to a particular distinguished family of horses, be required to file an authenticated copy of their pedigree—so far as they may be able to obtain it—with the Recording Secretary of the Society.

Resolved, That every newspaper in the State favorable to the improvement of stock, be requested to publish the foregoing resolution."

It may not be improper to remark, that the action of the Directory on this subject was had with a view to correct an evil which, it is feared, exists in many portions of the State. It is known that there is a very general fever for the introduction of horses of the Messenger, the Black Hawk, and the Morgan families. This arises from the fact that good specimens of any of these families, as well as some others not enumerated, bring enormous prices in all portions of the country, for the purpose of improving the breed. The Directory do not under-

well-set-on head, powerful chest and shoulders, round barrel, and deep quarters. It was not, however, found possible to add a cut of this fine and showy stallion to our list of illustrations, for reasons above stated.

take to decide whether this is wise or unwise, or whether these families are any better than many others not half so much talked about. But it is feared that frauds are being practised in many portions of the State, by horses being represented as Messenger,* when there is not a drop of Messenger blood in their veins; or as Black Hawk, when neither old Black Hawk, nor any of his sons or grandsons, ever saw their dams. It is no difficult matter, if a horse has any pedigree, for his owner to procure it in legal form, and file an authenticated copy of it at my office. Then when a Morgan horse goes into a neighborhood, it is a very easy matter for some one in that neighborhood to make the inquiry of me whether the pedigree of such a horse is in my office, and if so, what it is. And it will afford me great pleasure at all times to answer such interrogatories.

It is hoped, therefore, that all persons interested in the improvement of this noble animal will give the necessary attention to the above resolutions.

J. H. WALLACE,

Rec. Sec'y Iowa State Agr. Soc'y.

No information has been received from any other of the Western States, although all means have been taken to procure such; but it appears that, in fact, nothing is definitively known, no registries or records being preserved, and pedigrees but little attended to, in those newly settled communities.

In Illinois it is supposed that there exists a considerable mixture of the French horse, and that in the South-western States some Spanish blood may yet be discovered. There has, however, been a very general intermixture of all breeds and bloods; and it is improbable that, until very recently, any horses of unquestionably pure blood have had much to do with the general stock of those States, the nearest approach thereto being in all probability half-bred stallions, got by thorough-breds, for the production of carriage-horses and roadsters.

It is, I believe, generally from the horses of these States that the cavalry of the United States are mounted; and although they are not supposed to be any thing extraordinary in point of blood or speed, it is understood, that in making long continuous

* Imp. Messenger died 1808.

marches of many weeks, or even months' duration, subsisting, without material deterioration or loss of condition, on grass alone, without grain or dry forage of any kind, and in enduring all inclemencies of weather, hot or cold, wet or dry, picketed in the open air, they are not to be surpassed, if, indeed, they can be equalled, by any cavalry horses in the world.

What they would do in a single charge against the élite of European cavalries, mounted on horses of at least three parts pure blood, is very doubtful; since, if the charge be made home on both sides, the more swiftly moving body, of any thing like equal weight, must of the two prevail—inasmuch as the impetus of any moving power is necessarily in the ratio of its weight into its velocity—but in the preservation of efficiency for long periods, and through more severe hardships, unless it be the Cossacks, it is probable that no cavalry in existence could compete with them.

On this head, however, before closing this volume, I hope to have fuller information from head-quarters.

I now proceed, not without some delicacy, but without the slightest hesitation or distrust of the correctness of my opinion, to the consideration of a branch of this subject, which has, of late years, created much excitement, in particular quarters; and which has been debated and discussed, as is too much the case with all debatable matters in our excitable community, with an eagerness of partisanship, that falls but little short of degenerating into personal acrimony and recrimination.

I mean the stock, type, or *family*, of horses, as they claim to be considered, generally known as the Morgans; which, it would appear, are, in the eyes of some persons, in the Eastern States more especially, the only horse in existence which possesses any merits; and the only one fit for real service on the road, or in the stud.

Fully admitting the peculiar excellencies of this stamp of horse for the purposes and uses to which he is applicable, yet by no means going to the extreme length of its ultra advocates, I proceed to give my views of its origin, present condition, and general utility; as well as of the mode to be observed in maintaining the character of this type of animal undeteriorated.

I scarcely expect that my views will be satisfactory to the

exclusive advocates and exclusive admirers of the Morgans; but I am certain that they are founded on correct and ascertained principles of nature, in regard to the breeding of animals; and, as I have no possible interest, *pro* or *con*, and only desire to advance, to the utmost, by all means within my power, the horse-interests of the country, I put forth what I believe to be true, influenced by neither fear nor favor.

THE MORGAN HORSE.

Recently there has become familiar to the sporting world a class or type of horse coming from the State of Vermont, known as the Morgan horse; and still more recently, a claim has been set up that this class is neither more nor less than a distinct family, directly descended from a single horse, owned a little before and a little after the commencement of the present century, by Mr. Justin Morgan, of Randolph in Vermont, a schoolmaster, and teacher of writing and singing in the district schools of that region of country—from whom the name is given to the family—as it is pretended to be.

In this place, therefore, it is convenient to refer to the portrait of Ethan Allen, from a painting executed for this work from life by Mr. Attwood, a pupil of the celebrated animal painter Ansdell, who is spoken of as the probable successor to the great Landseer in this peculiar line.

Ethan Allen I have selected as the type of the Morgan horse, just as I chose Young Black Hawk as the representative of the highbred trotting horse—which does not claim its excellence as arising from any exclusive breed—not because I assume to decide that either is the best trotting stallion, or is better than the other, or than any other or others, but because they are beautiful specimens of the style of animals to which they are admitted, without dispute, respectively to belong, and strongly exhibit the characteristics of their respective breeds.

Ethan Allen was got by the Morgan Black Hawk—his dam a medium-sized white mare, said to be of Messenger blood.

The Morgan Black Hawk was by the Sherman Morgan horse, his dam the Howard mare, got by a colt of Hambletonian.

The Sherman horse was by the original or Justin Morgan, his dam variously represented as an English and as a Spanish mare, of good blood. In truth, nothing is known of her blood.

Ethan Allen is a handsome bright bay horse, with an immensely full black tail and black mane. He is claimed by his owners and friends to be the fastest trotting stallion now alive, but the claim seems to be doubtful.

The performances of Ethan Allen, so far as known, are as follows;—

On the 10th of May, 1853, a match took place on Long Island between Ethan Allen, three years ten months old, and Rose of Washington, several months older, mile heats, for one thousand dollars a side, the best three in five.

The match was won by the horse in 2.42—2.39—2.36; which is claimed to be, and probably is, the fastest time on record for that age, since horses are rarely put to trot so early.

In 1855, at the Fair of the United States Agricultural Society, he received the first premium for speed, beating Columbus, Sherman, Black Hawk, and Stockbridge Chief, in 2.34½—2.37.

In 1856, Ethan Allen beat Hiram Drew twice, respectively, in 2.44½—2.40½—2.40—and in 2.46¼—2.32¾—2.35½—and afterward was started for the Agricultural Society's purse at Boston, against Flora Temple, by whom he was most signally defeated in 2.32½—2.36½, although at the time of his starting his friends were confident of his beating the famous mare.*

The portrait of this horse, so faithfully preserved and carefully engraved by Mr. Duthie, is said to be a very striking likeness. The horse is of a light yellow bay, and has that particular redundance and coarseness of tail, which especially characterizes the Morgans, and which may be regarded as undeniable proof of their having an admixture of Canadian blood.

One would say, at first sight, that the extraordinary length of the tail is exaggerated in the engraving; but I am assured by Mr. Attwood, the artist, from whose very beautiful and spirited picture it is made, that while he was engaged in taking his portrait, the horse actually trod upon his tail, more than once, pulling out several of the long, coarse, wavy hairs.

* See Ethan Allen's performances, p. 278.

It is not easy to ascertain precisely at what time the claim to the existence of this family, as a peculiar, new and distinct strain of blood, capable of reproduction through an indefinite series of years, was spread abroad, beyond the boundaries of Vermont.

But it appears, from the fact that no endeavors were made to ascertain the origin of this so-called family, until about the commencement of the third decade of the present century, to be certain that, previous to that time, there was no such foreign demand for the animal, as to make it necessary to discover, or in default of discovery, to trump up a pedigree for the family, which should in some sort justify its pretensions, and account for its alleged power of reproduction.

The reputation of these horses since that period, has spread incredibly; until, at this moment, the rage for Morgans is comparable only to that which, a few years since, possessed the popular mind, for the *morus multicaulis*; and, still more recently, for Shanghai poultry, and lop-eared rabbits.

In the year 1856, the Agricultural Society of the State of Vermont awarded their "first premium to Mr. D. C. Linsley, of Middlebury, Vermont, for his elaborate essay on the Morgan horse."

On this work, therefore, I take it for granted that we have to rely, for all the authentic information that exists concerning the origin of the first sire of the stock; concerning the qualifications assumed to be distinctive of the stock, if such it can be called; and, lastly, concerning the points of evidence going to prove that there is any such stock, whatever, in the proper acceptation of the term, which can be shown to be the family of that one individual animal.

That Mr. Linsley has taken all possible pains to investigate his subject, is not to be questioned. That he is deeply interested in the cause, is no less certain; since the whole volume is interwoven with a thread of ingenious special pleading in favor of this particular race, and in depreciation of all other races, but more especially in depreciation of the thoroughbred horse.

Indeed, it is not a little singular to contrast his earnestness in running down the thoroughbred horse, as a progenitor of useful horses for general work, with his equal earnestness in

endeavoring to prove that what was known as the Justin Morgan horse, the original forefather of the family, was, if not absolutely, at least as nearly as possible, a thoroughbred himself.

But now, to come directly to the point, we find, from a mass of affidavits, of exactly of such a character as one would be led to expect, made by the sons and grandsons of the man himself, and of the neighbors of the man, who owned this horse above half a century ago—a horse of whose pedigree the owner kept no records, and of which he himself evidently knew nothing, except what he had received from the loosest hearsay evidence, and village or bar-room gossip—something to the following effect.

The horse was got by a stallion, variously called "True Briton" and "Beautiful Bay," owned by one Selah Norton, of East Hartford, Connecticut.

Of this True Briton, which must not be confounded with the True Briton got by the imported horse Othello out of the imported mare Gant's Milly, whose name is in the Stud Book—nothing can be said to be authenticated, even if it be conceded that he was the horse stolen from Colonel Delaney, at Kingsbridge, who commanded a corps of refugee cavalry, and was the son of the imported Wildair, Lath, and the celebrated Cub mare—although it depends only on an "*it is said*" that he was the stolen horse.

Thus far I am disposed, however, to accept the tradition. That the horse belonging to Mr. Justin Morgan was the son of True Briton, is probably a fact; and that True Briton was stolen, as described, is probably true also; since that is the sort of fact concerning which tradition is likely to be correct; an exploit of that kind, during the existence of a partisan war, being of the very nature to create much attention, to elevate the successful marauder into a local hero, and to render the stolen animal also notorious, and unlikely to be mistaken for another.

We now, however, come to rumor number two, resting on nothing but the merest local gossip, that True Briton was the son of the imported English horse, Traveller, then standing in New Jersey.

From this vague rumor, elevated into a fact, we are next

treated to a deduction—to wit, that this imported horse, Traveller, is no other than the famous horse Moreton's Old Traveller, by Partner, without even an attempt to show that this horse was so much as standing in New Jersey, at the time of the occurrence.

But to proceed. We are, one step farther, treated to half a score of different hypotheses concerning the dam of Justin Morgan and the dam of the stolen horse True Briton. Mr. John Morgan, a distant relative, contemporary and neighbor of Justin Morgan, the owner of the original Morgan horse, writing in 1842, asserts, that he knew the dam of the horse in question; that she was of the "*Wildair breed*," of middling size, with a heavy chest, of a very light bay color, with a bushy mane and tail, the hair on the legs rather long, and a smooth and handsome traveller. She was got by Diamond, a thick heavy horse of about the middling size, with a thick heavy mane and tail, hairy legs and a smooth traveller. Diamond was raised in East Hartford, Connecticut; his sire was *Wildair*, known as the *Church* horse, got by Delancy's imported *Wildair*. His dam was the noted imported mare *Wildair*, owned by Captain Samuel Bart, of Springfield, Massachusetts.*

The latter part of this pedigree is simply nonsense; since there never was any imported mare *Wildair*, nor any *mare Wildair* at all, "*Wildair*" being the name of a horse.

If this mean any thing, it means a *Wildair* mare, instead of a mare *Wildair*, that is to say, a mare begotten by Delancy's *Wildair*, on some dam, concerning which there is no pretence to her being of blood.

But this is not likely, since farmers would not be generally disposed to stint a daughter to her own sire, as a stallion; since, beside that the practice is unscientific, it is in some degree morally repugnant to the ideas of unsophisticated men.

The above is the pedigree given by Mr. F. A. Weir, in the *Albany Cultivator* of 1846, concerning which Mr. Linsley remarks—"If this pedigree be correct, the dam must be at least three-eighths thoroughbred."

But it is no such thing; and, if it had been, it would be nothing to boast of, in a progenitrix.

If she were got by Diamond out of a common mare, and

* No mare of this name was ever imported.—ED.

Diamond by Wildair 2d, out of a common mare, and Wildair 2d, by Wildair, thoroughbred out of a half-bred mare—the degrees of blood would be as follows;—

Wildair 2d—by thorough out of half-bred—is $\frac{3}{4}$ ths-bred.
 Diamond—by three-fourths-bred out of common—is $\frac{3}{8}$ ths-bred.
 Morgan's dam—by three-eighths-bred out of common—is 3-16ths-bred. Or, in other words, she had one-eighth and half-eighth part of thoroughbred in her veins; which, so far from constituting her a highly bred mare, would constitute her just a degree above a common road horse, and would scarcely have any appreciable influence on her own appearance, or qualities, much less on those of her progeny.

But again, assuming True Briton to have been got, if not by Moreton's Traveller, at least, by some thoroughbred, imported or native, Traveller, of which there were thirteen or fourteen covering in different parts of the country at that period, there is not the shadow of a shade of evidence to show that he, True Briton, was a thoroughbred horse.*

The idea of quoting Selah Norton's advertisement of his stallion, stating loosely that True Briton was out of Delancy's imported racer; and arguing that *she* was the famous Cub mare, is purely preposterous.

Still worse, is the absurdity of dragging in Lindsay's Arabian, for no other conceivable reason than on some such arguments as this.

Lindsay's Arabian covered mares, east of the Hudson river, between the years 1766 and 1790.

True Briton's granddam was covered, between the years 1766 and 1790, somewhere or other, by some horse or other.

It is quite as likely, since Colonel Delancy lived east of the Hudson river, that she was covered there, as any where else.

Again, it is quite as likely that she was covered by Lindsay's Arabian, as by any other horse.

Therefore she *was* covered by Lindsay's Arabian, and True Briton's dam was the daughter of that well-known stallion.

Even this, however, would not make True Briton thoroughbred; nor is it at all probable, that Colonel Delancy would have ridden a thoroughbred stallion; much less one of such pre-eminent blood, in a warfare of partisan skirmishing, where

* See Note 1, p. 206.

nothing was more to be expected, than what seems to have actually happened, the stealing of the animal ridden.

But again, even if True Briton were thoroughbred, of which there is not a reasonable supposition, the original Morgan horse, got out of a mare having three-sixteenths of pure blood, would have only been an inappreciable fraction better than a half-bred.

If True Briton himself were but a half-bred, and I can see no possible grounds for believing him any thing materially better, then the Justin Morgan horse would have been a trifle better than a one-fourth-part-bred horse; and such, I think, any good judge of horseflesh would pronounce him to be, more or less, from the description of him given by Mr. Linsley in his agreeable and comprehensive volume.

MEMOIR AND DESCRIPTION OF THE JUSTIN MORGAN.

“The original, or ‘Justin Morgan,’ was about fourteen hands high, and weighed about nine hundred and fifty pounds. His color was dark-bay, with black legs, mane, and tail. He had no white hairs upon him. His mane and tail were coarse and heavy, but not so massive, as has been sometimes described; the hair of both was straight and not inclined to curl. His head was good, not extremely small, but lean and bony, the face straight, forehead broad, ears small and very fine, but set rather wide apart. His eyes were medium size, very dark and prominent, and showed no white around the edge of the lid. His nostrils were very large, the muzzle small, and the lips close and firm. His back and legs were, perhaps, his most noticeable points. The former was very short; the shoulder-blades and thigh-bones being very long and oblique, and the loins exceedingly broad and muscular. His body was rather long, round and deep, close-ribbed up; chest deep and wide, with the breast-bone projecting a good deal in front. His legs were short, close-jointed, thin, but very wide, hard and free from meat, with muscles that were remarkably large for a horse of his size; and this superabundance of muscle manifested itself at every step. His hair was short, and at almost all seasons soft and glossy. He had a little long hair about the fetlocks, and for two or three

inches above the fetlock, on the back side of the legs; the rest of his limbs were entirely free from it. His feet were small, but well shaped; and he was in every respect perfectly sound and free from blemish. He was a very fast walker. In trotting his gait was low and smooth, and his step short and nervous; he was not what in these days would be called fast, and we think it doubtful whether he could trot a mile much, if any, within four minutes, though it is claimed by many that he could trot in three.*

“Although he raised his feet but little, he never stumbled. His proud, bold, and fearless style of movement, and his vigorous untiring action have, perhaps, never been surpassed.

* * * * *

“He was a fleet runner at short distances. Running short distances, for small stakes, was very common in Vermont fifty years ago. Eighty rods was very generally the length of the course, which usually commenced at a tavern or grocery, and extended the distance agreed upon up or down the public road. In these races, the horses were started from a ‘scratch.’ That is, a mark was drawn across the road in the dirt, and the horses, ranged in a row upon it, went off at the dropping of a hat, or some other signal.

“It will be observed that the form of the Justin Morgan was not such as, in our days, is thought best calculated to give the greatest speed for a short distance. Those who believe in long-legged racers will think his legs, body, and stride, were all too short, and to them it may, perhaps, seem surprising that he should be successful, as he invariably was, in such contests.”

The last paragraph quoted is wholly erroneous, and is evidently written by one personally unacquainted with racing, and forming his idea of what judges consider the requirements of a racer wholly from hearsay, or from a preconceived opinion—which, I think, can be discovered running through every line of Mr. Linsley’s work—that all thoroughbreds are long, leggy, weedy, loosely-coupled, light-boned brutes, with no qualification beyond speed.

* The claim is, of course, absurd. Such a thing as a horse trotting a mile in three minutes was undreamed of, much more unheard of, in the days of this horse; as will appear, when I come to treat of trotting.

Than which, it is needless to say, no possible idea can be more erroneous; since it is especially in the texture of his sinews and muscles, and in the character and conformation of his bones, that the thoroughbred horse of Arab descent is so immeasurably superior to every other horse in the known world.

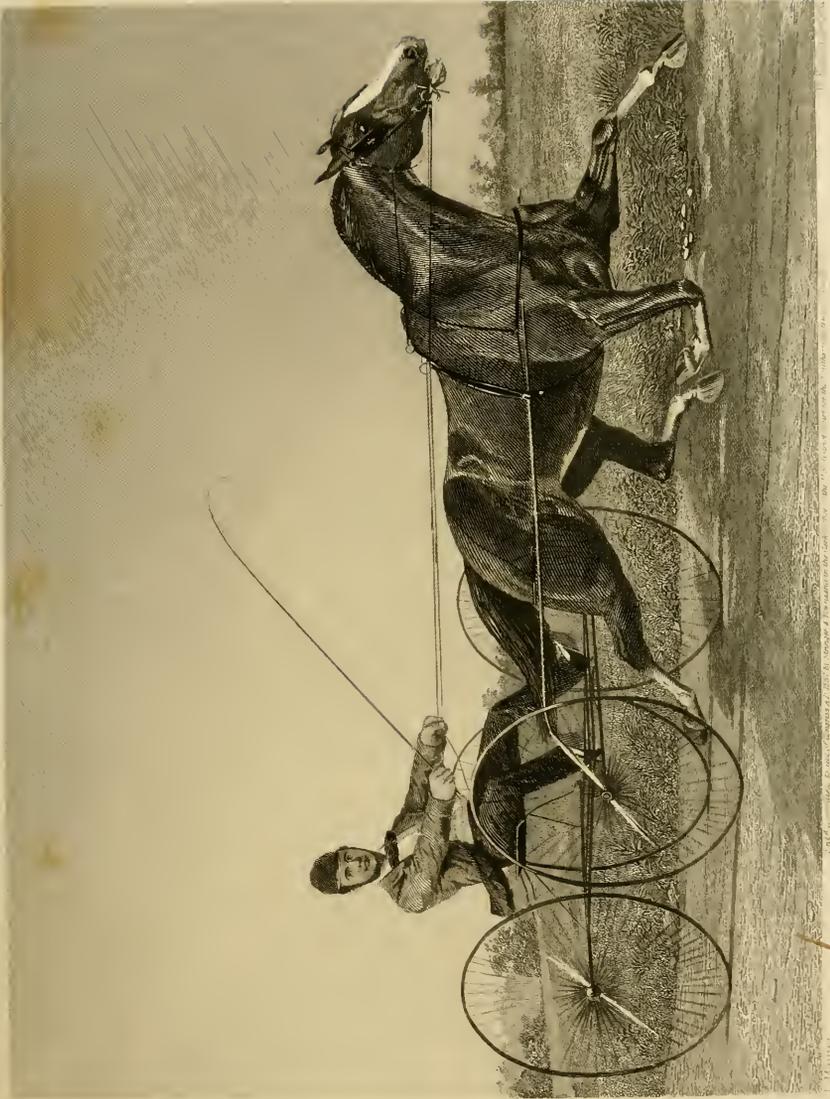
Now, so far from it being, as Mr. Linsley surmises, the case that, in our days, the form of Justin Morgan would not be thought best calculated to give the greatest speed at short distances—the form described as his, *and no other form*, is judged the best for short distances, and the shorter the better, and for no other distances than short ones.

Every one, who knows the first rudiments of racing, or of the motions of a horse, knows that a short, close-coupled, quick-gathering animal jumps at once into his stroke, and at his third or fourth stride is going at the top of his pace, which he can never much outdo; and that, consequently, he is at the end of his eighty rods—less than a quarter of a mile—before the large, long-striding racer has well got under way.

On this principle, I perfectly remember, when I was a young school-boy, that it was my especial delight to get gentlemen, visiting at my father's house, to match their three-part-bred hunters against a little rat of a Shetland pony, which I rode, for a single dash around the carriage sweep, before the hall-door, a distance of something better than a hundred yards in a circular form, in which I invariably came off the winner.

And on this principle, again, it is well ascertained that, for a straight fifty yards, any man who has got the use of his legs, and for a straight hundred any good runner, can beat a race-horse nine times out of ten, both starting from a stand-still.

Nor is this all. For not only is it well known and admitted that small, short-stepping, quick-gathering horses are always, *cæteris paribus*, superior at short distances, or in round circles of small diameter, to large, rating gallopers, which would run clean away from them at long distances over a straight level; but it is equally conceded, that, for such distances, in a single dash, a thoroughbred horse has no advantage whatsoever, from being thoroughbred, over a half, or two-thirds, or one-fourth bred—nay! over a horse which has no blood at all in his veins, if



F. B. & C. B. B. B. B. B.

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he chance to be well made, quick upon his legs, and gifted with a turn of speed.

Some thoroughbred horses are exceedingly speedy, some are as slow as tops; and so of horses of all other races and families; and speed is by no means, nor ever has been, considered, the peculiar or exclusive attribute of the thoroughbred horse. On the contrary, endurance is his forte.

There are hundreds and thousands of half and three-part-bred hunters, known and selected for their speed, in England, which would to a certainty beat, for a single half-mile, as many thoroughbreds, of pedigree as pure as Eclipse, which by sluggishness of temper or awkward action, chance to be heavy gallopers and slow goers.

But make the half-mile four miles, or make the single dash a heat race, and you will see, very soon, where the blood tells; for your thoroughbred will sail away at his ease, slow as he is, when the speedy cocktail is past the power of being kicked along, with tail flirting, flanks at work, in distress unutterable. And so of all the degrees, from the thoroughbred down to the lowest grade, which has a show of blood. It is not superior speed, but the power to support the speed during superior periods, and at more rapidly recurring intervals, that is given by superiority of blood—and that no more at the gallop than at the trot, or at the trot than at the walk—no more, in stepping away with a feather on the back, than in struggling to move a ton in the shafts, until death would ensue in the collar, if man's cruelty should urge the continued effort.

Mr. Linsley, therefore, has entirely misunderstood the opinion, which racing men would form in regard to the probable qualities of an animal, framed as he describes the Justin Morgan to have been framed. Still more does he misunderstand the points of a race-horse, which are esteemed desirable, when he speaks of "those who believe in long-legged racers;" and when he confounds a long-striding horse with a long-legged horse, which are two things as distinct from one another, as any two things, in the world, well can be.

Many years have passed, since I first heard the points of horses discussed; and when I first did so it was in a country where probably more good horses, of every description, are

raised, than in any other equal extent of territory in the known world ; but I have yet got to see the first man who believes in long-legged horses, or any man who ever used the term a *leggy* horse, except as a term of disapprobation and reproach.

But now, to return directly to the point at issue, the true character of the Morgan horse, who first received that name ; I said above, that all which can by the largest courtesy be allowed, as established, concerning the pedigree of this horse, is that he was something between a half-bred and a four-parts-bred animal ; to all appearance, nearer to the lower than to the higher grade ; and that, from the description given of him—and, I might have added, from the woodcut, but that I do not suppose the likeness to be authentic—a person conversant with horse-breeding would suppose him to possess about that proportion of blood, and not much more or much less.

The heavy mane and tail, the hairy fetlocks, and the long hairs extending up the back sinews are more conclusive of the large portion of coarse blood in his veins, than would be all the affidavits that could be sworn to by all the people, in Vermont, who had ever heard their grandmothers talk about their sleighing frolics before the Revolution, and the superiority of every thing, in the good days of old, to every thing now.

It is worthy of remark, that not only his dam, but his grand-sire on the dam's side, Diamond, are both also distinctly stated to have had thick, heavy manes and tails, and hairy legs ; and yet we are asked to believe that Diamond was got by the son of a thoroughbred horse out of the imported mare Wildair.

Now it is, of course, known that the thinness of the mane, and the absence of hair on the legs, are the first and most characteristic external points of the thoroughbred animal ; and that a half-bred, unless he be out of a dray mare, or a Norman, or some other breed distinguished for extraordinary shagginess, loses the hairy shag of his legs, and shows a comparatively fine mane and tail, even in the first generation.

But extraordinary hairiness of legs and weight of mane and tail—extraordinary, I mean, as compared to their speed, lightness of movement, endurance, and general finish of shape and form—is the decided characteristic of what are called the Morgan family. This, therefore, I hold at once to set aside, in con-

junction with the very best face that can be put upon the original Justin Morgan's pedigree, all claim to any high standard of blood, even in that horse; much more in his posterity to the fourth and fifth generations, unless it have been introduced from other sources; in which case, the race and its virtues cease to be Morgan.

Now, it is alleged that there were but six known or recorded stallions, got by the Justin Morgan, which were kept for service in the stud, Bulrush, Sherman, Woodbury, Revenge, and the Fenton and Hawkins horses; of which the three former only were noted stock-getters, no stock at all being traceable to the Fenton, and very little to the Hawkins horse, or to Revenge.

Of the dams of no one of these six Morgan stallions, of the second degree, has any thing been authenticated, in spite of attempts, the earnestness of which is shown by the number of different versions promulgated.

It is highly probable, that they were fine useful animals and good travellers, but quite as improbable that they possessed any considerable share of thorough blood; for the reason, that, from the beginning to the present day of American history, there has been less of that blood imported into the New England States, than into any other quarter of the Union.

This second generation, then, cannot be held to have contained in their veins, at most, above one-eighth part of that thorough blood to which the Justin Morgan owed his worth, if he did owe it, as is assumed, to a cross of rich, pure Arabian blood on the common stock.

The next generation, or third from the Justin Morgan, would, of course, contain, unless bred out of own sisters or cousins, one-sixteenth; the fourth, such as "Green Mountain 2d," grandson of "Woodbury," and great grandson of Justin, one thirty-second; the fifth as "Morgan Empire," son of "Green Mountain 2d," one sixty-fourth; the sixth as "Black Morgan," son of "Morgan Empire," one hundred and twenty-eighth; and the seventh, as "American Eagle," one two hundred and fifty-sixth part of the pure Arabian blood, which coursed in the veins of the Justin Morgan, and to which it is pretended that the merits and characteristics of this class of horses belong.

The above calculation is founded on the supposition that all the dams were of common stock. It is not pretended, and it is scarcely possible, that any of them should have been thoroughbreds—for no owner of a thoroughbred mare stints her to a stallion of inferior race, and it is barely possible that any of them were half-breds, as few thoroughbreds have been covering in the States whence the dams are likely to have come.

If, however, it be assumed—which would, in some degree, constitute the Morgan horse a family—that, from the beginning to the present day, all the so-called Morgan stallions have been bred out of their cousins and sisters—then the seventh generation would possess one one-hundred and twenty-eighth instead of one two-hundred and fifty-sixth portion of the blood; but would be in far worse position, since there is no such thing known as the incestuous in-breeding of a single family of six persons, at first, to the sixth generation, without its producing utter deterioration, imbecility, and the gradual extinction of the race.

On the other hand, it is contradictory to all that is known of horse-breeding, or indeed of the breeding of any animal of a high finish, to assume that a sire himself, having only one two-hundred and fifty-sixth part of any pure blood, whether it be Arab horse, Durham bull, or setter dog, can transmit any appreciable portion of that blood, or of the particular virtues which that blood may contain, to its progeny, begotten on a cold-blooded, or different-blooded animal.

As I have shown above, the eighth cross from a thoroughbred stallion, on seven generations of dray-mares, would not be distinguishable from a dray-horse.

The eighth cross of a red Irish setter, on seven generations of bull bitches, would scarce show a mark to distinguish it from the true bull, and would have no more inclination to point a partridge, than he to point an ox. Consequently, in my opinion, it is idle to talk of the Morgan horses of Vermont as a distinct family, or to attribute their qualities to their descent from the Justin Morgan horse, or from any other one, or two, or half dozen horses whatsoever.

The only mark or evidence of a family which they do show, is to their disadvantage—it is their undersize, which is probably the result of an attempt, ill-advised and unnatural, to make a

family of them, instead of preserving them, at what they originally were, and in some degree still are—an admirable cross of the thoroughbred horse, on that very excellent and useful animal—itself a cross of several breeds—which I have described under the name of the Vermont draught-horse.

This cross could have been maintained, as I have observed above, and shall show more fully hereafter, under the head of breeding, not by re-breeding the cross-bred animals, like to like—for they will not, by an absolute law of nature, produce the like again; but by reintroducing in their purity both the strains of blood, out of which the first beneficial admixture grew.

As for instance, to the finest Morgan stallion in the eighth degree stint the noblest draught-mare, or imported Norman, or choice Canadian, and stint the female progeny of that admixture to the finest, mind I do not say *speediest*, sound, short-legged, bony, muscular, thoroughbred stallion, of indisputable pedigree, and undoubted constitution—to exactly such a horse, for instance, as Boston* would have been, had it not been for his unfortunate blindness, which it is to be feared will be hereditary in his blood, as it has already proved to be in the case of Lexington, or as Trustee *was*.

In the same way, the finest Morgan mares may be bred with advantage to properly chosen thoroughbreds; and the progeny of this cross again bred with the different, but somewhat similar cross, last described, will preserve the type, or class, of animal required, while reinvigorating the blood by the introduction of new strains, from the same original fountain head, though they have been flowing long through widely devious channels.

I can readily believe, that many persons in reading this will imagine, that it is my object to decry this type of horse, because I deny to it the name of family.

And I fancy I can already hear the outcry, that I am hostile to, or prejudiced against, the breed. It is not so in the slightest degree. Far from it—they are, or were, the very horse of all others, which I believe to be the best for all general purposes; the saddle, light harness, the hunting field, if it were required, and in a great degree, the trotting course. I mean the result of an infusion of thorough blood in a very large proportion into

* See Note 2, p. 206.

the soundest, hardest and most active, not desert-descended races.

It is because I do like the class of horse, that I protest against its being forged into a family.

It is but human nature, that the owners of stallions, really descended from this Justin Morgan horse, now that the name of Morgan has obtained, should claim that all the virtues which the stock or class so named do or might possess, come directly from the loins of that horse; and that the nine-millionth part of a drop of his blood, infused into the veins of any screw, will produce a Morgan.*

It is equally human nature, that the name of Morgan having once become the fashion, every breeder who has a likely stallion, however bred, and even if much more highly bred than any of the present *real* Morgans could be—if there were any—will assert it to be a Morgan. No difficult matter, by the way, since in Mr. Linsley's work there are recounted by name above two hundred and fifty Morgan stallions, now covering; and I myself know sons of some among these very stallions, which may again have sons of theirs, at this moment serving mares. In other words, there may be two farther generations of Morgan stallions, than he has named; which, for aught that one can tell, may extend the present number of foal-getting Morgans to some thousands; at the same time that it reduces the quantity of Justin Morgan blood, in the veins of each, to one one thousand and twenty-fourth part. If this be not running the doctrine of hereditary succession, and the divine right of blood, into the ground, I do not know what should do so.

The starchest stickler for thorough blood never started so untenable a position as this; and I dare say never will.

I will now briefly record the qualities, for which I believe this type of horses to be really renowned; I will give my own hypothesis as to what this type is, and whence it sprang, and, in conclusion, how far it is to be depended on, and how used, to-day.

According to what may be fairly deduced from the very conflicting accounts of the Morgans, as they now exist, it may, I think, be stated, that they are a small, compact, active style of

* See Note 3, p. 206.

horse, showing the evidence of a strain of good blood, not in general very recent, or very considerable.

They rarely, if ever, exceed fifteen hands two inches, and it is probable that a hand lower, or from that up to fifteen, is nearer to their standard. They are not, I think, particularly closely ribbed up, and many of them are inclined to be sway-backed. Their hind quarters are generally powerful, and their legs and feet good. There is an evident family resemblance in their forehands, their necks and crests being so often, as to render the mark somewhat characteristic, lofty but erect, without much curvature, and the neck apt to be thick at the setting on of the head, which, though good, is rarely blood-like.

The manes and tails of these horses are almost invariably coarse, as well as heavy and abundant, and have very often—as cannot fail to be remarked by any one, who will closely examine the wood-cuts in Mr. Linsley's work, which, although very coarse in execution, are believed to be fair likenesses, as being taken generally from daguerreotypes—a strong wave, or even curl of the hair.

All these points are those of the Canadian or Norman horse, the latter so decidedly so, that I believe no such thing ever occurs, where there is not a strain of that blood.

I should say, that any judge of horseflesh, on seeing the portraits to which I allude, if not informed what race of animals they are intended to represent, would at once pronounce many of them Canadians.

I will specify more particularly Green Mountain 2d, Morgan General, Flying Morgan, Golden Eagle and North Star, the last-mentioned as woolly as a Virginia negro.

It is farther worthy of special remark, that every one of the horses represented in this volume, which have the least of this appearance, or none of it at all, as Paul Clifford, Black Hawk and Black Jack, all of which have clean legs, arched crests, well-set-on heads and straight hair, have large mixtures of pure blood, other than whatever did, or did not come, from the Justin Morgan.

Thus the dam of Paul Clifford was by young Hamiltonian, he by Bishop's Hamiltonian, thoroughbred, by imported Messenger, imported Leonidas, and Bellfounder. The dam of

Black Hawk was an imported half-bred English mare. The dam of Black Jack was got by Medley, he by Little Medley, thoroughbred, he by imported Medley—his granddam by Shepard's Consul—thoroughbred—by Bond's First Consul.

In all which instances, I submit that it is preposterous to refer the qualities of these animals to the very remote strain of doubtful blood, on the sire's or Morgan side, rather than to the recent pure strains, of the highest quality, on the dam's.

But to proceed with the present stock, the qualities, to which they pretend, are neat style, good trotting action, great honesty, great quickness and sprightliness of movement, apart from extraordinary speed, which is not insisted on as a characteristic of the breed—although some have possessed it—and considerable powers of endurance. There has been some conflict of opinions concerning the courage and endurance of the Morgans, as they are called, and their ability to maintain a good stroke of speed, say ten miles an hour, for several hours in succession; but I conceive it to be well established that the exception has not been fairly taken, and that these horses lack neither courage nor ability to persevere, though not, so far as I can judge, at a high rate of speed.

And now, having admitted these qualities, I mean to assert that they are qualities appertaining to all horses, which are more or less—and the more the better—crossed with thorough blood.

In the quarter, whence the Morgans come, there is an excellent type of draught mare, of different degrees of weight, power and speed, itself doubtless the produce of a variety of crosses, originally I think from the Cleveland Bay stock, possibly with a strain of Suffolk Punch, unquestionably with a large strain of Canadian, and unquestionably, also, with more or less admixtures of thorough blood, entirely distinct from that of True Briton. That from the highest bred of these mares by crosses, sometimes with other thoroughbreds, sometimes with stallions, the sons and grandsons of the Justin Morgan, themselves out of well-bred dams, sometimes with clever half-bred trotting horses, a likely and useful stamp of horses should arise, possessing just the form and exactly the qualities, which the pretended Morgans do possess, would be predicted by any person, in the least degree cognizant of the principles of horse-breeding.

Still, there is not the slightest reason for attributing their merits or demerits to the Justin Morgan horse, or to True Briton; nor any pretext for giving them the name of Morgan horses, or for insisting that they are, in any possible respect, a distinct family.

It may be replied to this, that Morgan is at all events only a name, and that, being as good a name as any other, the adoption of it can do no harm, and will serve to designate, as well as any that can be devised, the style of light carriage or buggy horse, which I admit to be distinctive of the region of country from which they hail.

But it is not so; for the name, in itself false, necessarily tends to inculcate a false idea and introduce a false principle of breeding.

For, if the Morgan horses were a distinct family, so widely propagated as they now are, the stallions reckoned by hundreds, if not by thousands, and the mares by ten times that number, with no danger existing any longer of incestuous breeding, it would be safe and wise to breed from them, Morgan horse into Morgan mare, as one would thoroughbred into thoroughbred, with a certainty that the stock would reproduce itself, with all the virtues of the parents.

But, as they are not a distinct family, nothing but disappointment can result either from in-breeding, or from stinting superior mares to such stallions. Mares of this much-crossed stock, well selected with a view to bone, shape, action and other qualities, would undoubtedly throw valuable foals to properly selected thoroughbred horses; and I should regard them as the most valuable of brood mares, where they possess sufficient size and room. I cannot say that I should recommend the use of the stallions, at all; unless it be to give a cross of warmer blood and higher spirit to essentially cold races, as the Canadian or Norman. And even then I should judge them more likely to transmit the inferior size produced by in-breeding, and the coarser qualities of the blood, than the diluted, pure stream.

In a word, if I desired to give blood, I would rather go to the fountain-head—and no one will, I presume, dispute that it is no difficult task to find horses, of the purest thorough blood, of heavier bone, larger muscle, and greater points of size and

power, than the ordinary run of Morgan stallions—and if I desired to breed cart-horses, I should prefer to fall back on the Cleveland Bay, the Norman, or the Punch.

But, the universe over, for general work, there is not, and never will be any thing comparable to a high cross of the very best thorough blood on the sire's side, with the very best general stock on the dam's.

And this very best general stock, for such breeding purposes, so far as the United States are concerned, I am willing to concede, is to be found on the frontiers of Vermont, of the most approved quality.

In corroboration of my own opinion, on this subject, I take the liberty to subjoin a few lines from that excellent horseman and breeder, the late President of the Union Jockey Club, Mr. J. Prescott Hall, to whom, on commencing this undertaking, I applied for information on this and other subjects, and to whom I am glad to record my indebtedness for invaluable assistance.

“The Morgan horse”—he writes me—“is not, in my judgment, a new creation. I knew them well more than forty years ago; and my father had at one time no less than four stallions of this breed.

“They are crosses from thoroughbreds, and one of the four to which I have referred had imported King William for his sire. All of them had fine trotting action, and great speed in quarter races.”

Now King William was got by Herod out of Madcap by Snap, g. d. Miss Meredith, &c. He was imported by Mr. Skinner, of Hartford, Conn., and is stated, by Mr. C. H. Hall, in a MS. note to the Stud Book, to have got good stock, and left visible traces of his blood in Conn., even down to the year 1828, although he had not the advantage of having blood mares.

This is, directly, a case in point; as here was a King William stallion, of known breed, passing as a Morgan horse, when he had just as much right to be called an Arab, or a jackass; and, of course, his progeny have borne the same title, and thus Morgan has obtained a credit to which he is, in no sort, entitled.

Doubtless, if clues could be had and traced out, we should detect the same process at work every where in the history of this stock.

HISTORY

OF THE TROTTING HORSE.

I now arrive, in the due course of my subject, at what may be called, without fear of contradiction, the most truly characteristic and national type of the horse, and phase of horsemanship, in America.

I mean, of course, the Trotting Horse, and the riding and driving of Trotters, as well on the road, as on courses regularly prepared for this most popular of sports.

And in this place I refer with pleasure to the beautiful engraving from an excellent painting by Mr. W. F. Attwood, of Young Black Hawk, better known as Vernol's Black Hawk, who is claimed, and held by many competent judges, to be the best trotting stallion now on the road.

He was got by Long Island Black Hawk, out of the Whip mare. She was by old Kentucky Whip, and her dam a Shakespeare mare, herself a good trotter. Old Black Hawk was by Andrew Jackson, dam Sally Miller by Mambrino.

Andrew Jackson was by Young Bashaw, dam by Why-not, son of imp. Messenger.

Young Bashaw was by the imported Barb, Grand Bashaw, dam Pearl by First Consul, &c.

Sally Miller was by Mambrino, a half-bred son of Messenger, her dam unknown.*

It is seen at once by this pedigree, which may be relied upon as authentic, that Vernol's Black Hawk has a very large proportion of pure thorough-blood in his veins.

In Europe, and in England, perhaps, more especially, the

* Sally Miller was the dam of Long Island Black Hawk, and not Young Bashaw.

use of trotting horses has declined in proportion to the improvement of the high-roads, which has long since dispensed with the necessity of travelling on horseback, and even in private vehicles, through the superiority of posting and of the rapid mail and stage travelling, in the first instance, and of railroad conveyance, in the second.

The use of light one-horse vehicles, in the country, and even in towns, with the exception of private cabriolets and public cabs, in London and the great cities, never very general—owing partly to the tax on pleasure-carriages, partly to other causes, on which I shall touch hereafter—has decreased amazingly in recent years; as much, perhaps, or more than it has increased in America.

It is not difficult to understand the reason of this; nor would it be dangerous to prophesy that, in England, the trotting-horse will never become generally popular, as it is in America; in a word, that he will never be kept to any extent, except by persons of great wealth; who, capable of any expense, may choose, in addition to a full stud of hunters and general horses for general purposes, to keep a flying trotter or two, for the name of the thing; or by those who intend to make a gain of them, by matching, as turf-men do of their race-horses.

The reasons, for this state of things, are manifold—first, perhaps, one may say, that the spirit of the English equestrian is thoroughly set on the saddle, and not on wheels. I do not think that I ever knew, or heard tell of such a thing, in my life, in England, as of two gentlemen going out to take a drive for pleasure in a light carriage, unless it were fast collegians driving tandem.

Country gentlemen, of small fortune, indeed, often keep a dogcart or heavy stanhope, as a means of family locomotion, and of paying visits, capable of carrying a week's baggage, and drawn by a great, powerful, ten-mile-an-hour horse, often a worn-out hunter, who has seen better days; but use, not pleasure, is the object, and with that use great speed is incompatible. So again, a smart tradesman, in a thriving country town or village, may find his profit in keeping his fast, active nag, to drive his stanhope about for orders, and on Sunday evenings to give his pretty wife a country jaunt or airing.

Travelling agents—*bagmen*, as they used to be called—and butchers' boys, have long stood *alone* in the possession of fast, really fast, trotters ; and they were, nine times out of ten, screws, cripples, or touched in the wind.

But the rail has done away with the bagmen, while the other classes remain in *statu quo*.

The farmer, as a general thing, one may say ninety-nine times in a hundred, keeps no vehicle lighter than his market cart, nor any other animal to put before it than one of his light team-horses, or, at best, a brood mare, or a young thing which he despairs of selling for a hunter or a charger, and which he is consequently breaking to harness.

Every man, it may be said, in short, in the country, or in country towns, who can afford to keep a horse for pleasure, much more to keep two or three horses, unless it be those who have a carriage and pair for state purposes and family use, keeps that horse with a view, occasionally, to seeing the hounds—farmers, well to do in the world, invariably so ; and the shopkeepers and business men, brewers, maltsters, millers, corn-dealers, butchers, and the like, even to the village doctor, and the village attorney, almost as frequently as the farmers.

And if they do not aspire to the Earl's fox hounds, they are constantly in the field with the squire's, or the subscription pack of harriers, or with the *long dogs*, in view of "poor puss and currant jelly."

To none of these purposes are trotting horses suitable ; and before trotting horses can, ever, become generally popular, or generally in use in England, the whole spirit and tastes of the English equestrian population must be changed, and field sports must give way to road driving ; which is not a whit more likely than that road driving and the trotting course will give way to fox-hunting, hare-hunting, or coursing in the United States.

In the United States, on the contrary, every farmer necessarily keeps his wagon and driving horse ; and, as it costs him no more to keep a good horse than a bad one, he naturally keeps one which can administer both to his pleasure and his self-esteem, beside doing him yeoman service on the road ; and which may, probably, if he prove to be something uncommon, turn out just such a prize to him, as the first-class hunter would

to his English contemporary, and fill his pockets with hard cash.

In the like manner, every tradesman, artisan, business man, or mechanic, whose affairs require the service of a horse, in America, keeps, as that by which he can alone combine profit with pleasure, a fast and hardy trotter, of greater or less speed or power, as the nature of his business may demand.

So also, or far more, does the well-to-do person, who can afford a horse, or a pair, purely for his amusement, keep such as will afford him the only amusement which is to be had out of horseflesh in America, as a general rule; I mean, of course, trotters for the road, either in harness or under the saddle—the latter being, in fact, seldom to be seen; for the two or three Southern States, in which hunting on horseback exists at all, are an exception, and not a rule; and, even in these, the hunting itself is an exceptional and class amusement, confined entirely to the aristocratic planters, and never attempted by the city tradesmen. Farmers, in the usual sense of the word, there are none to attempt it, in those States.

There is yet another reason, wherefore horse-trotting will always be a popular sport in America; which is this, that the utility of this class of horse and the great demand for it—similar to the demand for hunters in England—having created a very superior class of animals, trotting-courses naturally followed—as steeple-chases have followed in England.

Now, horse-racing and steeple-chasing can never, from their very nature, become, in the true sense of the word, *popular*. The people may love to be spectators, but can never hope to become participators in them. Since the keeping up of racing establishments, or even of hunting-stables, including a large number of horses—applicable to no possible purpose of immediate practical utility—a large number of servants of a particular class, at extraordinary wages, and requiring almost unbounded expenditure, beside involving abundant leisure, constant attention, and the ownership of soil, can never extend to others than the few, the wealthy pleasure-seekers, of any community. The masses can never pretend to those sports.

The trotting-course, on the other hand, is common to all. It is the trial-ground and arena of the roadster, open to every one

who keeps a horse for his own driving, to compete thereon, according to that horse's pretensions to speed or endurance. Nor on it has the millionaire, who keeps his regular trotting stable, his private trotting course, and his private trainer, one iota of advantage over the butcher, the baker, or the farmer, who keeps his one fast crab, trains it himself into general condition on the road, and puts it for a month or two, into the hands of Spicer, Woodruff, Wheelan, or some other such tip-top-sawyer, to bring it to its best time, and trot it, when the purse is to be won.

Trotting, in America, is the people's sport, the people's pastime, and, consequently, is, and will be, supported by the people.

And, as it does for every thing else, the demand creates the thing demanded.

Whenever trotting becomes popular, in this sense, in England, or in Europe generally, the same demand will arise; and trotters will be created in abundance, out of the abundant material which exists in the noble half-bred, and yet more highly-bred, horses of those countries.

But it is safe to say, that it never will become popular, and that the demand never will arise.

Even in America, at this day, it is *not* popular with the wealthier classes and those who assume to be the aristocracy; but is supported mainly by the people.

Regarding it in this light, I must say that it has often struck me as somewhat cockneyish, not to say *snobbish*, on the part of American travellers, to go on, *usque ad nauseam*, wondering why there are not such *trotters* in England as there are in the United States, and thinking it a great matter, for which to brag over the Old Country, because there are no horses *there* which can do their mile in the thirties.

I am certain that if an English traveller should make a similar *route* about the absence of hunters and steeple-chasers in America, where nobody wants them, and should maintain such a *cock-crowing*, as do some of our newspaper letter-writers, *soi-disant* horsemen, and Parisian correspondents, on the want of trotters, over the inability of American horses to leap six-foot stone walls, or twenty-five feet water-ditches, he would be set down, in America universally, as a conceited braggadocio fool

of a foreigner, and written down, at home, as a prejudiced, narrow-minded, ignorant ass.

Another reason, inferior in practical truth to the others adduced, but physically superior, is this—that before American trotters could be generally used in Great Britain, the whole system of British road-making must be altered; which is not very likely to occur. On an ordinary English Macadamized turnpike, which is exactly the same as the hardest central part of the New York Third Avenue, without any soft track along side of it, an American trotter would pound his shoes off in an hour's trot, and his feet off in a week's driving; and this is doubtless, whatever may be said of the objections heretofore offered, one which must operate for ever against the general use of trotters after the American fashion; unless they be trained and kept exclusively for sporting purposes. This, however, is no more, but even less, likely to occur, than the total alteration of the whole system of English road-making, and the entire change of the tastes and habits of the English people. Since the point, which renders the trotting horse so popular here, would there be wanting, namely, his equal adaptability to ordinary road-driving and purposes of general utility, and to occasional matching and turf-amusements of a peculiar, though inferior description.

Considering, however, the American trotting-horse, as he now exists, in the light of an animal possessing extraordinary qualities in a most extraordinary degree, and of one singularly adapted to the state of society in this country—in the eastern and western portions of it more especially—to the condition, tastes and wants of the population, it will be necessary to look a little to what he is, to his origin, to the means by which he has been produced, and lastly, to his character and characteristic qualities, viewed as stationary or progressive.

And first, we shall find that the time-trotter, in America, is neither an original animal of a peculiar and distinct breed, nor even an animal of very long existence, since his first creation.

Secondly, we shall find, that in an almost incredibly short space of time, owing to the great demand for and universal popularity of the animal, united to a perfectly devised, and now ubiquitously understood, system of breaking, training and driv-

ing him, so as to develop all his qualities to the utmost, the trotting-horse, of high speed, good endurance, showy style of going and fine figure, has become, from a rarity, a creature of every-day occurrence, to be met with by dozens in every village of the Eastern and Middle States, and scarcely any longer regarded as a trotter, unless he can do his mile in somewhere about two minutes and a half.

Thirdly, it will appear that the trotting-horse is, in no possible sense, a distinct race, breed, or family of the horse; and that his qualities, as a trotter, cannot be ascribed or traced to his origin from, or connection with, any one blood, more than another.

It is true and it is to be regretted, that of trotting-horses, the pedigrees have been so little attended to, and probably from the nature of circumstances are so seldom attainable, that few, indeed, can be directly traced to any distance, in blood.

Enough *is* known, however, to show that some horses of first-rate powers have come from the Canadian or Norman French stock; some from the ordinary undistinguished country-horse of the southernmost of the midland States; some from the Vermont family; some from the Indian pony; and lastly, some, mainly, if not entirely, from the thoroughbred.

To no one of these families can any superiority be attributed in producing trotters of great speed. All have shown their specimens, by means of which to claim their share in the production.

Generally, it may be affirmed generally, that while some very famous trotting-horses have been nearly, if not entirely, thoroughbred, the low, lazy, lounging, daisy-cutting gait and action of the full-blooded horse of oriental blood, is not generally compatible with great trotting action or speed. Still, it is true that the best time-trotters have *not* the round, high-stepped action, which is prized in carriage-horses, or parade horses for show, and which probably originated and existed to the greatest extent in the Flemish or the Hanoverian horse, of the coldest of all imaginable strains of blood; and that they *have*, in a great measure, the long-reaching stride, the quick gather, and the comparatively low step of the thoroughbred.

That a strong infusion of the best blood adds both courage and ability to endure, is not doubted; and there is much reason for believing that the animals most celebrated for undaunted

pluck and indomitable perseverance, have been extraordinarily high bred—as much so, to say the least, as the *best* English hunters, thirty years ago, or as most English hunters, except in the grass counties, Leicestershire, Rutlandshire and Northamptonshire, at the present day.

Lastly, it stands preëminently confessed and undeniable, that the speed and powers of the trotting-horse of America are as yet in a progressive and improving state. That constant increase of speed does not imply decrease of power to endure, either in reference to time or to the weight carried or drawn, but exactly the reverse. In other words, the experience of the day shows that with improvement in speed, improvement in endurance, both for distance and for the weight to be moved, advances likewise. Nor that only, but figure, action, size and appearance also.

That is among the reasons which goes far to disprove the growing opinion, that with the efforts to increase speed in the English and American race-horses, its admirers are sacrificing bottom, courage and power.

In other words, that the animal is degenerating.

Now it is clear, that since blood is more largely infused from the best horses into the veins of the ordinary American roadster, the endurance and the beauty of that class of animal, as well as its speed, are increasing a hundredfold.

This certainly does not go to show that thorough blood is deteriorated itself, or the cause of deterioration in others; much less that as some blockheads—I can use no other term—have argued, it requires a mixture of coarse cold blood to restore its pristine vigor.

Much more conclusively does it controvert, confound and utterly condemn the foolish, fanatical, prick-eared, false philosophy of the pundits of the Agricultural Societies, who would prohibit the exhibition of speed at their fairs; as if by being fast on foot, horses lost the power of staying a distance, or carrying or drawing a weight, whereas every one knows the fact to be the very reverse; and that there are ten horses to-day, in every county in the Union, which can draw two men in a wagon at a rate of ten miles an hour, and keep up their work, where there

was one that could do it at the beginning of the present half century.

The only thing to be expected now of the Massachusetts Agricultural Society, is, that it should exclude all women from their grounds, who possess above a low average of good looks, for fear the men should neglect looking at fat pigs, in view of the superior attractions of fair women.

It is too little to say, that such befogged and Bostonian enactments are behind the spirit of the age; are utterly unscientific, unpractical, detrimental to the object which they profess to encourage, and indicative of a low, prejudiced, one-sided, exclusive and pharisaical condition of the popular mind, where such absurdities can be promulgated without calling forth general reprobation, or awakening universal and inextinguishable ridicule.

The Pharisees have succeeded, one may say, for the exception scarcely exists to prove the rule, in abolishing trials of speed among race-horses every where east of the Potomac, and north of the Ohio Rivers. The consequence is, that they have all but succeeded in abolishing the thoroughbred horse in the same region; and have brought it to pass, that in 1856 there are not ten thoroughbred stallions of proved blood and tried powers—indeed, not ten thoroughbred stallions, of any kind, serving mares, where in 1826 there were fifty.

It remains for two or three generations hence, to show whether the general stock of the country will have improved or deteriorated, by the substitution of Morgan and Black Hawk trotting stallions, with at most two or three-eighths of thorough blood in their veins, and without size, length or room, for such animals as Eclipse, Henry, Medoc, Mingo, Postboy, Leviathan, Trustee, of later days; or as King William, Messenger, Medley and Wildair, in the brave times of old, when men did not assume it necessary, that because they were “virtuous,” there must needs be “no more cakes and ale.”

But it does need the lapse of generations to enable the experienced breeder, who takes proof and the tested wisdom of ages, instead of new-fangled notions, for his guide, to foresee what the effect will surely be.

Nor does it need a second-sighted eye, or a prophetic tongue,

to discover and declare, that if trials of speed be prohibited to trotters in the next quarter of a century, the trotter will be as nearly extinguished in the North and the West, as the thoroughbred now is; and that, as the men of 1856 have seen trotting half-breds take the place, on Long Island and in New Jersey, of the noble thoroughbred stallions of 1826, so will the men of 1886 see cart and Conestoga stallions, in the place of the Morgans and the Black Hawks of to-day.

Whether the Agricultural Societies who esteem speed as a crime in a horse, just as their Puritan ancestors held beauty in a woman a delusion and a snare, accept the consequence of their action, as a desirable conclusion, and "a consummation devoutly to be wished," or no—it is the certain and legitimate conclusion thereof.

If it be persisted in, the same Thebans, who rejoice and consider it "a Providence" that there is not a "four-mile-heater," north of the Potomac, will have equal cause to rejoice, within another quarter of a century, that there is not a horse that can trot his mile within four minutes, or do his eight miles, instead of his twenty, within the hour.

This will be *their* deed; but they must not expect to be able to shelter themselves from the just reproach of the country, or from the silent scorn of time, by any plea, such as Macbeth's to bleeding Banquo's shadow—

"Thou canst not say I did it;"

for it is already found as a true bill of indictment against them, and there are those awake to the subject, who will suffer no *nolle prosequi* to be entered up for their protection, from the consequences of their more than moon-struck madness.

Persons who only see the trotting-horse as he now exists, an established institution of the country, and perhaps remember that within their own memory, time has been brought down from 2m. 40s. to the as yet unequalled, though we may not doubt to be surpassed hereafter, 2m. 24½s. of Flora Temple, will doubtless be astonished to learn how modern is the date of this celebrated creation, and how recent the establishment of trotting courses, and the proclamation of purses for trotters.

"The first time," I quote from the old Spirit of the Times of December 20, 1856, "ever a horse trotted in public for a stake, was in 1818, and that was a match against time for \$1,000." The word *ever* in the above quotation, I presume, to have reference to America, as trotting matches on the road in England had certainly taken place earlier than that date.

"The match," continues the writer, "was proposed at a Jockey Club dinner, where trotting had come under discussion; and the bet was, that no horse could be produced which could trot a mile in three minutes. It was accepted by Major William Jones, of Long Island, and Col. Bond, of Maryland; but the odds on time were immense. The horse named at the post was 'Boston Blue,' who won cleverly, and gained great renown. He subsequently was purchased by Thomas Cooper, the celebrated tragedian, who drove him on several occasions between this city," New York, "and Philadelphia, thereby enabling himself to perform his engagements in either city on alternate nights.

"It was as late as 1830 before the fast-trotting courses were established, and public purses offered in this country. Edwin Forest made his best time in 1834, and Sally Miller hers in 1833, and at that date 2m. 31½s. was the maximum of speed."

There is an error in the above statement, concerning the date of the first establishment of trotting courses and offer of purses, as I suspected from my own recollection, on first reading it—having seen Tom Thumb trot his match in England, while an under-graduate at Cambridge, on the Northampton turnpike-road, much earlier than the date named, which would hardly have been the case had not trotting been already a well-understood sport in the United States.

By reference to that excellent old work, the American Farmer, by the late J. S. Skinner, a useful and honored contributor to all that belongs to sporting in America, I find in vol. iv. p. 265, for 1823, the first distinct notice of trotting courses.

It is embodied in an act passed March 30, 1831, which is published in the Farmer, in connection with the "Articles and Rules of the New York Association for the improvement of the breed of horses."

This Association, it appears, was instituted in the year first named, 1823, founded on the act alluded to, bearing date of two years previous.

This enactment runs thus—

“ Be it enacted by the people of the State of New York, represented in Senate and Assembly, that from and after the passing of this act, the training, pacing, trotting and running of horses, upon regulated courses and upon private property, in the county of Queens, is hereby declared to be exempted and freed, for and during the period of five years, from the passing of this act, from the provisions and penalties of the act, entitled, ‘ An act to prevent horse-racing, and for other purposes.’ ”

There are farther clauses to this act, but as it is my object, at present, only to fix dates, it is unimportant to refer to these.

On page 415 of the same volume, I find the following notice, taken from a Glasgow paper; evidently showing that, although there might as yet be no regular trotting-courses or public purses given, the art of making and training trotters was already well understood;—

“ The public were informed of the speed of two American trotters, the property of Mr. Aldridge, and it seems two others, lately arrived, are superior in speed, and equal to 17 miles an hour. They are the property of a gentleman named Beningborough; one of them was matched to do eight miles in half an hour on the Cambridge road, on Thursday, and to carry 11 stene, 154 lbs. The horse is an iron gray, rat-tailed, and is sixteen hands high. The match was for 100 sovereigns at a week’s notice, and the horse did his—

	<i>min. sec.</i>		<i>min. sec.</i>
First mile in . . .	3 30	Fifth mile in . . .	3 32
Second “ . . .	3 29	Sixth “ . . .	3 50
Third “ . . .	3 26	Seventh “ . . .	3 40
Fourth “ . . .	3 36	Eighth “ . . .	3 52

making the whole eight miles in 28m. 55s.

“ The horse broke once in the sixth mile. The other horse was matched to trot 17 miles in one hour on the same road, for 200 sovereigns.”—*Glasgow Herald*.

I can find no farther mention of these horses, either in the English or American sporting publications of that date, unless

one of them be alluded to in a brief notice in the *Annals of Sporting*, an English work, vol. v., p. 74. "On the 10th December, 1823, the American Roan started to do one mile in 3m. 6s., upon the trot, for 50 sovereigns, and won, with two seconds to spare."

The next records which I find, are these from the American Farmer of the following year, 1824.

"NEW YORK, June 2.

"TROTTING.—Last Monday's Evening Post contained an account of an extraordinary trotting match on Sunbury Common, England, in harness. Mr. Giles trotted his mare 28 miles, in the short space of one hour and 57 minutes, which is said to be unparalleled, and that there is nothing like it on record. But let us see how it compares with the match between Mr. Somerindyke's horse Topgallant, and Mr. Coster's mare, Betsey Baker, who were matched for one thousand dollars a side, to trot three miles in harness, on the Jamaica road. They started yesterday, at one o'clock, the horse driven by Mr. Purdy, the mare by Mr. Howard. The horse had the advantage in starting, as he came up hard in hand, with fine action, a little ahead of the mare. The word was given to start, and the horse led the mare in fine style and beat her about 40 yards, performing the three measured English miles in the short space of eight minutes and 42 seconds. Topgallant last summer performed 12 miles on the road in 39 minutes, beating the celebrated horse Dragon, owned by T. Carter. All three of the above horses were raised on Long Island. Mr. Purdy trotted the Albany pony on the same ground, against Mr. Howard one mile, which was performed in 2m. 40s. The Boston Blue horse trotted his eighteen miles within the hour, and the Tredwell mare trotted her mile in 2m. 34s. The two last horses were taken to England, and won several matches."—*Evening Post*.

I presume that Boston Blue is the rat-tailed, iron-gray, mentioned above in the "Cambridge Road" match, elsewhere called the Slate-colored American, and the Tredwell mare, the brown mentioned in the same extract. Boston Blue is the horse recorded in the quotation from the Spirit as winning a thousand dollars by doing, for Major Wm. Jones, the first mile ever recorded in three minutes, in 1818. The Tredwell mare, it ap-

pears, if the above statement be correct, had already, in 1824, brought the time down below the forties; but for many years afterward a 2m. 40s. horse was not an every-day occurrence, even among those considered extra fast, while a three-minute horse was, until very recently, considered extraordinary as a private gentleman's roadster.

Again, in the same year, we find the following notice of a road-match, done nearly at the same rate as those previously noticed, which was evidently about the top time of the day.

"On Saturday last, for a bet of \$100, a horse of Mr. Van Buren's was trotted to a wagon, without collar or traces, six miles in 28 minutes. The time allowed was 34 minutes, and the performance was done on the Jamaica turnpike from the 12th to the 6th mile-stone. The horse came in without fatigue, although the whole of the tire came off one of the wheels."—*New York Paper.*

The trick of the match last named, lies in the animal having drawn the greater part of the load by the bit, in its mouth, although it is probable that the shafts were attached pretty firmly to the belly-band, and there may have been a breast-plate.

In the year 1825, from the same source, the *American Farmer*, which is the only responsible guide on such matters until 1829, when its editor commenced, in September, the publication of the *American Turf Register*, I derive the account of the following match.

"The lovers of fine trotting were gratified yesterday morning by witnessing a match between a bay horse belonging to Mr. Russel, and Mr. Howard's sorrel horse, Defiance, for a purse of \$1,000. The distance was three-mile heats, and the purse was won by Defiance in very handsome style. The first heat was won by the bay horse, but it is presumed that Defiance would have come in ahead, if he had not lost a shoe. The distance was performed as follows—

First heat,	. . . . .	9m. 11s.
Second "	. . . . .	9m. 08s.
Third "	. . . . .	9m. 06s.
		<hr/>
Whole nine miles in	. . . . .	27m. 25s."

On a later page of the same volume, there is a record, which, as it relates to an English match, it is not worth the while to extract entire, to the effect that "Mr. Willan's horse, which beat the *Slate-colored American*"—Boston Blue, I imagine—"was backed to trot three miles in nine minutes, for 100 guineas."

The horse did his first mile in 2m. 53s., and at the end of the second mile had 12 seconds to spare; but when a hundred yards from home he broke, and was so hemmed in by the crowd when turned back, that he could not clear himself, and lost his match by 5 seconds.

This system of turning, by the way, when a horse breaks, is one of the errors in English trotting rules, which has militated against all progress or improvement. A horse loses enough by being pulled down into his stroke again, as every driver knows. If he must turn back, an unsteady horse, such as Pelham, would be distanced every time he started.

This year brings us to what may be called the origin of authorized and authenticated trotting, as in it was established the association of which this, from the same journal of May 19, 1826, is the first record extant.

"The New York Trotting Club was got up last year with a view of improving the speed of road horses, which they consider the most useful of their species, and it met with great encouragement from the admirers of that noble and most useful class of animals; the following are the inducements offered by the Club to persons owning good horses to train and enter them for the prizes, and by these means many horses whose speed is now in obscurity will be brought into notice, and consequently their value enhanced. The Club's course is near the Jamaica Turnpike, about a mile below the Union Course, L. I.

"The first day's purse this spring, of \$200, will be trotted for under the saddle, on the 16th inst., at 2 P. M. Two-mile heats.

"Second day, the 17th, a purse of \$200, to be trotted for in harness. Two-mile heats.

"Third day, the 18th, a sweepstake of \$200, under the saddle; three-mile heats, open for trotters, rackers, and pacers.

"A piece of plate is to form the half of each purse."

“The weight to be carried is 150 lbs. for the saddle, and a feather for harness.

“Horses to be entered the day previous at John R. Snedecor’s, at 4 o’clock, P. M.”

To which the editor adds the following exhortation ;—“Why are not clubs like the above formed in this vicinity? It would afford an excellent test for the speed and value of *harness* horses, as the turf does for the race-horse. Who will set it a-going?”

It is curious to read such words, dated only thirty years ago, and to look at the changes which have ensued within so short a space. Then trotting-horses were scarce in existence, and but one course in the Union, while race-horses and racing were as common as flowers in May. Now, a fast trotter is in every third wagon you meet on the road, trotting courses meeting you at every corner, while racing, and all that pertains to it, except in a few Southern States, of which long may it continue the boast and glory, has every where fallen into abeyance among us, and seems to hang

“Quite out of fashion, like a rusty mail
In monumental mockery.”

The next we learn from the *New York Gazette*, May 16, 1826, that, “The trotting purse of \$200 was contested for yesterday by Screws, Screwdriver and Betsey Baker. It was won in handsome style by Screwdriver in two heats. The first two miles in 5m. 36s.

“The second two miles in 5m. 38s.

“\$100 in money and \$100 in silver plate were delivered by the Vice-president with an appropriate speech. The owners and friends of the winning horse gave a splendid dinner and champagne at Snedecor’s tavern, where the following horses were entered for this day’s purse.

“Two-mile heats in harness. Entries—Tom Thumb, by Garvey Q. Brown; Screws, by Blank; Jersey Kate, by McGuire. Great sport is expected.”

I find no record of the farther notice of this meeting, nor of the year, until the Autumn meeting on the Union Course, L. I., October 3, 1826.

When, on the same day on which Mr. Stevens' ch. f. Janet won the Association's purse of four-mile heats—the first in 7m. 48s, the second in a canter, no time kept.

“The silver plate of the New York Trotting Club was trotted for in harness, two-mile heats, at 11 o'clock, by Trouble, Screws, Tom Thumb, and Lady Pluck.

“Won by Trouble in 5.27—5.31.

“At four o'clock in the afternoon, Betsey Baker, Buckskin, Shakespeare and Rob Roy trotted for a sweepstakes of \$100, three-mile heats.

“Betsey Baker won the purse, by taking the first and third heats. Shakespeare won the second heat.

“Time, 8.21, 8.20, 8.19.”

Herewith closes the brief of all the American trotting, on regular courses, of the year 1826.

Of the following year, 1827, we have somewhat fuller accounts, and those of horses whose names, as well as those of their riders, are still household words among our sporting men, and who were still performing and winning green laurels on the Turf, within my own personal recollection.

“A trotting match against time was decided yesterday—April 23—on the Trotting Course, Long Island. The conditions of the bet were, to trot fifteen miles in harness, fifteen within the hour; which was performed by the Long Island horse Whalebone, in fifty-six minutes, notwithstanding the heaviness of the course, owing to the rain which fell the night preceding, and in the forenoon of the day of the race. The 14th mile was accomplished in 3m. 10s., and the last, the 15th, in 3m. 5s.—and, what is very remarkable, the horse came in at the end of the race in gallant style, and appearing not more distressed than the common run of horses would in performing the same distance at the rate of eight miles the hour. The owner has offered to trot him seventeen miles in an hour for a thousand dollars.

“AMER. FARMER.”

Again,

“A trotting match took place, October 3, on the Long Island Course, between the celebrated horse Rattler, owned by Mr. Wm. Jackson, and Screwdriver, the property of Mr. Brown, for one thousand dollars a side, two-mile heats.

“At starting, Screwdriver had the pole.

“The horses went off in good style head and head for some distance, when Rattler made a break, and in pulling up to regain his trot, lost between fifty and sixty yards. By the good management of his rider, he gained gradually on his opponent, and finally won the heat by about a head.

“The second heat, the horses again went off head and head. Rattler made another break, which left him considerably in the rear; but having more *foot* than his opponent, soon regained his lost ground, passed him, and won the race in fine style. Rattler was ridden by Mr. M. Clintock; Screwdriver, by Mr. White Howard.

“This match was certainly the greatest treat that amateurs have probably witnessed on this or any other turf in the annals of trotting.

“Time of the first heat, 5m. 24s. Second heat, 5m. 26s.

“*New York Paper.*”

I cannot discover any records of the regular meetings or the contests for the purses of this year, the absence of any authentic work devoted exclusively to sporting up to a period of two years later, rendering it almost impossible to get at facts worthy of record as authentic.

From this date, however, trotting may be regarded as a thoroughly authentic and legitimate sport, as in the next year a second Association and trotting course was established in the second city of the Union, and from that day the progress of the sport has still been, without a check, onward and upward.

HUNTING PARK ASSOCIATION, PHILADELPHIA.

“The meeting for this Association was held at the Indian Queen Tavern, South 4th street, Philadelphia, February 8, 1828. The object of the Association was such as ought to induce similar ones at all the country towns. They would promote a fondness for fine horses, would increase their number, and *greatly augment the value of the capital* which must always exist in the article of horses. The purpose of the Association is clearly explained in the first article, as follows.

“ARTICLE 1. For the encouragement of the breed of fine

horses, especially that most valuable one known as the trotter, whose extraordinary powers cannot be developed or properly estimated without trials of speed and bottom, and in order to prevent those vicious practices which often occur on the course, where it is not subject to the government and direction of an Association, empowered and resolved to maintain good order—the subscribers agree to associate under the name and title of the Hunting Park Association.”

To copy the remainder of the articles and rules, would be a needless waste of space ; but it may be briefly stated that—The government of the Association is vested in a President, two Vice-presidents, and seven Managers, to be elected annually.

“No new member to be admitted without the consent of two-thirds of the Board of Managers.

“Annual subscription, ten dollars.

“Every rider to be neatly dressed in a fancy silk jacket, jockey cap and boots, and all horses to carry weight according to age, as follows—

An aged horse,	150 pounds
Six years,	143 “
Five years,	136 “
Four years,	129 “
Three years,	122 “

Mares, fillies, and geldings allowed three pounds. Intervals of thirty minutes between heats of four miles, twenty minutes between heats of three miles, and fifteen between every other heat.

“All combinations and partnership between horses prohibited, and their owner never again allowed to enter a horse. A horse must win two heats to win a race, unless he distance all others at one heat ; but if three horses win each a heat, no other horse to start against them.

The distance on four-mile heats is fixed at . .	320 yards.
“ three “ “ . .	240 “
“ two “ “ . .	160 “
“ one “ “ . .	80 “

“ART. 26. All trials for speed shall be under the saddle, unless directed otherwise by a majority of the members of this Association, or two-thirds of the officers of the same ; but the first day’s and largest purse shall, in all cases, be contended for

under the saddle. When trotting in harness is permitted and authorized, the officers of the Association shall give notice of the same, and prescribe the rules, at least one month before the purse is trotted for.

“PERFORMANCES ON THE COURSE OF THE HUNTING PARK ASSOCIATION
FOR THE IMPROVEMENT OF TROTTING HORSES.

“First match was on the 15th May, 1828, when three horses were entered for the Association’s purse of \$300, and a splendid cup; viz., Screwdriver, Betsey Baker, and Topgallant.

“Distance, three-mile heats.

“Screwdriver won the two first heats, beating Betsey Baker by a few feet.

“Time of performance—first heat, 8m. 2s.; second heat, 8m. 10s.

“This was the best time then on record.” It has been done since by Dutchman in 7m. 32½s., and Lady Suffolk in 7m. 40½s.—7m. 56s.*

“Second day’s Spring races, 16th May, Whalebone, Creeper, Gentle Kitty, Grey Squirrel, and Moonshine, were entered, two-mile heats, purse \$200, and a handsome silver cup.

“Whalebone took the two first heats, distancing Gentle Kitty and Moonshine first heat. Distance, two-mile heats.

“Performance—first heat, 5m. 40s.; second heat, 5m. 38s.

“October 21, 1828. The Fall Races took place. On the first day, Topgallant and Paul Pry were entered. Topgallant took the two first heats, purse \$200, and a silver cup. Distance, two-mile heats.

“Performance—first heat, 5m. 55s.; second heat, 5m. 35s.

“October 22, second day. Spot, Paul Pry, and Ephraim Smooth. Purse, \$300. Distance, four-mile heats. Spot won the two first heats with ease.

“Performance—first heat, 11m. 34s.; second heat, 11m. 40s.

“In the afternoon of said day, the following fillies contended for the Colt and Fillies’ Purse, \$50, and a silver cup of the same value. Sally Miller and Lady Washington.

Sally Miller, first heat,	. . . . .	3m. 9s.
Lady Washington, second heat,	. . . . .	3m. 6s.
Sally Miller, third heat,	. . . . .	3m. 4s.

* See Note 4, p. 207.

“March 19, 1829. The following horses were started for a purse of \$200, as second-rate horses. Distance, two-mile heats. Creeper, Lady Jackson, Lady Kate, Moonshine, and Paul Pry.

Lady Jackson, first heat, 5m. 47s.

Moonshine, second heat, 5m. 43s.

Moonshine, third heat, 5m. 38s.

“May 21. Match race between Topgallant and Ephraim Smooth, for \$500 a side, three-mile heats. The two first heats won by Ephraim Smooth.

“Time, first heat, 8m. 20s.; second heat, 8m. 10s.

“*American Turf Register*, Vol. I. p. 63.”

In connection with the Hunting Park Course, of which this is the first record, it will be not out of place to give, in this place, a memoir of the celebrated old horse Topgallant, who for many seasons stood nearly at the head of the American Trotting Turf, and for some reason, which it is not easy now to indicate, for it certainly was not dependent wholly on his real merits as a victor, for he was often defeated, and not by any means in extraordinary time—or what would now be considered such—was one of the most popular animals and the greatest favorites, with the masses of the spectators, that has ever been known on the Turf.

He stood, in this respect, as Lady Suffolk in her day, and as Flora Temple now.

He was the “Old Top,” as Lady Suffolk formerly was the “Old Lady,” of the B’hoys, who were always ready to cheer them to the echo in their successes, and to sympathize, as if it were private calamity, in their defeats.

He was a fine dashing-looking animal, with a blood look, a lean bony head, and fine action.

AN ACCOUNT OF THE CELEBRATED TROTTING HORSE TOPGALLANT.

Among the many horses which have acquired distinction on the Hunting Park Course, no one, perhaps, is so general a favorite as the veteran trotter. Whenever the “Old Horse,” as he is familiarly and affectionately called, appears upon the course, his presence is greeted with every demonstration of enthusiasm, by the spectators, and in his performances he is

watched with the deepest anxiety. This attachment to him springs from his extreme age, joined to his general good behavior, and the fact that he is in a great degree identified with the history of our course. He was one of the first horses ever entered for the purse of the Hunting Park Association, and has since been engaged in every regular contest which has taken place under their auspices. In all of these—though not a constant winner—he has sustained an excellent reputation, and whenever defeated, he has experienced more sympathy than most others in success.

The life of Topgallant has been strangely varied. Of his earlier years, but little is known, though he is generally believed to belong to the stock of the famous Old Messenger. Where, or by whom he was bred, we have been unable to learn, nor can we ascertain his precise age, though his marks indicate twenty-five years last spring. At one period, he was used as a common coach hackney in New York, and has at other times, been employed in various laborious occupations.

Topgallant has changed owners so frequently, that it is nearly impossible to procure a regular detail of his performances. Some of these have taken place at Long Island, and in parts of New Jersey, but those feats which are considered the most remarkable, have been accomplished at Allen's, now better known as the Hunting Park Course. His reputation as a trotter, has been established for many years, and so high did he stand in the opinion of those who knew him, that at a meeting of the board of officers of the Hunting Park Association, held to regulate the trotting for their purses, the first year of their institution, it was resolved, that Topgallant should not be permitted to enter for the second day's purse, inasmuch as they considered him a first-rate horse.

On Thursday, May 15, 1828, Topgallant trotted against Screwdriver and Betsey Baker, three-mile heats, &c., for the first purse and prize cup, offered by the Hunting Park Association. On this occasion, Screwdriver succeeded in winning.

Time, 1st heat, 8m. 2s.—2d heat, 8m. 10s.

Though a loser, Top suffered nothing in the estimation of his friends.



Tuesday, Oct. 25, 1828, Top trotted against Paul Pry, for the Association third purse of \$200, and won by the first two heats.

Time, 1st heat, 5m. 55s.—2d heat, 5m. 35s.

In this contest neither of the horses were pushed.

Wednesday, 20, 1829, Top trotted against Columbus, Whalebone, Buckskin, and Ephraim Smooth, for the Association eighth purse, of \$300 ; Ephraim Smooth won.

Time, 1st heat, 8m. 27s.—2d heat, 8m. 20s.

Notwithstanding this defeat, the friends of the old horse immediately matched him against the winner, Ephraim Smooth, for three-mile heats, \$500 a side, to be trotted the following day. Accordingly, on the 21st May, the match took place, when Ephraim Smooth again succeeded in winning the two heats.

Time, 1st heat, 8m. 20s.—2d heat, 8m. 10s.

On Thursday, October 15, 1829, Topgallant, Ephraim Smooth, Whalebone and Chancellor, trotted for the purse of \$200, four-mile heats. It was in this contest that Topgallant proved the excellence of his bottom. Four heats were trotted. Top came out ahead in the first. The second was pronounced a dead heat. Whalebone took the third, and old Top the fourth. This trot afforded excellent sport to the spectators, and was justly considered one of the best that had taken place on the course.

Time, 1st heat, 11m. 4s.—2d or dead heat, 11m. 30s.—3d heat, 11m. 17s.—4th heat, 12m. 15s.

Thursday, May 20, 1830, Columbus, Ephraim Smooth, Topgallant, and Lady Jackson trotted for the Association purse of \$200, three-mile heats. In this trial Columbus was victor, doing the 1st heat in 8m. 19s.—2d heat, 8m. 27s.

So sanguine were the friends of Topgallant that his loss was attributable to untoward circumstances, and not to any inferiority of speed, that they offered a match of \$500 a side, two-mile heats, against the winner, Columbus, which was accepted. In consequence of this arrangement, the match took place on the 22d of June following, when the old horse won the two first heats with all ease.

His time was as follows ;—1st mile on the 1st heat, 2m. 46s.

—2d mile on the 1st heat, 2m. 43s.—1st mile on the 2d heat, 2m. 43s.—2d mile on the 2d heat, 2m. 46s., making 5m. 29s. each heat.

Top did not break once during this performance.

On the 7th of September, 1830, a match was trotted between Topgallant and a gray horse from Boston, called Buster, mile heats, for \$100 aside. This money Top won without difficulty, doing each heat in 2m. 39s. He would have performed his 2d heat some seconds sooner, but his rider held him in.

On the 22d and 23d of Oct., 1830, Top contended for the purses offered by the Association, but was unsuccessful on both days, Bull Calf taking the first, and Whalebone the second.

Thursday, May 19, 1831, Topgallant, Bull Calf, Tyro, and Sally Miller, entered for the Association purse of \$200, two-mile heats, and in this trial Top succeeded in winning the 2d and 3d heats, Sally Miller having taken the first.

Time, 1st heat, 5m. 21s.—2d heat, 5m. 21s.—3d heat, 6m. 16s.

Thursday, June 2, 1831, a match race was trotted between Topgallant and Whalebone, four-mile heats, in which Top took the lead from the score, and kept it during the 1st and 2d heats, being only once lapped by his opponent.

Time, 1st heat, 12m. 5s.—2d heat, 12m. 2s.

In consequence of Whalebone's breaking up continually, Top was not pushed, and, of course, the time was not so good as had been expected.

On the 20th Oct. 1831, Top trotted against Sally Miller, Bull Calf, and the Clark's Colt, two-mile heats, for a premium of \$200, which was taken by Sally Miller.

Time, 1st heat, 5m. 26s.—2d heat, 5m. 23s.

On the 21st, the day following, Top entered with seven horses, to trot three-mile heats, for a premium of \$300. On this occasion, Top took the second heat, distancing Columbus in 8m. 19s. and worked the winning horse very closely in the third and fourth heats, both of which he lost by only a few feet.

On the 29th of October, at the Central Course, Baltimore, he won a purse of \$250, three-mile heats—winning the first and

third heats; second heat taken by Dread. The other horses entered were Collector, Spot, Chancellor and Terror.

Top is a fine, clean-limbed, well-looking bay, about fifteen hands high, and his movement is sure, though easy. Every visitor to the Hunting Park Course is well acquainted with him, and all, as we remarked before, are attached to him. It is said that upon one occasion, a match trot was formed in some part of New Jersey, neither of the horses being known to the adverse parties, and when the animals were brought upon the ground, a small boy, who had visited Philadelphia, after looking closely for some minutes at the frame and movements of one of them, exclaimed, with a burst of admiration, "By G—d, Old Top."—Upon inquiry, it was found to be so, and the trot was declined.

A few days only before the fall meeting, described above, on the Hunting Park Course, the noted old trotter, Screwdriver, finished his career, and his obituary is thus registered in the *American Farmer*;—

"The emperor of horses is no more. Screwdriver is dead. He died suddenly on Sunday, October 19, 1828, in his training stable at Philadelphia. This is the noble animal that trotted and won at Philadelphia the silver cup and \$300, on the 15th of May last, beating Betsey Baker and Topgallant. On the 7th inst. he won the \$300 purse on Long Island, and was intended for the \$300 purse to be trotted for on Tuesday, the 21st inst., at Philadelphia. He was considered the best trotter ever known in this or any other country, of a fine figure and excellent temper. He was the property of J. P. Brown, of this city."—Phil. Paper.

In September of the following year, 1829, the publication of the *American Turf Register* was commenced, and in its second number are the following notices;—

"On September 7th, at half-past four o'clock, a race was paced on the Long Island Course, for a purse of \$500, by the celebrated horses Bowery Boy and Stranger. The distance was two-mile heats. The first heat was paced in 5m. 04½s.; the second in 5m. 07s. Both heats were won by Bowery Boy; the first with ease; the second by a short distance. At a former race Stranger was the winning horse."

"The New York and Long Island Trotting Club announce

to the public, that their trotting and pacing sports commence on the 3d, 5th, and 7th days of October, on the trotting course on Long Island, at three o'clock, P. M. Each day's purse will consist of \$200. The first, for horses under the saddle, carrying 145 lbs., three-mile heats; the second, in harness, carrying 145 lbs., three-mile heats, and the third, for pacers, rackers and trotters, carrying a feather."

“ LONG ISLAND TROTTING COURSE.

‘ An interesting and extraordinary trot took place on the Long Island Trotting Course, before a large concourse of people. The purse was contended for by Topgallant, Columbus, Comet, Spot, and William. Columbus was declared the winner of the first heat; the second and third heats were won by Topgallant, who with difficulty was successful in winning the third heat from Comet.

	<i>min. sec.</i>
“ First heat, 3 miles	8 20
“ Second "	8 11
“ Third "	8 14

“ On the same course, at 3 P. M., a paced match took place between Bowery Boy, Fireaway, and Stranger, the last winning the match in two heats. The first was well contested, Fireaway and Stranger coming in almost neck and neck. On the second, all three were nearly lapped at its termination. The race-course was in good order, and an immense number of persons were on the ground.

“ PHILADELPHIA HUNTING PARK COURSE.

“ The following is a statement of the result of the trotting on this course;—

“ Wednesday, October 14. Two-mile heats.

“ Lady Jackson,	1 1
“ Lady Childers,	2 2
“ Collector,	dist.

“ Time, 5m. 36s.—5m. 41s.

“ All Philadelphia horses.”

“Same day. Four-mile heats, in harness.

“Sir Peter,	1	1
“Whalebone,	1	2
“Time, 11m. 23s.—Second, 11m. 27s.		

“The winner is a New York horse. Whalebone is owned in Philadelphia.

“Thursday, October 15. Four-mile heats.

“Topgallant,	1	0	2	1
“Whalebone,	2	0	1	2
“A gray from New York,	3	0	drawn	
“Ephraim Smooth,			dist.	
“No time kept.				

“This was one of the handsomest trots ever seen on this course. Ephraim Smooth, however, after contesting the first two miles of the first heat, side by side with Topgallant, lost a shoe and was distanced. Whalebone was side by side with Topgallant nearly throughout the three other heats, winning one. The second heat was drawn, there being some complaints of foul riding by Topgallant’s rider, who came out ahead.” I suppose this should read *against* Topgallant’s rider, as, if he won the heat, he would hardly complain.

The time of the three-mile heats has been brought as low as 7m. 32½s. by Dutchman, in 1839, and 7m. 40½s. by Lady Suffolk, in 1841, under the saddle; and as low as 7m. 41s. by Dutchman, and 7m. 53s. by Ripton, in harness, in 1839 and 1848.* Pet and Kemble Jackson have done it in wagons as low as 8m. 1s. and 8m. 3s., respectively. So that horseflesh has shown its progress, in these events against time, as victoriously in this as in any other branch of sporting.

As of two-mile heats, so it may be said of two, that pace has again gained upon time.† Flora Temple and Lady Suffolk have reduced it to 4m. 57s., and 4m. 59s. respectively, and many have done it in a few seconds over five minutes, even in second heats, and in harness.

At four-mile heats there has been less improvement than at any other distance.‡ Dutchman has done it in 11m. 19s., 10m. 51s., and Lady Suffolk in 11m. 15s., 11m. 58s. Otherwise there has been no gain on Sir Peter’s time. In fact, of late years, three and four-mile heats have lost their popularity.

* See Note 5, p. 207.

† See Note 6, p. 207.

‡ See Note 7, p. 207.

It appears by a letter from the American correspondent of the English Sporting Magazine, published in August, 1829, and quoted in the November number of the American Turf Register, that "Topgallant, Whalebone, Sir Peter, Trouble and Shakespeare, were got by Hambletonian; that Betsey Baker was by Mambrino; Screwdriver, dam, Bull by Mount Holly; Rattler by an imported English horse out of a Canadian mare, and Tom Thumb a Narragansett, an excellent breed of trotters, but their origin unknown."

This is peculiarly worthy of remark, as I have not elsewhere seen any notice of the pedigrees of these animals; and this is generally likely to be correct, as written probably by an Englishman for an English periodical, who would naturally strive to obtain accuracy on a point likely to create so much attention as the origin of this new race of extraordinary trotters was sure to do in the English sporting circles.

There are two Hambletonians in the Stud Book, one by Sir Archy out of Bellona, a Carolinian mare; the other by imported Messenger, out of a mare by imported Messenger, 2d dam a southern mare.*

It is of course the latter horse, which is the sire of these trotters, as he is known to have served many common mares, and it is claimed that the Morgans have some of his blood.

The trotting stallion Mambrino was by Messenger, and must not be confounded with the race-horse by American Eclipse.

Mambrino was owned in Philadelphia. There is some blunder here as to *Bull*,† who could not well be any one's dam, and I cannot find how Mount Holly was bred, though I believe he was by Mambrino. Nothing, probably, is known of the sire of Rattler, but the chances are that he was a well-bred horse.

The statement that Tom Thumb was a Narragansett, I take to be an error, from confounding the breed of pacers with that of trotters, natural enough to an Englishman, to whom both were strange.

I have often seen the horse, which had not the slightest resemblance to the Narragansetts, either in shape or color, but closely resembled an Indian pony of the Canadian type.

In this same year it appears that a Trotting Club was established at Baltimore—I believe on what has been known since as the Kendal Course—and, since that time trotting has continued

* See Note 8, p. 207.

† See Note 9, p. 207

to advance and to gain popularity, until at the present day, there is scarcely a State in the Union, North, East, or West—the South being devoted almost exclusively to running horses—except that in which I write these lines, and which, in every thing pertaining to either physical or mental cultivation, is at least half a century behind the rest of the American World—that does not possess a number of arenas for the trial and exhibition of the speed of its trotting horses.

It is a little singular that New Jerseymen, who are so much addicted to levying taxes on all who are so unfortunate as to enter their borders, should be willing, in this instance, to pay a tax to Long Island every time they want to test the power of their nags, and thus to let a dollar or two escape, which might have been kept within the limits of the State, had they a trotting course of their own. In this instance, however, the two ruling qualities are pitted against each other—narrow fanaticism and love of money-getting; and, for once, the former wins. Bigotry, for the most part, triumphs over all beside, but yields at once to the more potent adoration for the dollar.

The first trotting on the new Baltimore Course is thus recorded, in the May number of the American Turf Register of 1830:—

“GREAT TROTTING.

“Two trotting matches against time came off on the Canton Course on Thursday last. The first for \$1,000, that Lady Kate, a bay mare, fifteen hands high, could not do fifteen miles within the hour. The bet was won by the mare doing sixteen, in beautiful style, in 56m. 13s., having 3m. 47s. to spare; she could have done seventeen with ease. Each mile was done in the following time.

“1st mile, 3m. 41s.—2d, 3m. 24s.—3d, 3m. 23s.—4th, 3m. 20s.—5th, 3m. 30.—6th, 3m. 30s.—7th, 3m. 28s.—8th, 3m. 28s.—9th, 3m. 59s.*—10th, 3m. 42s.—11th, 3m. 42s.—12th, 3m. 28s.—13th, 3m. 28s.—14th, 3m. 26s.—15th, 3m. 25s.—16th, 3m. 19s. Total, 56m. 13s.

“The money being staked with the judges, and paid to Mr.

* “In this round, the rider was changed for a lighter one, and the mare was refreshed by sponging her mouth, nostrils, &c., with strong wine and water.”

Duffy, the owner of the mare, another bet was made of \$300, that a b. g. Paul Pry, could not go thirteen miles within the hour. Mr. Duffy compounded to ride him seven miles, with privilege of a catch rider for the remainder of the distance. He, however, rode the whole distance, riding, we should judge, 145 pounds, and did it in 53m. 27s., having 6m. 33s. to spare. First mile, 3m. 55s.—2d, 3m. 58s.—3d, 4m. 2s.—4th, 4m. 3s.—5th, 4m. 1s.—6th, 4m. 3s.—7th, 4m. 5s.—8th, 4m. 7s.—9th, 4m. 13s.—10th, 4m. 12s.—11th, 4m. 18s.—12th, 4m. 18s.—13th, 4m. 12s. Total, 53m. 27s. The course is a measured mile.

I shall close my account of this year's performances on the trotting turf by the following match on the—

“LONG ISLAND TROTTING COURSE.

“Match between Whalebone and Jerry, or the Clark Colt—three-mile heats, for \$500.

“Jerry,	1 1
“Whalebone,	2 2
“Time, first heat, 8m. 23s.; second heat, 8m. 15s.	

“The first heat was won easily by Jerry, and Whalebone was very nearly distanced: Jerry's appearance was fine, but by some considered rather too fleshy. Whalebone was, on the contrary, very thin, and very much tucked up, and the horse without his usual courage—there being little doubt that he had gone through too severe training. The second and third miles of the second heat were done in 2m. 42s. by Jerry, which is about as fast as either mile in a second heat has been trotted.

“*New York, May 11, 1830.*”

I have thus far briefly brought down the history of American Trotting, from its very first commencement to the close of the year 1829, and spring of 1830, after which it may be considered as a thoroughly established sport, constantly increasing in popularity until the present day. Henceforth, therefore, it will be impossible, within the limits of this work, to attempt giving a continuous record even of all the regular constituted Spring and Autumn meetings on all the established trotting or pacing courses, much less of all the matches made and won over the whole country. To do so would require the whole space of two

larger volumes than these, within which I have to confine my entire subject.

From this time forward, therefore, the course which I shall adopt, is to mention briefly the most distinguished horses which have succeeded one another, in the succession of years, describing shortly the races which have exhibited any very decided improvement in point of time, so as to mark the progressive advance of speed and the gain of power and pace, as well as of courage, in the animal, year after year.

In connection with this, I shall note the establishment of such new courses as have tended to the improvement of the horse, and shall dwell something at length on the pedigrees—where in any sort attainable—the characteristics and performances of the extraordinary animals, which have manifested of late years such surpassing powers on the trotting-turf, and in the result have rendered this, during the latter quarter of the nineteenth century, pre-eminently the popular amusement of American horsemen.

During the year 1830, Topgallant, Whalebone, and Sweetbrier continued to keep at the top of the crowd; Bull Calf, Buster, Comet, Terry, and Sir Peter being the most celebrated of their competitors, and running them pretty hard to preserve their laurels.

The best time, for two-mile heats, during this year, was 5m. 22s.—5m. 21s.; and for three miles, 8m. 26s.—8m. 27s.—8m. 41s.—8m. 56s.

Whalebone and Sweetbrier did six miles in 18m. 52s., the course being heavy, and the horses being backed to make the distance inside of 17m. Time, however, for once proved the victor. On the 12th of February, 1831, “the Maine Association for Improvement in the Breed of Horses,” was set on foot by some of the most distinguished and influential gentlemen of that State, with power, also, to hold fairs, exhibitions, and trials of speed and power.

I am not aware, however, that much was accomplished in that State, in the trotting line, until recently—a trotting course being now in the full tide of success at Bangor, whereas, if I am not in error, none existed in the State some twelve or thirteen years since.

In this year also two animals made their renown on the trotting turf, whose contests continued nearly as long, and excited as much interest among the sporting world as the more recent antagonism between Lady Suffolk, Americus, and James K. Polk, and, at the present day, of Flora Temple, Tacony, and Lancet, and which were in their day considered as wonderful paragons of horseflesh, as are the favorites, *unrivalled* until they, too, shall be surpassed in the progress of events, of yesterday and to-day. These were Sally Miller and Columbus, who instantly took their place at the head of the list, the mare putting old Topgallant up to 5m. 21s., in order to beat her at two-mile heats; and Columbus doing four miles in 8m. 07s., and Cato the same distance in the then best time of 8m. 02s., neither of which, by the way, has since been so often beaten, as to be even now regarded ordinary going.

The same year appeared Cato, Tyro, Lady Victory, and Paul Pry, the latter of whom proved himself a very gallant and indomitable horse; though shortly afterward falling into the hands of that "fine old *Scottish* gentleman," William McLeod of New York, he was not regularly on the turf, though in private matches he was often admirably handled by his noble owner. On this occasion he ran ill, being, it is said, overtrained, and farther displaying unmanageable temper. If this be so, he soon got over that defect; for though a hard puller, and very high strung and full of spirit, he was a perfectly kind and docile animal, as I can surely testify, having both ridden and driven him many a mile, in happy days bygone, which can no more return.

Besides these, Moonshine, Dred, Collector and Chancellor trotted this year with great credit; and Chancellor, having accomplished the then unparalleled feat of trotting thirty-two times around the Hunting Course track, which, measured on the saddle track, is fifty feet over the mile in circumference, in 1h. 58m. 31s., challenged Whalebone to the same feat against time.

This, going in a sulky, and thereby losing a considerable advantage, Whalebone accomplished in 1h. 55m., beating Collector's time under the saddle, by 3m. 31s.

In the following year, 1832, the same horses kept the game going, but with no decided gain of time, or increase of speed.

It is remarkable, indeed, that the chef d'œuvre of this year was a trot in England, although made by an American horse, "Rattler," which had been purchased by that well-known sportsman, George Osbaldeston.

This was a match against a celebrated English horse of the day, "Driver," to trot thirty-four miles under the saddle, Osbaldeston riding Rattler, himself, 11 stone, or 154 pounds, against 9 stone, 126 pounds—a monstrous advantage in such a performance. The distance was made in 2h. 18m. 56s., Rattler coming out easily the winner.

Unfortunately, no weight is recorded of the time-match of Whalebone just recorded, which renders it impossible to judge of the comparative performances of the animals.

Osbaldeston's time is a fraction over 4m. to every mile, and when the weight he carried is taken into consideration, it cannot be regarded other than a creditable performance, even when we think of Trustee's and Lady Fulton's twenty miles respectively in 59m. 35½s. and 59m. 55s., the rather that it was done over a common road, by unprofessional riders, and under the disadvantage of being compelled to turn back in case of a break, according to the English rule.*

In this year also Sally Miller made the best time which had as yet been accomplished under the saddle, 2.37—2.37½—and on another occasion distanced Columbus, her great competitor, in 2.39, leaving her, for the time being, the victress of the age, and supposed to be invincible on the Turf.

In 1833, the spring passed without any trots of especial moment, but on the eighth day of November, Mr. Wm. McLeod's gr. g. Paul Pry, 9 years old, was backed to do 17¾ miles within the hour, over the Long Island Trotting Course, and not only won his match with the greatest ease, but went eighteen times round, being in all 18 miles and 36 yards, in 58m. 52s. He is said to have done it without the least difficulty or fatigue; and it is to be remembered that up to that day, the nearest approach to his time was Jerry's 17 miles in 58m. under the saddle, and Bellfounder's—the English trotting stallion—17½ miles within the hour.†

The following is the time, taken up in going each mile.

* See Note 10, p. 207.

† See Note 11, p. 207.

	<i>min. sec.</i>		<i>min. sec.</i>
1st mile,	3 18	10th mile, including stop,	4 1
2d "	3 16	11th "	3 7
3d "	3 17	12th "	3 2
4th "	3 09	13th "	3 20
5th "	3 13	14th "	3 16
6th "	3 14	15th "	3 11
7th "	3 19	16th "	3 9
8th "	3 17	17th "	3 7
9th "	3 13	18th "	3 8

He was ridden by a boy named Hiram Woodruff, weighing 138 pounds, in beautiful style and with great judgment. Judges were placed at each quarter-mile from that which was the last of the sixteen to the end, by those who had bets thereon. Paul Pry is now nine years old; he was bred on Long Island, and got by Mount Holly, dam by Hambletonian.

New York Sporting Magazine.

It is not a little curious to hear the great trotting rider and driver, whose fame is as widely spread beyond the Atlantic as here at home, spoken of as "a boy named Hiram Woodruff," but it is believed that this was one of his first steps toward celebrity, although he comes of a family who are all horsemen.

A few days later on the Eagle Course at Trenton, Sally Miller beat Columbus and distanced Screwdriver, the second of that name—the time not given; and Edwin Forrest, this being his first appearance, and the first earnest of his great after performances, beat Columbus, Lady Clay, Gipsy, and Lady Jackson, in 2.40½—2.37—2.43—2.40.

In the same month, at the Hunting Park Course, Sally Miller beat Gipsy and Lady, the best three in five, in her usual time, about 2.37; and on the following day Columbus beat Dread in 5.28—5.47; track very heavy. Neither weights nor ages reported.

On the Harlem, New York, Trotting Park, in December following, there was some fair trotting between Rip Van Winkle, Crazy Jane, and Comet, Confidence, Marshal Blucher, and Edwin Forrest, and on the last day between Charlotte Temple, Modesty, and Major Jack Downing, Collector being withdrawn as a first-rate horse, the purse being offered only for second rates.

On the day after the meeting, however, there was "a trotting match under the saddle, for a purse of \$200, three-mile heats, deserving of especial notice, for the unexampled speed in which it was performed. The horses entered were Columbus, Confidence, and Charlotte Temple, and they came in as follows;—

Columbus,	1	2	1
Charlotte Temple,	2	1	2
Confidence,	dist.		
Time, 7.45; 7.42; 7.49.			

"The course is forty four yards short of a mile, and the time was therefore for three full miles, 7m. 57s.; 7m. 54s.; 8m. 1s.

"Which time has never been made before in a trotting match in any part of the world. The course is, it is well known, a heavy one; has a bad hill and a short turn.

"Betting, on starting, was any odds on Columbus against the field. On the first heat, Columbus was led by both the horses for the first two miles, he then passed them easily. On the second heat, Charlotte Temple was, for the first mile, more than a distance ahead, owing to Columbus having broke on rising the hill. On the second mile, he gained a little, and on coming out was about six lengths behind, the mare a good deal distressed. On the third heat, Columbus lay behind, and the mare led him for the first mile and three-quarters sixty or seventy yards. He did not make a push till he entered on the third mile, and then he passed her, on the first quarter afterwards. The course was well attended."—*New York Courier*.

"1834.—A match came off on Friday, May 9th, for \$1,000, h. f. mile heats, between Sally Miller, of celebrated memory, and Edwin Forrest, who had his laurels yet to win. They got off well together, and kept head and head for about two-thirds of a mile, when Sally Miller broke, and was left by her antagonist some distance in the rear—Edwin Forrest trotting his mile in the unprecedented time of 2m. 31½s.

"On the second heat, the start was again good, although the judge did not tap the drum until both horses had got past the starting post—again they kept together for some distance around, when the horse unceremoniously left the lady in the lurch, and came in under a hard pull, beating the mare very easily.—Time, 2.33.

“This I consider the greatest trot on record, particularly when the length of the course is taken into consideration, which is, by a surveyor’s certificate, one mile and ten yards. The owners of the horse, directly after the match, offered to stake \$1,000 to \$500 that the horse could trot around the course that afternoon in 2m. 30s.

“Yours truly, A. M. G. B.”

From Skinner’s Turf Register, vol v. No. 11.

In 1835, the sport of trotting became more and more popular, and there was scarce a gentleman in New York, who did not own one or two fast horses. Matches were daily ridden or driven on the Third Avenue, from Bradshaw’s at Harlem, to the Bull’s Head in, or for shorter distances on the same road, as well as on the Harlem and Centreville courses, by gentlemen amateurs and riders. Indeed, at this time the trotting-horse department was as completely in the hands of gentlemen sportsmen, as the turf proper. Among the patrons of this noble sport, then in its infancy, I can name now, without fear of wounding any prejudice, personal friends of my own, half the leading young gentlemen of the city at that day, who all drove their own teams, and many of them with skill scarcely, if at all, inferior to the professionals. A few of these were the late lamented Hamilton Wilkes, whose black four-in-hand, all mares, which could trot their mile all-together inside of three minutes, were the admiration of the avenue; William McLeod, with Paul Pry, and Tantrum Bobus and Bull-in-the-Woods, the latter a pair of smashing bays, good for 2.40 together; George Wilson, also, like the two fine sportsmen and gentlemen I have last named, long since departed—with Jerry and Blackbird; Mr. William Laight, with an admirable pair of gray mares; Mr. De Brosses Hunter, with a spanking bay four-in-hand; Mr. Coster with Fanny Pullen, the mother of the incomparable Trustee; Mr. James Valentine with Beppo; Mr. James Bradhurst with Yankee Doodle; Mr. Peter Barker with Dutelman; Mr. Neill with Awful; these, and a hundred others, whom one might easily enumerate, were, in this and a few succeeding years, as successive cracks arose in succession, the men, as justly celebrated as promoters of roadsters, the men who as successfully

advanced the interests of their country, by the advocacy of this newly-risen sport, and gradually improving race of animals, as the distinguished gentlemen to whom I have alluded in another place, as the true patrons of the turf.

During this year, Edwin Forrest ruled the roast, challenging any horse in the world to contend with him at four-mile heats, for any sum, from \$5,000 to \$10,000, without finding a taker.

In the spring, at Centreville, Rolla, a new horse, beat old Columbus, three-mile heats, in 8.13—8.05—8.07, which was at that time considered very fair, not to say *good* going, never having been much outdone, except by Columbus himself, though soon to be reduced so low down as the sevens with a fraction.

In July, Blackbird, of whom I have spoken above, as one of Mr. George Wilson's pair, shortly afterwards made his debut, as a green one from Maine, and beat Richard III. and Master Burke, mile heats, best three in five, in three straight heats; 2.55.—2.55.—2.54.

I may here add, that the Blackbird was the first *fast* trotting-horse over whose back I put my leg; and that he and his mate, Jerry—a little the larger of the two, both being considerably under 15 hands, formed the prettiest, pleasanter, most gentlemanly-looking, and a long way short of being the *slowest*, pair of pony trotting-horses I ever saw in the hands of a private gentleman.

Many things have passed since those days; many changes have rolled over the great city, which has been trebled in size, in population, in wealth, in commerce, and in luxury; and I see but few, around me, who remember the things that then were, as they were. Many a good and gallant heart is cold, which would, I sometimes imagine, feel strangely and at a loss, if it were informed again by the warm life-blood, and brought back to revisit the places which it would no longer recognize. And though I abhor the character of a croaker, and would shun, above almost all things, to believe myself a mere *laudator temporis acti*, regret I must those old times, as fuller far of manhood, of reality, of truth, as heartier and healthier, and in every way more generous and human, than the new days of effeminacy and flippancy, of womanish luxuries and unmanly vices,

into which the rising generation of the present day is sinking, as if into a sty, softer and loathlier than that of Epicurus.

But to resume, for this is not the place for such bootless retrospection, a remarkable match against time was made that year, by a horse never trained, "Black Joke," driven by a man weighing 175 lbs., his owner, apart from the weight of his wagon, to do fifty miles in four hours in harness. This he accomplished easily, with three minutes to spare, not in the least distressed, doing the first 12 miles in one hour, the second 12 miles in 1 hour, the third 13 miles in 1 hour, the fourth 13 miles in 57 minutes. He stopped three times to be sponged and to catch his wind, but it is worthy of remark, that he kept gaining on time, the more, the farther he went against it. One could hardly esteem the driving judicious, although it proved successful.

In August, Fire King and Modesty made mile heats in 2.43; 2.41; 2.39; which is recorded as good, it being considered that, at whatever age, they carried 145 lbs.

Samson and Rattler made two-mile heats in 5.38; 5.48; 5.39; nothing farther worthy of record occurring in the rest of that season, except that Modesty crowned the year by doing two miles under the saddle in 5.25; 5.19; 5.21, the best as yet on record.

The year 1836 was remarkable for the appearance of two very remarkable animals, one of which in his own time, and in all time at long distances, has never been surpassed, I mean Dutchman and Awful.

Than these animals, which were for a time rivals and competitors, no two creatures could be more dissimilar, either in shape, action, style of going, general show, or blood.

That they both were—as cannot be denied—although in very different degrees, exceedingly superior trotters, goes far to prove that, whatever may be the case with race-horses, trotters can come of all sort of stocks, and go in all sort of forms.

Dutchman was seen somewhere or other in Pennsylvania, by Mr. Peter G. Barker, trampling clay in a brickyard, nothing whatever being known of his pedigree. What Mr. Barker could have seen, or heard about the horse, is not easily imagin-

able. He was a great, coarse, ugly, brown horse, with a short hogneck, a fearful borer when going, with his head down, and his neck thrust obstinately out before him, and was in all respects about the most ungainly goer, and the most unpleasant horse to drive, I ever sat behind.

He could go the pace, however, at a long boring stroke ; was very honest, and had any amount of bottom and endurance required. At all events, out of the brickyard Mr. Barker bought him, and the beast—for a beast he was in all respects, except to make money of him—did him good service ; and, what is strange to tell, the master and the horse finished their career, a good fellow and a good animal, within a few days one of the other.

Awful, on the other hand, was a tall, spiry, dashing, blood-looking bright bay, with, I think, a white star ; a very upstanding sort of horse, with a curious style of high sprawling action, and a peculiar bouncing way of going from side to side.

He was a very queer-tempered horse, easily scared, and, when alarmed, violent and headlong ; but he had a great turn of speed, fair endurance, and was for a time supposed to be *the phenomenon*. But he could not live up to his early show, among such horses as Forrest and Dutchman, not to speak of others, Lady Suffolk among the rest—although the Lady was as yet but in her gristle, and Bryan, her owner and trainer—who never was like to set the Hudson on fire—was in his most verdant greenness.

Still he must not be undervalued, for he was a great good horse, not very far from being quite the best of his day, and that day not a day to be in any sort disparaged.

He was bred by Mr. Thomas Laird of Monmouth Co., N. J., the famous trainer, and was got by "American Boy" out of an "Expedition" mare, said to be thoroughbred.

It is said in the "Spirit of the Times" of this year, that "Awful and Paul Pry are the only thoroughbred horses on the trotting turf."

Whether "Awful" actually was so, I cannot say ; but he had all the appearance of being so, and such he was generally reported in his day. As to "Paul Pry," I *know*, from the best authority, his owner, with whom I have frequently conversed

on that very point, that he could *not* be *proved* thoroughbred. He was by Mount Holly, dam by Hambletonian.

Of the sportsmen of this year, in his introduction to the events of the July meeting on the Harlem Trotting Course, the Editor of the "Spirit of the Times" writes as follows;—

"One would suppose that the excessive heat of the weather would put an end, for the present, to trials of bits of blood on the trotting course; but that such is not the fact will be proved by the annexed report of several capital trotting matches, within the last few weeks.

"Many of our country readers may not be aware that a fondness for fast cattle is a passion among our whips, and that we have some odd hundred roadsters belonging to private gentlemen, who can trot their mile in harness under three minutes, that we have sixty who can perform that distance in 2.40, and more than one that can do it under 2.30.

"Edwin Forrest, now owned in Philadelphia, has been matched against time to trot his mile under the saddle in 2.28; and it is currently believed that on the day he received forfeit from Confidence, last fall, he trotted a mile half a second within that time, over the Hunting Park Course—a feat unparalleled in the annals of the turf.

"Every pleasant afternoon, the Third Avenue—a superb macadamized road, extending from Broadway to Harlem—is covered with crack nags and amateurs in horseflesh; and dozens of private matches are the consequence. As these are of a personal nature, made up between friends, and as the horses themselves are as well known on the road, as are their owners in society, we have not felt ourselves at liberty to chronicle their results, nor to allude to them, except in general terms, though they frequently create a great sensation in sporting circles."

The events worthy of notice in this year are—

Harlem Trotting Course, July 28, 2 miles in harness. John Tyler, Papa, Maria Monk, Rienzi,—5.55; 6.10; 6.04.

This trot is only worth recording, from the curious fact, that, by the rules, *all* the horses were distanced—Rienzi and Tyler for foul riding, Maria Monk for bolting the course, and Papa's rider for dismounting before reaching the stand.

Lazarus, Rienzi and Maria Monk, two miles, 5.45, 5.46, 5.46.

Modesty and Beppo, saddle, " " 5.42, 5.39.

Rolla, Maria Monk and Job Fox, saddle,
two miles, 5.37, 5.38.

Shortly afterward Dutchman, on his first appearance, made,
under the saddle, a mile in 2.33.

in harness, 2.35

Awful, under saddle, did two miles in . 5.28 5.21½

Don Juan, " " " " . 5.17 5.14

Henry, in harness, " " " . 5.20 5.28

Dutchman also made four miles, under the saddle, in the extraordinary time of 11m. 19s., 10m. 51s., which time, to this day, never has been beaten, no other heat—much less *second* heat—having been done within the eleven minutes.*

Don Juan's two-mile time this year is five seconds the best yet on record, and Awful's, though 2½ seconds worse than Modesty's, of last year, was great for a green horse.

The year 1837 opened by a very remarkable and game match, Dolly, by Messenger,† out of a thoroughbred mare—therefore, if the last be correct, herself thoroughbred—being backed to go five miles in 17m. 30s., with two persons weighing 300 pounds, in a wagon.

This feat the gallant little mare performed with ease in 16m. 45s., the driver and his comrade being ten pounds over weight, or 310 pounds; when, some remarks being made derogatory to her endurance, a second match was made that she would start on the instant, and do ten miles farther at the same rate, viz. in 35 minutes, which she also won handily in 34m. 07s.

The year 1837 is farther remarkable for the opening of a trotting course at Mobile, Alabama, the first, it is believed, within the Southern States, where galloping horses have always been, and are to this day, preferred to trotters. The horses were importations from New York, Rolla, Onondaga chief, and others. The time made was of no account, but the fact is worthy of remembrance, as connected with the increase and popularity of the sport.

Awful, this season, beat the famous old horse Screwdriver, said to be fourteen years of age, in 8.23—8.16½, three-mile heats, but shortly afterward, the greatest time as yet recorded was made

* See Note 12, p. 207.

† See Note 13, p. 207.

over the Centreville Course, by Daniel D. Tompkins, beating Rattler, under the saddle. Three-mile heats, 7.59—8.09, under the saddle. This match was trotted October 5, 1837.

It is with disgust and regret, that I record one of those pieces of atrocious cruelty, which disgrace humanity, cast a deserved stigma on the Trotting Turf, and bring all sportsmen more or less into infamous odor with right-thinking men—a long match against time, in which a game and gallant animal was barbarously overmarked, forced to continue under distress, and, of course, slaughtered.

Mischief, by Mount Holly, out of a Messenger mare, was backed by her owner, Mr. Charles Siberg, a livery keeper in New York, to go along the post road from Jersey City to the Front street bridge in Philadelphia, a distance of ninety miles, more or less—a desperately severe sandy road most of the way—in ten hours.*

At the end of the tenth mile, the mare began scouring, which was, of course, reason enough why she should have been instantly pulled up. It was on the first of July, one of the hottest days ever experienced. I personally remember it well, for I was out woodcock shooting in Orange County, where no game laws then were, and, before twelve o'clock, both dogs and men were so totally beat, that we had to give it up and return to the house. At the end of the eightieth mile, she showed much distress and became very restive, a thing entirely out of her character, but was still kept at it, until when about five and three-quarters of a mile from home, having an hour and twenty-eight minutes in which to go that distance, her distress had increased to such a degree that it was found necessary to stop her, take her out of harness, and give her a short rest in a stable.

"It then became evident that she had burst a diminutive blood-vessel." I quote from the "Spirit of the Times." *"This fact, however, did not excite much alarm, and no fears were entertained of the successful accomplishment of the match!"*

Hereupon, by way of relieving her, some person dashed a bucketfull of cold water over the loins of the mare, profusely perspiring, and of course thoroughly collapsed, and, as any one, not a born fool, would have known must be the result, the mare was dead in ten minutes.

* See Note 14, p. 207.

It is said that the owner had no hand in the last act of the tragedy. Whether he had or no, matters not one iota—that was an act of stupidity only, not of atrocity. The persisting, after the mare showed severe distress, and the damning barbarity of proposing to renew the effort, when the mare was known to have burst a blood-vessel, already, through her terrible exertions on that truly terrible day, was the *crime*.

How much Mr. Siberg felt, one can judge by the fact, that within a week of the deed, he publicly challenged a bet that he would accomplish the same match in the following September in *nine hours*.

It is not too much to say that the drive of ninety miles over the Philadelphia post road, on that July day, was a far greater feat than the drive of a hundred over a course in the same time; and that to do the same in nine hours would have been a far greater feat than those performed by either Fanny Murray, Fanny Jenks, or Kate, each of whom did a hundred miles some seconds within the time.

I wish sincerely that there was an act for compelling such men, as make these matches, to run for nine hours, themselves, in the shafts even of an empty sulky, through a July day, with a good stiff jockey whip in a willing hand behind them, to make them show their pluck and ability to stay a distance, under punishment, and that hand mine!

All these long matches against time are useless, cruel, derogatory to the turf, disgraceful to humanity.

They are never accomplished—whether the horse be urged beyond its powers by the torture of the whip, or only by the incitement of its own high courage and emulation, which, every horseman knows, will spur a well-bred animal to die, rather than to give in—without great present distress of the creature, great risk of its dying in the trial—and, in nine cases out of ten, its serious and permanent injury and deterioration, even if it win the match, and appear to win without distress.

In my judgment, all such matches should be prohibited by law, at *real* penalties; and the death of the animal matched should be visited on its butcher, as a high misdemeanor.

They have nothing to do with sport—no connection with the true spirit of the turf—no possible influence on the breeding, or

improving the breed, of horses—no effect in testing any thing, unless it be how far the rapacious cruelty of man will drive him, in tormenting the noblest of animals ; and how far the spirit of the animal can be made to strive toward the performance of what is physically impossible, under obedience to the man's sordid lust of lucre.

It is never the educated man, the true turfman, the breeder, the lover, the friend of the valuable animal which he owns, and in whose vigor and beauty, no less than in whose triumphs he rejoices, that is concerned in such cruelties as this ; and it is rarely indeed, I am happy to say, on a course of any kind, that they are accomplished.

Nine times out of ten such matches are made up by the lowest of the low—the hangers-on and outsiders of the lowest stables—thimble-riggers, boumets, and sporting men of the dog-fighting and bear-baiting order ; and the object of them is, solely, to win money.

If the money to be won is larger than the value of the animal to be killed, killed it is—with as little remorse as a company of grenadiers is sacrificed by a great general, that he may win a pitched battle, and finish a campaign at a blow.

It has been now ascertained that horses *can* do a hundred miles within ten hours ; and if *one* horse can, then others can ; and we may be sure that the best bred, the fleetest, the gamest of spirit, and the stoutest of muscle and bone, are those which will accomplish it ; if there be need and cause, for life or death, why it must be accomplished.

Of one thing, at least, one may rest very certain—that a horse which has once done it will rarely if ever do it again ; and that to all serviceable purposes, it is, and ever will be, a damaged and inferior creature in all time to come.

For the benefit of the good souls who stand aghast at the idea of fast horses, who regard speed as immoral, and a fast horse as a delusion and a snare, let it be known, that *pace*, although it be technically said to *kill*, never yet was known to kill any thing, at short distances ; but must be combined with time and distance, before it can inflict torture and death ! Let it be known, that ninety-nine horses have been driven to death, or decrepitude, at a very slow pace, far below a mile in four

This is, by very much, the best time ever made up to that date; and immediately afterward appeared a challenge from Dutchman to trot any horse in the world three-mile heats over the Centreville Course, for \$1,000 or \$3,000. Should Edwin Forrest or Daniel D. Tompkins choose to enter, Dutchman will give \$1,200 to \$1,000, to induce them to come to the Island. No takers were found as yet, and it was well for them.

On the following day, Awful and Lady Suffolk contended in harness, at two-mile heats, over the same course.

Awful,	1	1
Suffolk,	2	2
Time, 5.28—5.12½.		

Betting was 10 to 1 on Awful, but it is described by the "Spirit" as no disgrace to the mare to be beaten by the Phenomenon, "the rather that she had been fed six quarts of oats and a bundle of straw, before her match." Bryan had refused \$3,500 for her, and she is spoken of as a *tip-top mare*, but the world is warned, not to throw away their money in backing her, as she will hardly do aught, but lose, under her present training and management.

At the end of this volume, will be found the rules of the eastern and western race courses, and trotting congress rules of the United States, as they exist at the present day, so that by reference to these it will be easy to ascertain what are the modifications which have taken place in the systems, in regard to each of these manly and interesting sports, from their first institution to their present advanced condition, and to perceive at a glance what are the terms to be complied with by those wishing to enter horses, to ride, or to bet, in connection with any of the regulated sports and events of the road and turf.

The year 1839 produced several trotting results of considerable interest, Dutchman, on the whole, maintaining his place at

the head of the trotting turf, Awful, if any thing, rather declining, than advancing, on his former renown, and Lady Suffolk steadily increasing in favor, and rising toward the high position which she afterward so long and so nobly occupied, as the fleetest, stoutest, and most honest piece of horseflesh, that ever went on four shoes, until she at last departed from the scene of her triumphs.

At this period of her career, however, she was, it cannot be denied, somewhat uncertain, and was in all likelihood—as appears to have been the prevalent opinion—ill-managed by her owner, and not often at the top of her condition, when called upon to work.

This, indeed, is evident from the irregularity of her time in this present year—she who, when in her prime some years later, could be counted upon with certainty, almost to a second.

She opened the ball, this season, on the Beacon Course in the first Spring meeting, two-mile heats, (saddle,) in 5m. 21s., the horse drawn, the second heat.

A few days later, at the same meeting, she went two-mile heats, against Dutchman, under the saddle, the horse winning the two heats in 5.16—5.09.

This was, at that day, the fastest two miles that had been done; and has only in fact, since that, been beaten by Edwin Forrest, Lady Suffolk, and our present favorite, Flora Temple.*

Although the gray mare was beaten, she made fine going, forced the horse up to his time, and, in fact, gained credit by the performance.

On the Centreville Course, during the same spring, Dutchman made in harness, two-mile heats in 5.11—5.16, the best two heats yet made in harness; and, since that time, beaten only by Lady Suffolk, Ripton, and Flora Temple.

The Lady beat Cato on the Centreville, in 5.39, the horse drawn the second heat; and Dutchman, in a three-mile match, distanced Awful, the first heat, in 7.41. This was the fastest three miles in harness then done, and only beat, since then, by Lady Suffolk.

In July, on the Beacon Course, Dutchman again beat Awful, three-mile heats in harness, in 8.18—7. 59, and one-mile heats, the best three in five, in 2.35—2.32—2.35.

* See Note 15, p. 207.

In the same month, at the Hunting Park Course, Philadelphia, Lady Suffolk was beaten by Lady Victory, two-mile heats, the best three in five, in 5.28—5.31—5.32—5.42, the Lady winning the third heat; and on the following day beat her, the same match and distance, in 5.38—5.35.—5.40. On the third day of the meeting, in a match against Lafayette, he to draw two persons in a buggy, weighing in all 373 lbs., she in a sulky, Lady Suffolk was again beaten, mile heats, in 2.52—2.50.

The odds were two to one upon the mare, but it was evident that she had been trashed off her legs, by the excessive work she had undergone in the last two days; she broke up often—a thing of which she was rarely guilty—was evidently off her foot, and was *easily* beaten.

This was too often the case with this noble mare. If she had not been literally made of wrought iron, and had a courage as fine and clear as tempered steel, she never could have endured the incessant and unreasonable work, to which she was subjected by an owner, who, being possessed of an extraordinary animal, was just sensible of those qualities, without having the sense how to apply them.

How she should have retained her foot, her courage, and her unequalled stamina, as she did so many years, as the queen of the trotting turf—never stale, never sulky, and rarely, if ever, beaten, but when she was utterly overmatched—was the admiration of all who knew her, and made her the people's pet and darling.

It was on August 1st, however, on the Beacon Course, that the great feat of the year was accomplished. It was a memorable day for several causes; at noon, the famous steamships the Great Western and the British Queen took their departure together from the Battery, which was crowded with fifty thousand spectators, while every new steamer and sailing craft that was at liberty accompanied them in a triumphal procession to the Narrows. In the afternoon, there was a highly interesting boat match in the bay; but at six in the evening was to come off, to sportsmen, the great event of that exciting and eventful day.

On the 11th of July preceding, when Dutchman beat Awful three miles in harness, a match was made on time, against the

winner, for \$1,000, that he could not make three miles in 7m. 49s.

The backers of the horse had the choice of harness or saddle, and the right to two trials, with two hours' intermission, in case of a failure on the first attempt. The saddle was chosen, and Hiram Woodruff put into it, with a gray thoroughbred mare, jockeyed by Isaac Woodruff, to keep up the horse's emulation.

It seems that the backers of the horse were so confident of his accomplishing the match at the first trial, that they waved the opportunity of the second; for it wanted but a quarter of seven o'clock, when Hiram threw his leg over the saddle, which would have afforded but scanty time for the intermission and the second trial, even on a midsummer night. The day had been one of unusual heat, even for that season, which was probably the cause for selecting so late an hour for the accomplishment of the match.

The course, it is said, was dusty, but in good order. The match was done as follows.

First quarter, . . . 40	First half, . . . 1.17.	First mile, . . . 2.34.
Second " . . . 38	Second " . . . 1.15.	Second " . . . 2.28.
Third " . . . 39	Third " . . . 1.16.	Third " . . . 2.30.
Whole time of the three miles, 7m. 32½s.		

Dutchman thus winning his match with sixteen and a half seconds to spare.

This continues to the present day the best three miles ever done, and the second mile in 2.28, was then, and long continued to be, the best second mile on record, and has only been beat by Lady Suffolk, Tacony, and Flora Temple.

In October of this year, Lady Suffolk beat Don Juan, in 5.14—5.24; and afterwards made her four miles under the saddle in 11.22, which time has never been beaten since, except by herself, nor before except by Dutchman, who got down in 1836, as has been recorded, to the almost incredible time, for a trotter, of 10m. 51s.*

Of late years, three and four-mile trots have ceased to be the fashion. The trotting of the year 1840 was marked chiefly by the steady advance in excellence of that noble mare, Lady Suffolk, who had several sharp contests with Edwin Forrest and Dutchman, over whom she finally established a distinct supe-

* See Note 16, p. 207

riority. It also produced the following new, and afterward distinguished names on the trotting course, Napoleon, Washington, Bonaparte, Americus, and Aaron Burr, as also Oneida Chief, the great pacer of his day.

It is much to be regretted, that in the records of trots, the ages of the animals, weight not being relative to age, is rarely given, which breeds much confusion, as names are repeated, *ad infinitum*, here as on the turf proper, leading to almost irremediable error, as to the individuality of the animals named.

The year, 1841, opened at Centreville, with a trot of two miles in harness, between Don Juan, Ripton, a new horse in his first year, soon destined to stand next to the top of the tree, and Washington. The last was distanced in the first heat, which was won by Ripton in 5.19; the second was won by Don Juan in 5.36, and, Ripton being drawn for the third, the Don took the race.

May 4th, Centreville. Lady Suffolk beat Confidence and Washington, the last distanced, two-mile heats in harness.

First mile, 2.32		First mile, 2.36
Second " 2.41½		Second " 2.33
First heat, 5.13½		Second heat, 5.41

On the same course, a few days later, Confidence, Lady Suffolk and Aaron Burr, made a fine trot, with a severe contest, at mile heats, the best three in five, Confidence taking the purse; and, on the following day, Ripton beat Brandywine and Hector two-mile heats in 5.23—5.21½.

About the same date, Lady Suffolk won great distinction, and achieved her position, which she never lost, by beating Dutchman over the Hunting Park Course, two matches, the first, of two miles in harness, done in 5.21½—5.19½—5.21; and the second, of three miles, under the saddle, as follows;—

FIRST HEAT.			SECOND HEAT.	
First mile, 2.32½			First mile, 2.36	
Second " 2.34			Second " 2.35	
Third " 2.34			Third " 2.45	
Whole time, 7.40½			Whole time, 7.56	

On the Centreville Course, Brooklyn Maid, a green five-year old mare, by Abdallah, whose stock now began to take high ground in public favor, beat Lady Clinton the best three miles

in five, trotting six heats, the third a dead heat, winning the first, fifth, and sixth miles in 2.42—2.41—2.40—2.40½—2.40—2.38. A remarkable trot, owing to the extreme regularity of the performance, and to the fact that the sixth mile was the best. It is said by the "Spirit of the Times," to be the best trot on record, made by a five-year old.

On the 7th June, over the Beacon Course, the Brooklyn Maid again won, beating Mingo and Rattler, at three-mile heats, in 8.27—8.24.

On the 10th, Confidence beat Washington two miles in 5.24—5.28. On the 12th, Cayuga Chief beat Aaron Burr, the best three in five miles, in harness, in 2.38—2.38—2.46—2.37; and on the following day Aaron Burr beat Lady Suffolk and Awful, three miles in harness; the gray mare taking the first heat, the second a dead heat, and Awful, third in the three first heats, ruled out for the fourth. Time, 8.02½—8.03—8.08—8.16.

The defeat of the gray mare, who was known to be able to do many seconds better than this time, was attributed to the obstinacy of her owner, David Bryan, who at this time, whatever he became afterward, was a bad driver and worse rider, in persisting to jockey himself, contrary to advice and persuasion.

On the Beacon Course, July 5th, Lady Suffolk beat Ripton, two straight heats, under the saddle, in 2.35—2.37½, the horse carrying 169 lbs., being 24 over weight.

Over the same course, on the 13th, Dutchman beat Aaron Burr, two-mile heats, easy, in 5.25—5.23. On the 22d, Lady Suffolk beat Awful two-mile heats in harness, winning the second and third, in 5.26½—5.28—5.24. And again, on the 27th she defeated Oneida Chief, the celebrated pacer, the odds 100 to 60 on the horse, distancing him the first of two-mile heats in the extraordinary time of 5.05, which has never been excelled but by herself and Flora Temple, in 1840, 1853, and 1855 respectively.*

At Philadelphia, on the Hunting Park Course, Ripton won two matches, beating Duchess and Roan Quaker; and was himself beaten by Dutchman; the time not being extraordinary. The great event of the year, however, was unquestionably the five-mile match of Americus and Lady Suffolk, for \$5,500, over

* See Note 17, p. 207.

the Centreville Course, in wagons, the drivers to weigh 145 lbs., won by the former in two straight heats.

FIRST HEAT.		SECOND HEAT.	
Time of first mile, . . .	2.54½	Time of first mile, . . .	2.51½
“ second “ . . .	2.50½	“ second “ . . .	2.50
“ third “ . . .	2.46	“ third “ . . .	2.46
“ fourth “ . . .	2.42½	“ fourth “ . . .	2.47
“ fifth “ . . .	2.40½	“ fifth “ . . .	2.44
Whole time, . . .	13.54	Whole time, . . .	13.58½

The aggregate of the time given is respectively, first heat, 13.54; second, 13.58½.

The whole ten miles done, without distress, in the amazing time of 27m. 52½s.

This year is remarkable for the sustained performances of Lady Suffolk and Dutchman, the improvement of the extraordinary young horse Americus, and the amazing promise of the new entries, Ripton, who long afterward proved himself nothing but a good one, and Brooklyn Maid, worthy the noble stock of Abdallah.

1842. The first event of this year was the occurrence of one of those acts of savage barbarity, which have brought such disgrace on the trotting turf, and contributed too justly to render it a scandal in the sight of all moral and kind-hearted men. This was the driving to death of a mare called Empress, on the Bascombe Course at Mobile, in an attempt to do thirty miles in two hours, which the unfortunate animal had not so much as a chance to accomplish. She gave out hopelessly beaten at the twenty-first mile, and was dead of pure exhaustion in less than two hours.

In this season a number of Abdallah colts came out with more or less success, and there were several matches and purses given for competition by that horse's stock alone. Among these were Hector, Ajax, Fourth of July, and Brandywine, all of which did good work; the last-named more especially.

Over the Beacon Course, May 6th, Ellen Thompson made a four-mile race, beating Tom Jefferson; the mare under saddle, the horse in harness, in 11.55—11.33; good time, and beaten by Lady Suffolk and Dutchman only.

The following day, Ripton beat Confidence and Lady Suffolk, two straight heats of two miles, in 5.10½—5.12½; and three days

afterward the gray mare turned the tables on Ripton, beating him the same match, in 5.10—5.15.

On the 31st of the same month, at the Hunting Park Course, Philadelphia, Lady Suffolk and Ripton again went a two-mile match, in harness; the horse winning the first and third heats. Time, 5.07—5.15—5.17. This was the best time that had been made, at that date, in harness, for two miles.

It was done again by Ripton in the following year, but by no one else, until Flora Temple beat it, by ten seconds, in 1855.*

The same day, on the same course, the best time, for two-mile heats, in double harness, was made by Lady Suffolk and Rifle, distancing Hardware and Apology, in 5.19.

On the Eagle Course, at Trenton, Lady Suffolk, Ripton, and Confidence again came together; when Ripton won, 5.16—5.22.

At Centreville, Ripton beat Confidence, two-mile heats, in wagons, to weigh 175 lbs. each, drivers, 145 lbs. Ripton was tooled by Hiram Woodruff, 23 lbs. over weight, in 5.14½—5.27—5.37, the best wagon time on record; and, one week later, again beat the same horse in sulkies, in 5.10—5.14½.

On the 1st of August, Ripton, Lady Suffolk, and Confidence started for three-mile heats in sulkies, when Ripton won in two heats, 8.0—7.56½.

The result of this race produced much dissatisfaction. It was generally asserted that the gray mare was out of condition, and abominably ill-driven; her owner obstinately refusing to allow George Spicer to take the reins, on which the odds instantly went heavy, and justly so, against the gallant gray.

On the Beacon Course, September 26th, Americus beat Ripton, Confidence paying forfeit—two-mile heats, in wagons, to weigh, with the driver, 300 lbs.—in 5.14—5.20, beating Ripton's former time by half a second, but with 43 lbs. less weight than in that match.

At Centreville, in October, Ripton again beat Confidence, and Cayuga Chief beat Duchess, respectively in 5.10½—5.20—5.19½—5.20.

Over the Beacon Course, Ripton beat Americus, three-mile heats, in sulkies, in 8.10—8.01, and 8.8, the course very heavy.

On the Hunting Park Dutchman beat Rifle the best three in five, in 2.43—2.37—2.33—2.35.

* See Note 18, p. 207.

And to conclude, Lady Suffolk beat Independence, having scarcely run a winner before in the whole season, with great ease, the horse being amiss, in 5.37.

This season was disgraced by another cruelly long match, Black Joke being matched to do fifty miles in four hours. The feat was accomplished with three minutes to spare; but the animal was driven all but blind, and it was with the greatest difficulty that his eyes were saved.

In London, an English mare, Lady Hampton, did seventeen miles in one minute twenty-three seconds within the hour; said to be the best time ever made in that country, though I believe erroneously; for if I do not err, the trotting stallion, Bellfounder, subsequently imported to America, had done seventeen miles and a half within the hour, previous to 1831.*

On the whole, the peculiarity of this year was the want of success of Lady Suffolk, which was attributed universally to the obstinacy and inefficiency of her owner; and the distinguished performances of Ripton, who was decidedly the champion of the season, beside having made the best recorded time in harness, and the best time in wagons, under an extraordinary weight. This and 1843 were his best years, and he never excelled, nor indeed ever again quite equalled their promise.

In the year 1843, the season opened so early as February 27th and 28th, with trotting on the ice at Missisquoi Bay, in Canada East, not far from the frontiers of Vermont, which has continued to be a distinguished trotting region, and has sent some excellent animals to New York. On this occasion, although the sport was said to be very good, no time was kept, so that it is useless to enter into details.

Early in this season, also, there were trotting and pacing matches at New Orleans, and on the Kendall Course at Baltimore, but nothing occurred worthy of being recorded, nor any time, to be compared with that of the Northern trotting courses.

At Quebec, however, a French horse, *Passe Carreau*, who, under a different name, in after days, earned great distinction, made his debut, doing 2.34 on ice. Of him we shall see more anon.

In the mean time, on the Beacon Course, May 15, came off the first great event of the season, being the first of three

* See Note 19, p. 207.

matches in harness between Ripton and Americus. There was a good deal of betting on time, and the odds ran that the three miles in sulkies would be done nearer to 8.00 than to 7.50.

The fastest time of three-mile heats, hitherto, was Dutchman's 7.41, and the next to that Ripton's 7.56½; on both which occasions the course was said to be in better order for making great time, than now.

This match was, however, won by Ripton, beating his former time, in 7.53—8.03.

On the 22d, the same horses went their second match, in sulkies, two-mile heats, Ripton winning the first and third heats. In the second, being frightened by a dog, he became uncontrollable, and was adjudged to lose the heat for unintentional, foul driving. Time 5.12—5.12—5.17.

On the 29th, Ripton won the last match of the mile heats in harness, in 2.43—2.41, the course very heavy; thus proving himself the better horse at short and long distances. Two or three days before this match, although I omitted it in its proper turn, in order to give the three matches of Ripton and Americus consecutively, Beppo beat Independence, the best three in five, mile heats, in the remarkable time of 2.32½—2.31½—2.33—2.38—2.35, beating Edwin Forrest's 2.31½—2.33 by half a second, his being previously the best on record in harness.

On the same course, July 4th, Lady Suffolk, Beppo and Independence, trotted mile heats, the best three in five, with catch weights, in the saddle, the mare carrying 143 lbs., and winning the first, fourth and fifth heats, the second a dead heat between her and Beppo, in 2.28½—2.28—2.28—2.29—2.32.

And again, July 12, trotters at catch weights in the saddle, pacers in harness with 145, Lady Suffolk and Beppo carrying 143 and 135 lbs. respectively, went against Oneida Chief with 145 lbs. in a sulky, when the gray mare won, making the best time ever recorded until the year 1853, when it was outdone by Tacony, and since by Flora Temple. Time 2.26½—2.27—2.27.

On the 12th, she once more defeated Beppo at mile heats, under the saddle, in 2.30½—2.42½—2.28.

But in her next match on the Beacon Course, August 15, against the pacer Oneida Chief, the odds being heavy on the

mare, she was defeated easily by the horse in 7.44—7.52. She had previously won in 7.40½, over the Hunting Park Course, Philadelphia, always a slower track than the Beacon, and in bad trotting order at the time. She was evidently out of condition, and dead beat, even in the first heat, and was also said to be very ill driven by Bryan, who, justly or unjustly, bears all the blame of the mare's defeats.

In September, however, she somewhat retrieved her laurels, beating Oneida Chief, saddle against sulky, in 2.29—2.30—2.28½; and Confidence, a few days afterwards, in 2.38—2.39, and 2.41.

On the 25th of the same month, Americus beat Dutchman, three-mile heats, in sulkies, the best three in five, Ripton lame and paying forfeit, in 8.04—8.11—8.26, and 9.40.

The trotting at Cambridge was not worthy of record, in September; but in October good time was made there by the afterward famous stallion Black Hawk.

At the Kendall Course, Baltimore, Oneida Chief beat Lady Suffolk, three miles under the saddle, in 7.48; and again beat the mare and Dutchman, the same distance, in 7.59, 8.15, and 8.01.

A remarkable pacing match came off, over the Beacon Course, late in the season, in which Sir Walter Scott, against time, being backed to do eighteen miles in the hour, beat time, with 22 seconds to spare, not having halted or broken his pace. After the match he was freely backed to do 19 miles within the hour, without takers.

All this year, and all the last, Lady Suffolk went unsteadily and uncertainly; was often out of condition, and appeared to tire without reason. She and her driver did not seem to understand one another; and, as I have said before, rightfully or wrongfully, on him was laid the blame of her shortcomings.

On the whole, the honors of this year were to Ripton, who made some capital trotting, and succeeded in establishing his superiority to the far-famed Americus.

The year 1844 opened early in April, with the trotting of the New Orleans Association, but it produced no event worthy of commemoration; indeed, to the southward it does not appear that the genius of either man or horse inclines seriously to this pace.

The same may be said of the spring meetings on the Beacon, Centreville and Cambridge Courses, on none of which was any time made worthy of record.

On the 20th of May, over the Beacon, Lady Suffolk beat Americus, Ripton, Washington and Pizarro, two miles, in harness; Americus, the favorite, in 5.17—5.19—5.18; and on the 23d, Washington beat Duchess and Rifle, the second the favorite, at 10 to 7, in 5.17—5.20.

On the 6th of June Lady Suffolk beat Columbus, three miles, in harness, at Centreville, in 7.51—8.02.

About the same time there was a pacing match on the Metairie Course at New Orleans, most remarkable from the fact, that Tippecanoe, who came off victor, though losing the first heat, over Grey Eagle, in 2.53—2.36—2.40, carried 60 lbs. over his weight.

On the Beacon Course, June 15, was a remarkable trot, Ripton against Confidence, the former in a wagon, the latter in harness, the best three in five. Ripton, beside the odds he gave in the match, was so lame, that his driver would have paid forfeit, but being refused, decided to go in, when he won without distress, in 2.40—2.41—2.38—2.42½—2.40, Confidence winning the first two heats.

The same course, Cayuga Chief, in a wagon weighing 220 lbs., beat Washington and distanced Americus, by a bad break in his first heat, in 2.36½—2.53½—2.40—2.42—2.45.

Cayuga Chief made his first half mile, though he lost the first heat, in 1.15, no such time ever having been made before in public.

A few days afterward Americus beat Lady Suffolk and distanced Columbus over the Beacon, in 7.53½—8.01.

At Albany, on the 4th of July, General Dunham's Moscow made his first appearance in the United States, having been previously a winner of some note in Canada, and believed by her Majesty's subjects to be able to beat any Yankee horse or mare, handily. He did nothing creditable in this, his first year, but subsequently trotted worthily of his original renown, and holds a high place in the annals of American trotting.

His name "Moscow," is a vulgar and barbarous mis-pronunciation of his original name, *Passe-carreau*, or *Pass-dia-*

mond! the title of a game of cards, in common use among the French *habitans*, who are, for the most part, inveterate gamblers. I suppose that the unmeaning name, "Poscora," under which I have observed that a trotting stallion has been advertised for sale during the last autumn and winter, is also a misnomer for *Passe-carreau*, though not, of course, applied to Moscow, although the sound is certainly a nearer approach to the true name.

Passe-carreau, or Moscow, was a very well-bred horse. His sire was a white-footed chestnut-horse, owned and ridden by C. C. S. de Bleury, of Montreal; got by Sir Walter, he by Hickory by Whip, imported, Hickory's dam Dido by imported Daredevil, g. d. by Symmes' Wildair, &c.

Whip was by Saltram, dam by King Herod, g. d. by Oroonoko, g. g. d. by Cartouch, &c., &c.

Daredevil was by Magnet, dam Hebe, by Chrysolite, g. d. Proserpine, sister to Eclipse, &c.

Symmes' Wildair was by old Fearnought, dam by Jolly Roger, out of Kitty Fisher, &c.

Sir Walter's dam was Nettletop, by imported Diomed, g. d. Betsey Lewis, by imported Shark, g. g. d. by Lindsay's Arabian.

This pedigree is endorsed as *correct* by the editor of the old "Spirit of the Times," vol. 13, p. 85, with this addition: "Sir Walter was owned by the late Bela Badger, Esq.; he is described to us as a horse of remarkable speed and great beauty."

The chestnut horse of M. de Bleury, which showed much blood, with a smooth coat and clean limbs, is said to have been got out of a good, well-bred mare, though probably not thoroughbred; and *Passe-carreau*, or Moscow, was out of a "stout Yankee mare of spirit and a great roadster." The correspondent of the "Spirit," from whom the above information is derived, an amateur and horse-breeder from Sherbrooke, C. E., also states, that the dam of *Passe-carreau*, the *Yankee* mare, described above, had extraordinarily large and well-opened nostrils, which descended to her son—an infallible mark of blood—and that there is no French Canadian blood in his stock.

According to this account, it is probable that the sire of *Passe-carreau* held not less than six-eighths, or perhaps seven-tenths of thorough blood, and that his dam was a half-bred mare or thereabout. This would make him a very high-bred horse of

the hunter stamp. He was foaled in 1836; he was a fine showy animal, with easy and striking action.

On the Beacon Course, May 2, came off a pacing match, mile heats, the best three in five, the horse, Unknown, in a sulky, against the mare, Fairy Queen, in a wagon, which was won by the horse in 2.23; time that had never then been equalled on record, and which has since that time been excelled only by the famous mare Pocahontas, who has performed it in 2.17½.*

Lady Suffolk subsequently beat Duchess and Washington, over the Beacon Course, the best three in five, at mile heats, Washington winning the first heat, in 2.38—2.33½—2.34—2.37. The course was fetlock deep in mud. Suffolk did one half mile in 1.15; Duchess had never made equally good time before.

On the Centreville track came off, October 2, a remarkable match between Fanny Jenks, Misfortune and Neptune, to go ten miles in harness, with drivers of 145 lbs. weight, exclusive of sulkies. It was won by the mare Fanny Jenks, who performed greater feats afterward, and obtained a curious celebrity by the figure she cut as "Pigeon," in the sporting trials and alleged swindling case of the Alleynes, formerly of the Seventh Hussars, who subsequently purchased the mare in New York, carried her to England, and won large sums, as it was charged against them, by fraudulent misrepresentations. The cases were curious and interesting, the decisions being more than once reversed or set aside, and the whole matter, I believe, recently reopened, after it was believed to be entirely settled.

The time was as follows;—

Time of first mile, . . .	3.13 . 3.13	Time of sixth mile, . . .	2.58 . 13.12
" second " . . .	3.04 . 6.17	" seventh " . . .	2.56 . 21.08
" third " . . .	3.01 . 9.18	" eighth " . . .	2.55 . 24.03
" fourth " . . .	3.00 . 12.18	" ninth " . . .	2.55 . 26.58
" fifth " . . .	2.56 . 15.14	" tenth " . . .	3.10 . 29.59

This must be admitted to be a most extraordinary performance, whether we look to the character of the horses, which had no remarkable reputation, and are, in fact, designated by the "Spirit of the Times," in its comments on this trot, merely common roadsters; or to the fact, that only twenty-two years had elapsed since it was heavy odds in favor of time, against any horse in the United States accomplishing a single mile in three minutes. Boston Blue astonished the sporting world by doing

* See Note 20, p. 207

it inside the time; and here, within a few years, we find that feat so utterly outdone, that it is considered nothing; and that we find common roadsters keeping up the same pace, in a match, not against time, for ten consecutive miles, and beating it in the ninth mile by five seconds.

A few days later, Lady Suffolk trotting against the pacers, J. C. Calhoun and Fairy Queen, three in five, mile heats, the horse winning the first two, won in 2.29; 2.31; 2.28; 2.29; 2.30. Fairy Queen was drawn in the fourth heat, having gone third in the first three, and being necessarily incompetent to win.

At Centreville, November 14th, Fanny Jenks was again matched to go ten miles against Troy, and again won easily in 30.56, the horse not being able to drive her to her former speed.

These matches long remained unequalled, but they have since been far outdone by Trustee and Lady Fulton, both of whom have performed 20 miles within the hour.

The trotting turf of 1845 owes its greatest eclat to the contests of Americus, Lady Suffolk, Moscow, Duchess, the pacing of James K. Polk, the appearance of Lady Jane, who showed for the first time as a winner, and for the great performance by Fanny Jenks of a hundred miles in ten successive hours.

Americus went, in all, eight trots,—

Winning four times. Three-mile heats in harness, in two heats, in 8.00; 8.05½, of Lady Suffolk and Columbus. Three-mile heats in harness, in two heats, in 8.05; 7.59, of Lady Suffolk. Two-mile heats, in three heats, in 5.23; 5.17½; 5.24, of Moscow. One-mile heats, in two heats, in 2.34½; 2.38½, of Moscow, and Duchess, and Washington.

Losing four times. Three-mile heats, in three heats, in 8.02; 8.07¼; 8.17, to Lady Suffolk. Two-mile heats, in two heats, in 5.20; 5.29, to Lady Suffolk and Columbus. Two-mile heats, in three heats, in 5.09; 5.16; 5.12, to Lady Suffolk. One-mile heats, three in five, in 2.40; 2.38; 2.39; 2.46; 2.45, to Ripton; Americus winning the third and fourth.

Lady Suffolk also went, in all, eight times,—

Winning four times. Three times of Americus, as above. Mile-heats, three in five, in 2.34; 2.29½; 2.30; 2.34; 2.35, of Moscow, the horse winning the third and fourth.

Losing four times. Twice to Americus, as above, three-mile heats. Mile heats, three in five, in 2.37; 2.35½; 2.35¼; 2.39, to Duchess, she winning the third heat, the fastest. Mile heats, three in five, in 2.33½; 2.31½; 2.40; 2.35, to Moscow, she winning the second heat, the fastest.

Moscow, late *Passe-carreau*, whose pedigree is given on p. 183, went in all, ten trots,—

Winning six times. Once of Lady Suffolk as above, at mile heats; and five times, mile heats, in ordinary time, of Lady Swan, &c.; Euclid, &c.; Reality, &c.; One-eyed Riley, &c., and Duchess.

Losing four times. Twice of Americus, as above, one and two miles. Once to Lady Suffolk, as above, mile heats. The three heats, in 2.43; 2.42; 2.43; winning the first heat. Moscow's best time this year was in the trot with Lady Suffolk, when he won the third heat in 2.30.

The Duchess went in all, three trots,—

Winning once. Of Lady Suffolk, mile heats; three in five, as above; her best time, 2.33½.

Losing twice. To Americus and Moscow; mile heats, as above.

James K. Polk, a pacer, went three times,—

Winning twice. Mile heats, of Cayuga Maid, in 2.27; dist. Mile heats, three in five, in three heats, 2.33½; 2.31; 2.39, of John C. Calhoun.

Losing once. Two-mile heats, in two heats, in 5.58½; 5.57, to John Anderson.

It is on the 5th of May of this year, that one of the greatest feats ever performed by a trotting horse, by far the greatest accomplished at that time, was done by General Dunham's mare Fanny Jenks, who has been honorably mentioned before, and who was now backed to trot one hundred miles in ten successive hours, with light weight, in harness; no time being allowed extra for stoppages, as had been the case in Mr. Theall's match, recorded above.

The slowest mile of the hundred was the twenty-first, done in 6.25; the fastest was the third, in 4.47; but the hundred and first mile, done within the time, and over and above the match, was performed in 4.23.

First ten miles trotted in	55.50	.	.	Stopped	.	0.30
Second " "	59.04	.	.	"	.	1.01
Third " "	57.45	.	.	"	.	0.58
Fourth " "	58.35	.	.	"	.	1.28
Fifth " "	53.55	.	.	"	.	4.09
Sixth " "	57.18	.	.	"	.	1.58
Seventh " "	53.41	.	.	"	.	2.09
Eighth " "	54.31	.	.	"	.	3.10
Ninth " "	56.39	.	.	"	.	1.36
Tenth " "	60.20	.	.	"	.	0.30
				When sulky broke,	.	0.58
<hr/>						
Total of trotting time,	9h. 20m. 07s.			Total stoppages,		18.27
Add stoppages,	18m. 27s.					
<hr/>						
Total time of 100 ms.	9h. 38m. 34s.	from start to finish.				
" 101st mile,	4m. 23s.					
<hr/>						
Total time of 101 ms.	9h. 42m. 57s.					

It is stated that the mare was not in the least distressed: but one knows what that means, where mute animals are concerned, who cannot tell their sufferings, and whose high spirit and indomitable courage, constantly induce them to die at their work, rather than yield to weariness and stop.

Every sportsman who has ridden a well-bred horse until he stands still, knows that it is a hundred to one that he will lie down in a minute or two, and that, if he do so, the odds are any thing to nothing against his ever standing up again.

It is true that, in this case, the mare was not seriously or permanently injured, but, to my eyes, this in no degree mitigates the cruelty or lessens the wrong.

I should like to see such matches made a misdemeanor, and the makers of them punished by incarceration at hard labor. It is such deeds as these that bring sportsmen into odium, and the fairest and most useful kinds of sporting into disfavor with men of humane and religious spirit. I shall never cease from protesting against them, and I rejoice to observe the storm of reprobation called forth from the press, universally, by the late yet more reckless and atrocious time match on the public road, in New York.

No man deserves to own a horse, who would so cruelly and wantonly misuse his powers and impose upon his patient fortitude.

Some other horses and mares, as Boston, Black Maria, Hector and Henry Clay were considerable winners, so far as number of races is concerned, but not against animals of note, nor in time worthy of record.

The performances of 1846 lay principally among the same animals, Americus, Lady Suffolk, Moscow, Duchess, Lady Moscow, a new appearance, and the pacer, James K. Polk.

Americus went in all, six trots,—

Winning thrice. Two-mile heats, in two heats, in 5.13; 5.11, of Lady Suffolk and Moscow. Two-mile heats, in two heats, in 5.22; 5.20, of Hector. Two-mile heats, in three heats, in 5.17½; 5.17; 5.22, of Moscow, who won the first heat.

Losing thrice. Mile heats, three in five, in three heats, in 2.37½; 2.37; 2.35, to Lady Suffolk and Moscow. Mile heats, three in five, in five heats, in 2.34; 2.34½; 2.34½; 2.35; 2.38½, to Lady Suffolk, winning the first, fourth a dead heat with Moscow, Suffolk third. Two-mile heats, in harness, in five heats, in 5.30½; 5.25; 5.27¼; 5.33¾; 5.45¾, to Duchess, winning the fourth, a second dead heat with Moscow, Duchess third.

Lady Suffolk went in all, five trots,—

Winning twice. Against Americus and Moscow, as above.

Losing thrice. Two-mile heats, to Americus, in two heats, in 5.13; 5.11. Three-mile heats, saddle, in two heats, in 7.46; 7.46½, to James K. Polk, pacing in sulky. Two-mile heats, saddle, in two heats, in 5.8½; 5.16, to James K. Polk, pacing in skeleton wagon.

Moscow went in all, six times, and with bad fortune, though going well and with first-class horses,—

Losing six times. Once to Americus, as above. Twice to Lady Moscow, as above. Two-mile heats, in harness, in five heats, as above, to Duchess and Americus. Two-mile heats, in two heats, in 5.30; 5.36, to Duchess. Two-mile heats, in two heats, in 5.33½; 5.21; to James K. Polk.

James K. Polk went, in all four times, with great fortune,—

Winning four times. Twice, as above, of Lady Suffolk. Once, as above, of Moscow. Mile heats, three in five, in three heats, in 2.58; 2.56; 2.54, against Cracker Boy.

Lady Moscow went in all, three times,—

Winning twice. Mile heats, three in five, in three heats, in 2.47; 2.44½, of Betsey Baker, in harness, last heat not timed. Mile heats, in four heats, in 2.45; 2.39; 2.42½; 2.47.

Losing once. Mile heats, in first heat, distanced, 2.44, to John Maffit.

On the whole, Lady Suffolk had the honors of the year, beating Americus twice to his once, and Moscow thrice in the same races, and only losing to a pacer, the fastest of his time.

Moscow showed himself a good horse, although, *impar congressus*, he could not make good the vaunt of his Canadian friends, against such cracks as Americus and the Old Lady.

Duchess did well, winning both her trots as recorded above, and beating Americus and Moscow.

Lady Moscow, whose name, by the way, is another exceedingly stupid misnomer, said to be a weak invention to represent Yanaska, from the valley of which Canadian river she is believed to have come, and doubly objectionable as seeming to imply relationship to Moscow, also gave some evidence of what she would be thereafter, although she is mentioned here, rather to record her first entrance on the trotting turf, than in right of her doings. This year was disgraced by two more brutal trials against time.

First, Ariel, matched to trot fifty miles, within four hours, after running away, upsetting her sulky and driver, and losing 5m. 51¼s., won the match with 4m. 19½s. to spare.

Not content with this, her owner matched her to go 100 miles, against Fanny Murray and Stager, in sulkies carrying catch weight; when, having met with an accident, by which she lost a mile and lamed herself, early in the race, she was yet driven through the whole distance, which she accomplished in 9h. 51m., though beaten by Fanny Murray, who performed the same distance in 9h. 41m. 26s. Stager gave out after going sixty miles, in pretty good time.

Such performances as these need no comment. It is coolly added that, but for the accident, in spite of which the unfortunate animal was pressed to the end, after it must have been long evident that she could not possibly win, the result might have been different.

The season of 1847 is marked by the withdrawal of American, who lay dark, and though he afterwards reappeared, did no more great work; for the extraordinary successes of Lady Suffolk, the continued ill-fortune of Moscow, the increased renown of Lady Moscow, the steady work of Jack Rossiter, and the appearance of three new cracks, in the to be hereafter, Black Hawk, the trotting stallion; Lady Sutton, claimed to be Morgan, both on the sire's and dam's side; and Jack Rossiter, of whom no one pretends to know any thing, except that he was used at Milwaukie to draw a baggage-wagon, from the dock to the hotel, where he was seen and admired by Mr. Rossiter, whence his name. But of his pedigree nothing is asserted.

The Black Hawk of this year is not to be confounded with the Morgan Black Hawk, who has been mentioned before as a winner on the Cambridge Trotting Course in 1842.

This is the famous Long Island Black Hawk, by Andrew Jackson, out of Sally Miller, the famous trotting mare, rival of Old Columbus.

Roanoke, the pacer, also did capitally well this year.

Lady Suffolk, however, bears away the bell, beyond all rivalry. She was a winner nine times; against Hector, twice, James K. Polk, Moscow, thrice, Roanoke, Lady Sutton, and Ripton, whose career was drawing to a close. These performances were at three, two, and one-mile heats, under saddle, in harness, and to sulkies, doing three miles in 7.56—8.06½—two miles in 5.03—5.10—5.12, one mile in 2.33½, and the last mile in a three-mile heat, which she lost to James K. Polk, in 2.26½.

No trotting-horse came near to her this year, when she was in her fourteenth year.

James K. Polk, the celebrated pacer, was thrice victorious, beating Lady Suffolk two-mile heats, sulky against saddle, in 5.04½—5.09, and three-mile heats in 7.44—7.53; and also Roanoke and Oregon Maid, two-mile heats in 5.06—5.14. He was beaten once as above by Lady Suffolk, saddle against wagon, in 5.03, which distanced him.

Moscow won two trots at one and two-mile heats, beating Elias Hicks, but was beaten thrice by Lady Suffolk, to whom he was not equal, at any time, and by Hector in company with Black Maria.

Lady Moscow was thrice a winner, and not beaten, defeating Gipsev and Grey Harry; Philadelphia Sal, and Gipsev; Lady Sutton, Sal, and Grey Harry, all at one-mile heats, her best time 2.37—2.32—2.33, against Lady Sutton.

Lady Sutton also won thrice, at two-mile heats, against Sal and Grey Eagle twice; Ajax once; best time 5.17—5.21, very good for a young mare, in her second season. She was beaten three times, by Lady Suffolk, by Ripton—whose only victory was at her expense—and by Lady Moscow, of whom she was in after time a constant and worthy rival.

Jack Rossiter won nothing, and was beaten by Jane Redtop, and Lady Jane, in very good time for a green horse, and with gain, rather than with loss of credit.

Black Hawk, on the contrary, won on his first appearance, beating in a 250 lb. wagon, Jenny Lind, in a skeleton wagon, mile heats, taking the first and last, in 2.40—2.38, and 2.43. He afterward received forfeit from the same mare, for the best three in five of mile heats.

Of the first event, the editor of the New York Turf Register observes, "taking into consideration that Black Hawk never trotted before, we think it will be conceded that his performance is the most extraordinary sporting event of the season. He is but nine years old, and will improve."

This year Willard Reed made some extraordinary tandem-driving over the Union Course against time. He was backed to trot Grey Harry and Betsey Baker a mile in 2m. 50s. Reed to have two trials.

He did the distance, at the first trial, in 2.41 $\frac{3}{4}$, but the mare, who was the slower of the two, having broken up and galloped about two hundred yards, before Grey Harry could be pulled back to her; the judges ordered a second trial, although it was admitted that Reed had lost no time in bringing her down to her work.

On the second trial, Reed drove them "as if for a man's life," and they trotted the mile, without a break, in 2.43 $\frac{3}{4}$. They made the first quarter in 42 $\frac{1}{2}$ sec., and the first half-mile in 1.22, the best time, by all odds, on record.

The only long-distance match of this year was a match that Francis Duffy's Grey Marshall would trot 17 miles in harness in

one hour. He won it, with perfect ease, in 58.50, doing his last mile, the quickest of the match, in 2.56. In the opinion of competent spectators, he could have done the eighteen miles within the hour.

The great contestants, of 1848, are somewhat altered from those of the latter years, some new ones having appeared, and some old friends having been withdrawn temporarily, or to return no more.

Americus appeared this season only to be beaten; Black Hawk improved, justified his promise, and was but once beaten.

Lady Suffolk and Lady Sutton were the great victors of the year, Lady Moscow scarcely maintaining her character of old. Between Chatauque Chief, Jack Rossiter, Lady Jane, and St. Lawrence, a new conqueror, in the shape of a full-blooded Canadian stallion, lay the great and protracted struggle for dominion, though not for quite the first place. Black Hawk won twice, beating Lady Sutton, mile heats, best three in five in 250 lb. wagons, in 2.43—2.43—2.42—2.45½, the mare taking the second heat; and Americus, twice at three-mile heats in 250 lb. wagons, his best time in 8.28.—8.30—8.34, the gelding taking the first heat; and was beaten once by Lady Sutton.

Lady Suffolk won four times, beating Lady Moscow and Americus; Lady Sutton; and James K. Polk, twice, saddle against a 200 lb. wagon, and harness against a 220 lb. wagon—Lady Sutton at one, the others at two-mile heats; time not remarkable. She was beaten twice; once by Lady Moscow, and once by Lady Sutton, the first defeat being Lady Moscow's only victory.

Lady Sutton also came off four times a winner against Volcano, Lady Suffolk and Lady Moscow, Black Hawk, and Jack Rossiter; but was beaten as often, twice by Grey Eagle, once by Black Hawk, and once by Lady Suffolk.

Chatauque Chief was three times victorious; over Jack Rossiter, twice; over St. Lawrence, twice; and with the latter, once over Smoke. But he was beaten, in his turn, once by Jack Rossiter, once by Lady Jane, and four times by St. Lawrence; who was numerically the first winner of the year, coming off seven times victorious, and only three times beaten, by

Chatanque Chief, twice, and again by La Prairie. His trots were all mile heats, and 2.34, his best time up to this date.

Grey Eagle also did worthily of his name, connected as it sounds with the legends of a nobler turf; and Trustee, the son of imported thoroughbred Trustee, by Catton, out of Emma, by Whisker, his dam the celebrated trotting-mare Fanny Pullen, won twice at two, and once at three-mile heats. It was, however, by a match against time, over the Union Course, Long Island, that he won for himself imperishable renown as a trotting-horse, who has accomplished at his own gait what it is not, by any means, every thoroughbred hunter that can perform at a gallop.

He was backed to do twenty miles within the hour, in harness, and appeared on the scene on Friday, Oct. 20, the course in good order, no sun, and the wind high.

He was driven by Cornelius S. Bertine, weighing 145 lbs. in a 150 lb. ordinary sulky. The odds were 100 to 40 on time. The word "go!" was given so vehemently that the horse broke, but he caught his step, and never broke again throughout the whole performance. In trotting the ninth and tenth miles, the horse fell off a few seconds, and many persons thought that he was tiring; but judges remarked, as he passed the stand, that he was going perfectly at his ease, with his ears playing. On the 15th mile, the odds on time declined a little. On the 17th, a horse was galloped by his side to encourage him; on the 18th, it was even betting; on the 19th mile, 50 to 40 was offered on the horse. On commencing the 20th mile, Bertine let the horse out, and he came in, apparently as fresh as when he started, doing his twentieth mile the fastest of the match in 2.51½.

The time was carefully kept, in the judges' stand, by three watches; it was as follows;—

First mile,	3.01 .	Aggregate,	3.01	Eleventh mile,	3.03 .	Aggregate,	32.39
Second "	2.56 .	"	5.57	Twelfth "	2.54 .	"	35.33
Third "	2.56 .	"	8.53	Thirteenth "	2.59 .	"	38.32
Fourth "	2.55 .	"	11.50	Fourteenth "	3.03 .	"	41.35
Fifth "	2.54 .	"	14.44	Fifteenth "	3.04 .	"	44.39
Sixth "	2.56 .	"	17.40	Sixteenth "	3.05 .	"	47.44
Seventh "	2.57 .	"	20.37	Seventeenth "	2.59 .	"	50.43
Eighth "	2.58 .	"	23.35	Eighteenth "	3.01 .	"	53.44
Ninth "	3.00 .	"	26.35	Nineteenth "	2.59 .	"	56.43
Tenth "	3.01 .	"	29.36	Twentieth "	2.51½ .	"	59.35½

“An hour after the match,” says the editor of the *Spirit of the Times*, “we visited Trustee in his stable; he exhibited no distress, and on the following day, was as ‘fine as silk.’ We have seen him half a dozen times since, and he never looked or trotted better. He is a prodigy, but blood will tell.”

All this may be true. It is clear that, in this case, it was true.* Trustee was something better than a half-bred horse—for his mother, Fanny Pullen, though I believe her pedigree is not ascertained, showed that she had more than an ordinary share of blood—and that of the most fashionable modern English blood. One would think, therefore, that this wonderful performance, at a trot, would induce some persons, who are continually howling about the degeneracy of the modern English thoroughbred, its inability to stay a distance, and its uselessness as a progenitor, to make some pause.

Trustee is bred precisely as are half the hunters in England of the class which carry heavy weights, and do stay the distance at a killing pace; and I know no instance which better corroborates what I am fearless to enunciate, that if the best American trotting trainers were to take the pick of the best three and four parts thoroughbred hunters, out of the best English stables, and take them in hand, they would make them the best trotters in the world. He was—for he is gone, alas! where the good horses go—also the half-brother of our far-famed Fashion, and the sharer of her constancy and courage.

I will not say that it is not well, now that the deed is done, and that the gallant animal was none the worse for it, that the physical possibility of horseflesh performing such a feat of endurance, should be demonstrated.

But now that it has been demonstrated, and that there can be no practical utility in the demonstration—for we can no more practically employ trotting-horses, at twenty miles within the hour, for any useful end, than we could have employed the north-eastern passage, to demonstrate the existence of which so many noble lives have been squandered—the experiments should cease, or should summarily be put to an end by legislation.

What one horse has done, doubtless some other horse can be found to do. But in ascertaining which is the one that can, out of the thousands which cannot, more than they can fly, we

* See Note 21, p. 207.

shall only wantonly, recklessly, and most brutally destroy the best of the race—for it is only the best, which will persevere until they be destroyed—using their own highest characteristics and our knowledge of them to accomplish the destruction. Two other cruel matches of the same kind were made in the same year, but not with the like success.

A black gelding, Ajax, by Abdallah, was next matched to do twenty miles, over the Centreville Course, against a bay mare, Marion, in the expectation of making Trustee's time. The mare stopped midway, and was distanced—what is a distance, by the way, in a twenty-mile race?—and the horse got through the distance in 1h. 7m. $37\frac{3}{4}$ s.

Yet later, the same year, November 18, a fine dark chestnut horse, Woodpecker, 16 hands high and seven years old, said to be half brother to James K. Polk, the pacer, was backed to do the same match.

He had only been a few weeks from grass, and had no advantage of training, to fit him for such a life-and-death trial.

There was a blunder in the starting on the part of the judges, who did not give the word when his rider expected it, and allowed him to go on two miles, imagining that he was at work, before he was stopped and called back.

Thus he had to go in fact twenty-two miles, instead of twenty, at a winning pace, before he could win his match.

As it was, he did his nineteen miles in 57.43, and having only 2.17 in which to accomplish his last mile, he was stopped by the order of his owner. Every one judged that, but for the judges' fault, he would have won. At all events I rejoice, with exceeding joy, that his owner lost; and hope that so it may be to all owners, for ever, who so mismatch the noblest and most generous of animals.

The year 1849 is remarkable as being that of Lady Suffolk's greatest glory, embracing her contests with Mac, who was coming up rapidly in the scale, and Pelham, who rose first into high notice this year; and of good work on the part of Lady Moscow, who also battled it stoutly with Mac and Jack Rossiter, the latter of whom was on the descending scale, as was also Lady Sutton, as in comparison with her former performances.

The old gray mare performed this year nineteen times, and

came out conqueror, twelve; beating Grey Eagle and Mac twice, Pelham, five times; Lady Sutton, twice; Trustee, four times, Black Hawk, Grey Trouble, Ploughboy and others.

One of her greatest performances, which I had the pleasure of seeing, evincing the wonderful endurance and pluck of this admirable animal, though it did not bring out her fastest time, was her trot over the Centreville Course against Pelham and Lady Sutton, mile heats in harness, the best three in five. I have never, in my life, seen so closely or severely contested a struggle, lasting till seven heats had been completed, and till it was so dark that the judges could not see the gray mare at six lengths' distance.

It was as follows, the sixth heat marked thus (*) being declared void by the judges, both sides complaining of foul driving on the part of the other, and it being already so dark that none could ascertain which of the drivers was in the wrong. What was evident to all is, that Hiram and Bryan amused themselves by horsewhipping one another, from the distance home; that Hiram had one of his spokes smashed, and David Bryan his face rendered less beautiful than its wont.

Gr. m. Lady Suffolk,	1 1 2 2 0 * 1
Br. m. Lady Sutton,	2 2 1 1 0 * 2
B. g. Pelham,	3 3 dist.
Time, 2.29½; 2.31; 2.30; 2.31½; 2.32; 2.31; 2.33.	

Making the aggregate time of the seven miles, 17.43, which must be considered extraordinary, when we reflect that the best four miles ever made was Dutchman's 10.51, under the saddle, which would leave only 6.52 for the three remaining miles, or 2.17½ for each; time which it is needless to say never has been, and probably never will be made by a trotter.

A few days before this feat Lady Suffolk did five one-mile heats, winning the first, second and fifth, against Pelham and Jack Rossiter, in 2.32; 2.32½; 2.28; 2.29½; 2.34. The aggregate time of the five miles being 12.36, leaving 5.07 or 2.33½ for each for the last two miles. The former is, of course, the greater performance.

Allowance, on the other hand, must be made for Dutchman's having performed his four miles consecutively, instead of at intervals, which of course makes a difference in favor of time.

Americus' best consecutive five miles made in 1840, two heats, against Lady Suffolk, is 13.58—13.58½, against 12.36, as above. Whalebone, and Sweetbrier, in 1830, did 6 miles in 18.52.

The gray mare was beaten this season, seven times—by Grey Eagle, mile heats, in bad time; Lady Moscow, mile heats; Lady Sutton, two-mile heats; and four times by Mac, who on the whole had the advantage of her, beating her time at single miles, though he did not approach her former time, by several seconds, at longer distance.

Mac, on the whole, went extremely well this year, winning eight times, against such nags as Lady Moscow, twice; Lady Suffolk, four times; Jack Rossiter, twice; Moscow, Grey Eagle and Zachary Taylor. He made his mile once in 2.26, and his two miles in 5.09, 5.10; the latter time twice consecutively; although not in the same race, when he did the faster rate.

This year is enough to prove him, what he was, a first-rate animal for his day, which, however, was a far briefer one than that of his great contemporaries. He was beat thrice only by the two Ladies, Suffolk and Sutton, and that in far worse time than he made at other times.

Lady Moscow did bravely, winning six times; from Lady Suffolk, once; Mac, once; Lady Sutton, Pelham and Moscow, who had had his day and was nearly done, each once; and Jack Rossiter, who did not shine this season, four times.

Lady Sutton won but once, but then beat Pelham and the Gray Lady.

Trustee and Trouble both did honest duty, but not at extraordinary time, the *forte* of the former being his wonderful power of holding, for a length of time, a high rate of speed, not for running away with a single mile.

A Canadian mare Fly, the property of Andrew Elliott, Esq., is said, in the columns of the Montreal Transcript, "to have been driven on Saturday, February 27, from Cornwall to Montreal, a distance of ninety miles, in eight hours and fifteen minutes, including two hours' stoppages, which, if deducted from the time, will show an average rate of travelling of fully fourteen miles an hour, a feat wholly unprecedented in the annals of Canadian travelling. The gentleman, who drove this wonderful creature, left Cornwall at 20 minutes to 7 p. m., and telegraphed

his arrival in Montreal at 5 minutes before 3 A. M. He says, that with the same roads, Fly could have performed with ease the same journey, in the same time, on the following day."

If the facts can be proved and authenticated, as to the two hours' stoppage more especially, the Transcript may well say it was unprecedented in the annals of Canadian travel; for, assuming the time and distance to be correct as stated, it beats all time ever made out of sight, whether on the trotting course or elsewhere.

Fanny Jenks made her hundred miles, stoppages excluded, in nine hours twenty minutes and seven seconds. Including stoppages, in nine hours, thirty-eight minutes, thirty-four sec.

	<i>hrs. min. sec.</i>
Her total trotting time of 100 miles,	9 20 07
Deduct her last ten miles,	1 20 0
	<hr style="width: 100%;"/>
And we have for the time of her 90 miles,	8 0 07

Fanny Murray trotting a hundred miles against Ariel and Stager, sulkies catch weight—I presume without stoppages, as none are recorded—did the hundred miles in nine hours forty-one minutes, twenty-six seconds.

	<i>hrs. min. sec.</i>
Her total trotting time of 100 miles,	9 41 26
Deduct time of her last ten miles—say—1h. 41m.	1 41 00
	<hr style="width: 100%;"/>
And we have the time of her ninety miles,	8 0 26

Now the Canadian mare is alleged to have done her ninety miles, including stoppages, in eight hours fifteen minutes, and to have stopped two hours.

	<i>hrs. min.</i>
Therefore her trotting time of 90 miles, was	6 15
At the rate of 10 miles per hour, add last ten miles,	1 0
	<hr style="width: 100%;"/>
And we have her time of 100 miles,	7 15

Thereby beating Fanny Jenks' time by 2h. 10m. 07., and Fanny Murray's time by 2h. 26m. 26s.

Even supposing her to have stopped but one hour instead of two, she would have beaten Fanny Jenks 1h. 10m. 07s., and Fauny Murray by 1h. 26m. 26s.; and supposing she had not stopped at all, and that the whole 8h. 15m. were trotting time, and that she could have done her last ten miles in ten minutes' worse time than the others—a much greater falling off than the other mares show, neither of which ever went at the rate of

eleven miles instead of fourteen, in any one hour—she would have beaten them both, Fanny Jenks by five minutes and Fanny Murray by twenty-six minutes.

One would much like to know whether there was any bet on this performance, and on the particulars, and whether money changed hands on it. For if not, I should conclude that the two hours' stoppage were calculated, by some unknown process of retardation. Since it is not conceivable, that on a hilly road, in a sleigh and on snow, which are ascertained impediments to rate of going, this mare could have beaten time, so marvellously beyond all record, as by two full hours in ten, or left two such mares as Fanny Jenks and Fanny Murray, at whose performance the world is still wondering, such a marvellous distance as twenty miles in a hundred, travelling fourteen miles to their ten.

I find the performance recorded in the Turf Register of the year, and therefore give it place here, though questioning greatly its correctness. In fact, I am of opinion that a Sporting Review should follow the plan adopted by "Bell's Life in London," of never recording any sporting performance, unless proper proof is adduced that the performance was admitted, by the payment of a bet by the losers, who are presumed not to pay over their money without being satisfied that they have lost it. Hundreds of feats of walking, shooting and riding are daily recorded in American journals, which never had any existence except in the imaginations of their vaunted performers.

And what is worse, pedigrees of horses are published, such as those of Flora Temple, and of Kemble Jackson, in Porter's Spirit of the Times, in which there is scarcely a word of truth or even of verisimilitude. Fortunately, they are so ludicrously incorrect and stupid, that they can do little harm, and deceive no one, who knows what a pedigree is. One only wonders how they should have escaped the watchful eye of the experienced editor. Turf registers, however, and stud books, have no right to publish pedigrees on owner's or other interested person's *ipse dixit*. They are bound either to require evidence, widely different from affidavits of recollection by the oldest inhabitant, or to verify the pedigrees produced, by examination of the authentic books, and so to publish none which cannot show the stamp.

Had Edgar followed this plan, the number of his imported

stallions would have been reduced to one-half, and two-thirds of the most wonderful lineages sadly besmirched ; but, as a work on which to place reliance, it would have gained far more than it would have lost in size.

Published by subscription, I presume he was *quasi* compelled to insert such pedigrees as his subscribers chose to foist upon him, under their own, or their great grandfathers' alleged, signatures—otherwise I cannot conceive the admission of the Merry Pintles by Old Merry Pintle, and the Bulle Rocks, going in four crosses to pure Barb or Arab on both sides, and of a hundred other horses or mares, of whom, of their sires or their dams there is not a trace—or, if a trace of their parents, such only as proves distinctly that they never had such issue.

The year 1850 was remarkable for a great addition to the number of trotting courses, especially in the eastern, and western States, and in Canada, and to the general favor of this manly and useful sport.

A good many new horses showed as good numerical winners, but none to contest the laurels with the old established cracks ; and this year commenced a practice most absurd, useless and inconvenient, especially when, as is the case in this instance, it occurs with regard to horses of established reputation—that, I mean, of changing the names of trotters, breeding inextricable confusion, and giving ample range for rascality, in getting bets from persons not acquainted with the appearance of the horses.

Such tricks ought to be at once put down by jockey clubs and associations, and all horses having established names ought to be declared distanced, if winners, in case of their starting under any new names.

One can scarcely conceive any end, but fraud, in changing the names of such horses as Pelham and Jack Rossiter to Charley Abel and Ike Carnley. It looks amazingly like a scheme for getting odds, out of the green ones, against horses, *on* which they would have bet, under their own proper appellations.

In this instance, for whatever reason tried, the cock would not fight ; for people would not call the horses by their new titles, and they had to return to the old ones. Still, in the Turf Register of the year 1850, both horses stand recorded under both

names, part of their performances under one name, part under the other. Can any one conceive such rubbish?

This very year in which I write, a very good second-rate horse, who had the luck some years since to be named after my humble self, "Frank Forester," when he first came out, in 1850, at Baltimore, has this year become ashamed of his paternity, and assumed the more patrician and sonorous denomination of "Ike Cook." Of Ike, the godfather of the horse, I have not the honor to be cognizant, nor do I doubt his superior claims, otherwise, to my own; but, unless on the old theory of the rose by any other name, I confess that it appears to me the "Frank" has an honester sound than "Ike," and that the "Forester" has more to do with field sports than the "Cook."

But to leave badinage, the practice is an abominable one; and if not meant to be dishonest, it largely facilitates dishonesty—as in the case, where Fanny Jenks was ominously rechristened "Pigeon," not without a cause—and at all events produces embarrassment and misunderstanding.

Lady Sutton did not appear this year, being withdrawn from the turf after a brief but brilliant career.

The struggle for supremacy lay between the two mares, Lady Suffolk and Lady Moscow, and a gallant and protracted struggle it was, varied by an occasional outside dash at Jack Rossiter, who had his own particular contest with Pelham and St. Lawrence, the latter of whom gave him enough to do.

Lady Suffolk, for to her, as of right, I give the precedence, was eleven times a winner, beating Lady Moscow six times, at one, two and three miles; Jack Rossiter, thrice; Hector, once, and once her old adversary, James K. Polk, in harness, against his wagon. She was beaten, in her turn, four times by Lady Moscow, at two and three miles; and twice, at two miles, by Jack Rossiter, coming off victorious from both, in each match of three events.

Lady Moscow, also, won eleven times, beating Suffolk four times, Jack Rossiter thrice, Pelham once, Zachary Taylor and Captain Walker, once each, and receiving forfeit from the latter and from Captain Davis, at Baltimore. She lost seven times; six times to Lady Suffolk, and once to Jack Rossiter.

Neither of these mares made quite the time that they had

themselves done before, but they beat every thing they met except one another, and stood deservedly, first and second of another good year.

Jack Rossiter also well regained whatever he had lost of credit in the last year, contending gallantly with the mares who were evidently his superiors, and running well with his equals.

He won, on the whole, ten times, beating Lady Suffolk twice; Lady Moscow, once; St. Lawrence, twice; Pelham twice; Grey Eagle twice, and Telegraph once.

He made the best two-mile time of the year at Saratoga, where he distanced Lady Moscow in 5.04½.

He was beaten twelve times; four times by St. Lawrence, three times by Lady Suffolk, three by Lady Moscow, and once by Pelham.

Still he gained rather than lost credit, for he was beaten by none but known good ones, and had his turn at each of them, and the best of Pelham.

St. Lawrence, Lady Washington, Lady Bevins, Mendham Maid, Honest John, James K. Polk, Fanny and Confidence, all made good and creditable trotting, and were all six times or more victors.

There were two ten-mile trots this season, Hard Times against Leopold, in 250 lb. wagons, won by the former in 32.25½.

And Lady Agnes against Buckskin in sulkies, won by the former, in 33.17.

Another hundred-mile trot came off this year, on the part of Mr. John F. Purdy, a gentleman of fortune, to drive his little road-mare Kate, himself, that distance within ten hours.

My opinion of the character of these matches has been given, and I cannot recall it; still it is right to say, that, having the pleasure to know Mr. Purdy well, and to know him to be both a judge of a horse's pace and a thoroughly kind-hearted man, I know that the mare ran no danger of being distressed beyond what is necessary to the accomplishment of such a task, with what is called perfect ease.

That she received every aid that attention, tenderness and experience could bestow, was inevitable; and that she would have been pulled up and withdrawn the instant she showed a

symptom of hanging on the bit or faltering, had there been ten times the amount staked to be lost, every one is assured, who knows Mr. Purdy.

Mr. Purdy drove himself the whole distance, with skill, judgment and coolness that astonished and charmed the best trotting drivers and oldest turfmen present. He used a little sulky made by Godwin, weighing only 46 lbs., with the lightest possible harness, himself weighing 132½ lbs. The little mare was 10 years old, 14 hands high, and under 700 lbs. weight. She is said to be nearly a thoroughbred, and nearly perfect also, both in shape, gait and action.

It was observed, strange as it may appear, that she did not diverge in going the whole distance, round the Centreville track, six inches from the track she made on the first time round.

She was taken out of harness at the end of the fiftieth mile, and was cared for, losing twenty-one minutes, besides other smaller stops.

She won the match, all stops included, in 9h. 49m. $\frac{3}{4}$ s.

T I M E .

	<i>hrs. min. sec.</i>		<i>hrs. min. sec.</i>
First mile	0 5 25	Fifty miles	4 41 0
First ten miles	0 57 0½	Sixth ten miles	0 55 0
Second ten miles	0 56 59½	Seventh ten miles	0 54 0
First twenty-five miles	2 21 0	Seventy-five miles	7 14 0
Third ten miles	0 54 0	Eighth ten miles	1 0 0
Fourth ten miles	0 57 0	Ninth ten miles	1 10 0
Fifth ten miles	0 56 0	Tenth ten miles	1 5 0

Making the 100 miles in 9h. 49m. $\frac{3}{4}$ s.

I copy this table from the Turf Register of 1850—the rather that it claims this to be a greater trot than that of Fanny Jenks. I cannot conceive why, for her *time* was better; and if Fanny Jenks were driven by two little boys under 75 lbs., I should judge that the experience and fine driving of Mr. Purdy fully compensated the extra weight, if that even were not overcome by the lightness of Mr. Purdy's vehicle.

But the table itself is a strange one, and cannot be directly summed up nor very easily understood.

To cast it up, one must first strike out the time of the first mile, then of the first twenty-five miles, then of the fifty miles, then of the seventy miles, and then these being divided, proceed as with a common sum of addition.

This done, the sum total of the ten miles does not amount to 9h. 49m. $\frac{2}{3}$ s., but to 9h. 49m. Nor is there the slightest clue given to ascertain what has become of the 21 minutes said to be lost when she was taken out of harness at the end of the fiftieth mile, or of the other stops of lesser moment.

The latter, it is true, might be amalgamated in the whole time of the ten miles, but not so, possibly, the twenty-one minutes in the time of the fifth ten miles, which are set down as done in 56 minutes, from which, deducting twenty-one minutes, one will have thirty-five minutes as the travelling time of ten miles, after doing forty miles in seventeen minutes under four hours.

The match was unquestionably done and won, for the bets were lost and paid, and the judges were honorable men; but how it was done, or exactly in what time of actual trotting and what of stoppage, the above table certainly does not show. I did not discover the defect till I had transcribed it and begun to verify it. Having done so, I do not withdraw it; because the specimen of the loose way in which matters of this sort are done in quarters where one would least expect it, leads him to spare his wonder at the way the myths of Childers, Eclipse, and the worthies of old, arose, when stop watches scarcely were, and horses ran four miles straight away from the starting to the winning post in a right line.

They might be timed now by electric telegraph, but not even now otherwise.

The same is the cause of the prodigious fallacy in Tib Hinman's time at Ogdensburg, and in Lady Kate's time at Chicago—both pure *myths!* Both matches were done on a straight plane; one man could not time the start and the finish unless by telegraph. So the starting judge guessed when they got home, and the placing judge guessed when they started, and, when it was all over, the two judges compared notes and struck an average. No fraud was intended, nor any hoax on the public; but it was one nevertheless, and was at once detected, deceiving no one.

It is impossible, however, to be too rigidly correct in the recording of such details. How the errors in the above table came, could probably, *now*, be easily ascertained, so short a time has elapsed. But had a century flown since the trot was

made, and did such a table accompany the only record remaining of it, the whole story would be set aside as false, on the internal evidence of disagreement with itself.

The year 1851 was marked by the appearance of a new horse on the trotting turf, destined afterward to wear the greenest, and all but the highest of its laurels, the Maine champion Tacony; and by the decline of an old favorite, Lady Moscow, who, from this year, fell into the second rank, never again to rise to her former glories.

Even on the indomitable courage and steel-sprung frame of Lady Suffolk, time was beginning to make its inroads; and even her admirers were forced to admit that, although still the Queen of the track, she was no longer quite what she had used to be. And what wonder, when one considers that she had already seen her eighteenth birthday; and that for thirteen years she had been almost constantly in training and at work, ready for all comers, at all distances, and the victress in almost every city of the Union, where trotting is an institution, over the best that dared encounter her.

This year she won seven times, beating Jack Rossiter twice; St. Lawrence twice; O'Blenis twice; Cowdriver, Lady Pelham, and Lady Jane, once each.

But the time was no longer Lady Suffolk's; such as she used to make in her palmy days of old, as she never got below 2.34, for a single mile, although she beat Lady Jane and St. Lawrence two-mile heats, at 5.08—5.13.

On the other hand she was beaten five times; thrice by Lady Jane; once by Jack Rossiter; once by O'Blenis, and once by the pacer Roanoke. Not one of these animals, except, perhaps, Lady Jane, could have come near her in her best time.

Lady Jane trotted a good and honest mare, this season, winning four times; thrice of Lady Suffolk; once of St. Lawrence and O'Blenis. She was beaten twice only, by the Lady, and the horse with the Celtic title.

Jack Rossiter, also, held his own, well and improvingly. He was a winner nine times against all the best horses of the year, Lady Suffolk, Lady Moscow, Pelham, once each; St. Lawrence four times; Grey Vermont twice; Zach. Taylor, War Eagle, and Tacony.

He was beaten four times only ; by Lady Suffolk twice, and twice by Grey Vermont, who was a very promising and rising horse.

Tacony, who made his debut this year, made a good show for a young one ; he beat War Eagle twice, and was beaten once by War Eagle, once by Mac, and once by a horse called John May.

St. Lawrence, Rhode Island, Grey Vermont, and several others, kept the game moving, and in good style, but it was not, all in all, such a year as many we have seen, both before and since, either for speed or for stoutness. The old were growing the older, and their successors not yet coming up in force.

I have often regretted that it is too often the case here, that horses are not withdrawn in time. Age must tell on every thing, unless it be the almost eternal adamant, and even that can be ground away by endless attrition. Much more must the power, the agility, the capacity to endure, of the animal machine.

The best horse that ever stood on plates must be beaten in the end, even by a half-bred, if we persist in matching him, in the decrepitude of extreme old age, against the fibre and vigor of mature youth.

I will not say that Boston was so trashed away ; for although he had not fair play—since a horse, taken from serving mares and from the relaxed fibre of a stud sultan, to enter again into training, and that against the ablest rival he ever met, cannot be held, if beaten, beaten fairly—I consider him far greater after, than before, his defeat by Fashion.

But I do say, that the way in which Fashion was run on, year after year, in condition or out of condition—as she was, when she was beaten by the gelding Passenger—was running the thing disgracefully into the ground, and was destroying both the physique and the fame—perhaps the promise of the progeny afterward—of as good a mare as ever run.

When she had beaten Peytona she had done enough, and won enough of glory ; and should have been allowed to retire and repose upon her honors, hardly won enough, already.

In all other arenas, there is a term for contention and a retreat for veteran victors.

In the United States, it would seem, that for the noblest conqueror on the turf, there is no end but to be beaten—beaten, not by his victor's energy, but by his own decay. I honor the pluck of the owner of Eclipse, who dared to withdraw him from the course, old, but unbeaten, and old in honor; as I condemn the false fear of those who persist in wearing out a lifetime of exertion, until defeat must follow, in their bravest horses, from the poor apprehension of being *called* afraid!

I have always thought, and still think, the fate of Fashion, and of the gallant, glorious gray, Lady Suffolk, as but a sadder and more cruel version of the tale of the high-mettled racer. Morally, though not physically, it was the same.

With the year 1852, there commenced what I would call the New Era of the American trotting turf—the heroes and heroines of the last twenty years all passed, or rapidly passing away, and a new generation rising upon the stage, in whose names their fame is, with but a few exceptions, soon to be forgotten.

Americus, Awful, Beppo, Dutchman, Lady Moscow, Lady Sutton, Lady Suffolk herself, have departed from the scene, which they had so long adorned; or, as in the case of the last named, as “veterans lag superfluous on the stage.”

The good old mare, now in her nineteenth year, won but once, and that only of a second-rate, though a good second-rate, Boston Girl; her best time being nine seconds behind that of her prime.

She was beaten nine times; by Jack Rossiter, Lady Brooks, Pet, Tacony thrice; twice by Zach. Taylor, and once by Lady Jane. And what proves more, in all the lost races she won but two heats, one against Lady Brooks, and one against Tacony. What, perhaps, more than any thing proves the indomitable courage, and truly iron-endurance of this matchless mare, is the following record of her last great struggle against the young hero Tacony.

Friday, Sept. 24.—Purse \$300—\$50 to go to the second best, for trotters, mile heats, best three in five, wagons.

W. Woodruff's ro. g. Tacony,	. . . . .	1	0	3	2	2	1	1
A. Concklin's gr. m. Lady Suffolk,	. . . . .	3	0	2	3	1	2	2
S. McLaughlin's b. m. Lady Brooks,	. . . . .	2	3	1	1	3	3	3

Jack Rossiter, Lady Jane, Lady Moscow, and Boston Girl drawn.

Time, 2.34—2.40—2.36½—2.35—2.37—2.30—2.41.

I am not sure that, in her nineteenth year, this may not be quoted as the greatest feat she ever accomplished. The speed of her foot had departed with her youth; but the ability to stay the distance, and come again for ever, with a scarcely diminished stroke, seemed to last in for ever.

Her old owner, through all her triumphs, David Bryan, died in New Orleans in 1851; and whatever judges, or would-be judges, may say of his inability, want of temper, and harshness to the old gray, she clearly never was herself again, he gone.

In 1853 she was purchased by Mr. Hill, of Bridport, in whose ownership she died, and has left no heir or heiress to her honors.

Indeed, it is hardly probable, after such severe and long-protracted exertions, that had she proved fruitful, the progeny would have been of much account.

I am exceedingly glad to present to my readers a very perfect likeness and fine engraving of this unrivalled animal.

I call her unrivalled, because although her time has been beaten, I, like my friend "Observer," have always regarded time, alone, as a most insufficient and fallacious test of the powers of the horse; and I, for one, shall certainly not transfer my allegiance to the new queen, Flora, until she shall have proved her right, not by the brilliant spurts of a few, brief, glorious seasons, but by the long-continued train of still increasing triumphs, which render the name of Lady Suffolk the pride of the trotting turf of America.

The accompanying portrait, which is indisputably the best likeness of the mare I have ever seen, has for its basis a lithograph by the late lamented Robert Clarke, who, for the power of catching and committing to paper the peculiar action, style of going and salient characteristics of any horse, while in motion, on the trot especially, has scarcely been equalled.

He was somewhat deficient, however, in anatomical knowledge; and had a habit, which amounted, in his works, to an absolute mannerism, of representing his animals with undersized limbs. I have scarcely seen a painting of his which has not this defect, more or less; and I have seen many in which it amounts to a deformity equal almost to that of the huge-headed pigmy-bodied men of the new style of caricatures, in which it

needs a quicker perception, than I possess, of the ridiculous, to see any humor.

The spirited sketch alluded to above, of poor Clarke's—his best I think—is by no means free from this gross fault; though, in other points, the likeness is perfect and unmistakable.

This defect, and also the very faulty seat of the rider, in the original cut, have been at my suggestion cleverly corrected by Messrs. Capewell and Kimmel, the excellent and intelligent engravers, to whose talents in representing on steel some of the very best of our American equine celebrities, I gladly confess my indebtedness. All admirers of the famous old mare will recognize her bloodlike head, her peculiar mode of carrying it and champing on the bit, her long slashing stroke which led the way to such oft-repeated glories, and the broad white flag, never displayed to ask for truce, or to give token of submission.

The following summary of her performances, with her pedigree, and an account of her winnings in purses, alone, not including bets—unparalleled, it is believed, by those of any trotting horse—are taken from "The Spirit of the Times," of June 2d, 1855. It was fitting that the person who, when she was a common livery horse, first detected in her the germ of her future greatness, should be the one to give the report of her honors to posterity.

I say the simple truth, when I record my own belief, that I, at least, shall not look upon her like again.

EDITORIAL NOTES.

¹ (P. 109.) There is but one True Briton given in the stud books, who was by imp. Othello, dam Grant's Milia by imp. Spark. Delancy's imp. Cub mare never had a foal by Moreton's Traveller.

² (P. 117.) Boston was not blind the day of his death, and if he had been properly cared for, would have lived to an old age.

³ (P. 118.) Since Herbert's day the Messenger blood has become the popular trotting strain. Imp. Messenger died January 28th, 1808, more than sixty-two years ago, still the papers are full of advertisements of trotting stallions, claiming to be descendants and in-bred to imp. Messenger.

⁴ (P. 142.) Flora Temple trotted a match against Dutchman's time on the Centreville Course, Long Island, Sept. 27th, 1860. Flora was to have three trials, first trial 7.33 $\frac{3}{4}$, second trial resigned at the end of the first mile, trotted

in 2.42, third trial 7.43½. The track was 18 feet over a mile, and it was claimed she beat the time, but the judges thought differently.

⁵ (P. 149.) Gen. Butler and Dexter have each trotted 2 miles to wagons in 4.56¼, the latter a second heat; and Flora Temple trotted 2 miles in harness, Aug. 16, 1859, in 4.50½.

⁶ (P. 149.) Flora Temple trotted three miles, in 1860, in 7.33¾—7.43½.

⁷ (P. 149.) Trustee trotted four miles in harness in 11.06. Longfellow, at San Francisco, Cal., Dec. 31, 1869, trotted four miles to wagon, two straight heats, each the fastest on record, 10.42½—10.34½. This is so reported in the California papers.

⁸ (P. 150.) Hamiltonian, not Hambletonian, was by Sir Archy, out of Bellona, by Jolly Air.

⁹ (P. 150.) We cannot find Bull's pedigree, and we think Screw Driver's dam was by Bull, a son of Mount Holly, who was by imp. Messenger, foaled 1807, at Burlington Co., N. J.

¹⁰ (P. 155.) Capt. Megowan trotted 20 miles to harness in 58 minutes and 25 seconds. John Stewart 20 miles to wagon in 59 minutes and 23 seconds.

¹¹ (P. 155.) Bellfounder was imported by Mr. James Boot, of Boston, Mass. He was foaled about 1817. Nothing is known as to his pedigree. He is said to have trotted in England seventeen and a half miles within an hour. The Bellfounder cross is held in high esteem.

¹² (P. 163.) This time has been beaten by Longfellow to wagon in 10.42½—10.34½.

¹³ (P. 163.) This could not be imported Messenger, as he died in 1808.

¹⁴ (P. 164.) Mount Holly was a son of imp. Messenger, but cannot think that her dam was by imp. Messenger, but may have been.—ED.

¹⁵ (P. 169.) Since been beaten by Flora Temple, 4.50½; Dexter to wagon, 4.56¼; General Butler to wagon, 4.56¼—a second heat.

¹⁶ (P. 171.) Longfellow has beaten it since in 10.42½—10.34½ to wagon.

¹⁷ (P. 173.) Been beaten in 1865 by Dexter to wagon, 4.56¼. Butler, a second heat, to wagon, 4.56¼. Flora Temple to harness, 4.50½.

¹⁸ (P. 175.) Since by Flora Temple, 4.50½ to harness. Dexter to wagon, 4.56¼ and Gen. Butler to wagon, a second heat, 4.56¼.

¹⁹ (P. 176.) Bellfounder, it is stated, trotted seventeen and a half miles within the hour, in England. He was imported about 1823, to Boston, Mass.

²⁰ (P. 181.) Billy Boyce, by Corbeau, paced under saddle, at Buffalo, August 1, 1868, 2.31½—2.15¼—2.14¼—2.20¼. Rollo Goldust, a trotter, won the first heat.

²¹ (P. 191.) Fanny Pullen was bred in Maine, and said to be by Quicksilver, a son of Dey of Algiers (an Arabian).

MEMOIR
OF LADY SUFFOLK,
WITH A SUMMARY OF HER PERFORMANCES.

LADY SUFFOLK was bred in Suffolk County, Long Island, and was foaled in 1833. At two years old she was purchased by Mr. David Bryan; and, in February, 1838, she made her first public appearance near Babylon, where she trotted for, and won, *eleven dollars*, after three heats, the fastest of which was 3.01. The weather was very cold, and Hiram Woodruff had the honor of riding her in this her first public performance.

Lady Suffolk was got by Engineer, a thoroughbred son of Engineer by Imp. Messenger, her dam by Plato, another son of Imp. Messenger, grand dam by Rainbow, out of a common mare. The dam of Lady Suffolk was owned and bred by Gen. John Floyd, of Smithtown, Long Island, and sold by his son to Charles Little, Esq., of Smithtown, from whom she passed into the hands of Richard Blaydenburg, Esq., who bred Lady Suffolk.

Lady Suffolk was about fifteen hands and a half high; of a beautiful gray, with a large sweeping tail; small head, well set on to a fine arched neck, with a good deal of the Arab about it; large shoulders and quarters, not too heavy, but showing immense strength and power of endurance; long in the body, legs fine and wonderfully good.



LA CARROZZA E I CAVALI CHE LA TIRANO. — I. ANTONIO DI PIACENZA.

Per la ristampa di questo disegno si è avuta la cortesia del signor G. B. C. di Milano, che ha permesso di riprodurlo in questa opera.

1874

In the following Summary of Lady Suffolk's Performances, the amount of the purse is given when she was the winner, and left blank when she lost,—

YEAR.	DATE.	COURSE.	HARNES OR SADDLE.	DIS.	TIME.	PRIZE.
1888	Feb.	Babylon, L. I.	Saddle,	1	3.01	\$ 11
	June 20	Beacon Course, N. J.	Harness,	2	5.42, 5.42.	
	" 22	" " "	Saddle,	2	5.15, 5.17	100
	July 4	" " "	"	2	5.29, 5.17, 5.40.	
	Oct. 1	" " "	"	2	5.17, 5.18½.	
	" 8	" " "	Harness,	2	5.28, 5.21½.	
	" 15	" " "	"	2	5.42½, 5.38½, 5.39	
1889	" 17	Philadelphia, Pa.	Saddle,	2	5.18, 5.26	100
	" 18	" " "	"	3	8.11, 8.17.	
	Nov. 22	Beacon Course, N. J.	"	2	5.38, 5.52.	
	" 24	" " "	"	1	2.49.	
	April 26	" " "	"	2	5.21	100
	" 27	" " "	"	2	5.16, 5.09.	
	July 3	" " "	"	2	5.39	200
1890	" 24	Philadelphia, Pa.	Harness,	2	5.28, 5.31, 5.32, 5.42.	
	" 25	" " "	"	2	5.38, 5.35, 5.40	400
	" 26	" " "	"	1	2.52, 2.50.	
	Oct. 3	Beacon Course, N. J.	"	2	5.28, 5.28, 5.26.	150
	" 10	Centreville, L. I.	"	2	5.20, 5.28.	
	" 23	Beacon Course, N. J.	Saddle,	2	5.14, 5.24	800
	Nov. 15	Boston, Mass.	"	4	11.22, 11.34	200
1840	" 16	" " "	Harness,	1	2.43½, 2.45, 2.47.	
	" 16	" " "	"	1	2.52, 2.53, 2.49, 2.47, 2.50.	
	May 6	Philadelphia, Pa.	Saddle,	2	5.03, 5.06.	
	" 8	" " "	"	3	7.51, 7.51.	
	" 14	Centreville, L. I.	Harness	2	5.26, 5.33, 5.32	200
	June 31	" " "	Saddle,	4	11.15, 11.58	1000
	Sept. 21	Beacon Course, N. J.	Harness,	2	Received forfeit	2000
1841	" 24	Centreville, L. I.	"	2	5.22, 5.21, 5.31	750
	" 25	Beacon Course, N. J.	Saddle,	2	4.59, 5.03½	200
	Nov. 30	" " "	"	1	Received forfeit	500
	" 2	" " "	"	2	" "	500
	May 4	Centreville, L. I.	Harness,	2	5.13½, 5.14	750
	" 10	Philadelphia, Pa.	"	2	5.21½, 5.19½, 5.21	200
	" 15	" " "	Saddle,	3	7.40½, 7.56	2000
1842	" 18	Centreville, L. I.	Harness,	2	5.16½, 5.16½, 5.16, 5.18, 5.25.	
	Jun. 15	Beacon Course, N. J.	"	3	8.02½, 8.08, 8.08, 8.16.	
	July 6	" " "	Saddle,	1	2.35, 2.37	1250
	" 22	" " "	Harness,	2	5.26½, 5.23, 5.24	260
	" 27	" " "	Saddle,	2	5.05	1000
	Oct. 21	Centreville, L. I.	Wagon,	5	13.58, 13.58½.	
	Nov. 1	Beacon Course, N. J.	Saddle,	3	7.50, 8.04.	
1843	May 7	" " "	Harness,	2	5.10½, 5.12½.	
	" 10	Centreville, L. I.	"	2	5.10, 5.15	300
	" 31	Philadelphia, Pa.	"	2	5.07, 5.15, 5.17.	
	June 2	" " "	Wagon,	2	5.19, double harness	200
	" 16	Trenton, N. J.	Harness,	2	5.16, 5.22.	
	Aug. 1	Beacon Course, N. J.	"	3	8.00, 7.56½.	
	Nov. 17	Boston, Mass.	"	2	5.87, 5.49	200
1844	July 4	Beacon Course, N. J.	Saddle,	1	2.28½, 2.28, 2.28, 2.29, 2.32	100
	" 12	" " "	"	1	2.26½, 2.27, 2.27	200
	" 25	" " "	"	1	2.30½, 2.42½, 2.28	100
	Aug. 14	" " "	"	3	7.44, 7.52	
	Sept. 4	" " "	"	1	2.29, 2.30, 2.28½	300
	" 13	" " "	Harness,	1	2.38, 2.39, 2.41	300
	Oct. 5	" " "	"	2	5.19, 5.20, 5.22, 5.19.	
1844	Nov. 30	Baltimore, Md.	Saddle,	3	7.48.	
	Nov. 2	" " "	Harness,	2	5.38, 5.35	300
	" 6	" " "	"	3	7.59, 8.15, 8.01.	
	May 15	Centreville, L. I.	"	2	5.20, 5.24	500
	" 21	Beacon Course, N. J.	"	2	5.17, 5.19, 5.18	500
	June 6	Centreville, L. I.	"	3	7.51, 8.02	400
	" 27	Beacon Course, N. J.	"	3	7.52½, 8.01.	
1845	Aug. 28	Albany, N. Y.	"	1	2.40, 2.34½, 2.38½	250
	Sept. 6	" " "	Saddle,	1	2.44, 2.26½	250
	" 9	Beacon Course, N. J.	Harness,	1	2.38, 2.33½, 2.34, 2.37	250
	Oct. 7	" " "	Saddle,	1	2.29, 2.31, 2.28, 2.29, 2.30	200

YEAR.	DATE.	COURSE.	SADDLE OR HARNESS.	DIS.	TIME.	PRIZE.
1845	April 28	Union Course, L. I.	Harness	2	5.20, 5.29	\$ 250
	May 5	Centreville, L. I.	"	2	5.09, 5.16, 5.12	250
	" 19	Union Course, L. I.	"	3	8.00, 8.05‡	
	June 8	Philadelphia, Pa.	"	3	8.02, 8.07‡, 8.17	400
" 16	Oct. 8	Beacon Course, N. J.	"	1	2.37, 2.35‡, 2.35‡, 2.39	
	" 13	" " "	"	1	2.34, 2.29‡, 2.30, 2.34, 2.36	250
	" 16	" " "	"	1	2.33‡, 2.31‡, 2.40, 2.35	
	" 29	Philadelphia, Pa.	"	3	8.05, 7.50	
1846	Sept. 28	Union Course, L. I.	"	1	2.37‡, 2.37, 2.35	250
	Oct. 8	" " "	"	2	5.13, 5.11	
	" 15	" " "	"	1	2.34, 2.34‡, 2.34‡, 2.35, 2.38‡	250
	" 22	" " "	Saddle	3	7.46, 7.46‡	
1847	Nov. 18	" " "	"	2	5.08‡, 5.16	
	June 7	" " "	"	3	7.56, 8.00‡	800
	" 9	" " "	"	2	5.16‡, 5.24	500
	July 14	Centreville, L. I.	"	2	5.03	300
" 22	Aug. 5	Union Course, L. I.	Wagon	1	2.37‡, 2.43‡, 2.39‡	250
	Aug. 5	" " "	"	1	2.42‡, 2.33‡, 2.36	250
	" 14	Saratoga, N. Y.	"	1	2.52, 2.54, 2.44	250
	Sept. 13	Centreville, L. I.	Saddle,	3	7.44, 7.53	
" 28	Oct. 1	" " "	Harness,	2	5.13, 5.12‡	800
	" 15	Union Course, L. I.	Saddle,	2	5.04‡, 5.09	
	" 28	" " "	Harness,	2	5.10, 5.12	500
	Dec. 28	" " "	"	2	5.18‡, 5.25‡	1,000
1848	May 19	Centreville, L. I.	"	1	2.33, 2.33, 2.35, 2.37, 2.38, 2.36	
	June 7	" " "	Wagon,	2	5.21, 5.13, 5.17, 5.22	300
	July 4	" " "	Saddle,	2	5.12, 5.14	300
	" 17	" " "	Harness,	1	2.31, 2.32, 2.32	250
" 22	" 7	" " "	"	1	5.22, 5.16, 5.17, 5.16	200
	Aug. 19	Saratoga, N. Y.	"	1	2.32*	
	May 21	Union Course, L. I.	"	1	2.34, 2.30, 2.34, 2.34	
	June 5	Providence, R. I.	Saddle,	1	2.29‡, 2.32, 2.31	
" 6	" 6	" " "	Harness,	1	2.35‡, 2.34, 2.33‡	200
	" 14	Boston, Mass.	"	2	5.20	300
	" 25	Union Course, L. I.	Saddle,	1	2.31, 2.26‡, 2.27, 2.29	
	" 25	" " "	Harness,	1	2.29‡, 2.33‡	250
" 2	July 2	Centreville, L. I.	"	1	2.32, 2.32‡, 2.28, 2.29‡, 2.34‡	250
	" 9	Union Course, L. I.	Saddle,	1	2.28, 2.30, 2.31, 2.30	
	" 10	" " "	"	1	5.09, 5.13‡	
	Aug. 3	Centreville, L. I.	Harness,	1	2.29‡, 2.31, 2.30, 2.31‡, 2.32, 2.31	300
" 8	Sept. 28	" " "	"	1	2.38	
	Oct. 8	" " "	"	1	2.32‡, 2.33‡, 2.34, 2.36	250
	" 17	Union Course, L. I.	"	2	5.16, 5.17, 5.20	
	" 24	" " "	"	3	7.45‡, 7.52, 7.57	300
" 7	" 7	" " "	Wagon,	1	2.45, 2.40, 2.43	250
	" 12	Centreville, L. I.	Harness,	3	8.13, 8.15	300
	" 22	Centreville, L. I.	Saddle,	2	5.03‡, 5.12, 5.19	250
	" 22	Boston, Mass.	Harness,	2	5.57, 5.34‡	500
" 29	" 29	" " "	"	1	2.37, 2.40, 2.38	
	Dec. 12	" " "	"	2	5.38, 5.36	500
	May 7	Centreville, L. I.	"	1	2.33	250
	" 13	" " "	"	2	5.10, 5.09‡	
" 21	" 21	" " "	"	3	7.44‡, 7.52‡	
	June 12	Philadelphia, Pa.	"	1	2.31	250
	" 13	" " "	"	1	2.31, 2.33, 2.30, 2.33	250
	" 19	" " "	Wagon,	3	7.53‡, 7.55	350
" 8	July 1	Baltimore, Md.	"	2	5.20, 5.11, 5.16	300
	" 8	" " "	"	1	2.31	300
	" 12	" " "	"	2	5.18, 5.10	
	" 22	Philadelphia, Pa.	"	2	5.15, 5.08, 5.05‡	
" 22	Oct. 17	Boston, Mass.	"	1	2.37‡, 2.38, 2.40	500
	" 22	" " "	"	1	2.41, 2.45, 2.47	500
	Nov. 6	Rochester, N. Y.	"	1	2.47‡, 2.39, 2.43, 2.40	500
	" 7	" " "	"	2	5.18, 5.17	
" 13	" 13	Buffalo, N. Y.	"	1	2.35, 2.34, 2.34	500
	" 14	" " "	"	2	5.141, 5.12‡	
	" 26	Cincinnati, Ohio	"	1	2.45, 2.41, 2.39	500

* Lady Suffolk fell lame, in this heat, which she won, but was stopped in the second.

† Lady Suffolk won the second heat.

‡ The mare was so much amiss, that she was withdrawn after the first heat.

YEAR.	DATE.	COURSE.	SADDLE OR HARNESS.	DIS.	TIME.	PRIZE.
1851	Feb. 19	New Orleans, La.	Harness,	1	2.37½, 2.35, 2.41.	
	Mar. 11	" " "	"	1	2.38, 2.35, 2.39½, 2.34.	
	April 22	Mobile, Ala.	"	1	2.49, 2.47, 2.48, 2.47.....	300
	" 30	New Orleans, La.	"	1	2.44½, 2.46, 2.41½, 2.54.	
	May 28	St. Louis, Mo.	Saddle,	1	2.39, 2.30, 2.33, 2.30, 2.35.....	500
	June 18	" " "	Harness,	2	5.28, 5.23.	
	" 23	" " "	"	1	2.35, 2.34.....	300
	Aug. 8	Rochester, N. Y.	"	1	2.35, 2.37, 2.36, 2.36.....	300
	Sept. 18	" " "	"	1	2.32½, 2.31½, 2.33½.	
	" 19	" " "	"	2	5.08, 5.13.....	400
	Oct. 15	Union Course, L. I.	"	1	2.34, 2.37½, 2.38, 2.37, 2.40½.....	500
	" 23	" " "	"	2	5.09, 5.10½.	
	" 28	" " "	"	1	2.39, 2.36, 2.36, 2.34.	
	Nov. 17	" " "	"	1	2.34, 2.38, 2.36½, 2.37.....	1,000
1852	May 6	" " "	Wagon,	1	2.32½, 2.33, 3.36, 2.36½.	
	" 18	" " "	Harness,	1	2.38, 2.35, 2.39½, 2.35, 2.34.	
	" 20	" " "	"	2	5.14½, 5.16.	
	" 31	" " "	"	3	8.00, 8.07.	
	June 24	" " "	"	2	5.10, 5.10½, 5.13½.	
	July 5	" " "	"	1	2.40, 2.35½, 2.37, 2.39.....	250
	" 14	Boston, Mass.	"	1	2.39, 2.43½, 2.43½, 2.46.	
	" 20	" " "	Saddle,	1	2.34, 2.34½, 2.30.	
	Sept. 20	Union Course, L. I.	Harness,	1	2.31½, 2.34, 2.33.	
	" 24	" " "	Wagon,	1	2.34, 2.40, 2.36½, 2.35, 2.37, 2.39, 2.41.	
1853	Oct. 5	" " "	Harness,	2	5.07½, 5.08½.	
	" 11	" " "	"	1	2.31½, 2.30, 2.32.	
	" 14	" " "	Wagon,	1	2.40½, 2.36½, 2.35½, 2.40.	
	" 27	" " "	Harness,	1	2.39½, 2.36½, 2.39½, 2.44½.	

It will be seen from the above that Lady Suffolk was upon the turf nearly sixteen years, during which time she trotted in One Hundred and Sixty-One Races, winning Eighty-eight—and \$35,011—and losing Seventy-Three.

I believe, Mr. P., your own dear self and "Acorn" were the first to discover the extraordinary powers of Lady Suffolk, while driving her to Comae, Long Island, in 1837; and I have been told that it was by your advice that her owner entered her for a purse on the Beacon Course in June of the following year, when she gave such promise of speed and endurance as to obtain the admiration of all present who were capable of judging.

The summary designates clearly the course of her travels, from Babylon through ten States of the Union; but it is deemed an act of justice to the Lady to state that her trainer, driver, and *intimate friend*, Mr. David Bryan, on their arrival at New Orleans in 1851, was unable to attend to her on account of sickness; and although Mr. C. S. Ellis, an accomplished trainer, had her in charge, she seemed to lose her accustomed spirit, and to droop with her old master, who died there, leaving his mare in charge of Mr. Ellis.

At the sale of the effects of the late David Bryan, Lady Suffolk, I believe, was purchased by Messrs. Shaw and White, then lessees of the Union Course. In the latter part of 1853, she was purchased by D. Edgar Hill, of Bridport, when she was put in the stud and bred to Black Hawk, and prematurely dropped a foal to him in 1854.

In February last, a most excellent likeness of the Lady—so represented by a correspondent of the "Spirit"—was taken on canvas, which her owner intended to have lithographed, and on the 7th of March, as if this noble old mare considered that her mission had ended with the taking of her portrait, she died in the stable of one who knew how to value her past services. But I cannot do better than copy "Peter Basswood's" letter from the "Spirit" of the 17th of March, and close;—

LADY SUFFOLK IS DEAD!

"Death, cold usurer, hath seized his bonded debtor."

She died at Edgar Hill's, Bridport, Vt., on the 7th of March, in what Mr. Hill supposed to be a fit, as she was in apparent health but a short time before she died; Mr. H. was in the stable when she fell to stand no more. Thus passed from the turf to a resting place beneath it, an old familiar. We shall see "The Gray Mare" no more, but her deeds are recorded in the archives of the "Spirit," and will live long after the epitaph of your humble scribbler shall be written; and when our hair shall have grown as white as hers that were once gray, we shall look back through the distance to the deeds that she performed on the Beacon, the Centreville, the Union, the Hunting Park, and Cambridge Courses, for

"There's a feeling within us that loves to revert
To the merry old times that are gone."

P. S.—Since the above was written, I have been informed that Mr. White, of Saratoga, was the owner of Lady Suffolk from the time she left "the Island" till her death, and that he merely sent her to Mr. Hill to be bred to Black Hawk.

From the New York (old) Spirit of the Times.

But now, having done our duty to the honored dead, let us resume the thread of that year's proceedings, which was doubly signalized by her departure from the turf, the first great victories of the one and the first appearance of the other of her most brilliant successors—Tacony and Flora Temple.

And first, of Tacony, whose earliest efforts I recorded in the summary of the last year.

He came out in this, like a giant refreshed by slumber, and burst at once into celebrity.

Tacony won in 1852, no less than twelve times, beating all the best horses of the day; Lady Suffolk thrice; Lady Brooks four times; Zachary Taylor four times; Pelham, Lady Jane, Lady Moscow, Jack Rossiter and John Tonnelly.

He did his single mile as low as 2.26, the best time as yet made; 2.27½, and 2.28 on several occasions—his two miles under the saddle in 5.02—5.05,—and in harness in 5.07¾—5.08¾. He was beaten twice only; by Lady Jane, who continued to run on, a stout, honest mare, two-mile heats in wagons, the horse taking the first heat; and by Zachary Taylor, the best three in five, in wagons, the wagon and driver to weigh 400 lbs. Tacony won the second and fourth, Zachary the first, third, and fifth heats.

This was justly considered excellent work for the second campaign of a green horse, whatever his promise.

Zachary Taylor and Lady Jane did the next best, and a number of other horses of old note held their places with credit, as Chataque Chief, St. Lawrence, Rhode Island, and others.

In this, and the two last years, had been trotting that remarkably beautiful and very highly-bred stallion, Kemble Jackson, who afterwards showed vast speed, and who is said to have been, in Hiram Woodruff's opinion, the fastest *young* horse he ever drove.

This fine stallion unfortunately died in his ninth year, before he had attained his prime; for, as it is well known, trotting horses continually train *on*, in their speed, for reasons to be given hereafter, as they advance in years, until their frames have actually begun to decline.

I am induced to give the true pedigree of this horse, in this place, so far as it is ascertained, in consequence of there having

recently appeared in "Porter's Spirit of the Times," where it might be taken as authoritative, a mass of stupid forgery; which, as it must be immediately detected, would tend to injure his repute.

This pedigree states that "Fanny Kemble, the dam of Kemble Jackson, was *own sister* to Miller's Damsel, the dam of American Eclipse, and got by Duroo, sire of American Eclipse."

According to this farrago of nonsense, American Eclipse was the son of his own half-sister. Did any man ever hear the like?

Miller's Damsel was by imp. Messenger, out of the Pot-S-o's mare, dam by Gimcrack, out of Snap Dragon, by Snap—concerning whom there existed so long a doubt recently solved. So far was Fanny Kemble from being the daughter of the Pot-S-o's mare, that the Pot-S-o's mare was dead nearly twenty years before the distinguished lady, from whom the dam of Kemble Jackson took her name, was born—much more before her name was known on this side of the Atlantic.

The truth is as follows,—

Kemble Jackson was got by Andrew Jackson—dam Fanny Kemble, sister to Charles Kemble, by Sir Archy; gd. Maria, by Gallatin; g. gd. by Symms's Wildair; g. g. gd. by Traveller, out of an imported mare.

Fanny Kemble was, therefore, perfectly thoroughbred, although she had no more relationship to Miller's Damsel than she had to Queen Pomare.

Andrew Jackson, the most celebrated trotting stallion of his day, was got by Young Bashaw, out of a grand-daughter of Messenger. Young Bashaw was by the imported Tripolitan Barb, Grand Bashaw, his dam Pearl by First Consul, gd. Fancy by imported Messenger.

This blood is good enough, one would think, to content any one; as Andrew Jackson himself had at least three-fourths of thoroughblood, and Kemble Jackson, the son of a thoroughbred mare, consequently had, at the most, but one-eighth of common blood in his veins.

But to proceed; in this same year appeared Ethan Allen

also a very fine and fast-trotting stallion, the pride of what is called the "Morgan breed," and a horse of undeniable merit.

He was got by the Morgan Black Hawk, dam a medium size white mare, said to be of the Messenger breed.

Black Hawk was got by Sherman Morgan, his dam a fast black mare, said to be an English half-bred.

Sherman was son of the original or Justin Morgan, out of a mare variously said to be of a "Spanish breed," and an imported English saddle mare.

Ethan Allen trotted this year, mile-heats, in harness, for a purse of \$15 for 3 years old, against Chazy, a filly, and a chestnut gelding, at the Clinton Co. Fair, N. Y., and won the purse in 3.20—3.21. This is noticed, not on account of the time, but in view of the celebrity of the animal, who is now claimed to be the fastest trotting stallion in the world.*

This year, also, appeared Flora Temple, who, so far as present appearances can be held to justify predictions, seems destined to succeed to the place lately vacated by Lady Suffolk.

In this place I shall say nothing of her pretended pedigree, for that will come in due course with a memoir, to which her distinction entitles her, and which will follow this branch of my subject.

Flora won, this year, her first on the regular turf, although she had won a private match on the Red House track, at Harlem, and one, likewise, on the Union Course, three times, winning every time she started, although she was once drawn, in a purse and sweepstakes won by Lady Brooks; Pet, War Eagle, George West, and Flora Temple entered, the first two only starting for the stakes.

Her first trot was mile-heats, best three in five, for a purse and sweepstakes, in harness. In this she beat Brown Jim three straight heats, in 2.43—2.41—2.43. She also beat Young Dutchman a match of mile-heats, three in five, in 2.40—2.39—2.36—and, in December of the same season, Centreville, the same match, in 250 lbs. wagons—all these races she won without losing so much as a single heat. But the time was not particularly good, and she had, as yet, excited but little attention.

Another barbarous time-match—the most barbarous yet!—disgraces the annals of this year. "The spotted mare Anna

* See Ethan Allen's performances, p. 278.

Bishop," it is thus curtly related in the Spirit, "was backed to do one hundred miles in nine hours; she started, and, after doing forty-nine miles in four hours and eleven minutes, broke down!"

The register does not give the name of the perpetrator of this savage atrocity, or I should rejoice to pillory it; nor is it stated what became of the unfortunate animal, which must have been a good one to do so much before she broke down, lamed for life probably, if not killed outright.

In 1853, the interest of the season centres wholly in Flora and Tacony, the latter, however, playing, very decidedly, the secondary part.

The little bay mare was seventeen times victorious over all the best horses of the season; beating Tacony seven times, at one and two-mile heats; Black Douglass twice; Rhode Island three times; Highland Maid twice; Mountain Maid twice; Katy Darling twice; Lady Vernon, Lady Brooks, and Young Dutchman to make up the tale, hardly losing a heat in the whole performances. Her best time was 2.27 and 2.28 at mile-heats, both on several occasions, and at two-mile heats 5.01½—4.59—the best on record. She had at once started up into a prodigy. She lost four races only, one to Black Douglas, one to Green Mountain Maid, and two to Tacony, who battled it out with her with courage, if not with success, equal to her own.

Tacony, though no longer the champion, maintained his credit more than gallantly, beating Flora twice, as has been stated; and Mac, who reappeared very strongly this season, four times, one in the best time on record, under the saddle. He was beaten six times by Flora, and thrice by Mac. His best winning time, 2.25½, at one mile, repeated in two consecutive heats, was half a minute better than Lady Suffolk's best, 2.26; and he put Flora up to 4.59—5.01½, to beat him in harness at two miles.

To show how much horses had gained on time, recently, 2.27, only one second less than the best yet, 2.26, was made seven times; by Dolly Spanker thrice, Flora twice, and Tacony once; and Lady Suffolk's best time, 2.26, and beaten a half-second by Tacony against Mac.

There was much excellent trotting this year, and horses of

merit deserving mention, too many to be recorded in a mere summary of events such as this.

I must not, however, omit—in order to record my disapprobation of them—to mention two ten-mile matches in harness, between the same horses. First, the ch. g. Prince, by Woodpecker, a trotter, and the gr. g. Hero, pedigree unknown, a pacer.

The fastest mile was done in 2.38½, the slowest in 3.12½, the whole time in 28.08½. No injury occurred to either horse; but that is no justification of these long matches,—which, having the probability before my eyes of being set down as an old fogy and anti-progressive, I regard as both useless and cruel.

Second, the same horses, with the same result, except that Hero was distanced—what is the distance in ten miles *non constat*. Fastest mile, 2.33½; slowest, 6.19; whole time, 35.18.

On November 12th came off the crowning cruelty of the American trotting course.

An old, good, honest, well-known roadster, bred in Orange County, and having a good deal of blood, was *driven to death for the sum of four thousand dollars*, which his backers, I regret to say, realized by their merciless barbarity.

He was backed to do 100 miles in 9 hours, and did it. The total time announced by the judges was 8.55.53. I now quote from the Turf Register of the year.

“At the conclusion of this immense performance, the horse did not seem unusually distressed. He was warmly clothed—and *bled*, as we hear—carefully nursed, and every possible attention paid to him; though he “came about” a little the following day, we regret to learn that he gradually sunk, and on Monday breathed his last. No attempt, we trust, will be made to rival this performance. ‘A merciful man is merciful to his beast.’”

This passage deserves some remark. The feeling is all that could be wished, although the condemnation is not sufficiently strong; for, be it observed, that a word of rebuke in a journal devoted to sporting, is of more weight with sporting characters, as they call themselves, than a column from other sources, which they either do not see, or regard as old fogy and straitlaced.

Next, as to the race and its results; first, I would ask, was

ever any horse distressed, according to the report of his performance. Secondly, what is the meaning of the word *usually*, in reference to an event never accomplished before.

Lastly, I would say, that if this unhappy horse were bled, as it is stated he was, the bleeding was in all probability the immediate cause of his death. In such cases, nine times out of ten, exhaustion, not plethora, is the result of such efforts as this; and in this case, every thing indicates that the animal was so totally overdone and outworn, that the whole system collapsed, and that nature failed in recuperative power. In such a case, to take one drop of blood would be as surely fatal as to blow out the creature's brains. A drench of hot, spiced ale, followed by mashes, and a cordial ball of camphor, condiments, &c., &c., would have been far more rational treatment. Nothing, however, could probably have done any good; the rather as he was an old horse; nor, probably, had he recovered, would it have done him any good, as in all human likelihood his savage proprietors would have backed him, the next week, to trot 100 miles in eight hours and a half, and so driven him to death any how.

It is to be wished that sporting periodicals, instead of heralding these things "as wonderful performances," which leads unthinking persons to regard them as something very fine and worthy of imitation, would either record them as unsportsmanlike acts of cruelty, worthy only of costermongers and the low fancy, or let them go wholly unrecorded.

I omitted above to mention, in its proper place, the extraordinary trot of Kemble Jackson, the ch. stallion, whose pedigree was given in the history of the events of 1852. It is as follows;

Wednesday, June 1.—Purse and stake, \$4,000—three-mile heats—to 250 lb. wagons.

H. Woodruff's ch. h. Kemble Jackson,	. . . . .	1	1
W. S. Abraham's b. g. O'Blenis,	. . . . .	2	2
J. Nelson's br. m. Boston Girl,	. . . . .	5	3
H. Jones's b. g. Pet,	. . . . .	3	4
C. Brooks's b. m. Iola,	. . . . .	4	5
G. Spicer's b. g. Honest John,	. . . . .	6	6

FIRST HEAT.

Time—first mile,	. . . . .	2.41
“ second “	. . . . .	2.39½
“ third “	. . . . .	2.42½
Total time,	. . . . .	8.03

SECOND HEAT.

Time—first mile,	. . . . .	2.41
“ second “	. . . . .	2.39
“ third “	. . . . .	2.44½
Total time,	. . . . .	8.04½

This is, thus far, the best time on record at three-mile heats, as was Flora's, recorded above, the best of two-mile heats. Credit enough for the year '53.

During the spring of 1854, Flora did not appear after January 31, when she met Green Mountain Maid at New Orleans, being sold into private hands; consequently she appeared in all but four times during the year, not being in training until October. Of her four races she won three, being beaten once by Green Mountain Maid, which she paid off a few days after by laying her out in two straight heats. She also beat Mac, who had forced Tacony to his terrible time, the best three in five, in three straight heats, also Jack Walters. In fact, to her this year is all but lost.

Tacony did himself no credit this year; receiving forfeit once from Lantern, and getting himself beaten twice by Grey Eddy and once by Mac.

Mac beat Tacony once, and Know-Nothing twice, of whom more anon. He was himself beaten by Lady Flora and Grey Eddy, who trotted, a wonderfully good horse, in this, his first year, winning five trots, without getting beaten once, against such horses as True John; Tacony twice; Mac; and Highland Maid twice. There was a great deal of good trotting this season, by many horses, who, in a few years, would have been considered first-rate animals and wonders; but the speed of trotters had come to be so wonderfully increased since 1818, when it was odds against any horse being found in America to do his mile on a trot within three minutes, that now one hardly looked at a 2.30 horse, or cared to record time slower than 2.27 or 28 for a mile, or 5.00 for two miles; such was the progress of horseflesh in so few years.

There appeared, however, on the course, two or three new horses, two of them of sufficient note to deserve more than a passing notice.

One of these, it is believed, had trotted a year or two earlier, but it is impossible to ascertain, owing to the stupid and dishonest practice of changing names—a practice which I am persuaded arose from a tricky system of starting tried horses, in new places, as untried horses, and in getting bets out of flats.

The horse in question, one of the best to-day on the turf,

the slapping black gelding, who has made such splendid contests with Flora Temple, trots now under a different name from that which he claimed in 1853; before that he is known to have had one or two aliases. He was at the first called Black Dan—which one would suppose was a good enough name for any horse, man, or *snoob*—but one of the last was found, who, I suppose, incapable of discerning the man through the fogs of filthy politics, not content with the title of the greatest statesman and man of his day, changed it to the two-penny bye-word Know-Nothing.

Leaving his name out of the question, however, which is no business of mine—and to which I have only alluded in order to explain my inability to fix this year as the first, second, third, fourth, or any other given number, of his performance, he is a right good horse. His name was last year Lancet, perhaps next year it will be Gouge, or Chisel, there's no saying!

Know-Nothing, then, in 1854 trotted seven or *eight* times; for I have some doubts whether the same horse has not trotted and won under yet other names on other courses.

All his other trots were made at Boston, and in them he beat the Black Hawk maid four times, and Blue Morgan once. These were well-trying, good horses, but *slow* as the times go, of the Morgan stock, rarely getting below the 40s., or the top of the 30s. His best time in any of these matches was 2.36; 2.36; 2.37; which is nothing to brag of. He was beaten twice by Mac, and put him up to 2.35; 2.32, and 2.38; 2.34, to win; so that he rather gained than lost by his defeats.

Black Dan, Know-Nothing, or Lancet, as he is to be henceforth called, was got by the Bridport, or Hill's Black Hawk, commonly known as Vermont Black Hawk, in order to distinguish him from Long Island Black Hawk, the son of Bashaw. Hill's Black Hawk was by Sherman, son of the Justin Morgan, out of an English mare, reported to be half-bred. Lancet's dam is "Old Squaw"—a mare said to have some English blood, and supposed to be got by an imported horse called Lee Boo, in Canada.

The other great event of this year, however, was the debut of the magnificent pacing mare Pocahontas, one of the most superb, and, to use a word well applied by a eulogist to that

noble horse Grey Eagle—most *sumptuous* animal, as well as the fastest of the day.

Pocahontas is a rich chestnut mare, nearly sixteen hands in height, with a superb crest, and the highest and thinnest withers I have seen in America. She was foaled in 1846, and was consequently eight years old at the time of her matches, which came off at New Orleans.

She is, as her appearance shows, very highly bred. She was got by a thoroughbred horse, well known in Ohio, and famous as a getter of fine and fast road stock, under the name of Iron's Cadmus, by Cadmus—a chestnut horse by American Eclipse, dam Dii Vernon by Ball's Florizel, g. d. by Ogle's Oscar, gd. by Hero, &c.

Ball's Florizel was by imported Diomed, by the famous Florizel, out of sister to Juno by Spectator, gd. by Blank, g. gd. by Childers' g. g. gd. Miss Belvoir, by Grey Grantham, &c. &c. Medley, gd. Penelope by Yorick, gd. by old Ranter, g. gd. by Gift, &c.

Hero was by old Yorick, d. by Careless, &c.

It is useless to pursue this pedigree farther, as it is one of the clearest and best in America, all the horses named being of undoubted blood. Cadmus, it is said, was sixteen hands high and well proportioned.

The mother of Pocahontas was a bay mare fifteen and a half hands high, well put up, with powerful muscles, and a natural trotter.

She was got by imp. Shakspeare; he by Smolensko, out of Charming Molly, by Rubens, &c.

The grand-dam of Pocahontas was a good road mare, her pedigree unknown. I am indebted for these particulars to my friend Dr. J. S. Unzieker, of Cincinnati, Ohio, who procured them from the gentleman who first purchased her out of a team, struck by her show and style.

She is, it will be perceived, certainly three parts of pure blood, and of such blood as is in but few race-horses' veins, American Eclipse, Sir Archy, Herod, Smolensko, Sorcerer, the Godolphin. I am happy to present my readers with a fine portrait of

this noble animal during her great match with Hero, from the pencil of Maurer, and the burin of Hinshelwood.

She went three times, a match and two purses, in 1854; all of which she won, at New Orleans, against the roan gelding Silvertail twice; Tecumseh and Dolly Spanker, the last in 2.20; 2.25; 2.20; admirable time, which she was, however, herself to outdo thereafter.

There were two twenty, and one ten-mile matches in harness, but with no notable result, no great time made, and no horses, I believe, butchered.

In 1855, Flora Temple went eight times, and received forfeit once. She beat Know-Nothing, Sontag, Lady Franklin, Chicago Jack, and Mac, and Hero the pacer, once each. Frank Forester twice. She was beaten once by Sontag, in three straight heats, in 2.31; 2.33; 2.35. Sufficient proof, say her friends, that she was amiss. That does not, however, follow, for, without being amiss, horses, and mares, yet more often, will go better one time than another. There is no doubt, however, that she was the better mare, though not on that day, and that she could make better time. She soon afterward beat Sontag easily enough.

Know-Nothing did not shine this year. He won three times; against the mare of 2.22, myth, Tib Hinman, who came very short, on this occasion, of doing *that* or any other decent time, not being able to put Know-Nothing to a better pace than 2.41; 2.43½; 2.42½; 2.49; against Sag Nicht, half a mile; and against Tacony, who only got him up to 2.38.

He was beaten twice by Chicago Jack, of whom more anon; once by Flora Temple; once by Paddy Gill, and once by Tib Hinman.

Tacony was out five times, won twice of Mac, and Belle of Saratoga, received forfeit from Sontag, and was beaten by Belle of Saratoga, and Frank Forester—best time 2.30½.

Chicago Jack did capital work for a new beginner, in his second year only; he won five times, beating Know-Nothing twice, the second in 2.27½; 2.29; 2.27½; 2.30; also Murdoch, Belle of Saratoga, and Lady Litchfield. He was beaten four times by Belle of Saratoga, a good mare, Flora Temple, in company with Mac, over whom he came in second; and twice

by Lady Franklin, a very excellent, honest mare, and a winner, this season, of six purses.

A great many other horses did excellent work this year, although not quite first-rate, although a few years ago it would have been considered not only first-rate, but prodigious.

The mare Tib Hinman must not be forgotten. She is set down in the Register as twice a winner. The first time beating the Belle of Ogdensburgh, and three others, 2.22; 2.27; 2.27; to which the Register very properly appends a (?) query. It might have added admiration stops ad libitum, and no one would have objected.

The trot was on the ice for \$500, the best three in five, won by Tib Hinman, in three heats. In the heat done at 2.22 no one of the five horses was distanced! This, of course, alone, settles the question. The second heat, 2.27, three were distanced; and the third, in 2.25, no horse distanced.

It is amazing that no note should be appended to this monstrous myth, in the Register, although the utter fallacy of the statement was exposed in the Spirit of the Times. Like a subsequent allegation of wonderful ice-speed, in this present season, at Chicago, it rested on mere guesswork.

The track was straight, and the timing was done by signal and calculation.

The following real time, which Tib made afterward, shows pretty conclusively what sort of timing was used on the ice.

Cambridge Park, May 22, mile heats, best three in five, to wagons. Know-Nothing beat Tib Hinman, 2.41; 2.43½; 2.42½; 2.49.

Chicago, Ill., Aug. 21, mile heats, best three in five, in harness.

Chataque Chief,	2	2	1	1	1
Reindeer,	1	1	2	3	2
Tib Hinman,	3	3	3	2	3
Black Ralph,	4	4	4	4	4
Time, 2.41; 2.43½; 2.43; 2.44; 2.45.					

Same course, August 25, she was again beat by Chataque Chief, and Fanny Wood, two-mile heats in harness, in 5.29; 5.27. None of which certainly looks very like 2.22; 2.27; 2.25. But such nonsense requires no confutation.

There were a number of the abominable long races and time matches this year.

First, the ch. g. Trustee Senior and Spangle trotted twenty miles ; the winner in 1h. 5m. 59s. ; the loser in 1h. 6m. $\frac{1}{2}$ s.

Then the same horse, Spangle, was backed to do fifty miles in four hours, wagon and driver to weigh 400 lbs. which he won, doing the distance in 3h. 59m. 14s.

One month after this, the same horses, Trustee Senior, and Spangle, went ten miles, as before, to wagons, which was done a little over the half hour, in 30m. 29 $\frac{1}{4}$ s.

On the 24th of May, with a fatuity inconceivable, if only in a pecuniary view, with so valuable an animal at stake, Flora Temple was started to do twenty miles within the hour. What follows I quote from the Turf Register of the year ;—"In the eighth round she cast a shoe, and cut herself rather severely, and from this out her speed began to decrease, until the close of the twelfth mile, when her backers, *seeing* she had not a chance, withdrew her and gave up the match!"

This needs no comment. The agony of the wounded animal, whose speed began to decrease from the moment of the mutilation, had no effect on the flinty hearts of the backers, until they saw *that she had not a chance*. If she had had a chance, on she must have gone. If she could have won, she would have been made to win—lame or sound—live or die! Though one would have thought that Flora Temple's life, if insured against such wanton risks as this, was worth more than five thousand dollars.

A few days after this, July 12th, Lady Fulton was backed to perform the same match, and won it, doing the twenty miles in 59m. 55s.*

This mare and Trustee, the son of thoroughbred Trustee and Fanny Pullen—who must not be confounded with the Trustee Senior, mentioned above, also, I believe, by the same sire—are the only two animals who have accomplished this prodigious effort.

It ought never, again, to be attempted. It is a mere matter of physical endurance. A mere trial of what a horse *can* do without dying. There are hundreds of horses who can do the pace for a distance, and who *will* stay the distance as long as they can, and that their owners know. The only question is what distance can they stay, without death ensuing. It is enough

* See Note 1, p. 228.

to say that for every one horse who does it and lives, twenty will die in doing it, and as many more, after it is done.

Such trials can answer no purpose whatever, and ought to be discountenanced by all true sportsmen and lovers of the horse, and—in my opinion—to be declared a high misdemeanor at law.

There was also this year a fine double-team match, between Lantern and Whalebone, bay and chestnut geldings; and Alice Gray and Stella, gray and black mares; mile heats, over the Union Course, June 5th.

The horses were driven by George Spicer, the mares by Hiram Woodruff—time, 2.46½.—2.42.

An exceedingly spirited engraving by Mr. R. Hinshelwood, from the design of Mr. L. Maurer, representing the start, will be found in this volume.

The great feat, however, of this season, which I have saved to the last, in order that, like the autumn forest of America, it may die in a blaze of glory, is the pacing match of Pocahontas, the mare described above, and Hero, whom she distanced in the first heat, to wagons, wagon and driver to weigh 265 lbs., in the unparalleled time of 2.17.*

The year 1856 was distinguished on the trotting turf, chiefly by the contests of Flora and Lancet, on whom was concentrated, especially, the interest of the season, although there was much excellent trotting, and an increase, both in the number of horses and of places devoted to this popular amusement, fully equal to that of the preceding year.

To show how great that increase has been, it will be enough to mention, that, whereas in 1845 the Turf Register contains fourteen pages of trotting records, in large type, averaging about eight trots to the page, this, for 1856, contains 36 pages, averaging twelve trots—these of course only regular contests for purses or matches on well-known public courses; that, whereas in 1845 the whole number of trotting horses which started, named and unnamed, in the United States and Canada, were but 137, of whom 55 were winners; in 1856 there started 610 horses, named and unnamed, of whom 259 won prizes of some sort—and, lastly, that whereas, in 1845, there were sixteen places of sport in all the United States and Canada, there were sixty-four

* See Note 2, p. 228.

in 1856, thus distributed ;—in New York, twenty-one ; Canada, six ; Wisconsin, six ; California, four ; Ohio, four ; Massachusetts, three ; Kentucky, New Hampshire, Pennsylvania, Vermont and Virginia, each two ; and Alabama, Connecticut, Illinois, Iowa, Louisiana, Michigan, Minnesota, New Jersey, Rhode Island, and Tennessee, each one. There is, I believe, also a trotting course at Bangor, in Maine, although no report of it has found its way into the Register.

The above summary will serve also to show in what portions of the United States trotting is taking the greatest hold on the popular taste ; in the far West, mainly, and California, next to New York, and in Canada scarcely less than in the States, where it is most popular.

Beside the regular courses, it has also become a feature in most of the Agricultural Societies to have a trotting track in connection with their exhibitions, and on several of them purses have been given to the fastest, as well as to the finest animals.

Flora Temple started this year eleven times. She won nine purses and nine matches, beating Lancet four times in harness, her best time against him—2.30½—2.30—2.29 ;—Tacony three times in harness, against his saddle, distancing him the last match in the unequalled time of 2.24½. Chicago Jack, in harness against his saddle ; and Ethan Allen, who was believed to be the fastest bit of horse-flesh going, and able to take down any thing—at least by his owners and by Eastern sportsmen generally, with the greatest possible ease, at the Agricultural Fair at Boston, in 2.32½—2.36½.

On the other hand, she was twice beaten by Lancet, he going under the saddle, she in harness, in 2.28—2.28—2.25½ ; and the second time in 2.29—2.29—2.30.

This last was considered by many persons to be the mare's greatest performance, as the course was very deep in mud, and the match was done in the teeth of a gale of wind and torrents of rain, to face which was in itself deemed an achievement.

Lancet started ten times ; six times as Lancet, five as Know-Nothing ;—a shuffling absurdity this change of names, which cannot be too strongly reprobated !

As *Lancet* he won twice of *Flora Temple*, and was defeated by her four times, as above. Under the name of *Know-Nothing* he won twice, beating *Chicago Jack* and *Nelly*, and two others, and was beaten twice by *Chicago Jack*.

He is a fine slashing black gelding, though in past years he has been reported as a brown, and is well bred. Good sport is expected of him the coming summer, as it is believed that, like *Tacony*, he will make an effort to retrieve his laurels of the mare.

Tacony started six times, but with little success, winning twice only, against *Chicago* and *Zachary Taylor*, and losing four times, to *Flora* thrice, and once to *Lady Moscow*; still he cannot be said to have lost caste or to have shown himself other than a good horse, since he was beaten only by animals of the highest character.

Chicago Jack, *Lantern* and *Lady Moscow*, the latter a most stanch and honest mare on the turf, now in her tenth season on the trotting course, all distinguished themselves, and did good work.

Tib Hinman, the mare, concerning whom the prodigious story was circulated in 1855, about the trot on the ice at *Ogdensburg*, in 2.22, trotted creditably this year, winning five times out of seven trots for which she started, but against no first-rate horses, except *Lady Moscow*, and in no time which gives the smallest reason for believing that she ever went within eight or ten seconds of that rate, her best race this season being 2.32—2.31—2.32—2.34—2.36 against *Miller's Damsel*.

There were three ten-mile matches this season, by *Cincinnati* against *McComb's* double team in 41.50. *Duchess* against *Boston Girl* and *Racker* in 29.17, and *Gipsy Queen* against *Olive Rose*, in 31.05. One match to go six miles and one hundred and fifty-two rods—eight hundred and thirty-six yards—with two men weighing three hundred and sixty pounds, in a sleigh, in twenty-five minutes—was won by *Nelly Bly* in 23.08; and two five-mile matches were won by *Jessie Fremont* against *James Buchanan*—a curious collocation of names!—in 16.15—and by a bay mare of *D. Pifer's* against *Hiram Woodruff's* black horse, in 18.30.

As I do not propose to attempt any notice of the early trots

of this present season, since it will not be possible to do more than commence the subject, I shall close this brief and necessarily incomplete sketch of the origin, rise, and present condition of the Trotting Turf of America, with a memoir up to the present date of Flora Temple, with so much of her pedigree as is attainable, her performances, and a description of her appearance, together with the pedigrees of one or two trotting horses which are distinctly ascertained.

EDITORIAL NOTES.

¹ (P. 224.) Capt. McGowan trotted to harness, Oct. 18th, 1865, on a half-mile, at Boston, twenty miles in 58.25.

John Stewart trotted to wagon, twenty miles, on Fashion Course, Sept. 22d, 1868, in 59.23.

² (P. 225.) Billy Boyce, under saddle, at Buffalo, August 1, 1868, paced in 2.31½—2.15¼—2.14¼—2.20¼. Rollo Goldust, a trotter, won the first heat.

MEMOIR

OF FLORA TEMPLE.

HER PEDIGREE, CHARACTERISTICS, AND PERFORMANCES.

It was not until this remarkable mare had obtained celebrity, from her extraordinary speed and steadiness, that any efforts were made to ascertain her pedigree or descent.

On demand, however, being made for information concerning her descent, by the editors of "Porter's Spirit of the Times," there was sent to, and published in that paper, probably the most impudent, and at the same time stupidest forgery, *sworn* to by six individuals, whose name it is not worth the while to publish, which runs as follows ;—

Madame Temple, the dam of Flora, was foaled the property of Elisha Peck, Esq., of Waterville, Oneida Co., N. Y., in the spring of 1840. Her dam was a small but fleet mare. Madame Temple was *sired*"—got—"by a *spotted Arabian* stallion, brought from Dutchess county, and owned by Horace Terry, Esq."*

So far, probably, this is all true, except as regards the *spotted Arabian stallion*; and this is, probably, a blunder of ignorant stupidity, not an attempt to deceive; since we are told a few lines later, that this *spotted Arabian stallion*, who is described as a "strong, restless, fast-trotting horse," is *said* to have been got by a full-blood Arabian stallion, on Long Island—without stating *what* stallion, or out of what mare. This shows that the

* See Note 1, p. 239.

swearers to this notable pedigree had not a conception what an Arabian stallion is. Therefore, they stand acquitted here of fraud.

All that appears tangibly thus far, on the side of Flora's dam, is this—that she was got by a spotted trotting stallion, about whom nothing is known, but who is said by common rumor to be the son of some Arabian or other, out of a Long Island common mare. Flora's grandam is not pretended to be other than a common country mare.

When we come, however, to the father's side, we find a pedigree cooked up alternately out of the American and English stud-books, displaying a mixture of ignorance and cunning rarely to be paralleled, and, with scarcely a step right from beginning to end, either in the American or English portions. Ignorance alone could not have done this, for by no natural blundering could such a mass of heterogeneous blunders have been brought about.

So strange is the labyrinth, that even the practised eye of that admirable sporting writer "Observer," misled, perhaps, by a couple of false prints in the columns of the Spirit, although he saw at a glance that the pedigree is false and worthless, failed to detect the forgery or find the clue.

It runs thus,—

Flora's sire was "One-eyed Kentucky Hunter," his dam, a chestnut Sir Henry mare, was brought from Kentucky to East Hartford, Oneida County, N. Y., where Kentucky Hunter was foaled." He was the son of "Old Kentucky Hunter." "Old Kentucky Hunter was got by Old Highlander, out of Col. Tallmadge's full-bred mare, Nancy Dawson," no sire given—"grand dam Dido, who was got by the full-bred horse King Fergus, from a full-bred mare of Sir Peter Teazle."

Note here, that out of seven Nancy Dawsons in the American Stud-book—Edgar's—not one is out of Dido—that out of five Didos in the American Stud-books, not one is by King Fergus, or out of a Sir Peter Teazle mare.

Note, also, that the only American horse, King Fergus, by Hyazim, out of Virgin, was not foaled until 1833, and therefore could not by any earthly means have been the g. g. g. grand sire of a mare foaled as Flora was, in 1845.

But to proceed—

“Old Highlander, the sire of Kentucky Hunter, was got by Paymaster, son of Blake”—misprint for *Blank*. “His dam by Herod, his g. dam by Eclipse, his g. gd. by Ancestor”—another misprint for *Ancaster*—“son of Bolton Starling, his g. g. gd. by Wildair!!”

The only American horse, Highlander, is by Old Sharke, out of Young Selima—foaled 1796.

There are no such American horses, nor ever were, as Paymaster, Blank, Ancaster Starling, or Bolton Starling. *Wildair*, who was in America, is foisted into this tissue of folly and forgery, to give it an air of verisimilitude.

There was an *English* horse, Paymaster, by Blank. But his dam was not by Herod, nor his gd. by Eclipse, nor his g. gd. by Ancaster Starling, nor his g. g. gd. by Wildair, who, by the way, was not *foaled* until the Ancaster Starling was fifteen years old, which makes it *slightly* improbable that the Ancaster Starling should have got foals out of his, Wildair's, daughters.

Paymaster, by Blank, was out of Snapdragon, by Snap, gd. by Regulus g. gd. by Bartlett's Childers, g. gd. by Honeywood's Arabian, g. g. gd. dam of the two True Blues.

It is hardly necessary to add that Paymaster never came to America, nor got any colt named Highlander out of Nancy Dawson or any other mare.

The points which render the intention to deceive in this false pedigree unmistakable, is the mixing up of the names of horses known to be connected with American blood, as King Herod, the grandsire of Sir Archy—or to have been in America, as Wildair—mixing them up also out of sequence, and in defiance of date and order.

It may appear that this is breaking a butterfly upon the wheel—but no pain or labor are ever wasted in nailing to the counter so base a coin as a forged pedigree, or in exposing the rascality by which one is concocted.

It is so dangerous and so rapidly growing an evil, that, if stringent legislative means be not taken to prevent it, there will soon be no safety in breeding to any horse relying on any testimonial.

I may add that there was a fine gray English horse, High-

lander, by Bourdeaux, dam Tetotum, by Matchem, g. g. dam Lady Bolingbroke, by Squirrel, &c., imported, as it is stated in a MS. note to Mr. C. H. Hall's stud-book, by an English gentleman, Mr. Harriot, who lived at Newark, N. J., and kept him there, where he got good stock. This horse could not, however, easily have had to do with Kentucky Hunter.

All, therefore, that we arrive at is this, that a horse called Kentucky Hunter was brought from that State to Oneida Co., N. Y., with an absurd, forged pedigree—for it is not to be supposed that the witnesses, who have stupidly mixed themselves up in the matter, are either parties in, or guilty of the forgery—that nothing whatever being even conjecturable concerning his pedigree, he got One-eyed Kentucky Hunter out of a mare, *said* to be by Sir Henry, her dam not described.

This One-eyed Kentucky Hunter got Flora Temple in 1845, out of a clever, well-formed, fast-trotting mare, Madame Temple, who, in her turn, was got by a horse concerning whom nothing at all is known, except that he was *not* what he is called, an Arabian, out of a country mare.

Divested of all mystery and falsification, nothing is known whatever about the mare's—Flora Temple—pedigree, beyond her sire and her dam.

It is most probable that the sire had *some* blood—what blood no one can conjecture—both from the region whence he came, Kentucky, long noted as a race-horse region, and from the character of his stock, which certainly show blood.

It is possible that Madame Temple may have had blood also, but that is far more doubtful; and the fact of the horse called an Arabian being spotted is against it. Spotting, unless it be red on a white ground, or black on a deep gray, is not an Arabian mark. White spotting on a bay ground is a Hanoverian or Holstein mark; and twenty years, or a little longer ago, the country was full of bay horses, white-spotted across the loins and quarters, of a very indifferent sort.

The truth is, that the question matters not, whichever way it is settled.

As "Observer" has well observed, Flora Temple's "merit rises above blood."

With trotters it is not as it is with thoroughbreds, in whom it is a blot ineradicable to have a drop of false blood—and a blot,

too, which is sure to *crop out*, as the geologists say of strata, somewhere, at some time or other, to the detriment of the performance and pluck of the progeny.

It is admitted that the excellence of trotters is *sui generis*, and depends on no strain of blood; and the search for their pedigrees is more a matter of curiosity than of practical use.

The above, then, is all that can be ascertained now, probably that ever will be ascertained, concerned Flora's pedigree.

She was got by One-eyed Kentucky Hunter—who almost certainly had some good Kentucky thorough blood in his veins, but for regarding whom as a thoroughbred there are no grounds whatever—out of a mare, Madame Temple, who might or might not—the chances rather inclining to the *not*—have had some good blood.

Flora was foaled in 1845, the property of a Mr. Loomis, of Sangerfield, Oneida county, New York. She passed, while quite young, through several hands, and was at length sold to Messrs. Richardson & Kellogg, of Eaton, Madison co., N. York, who worked her at livery.

In the month of June, 1850, one of her owners taking a drove of cattle to New York, carried Flora with him, and on his way disposed of her for the sum of \$175, to Mr. Velie, of Washington county, New York, who shortly afterward transferred her for double that sum to Mr. Geo. E. Perrin, of the city of New York, by whom she was constantly driven on the roads in the neighborhood of the city, and tried against the fast horses which are continually taking the air on the avenues, until he became well satisfied that he was the owner of something a little above the common.

Her first trial on a course was a match made between her and a fine horse known as Vanderburgh's gray stallion, for \$500 a side, mile heats, the stallion to go to a 250 pounds wagon, the mare in harness.

It came off on Union Course, L. I., and was won easily in three heats by the mare, in very handsome style.

This match was not registered, and I record it on the authority of a very clever and agreeably-written series of papers entitled "Flora Temple; written in one of our office arm-chairs," published in Porter's Spirit of the Times, and understood to be from the pen of Mr. Geo. Wilkes.

Flora Temple is a blood-bay mare, with black legs, mane, and tail, and no white marks. She stands only fourteen hands two inches high, but has enormous power, combined with great lightness. She has a good, bloodlike head, broad between the eyes, with a little of the Arab basin-face formation. A peculiarly long, sloping shoulder, and a set of legs and feet which are as near as may be to perfection.

One of her points, and a great one it is in any horse, and in her, doubtless, one of the great causes of her immense speed, so unusual to so small an animal, is this; that while she is very short in the saddle-place, she is very long below, which gives her the immense, low, long-reaching stride, for which she is as famous as for her quick gather. It is stated in the memoir I have above named, that the stroke of this wonderful little animal has, by actual measurement, been found to equal that of a sixteen hand horse.

The beautiful engraving of Flora Temple, which will be found in this volume, from the burin of Messrs. Capewell and Kimmel, designed by Mr. L. Maurer, is a faithful portrait of the "little treasure" in action, and well preserves her characteristics.

It may be as well to say here, in order to save misconception, that although her best time, 2.24½, is noted under the plate, that time was not made by her going, as she is here represented, in a skeleton wagon, but in a sulky, against Tacony, under saddle, whom she distanced.

I now proceed to furnish a regular table of her performances to the end of the year 1856, beyond which I do not pretend to carry this work. Where she won, the values of the purses are stated; where she lost, they are left blank.*

* We bring the record up to finish off her turf career.—ED.

PERFORMANCES OF FLORA TEMPLE.

YEAR.	DATE.	COURSE.	HARNES OR SADDLE.	Dist.	TIME.	AGAINST WHAT HORSES.	PRIZES.
1850 1851	Sept.* 9	Union Course, L. I. Was not in training, owing to an accident.	harness .	1	2.52, 2.55, 2.52, 2.49.	Whitehall and three others.	\$ 50
1852	May 18	Union Course, L. I.	wagons .	1	2.38½, 2.35, 2.36½,	Lady Brooks & Pet,	
	Oct. 13	Centreville, L. I. . .	harness .	1	2.43, 2.41, 2.43,	Brown Jem. . .	150
	Nov. 10	Union Course, L. I.	"	1	2.40, 2.39, 2.36.	Young Dutchman,	250
	Dec. 10	Centreville, L. I. . .	wagons, 250 lbs.	1	2.42, 2.46, 2.44,	Centreville . . .	500
1853	April 21	Hunting Park, Pa. . .	harness .	1	2.35½, 2.30½, 2.35,	Black Douglass, Dutchman. . . .	1,000
	May 3	Union Course, L. I. . .	"	1	received forfeit,	Lady Brooks . .	1,000
	" 4	Centreville, L. I. . .	"	1	2.31½, 2.32, 2.33½,	Black Douglass	2,000
	May 17	Hunting Park, Pa. . .	"	1	2.32½, 2.35, 2.31½,	Highland Maid	2,000
	June 15	Centreville, L. I. . .	"	1	2.29, 2.27, 2.32,	" " "	2,000
	" 28	" " "	wagons .	1	2.28, 2.32, 2.32, 2.33, 2.31½,	" " "	
	" 30	Union Course, L. I.	harness .	1	2.32, 2.32, 2.36,	Black Douglass	1,000
	July 14	" " "	"	1	2.28, 2.27, 2.29,	Tacony	
	" 19	" " "	"	2	4.59, 5.01½,	" " " " "	1,000
	" 26	Saratoga, N. Y. . . .	"	1	2.30, 2.31, 2.32,	" " " " "	1,000
	" 30	" " " " " " " " "	"	2	5.04, 5.10½,	" " " " "	1,000
	Aug. 9	Rochester, N. Y. . .	"	1	2.35, 2.31½, 2.30½, 2.30½,	" " " " "	
	" 12	" " " " " " " " "	wagons .	1	2.31½, 2.36½, 2.35½,	" " " " "	1,000
	" 30	Utica, N. Y.	harness .	1	2.33½, 2.27, 2.28½,	" " " " "	1,000
	" 26	Saratoga, N. Y. . . .	"	1	2.29, 2.34, 2.34,	" " " " "	1,000
	Sept. 15	Hunting Park, Pa. . .	"	1	2.34, 2.32, 2.36,	Tacony	1,000
	Oct. 18	" " " " " " " " "	"	1	2.23, 2.33½, 2.34,	Lady Vernon, MountainMaid,	1,000
	Nov. 29	Cincinnati, Ohio . .	wagons .	1	2.43, 2.40, 2.41,	Rhode Island,	250
	Dec. 3	Oakland Course, Ky.	"	1	2.45½, 2.42, 2.40, 2.40,	Rhode Island . MountainMaid,	250
1854	Jan. 15	New Orleans, La. . .	harness .	1	2.39, 2.35½, 2.36, 2.36,	Green Mountain Maid, " "	900
	" 30	" " " " " " " " "	"	2	5.07, 5.07,	" " " " "	
	Oct. 5	Union Course, L. I.	"	2	2.31½, 2.32, 2.33.	Mac	2,000
	" 18	Centreville, L. I. . .	"	1	2.33, 2.39, 2.37,	Jack Waters . .	2,000
1855	May 7	Union Course, L. I.	wagons, 300 lbs.	1	2.31, 2.33, 2.35,	Sontag	
	" 24	Centreville, L. I. . .	wagon .	20	Pulled up lame, 12th mile,	Time	
	June 26	Cambridge Park, Mass.	harness .	1	2.37, 2.43,	Know-Nothing, <i>alias</i> Lancet.	3,000
	July 6	Union Course, L. I.	wagons .	2	5.07, 5.27,	Sontag	2,000
	Sept. 11	Centreville, L. I. . .	"	2	5.12½, 5.11½,	Lady Franklin	2,000
	" 17	" " " " " " " " "	harnes .	1	2.29½, 2.31½, 2.34,	Chicago Jack, and Mac.	500
	" 20	" " " " " " " " "	wagons & drivers. 275 lbs.	2	5.15½, 5.17½,	Frank Forester, Chicago Jack, Miller's Damsel.	500
	Oct. 10	Union Course, L. I.	wagons .	2	Received forfeit,	Frank Forester	2,000
	" 17	Centreville, L. I. . .	harness .	2	4.59, 4.57, 5.21½	Hero—pacer— in a wagon, Chicago Jack, —saddle.	2,000
1856	June 24	" " " " " " " " "	"	1	2.30½, 2.30, 2.30,	Chicago Jack, —saddle.	1,000
	July 2	" " " " " " " " "	"	1	Received forfeit,	Lancet	2,000
	" 2	" " " " " " " " "	"	1	2.30½, 2.30, 2.29,	" " " " "	honor.
	" 22	Union Course, L. I.	"	1	2.31½, 2.28½, 2.29½,	Tacony—saddle	1,000
	Aug. 5	" " " " " " " " "	wagon . .	2	Received forfeit	" " "	1,000
	Sept. 2	" " " " " " " " "	harness .	1	2.24½, best time on record.	" " "	1,000
	Oct. 8	Fashion Course, L. I.	"	1	2.38½, 2.34, 2.31,	Lancet	3,500
	" 23	Boston, Mass.	"	1	2.36½, 2.40½, 2.43, 2.32½, 2.36½,	" " " " "	1,000
	Nov. 5	" " " " " " " " "	"	1	" " " " "	Ethan Allen . .	1,000

Winning in six years thirty-nine races, losing eight. Netting 46,85.1

* This, her first trot, was made and recorded under the name of "Flora" alone.

PERFORMANCES OF FLORA TEMPLE.

YEAR.	DATE.	COURSE.	HARNESSES, SADDLE, OR WAGON.	Dist.	TIME.	AGAINST WHAT HORSES.	PRIZES.
1857	July 8	Centreville, L. I. . .	wagon. . .	1	2.30 ¹ , 2.39, 2.37 ¹ .	Rose Wash'gton, h.	
	July 30	" " " " " "	harness. .	1	2.31.	Ditto—saddle.	\$1,000
	Sept. 2	Elmira, N. Y.	" " " "	1	2.28, 2.27.	Lancet to sad., Red Bird and Miller's Damsel to har. .	300
	" 5	" " " " " "	" " " "	1	2.26 ¹ , 2.27, 2.25.	Same horses.	2,000
	" 12	Albany, " " " "	" " " "	1	2.33 ¹ , 2.30 ¹ , 2.30.	Brown Dick.	400
	Oct. 3	Springfield, Mass. . .	" " " "	1	2.39 ¹ , 2.32, 2.32.	Lancet to saddle. . .	1,000
	" 10	Hartford, Conn. . . .	" " " "	1	2.34 ¹ , 2.29, 2.25, 2.28.	Lancet " " " " "	
1858	June 16	Chestnut Hill, Pa. . .	" " " "	1	2.29, 2.31, 2.35.	Lancet.	1,000
	" 22	Phil., Pa.	" " " "	1	2.31, 2.27 ¹ , 2.29 ¹ .	" " " " " "	1,000
	July 1	Baltimore, Md.	" " " "	1	2.30, 2.29, 2.33.	" " " " " "	1,200
	" 6	" " " " " "	" " " "	1	2.35 ¹ , 2.31 ¹ , 2.33 ¹ .	" " " " " "	1,200
	Oct. 2	Detroit, Mich.	" " " "	1	2.31 ¹ , 2.34.	Prince.	300
	" 13	Chicago, Ill.	" " " "	1	2.30 ¹ , 2.38, 2.42.	Ike Cook.	1,300
	" 15	Kalamazoo, Mich. . . .	" " " "	1	2.33, 2.29.	Prince.	600
	" 27	Sandusky, Ohio.	" " " "	1	2.41, 2.37 ¹ , 2.35.	" " " " " "	600
	Nov. 4	Adrian, Mich.	" " " "	1	2.30, 2.28, 2.28.	Reindeer.	1,000
	" 25	St. Louis, Mo.	" " " "	1	2.34, 2.35.	Won first heat; dis. for foul.	
	" 27	" " " " " "	" " " "	2	5.11 ¹ , 5.17 ¹ .	" " " " " "	1,000
	Dec. 2	" " " " " "	" " " "	1	2.31 ¹ , 2.31 ¹ , 2.30 ¹ , 2.32 ¹ , 2.36 ¹ .	" " " " " "	1,000
1859	May 31	Fashion Course, L. I. .	wagon. . .	1	2.25, 2.27 ¹ , 2.27 ¹ .	Ethan Allen.	2,000
	June 17	Eclipse " " " "	" " " "	3	7.54, 7.59 ¹ , 5.02, 5.05.	Princess—match. . . .	5,000
	" 23	" " " " " "	harness. .	2	2.23 ¹ , 2.32, 2.23 ¹ .	Princess won.	1,000
	Aug. 9	" " " " " "	" " " "	1	4.50 ¹ , 5.05.	" " " " " "	1,000
	" 16	" " " " " "	" " " "	2	2.33, 2.26 ¹ , 2.34.	" " " " " "	1,000
	" 23	Boston, Mass.	" " " "	1	2.30 ¹ , 2.28, 2.34.	" " " " " "	1,500
	" 27	Saratoga, N. Y.	" " " "	1	2.32, 2.26 ¹ , 2.29.	" " " " " "	1,000
	Sept. 1	Portland, Me.	" " " "	1	2.41 ¹ , 2.31, 2.28.	" " " " " "	1,500
	" 8	Suffolk Park, Phila. .	" " " "	1	2.29, 2.31, 2.22.	" " " " " "	1,000
	" 10	Baltimore, Md.	" " " "	1	2.31, 2.31, 2.26 ¹ .	" " " " " "	1,000
	" 23	Chicago, Ill.	" " " "	1	Won—no time.	Ike Cook.	1,000
	Oct. 7	Cincinnati, Ohio. . . .	" " " "	1	2.27 ¹ , 2.27, 2.21 ¹ .	" " " " " "	1,000
	" 15	Muscatine, Iowa. . . .	" " " "	1	2.32 ¹ , 2.32 ¹ , 2.19 ¹ .	Princess & Honest Ace	2,000
	" 22	Cleveland, Ohio. . . .	" " " "	1	2.40, 2.30 ¹ , 2.29.	Princess.	1,000
	" 26	" " " " " "	" " " "	1	2.40, 2.30 ¹ , 2.29.	Ike Cook.	1,000
	" 28	Cuyahoga Fall, Ohio . .	" " " "	1	2.38, 2.00, 2.31, 2.33.	" " " " " "	1,000
	Nov. 2	Buffalo, N. Y.	" " " "	1	2.28, 2.31, 2.23 ¹ .	" " " " " "	1,000
	" 5	" " " " " "	" " " "	2	1.46, 1.47, 1.47.	Ike Cook and Belle Saratoga.	500
	" 9	St. Katherine, C. W. . .	" " " "	1	2.35, 2.29, 2.27.	Ike Cook.	1,000
	" 21	Union Course, L. I. . .	" " " "	1	2.28, 2.23, 2.24.	G. M. Patchen (sad.), r. off.	
	" 24	" " " " " "	" " " "	1	2.27, 2.27 ¹ , 2.26, 2.29.	Ethan Allen.	1,000
	Dec. 1	" " " " " "	" " " "	1	2.27 ¹ , 2.26 ¹ , 2.15 ¹ .	" " " " " "	1,000
1860	Aug. 28	Franklin Park.	" " " "	1	2.28 ¹ , 2.28 ¹ , 2.28 ¹ , 2.28 ¹ .	Geo. M. Patchen. . . .	1,500
	Sept. 15	Kalamazoo, Mich. . . .	" " " "	1	2.30 ¹ , 2.25, 2.23.	Ethan Allen.	2,000
	" 24	Centreville, L. I. . . .	" " " "	2	4.55 ¹ , 5.00.	G. M. Patchen, match	500
	Oct. 3	Match for \$500, 3 miles, agst. Dutchman. Time, 7.32 ¹ ; mare to have 3 trials. Lost.			1st trial, 7.33 ¹ ; 2d tr. resigned at end of 1st m.—troited in 2.42; 3d tr., 7.43 ¹ .*		
	" 13	Elmira, N. Y.	harness. .	1	2.30, 2.31 ¹ , 2.30.	Geo. M. Patchen. . . .	2,000
	" 27	Syracuse, N. Y.	" " " "	1	2.26 ¹ , 2.25 ¹ , 2.26.	" " " " " "	1,000
	" 23	Geneva, " " " "	" " " "	1	2.32, 2.28, 2.29 ¹ †	" " " " " "	
	" 23	Rochester, " " " "	" " " "	1	2.29, 2.29, 2.28, 2.30.	" " " " " "	1,000
	" 17	Watertown, " " " "	" " " "	1	2.28, 2.26, 2.26, 2.25.	" " " " " "	1,000
	" 31	Corning, " " " "	" " " "	1	2.33 ¹ , 2.31 ¹ , 2.31 ¹ †	" " " " " "	1,000
	Nov. 15	Danbury, Conn.	" " " "	1	2.29, 2.27, 2.23.	Widow Machree. . . .	1,000
	June 6	Union Course, L. I. . .	" " " "	1	2.21, 2.24, 2.21 ¹ .	G. M. Patchen, match	1,000
	" 12	" " " " " "	" " " "	2	4.53 ¹ , 4.57 ¹ .	" " " " " "	
	July 4	Philadelphia, Pa. . . .	" " " "	1	2.22 ¹ , 2.21 ¹ , 2.37 ¹ .	" " " " " "	3,000
	" 10	" " " " " "	" " " "	2	4.51 ¹ , 5.01 ¹ .	" " " " " "	1,000
	Aug. 2	Union Course, L. I. . .	" " " "	1	2.23 ¹ , 2.22 ¹ , 2.23, 2.25 ¹ .	" " " " " "	2,500
1861	May 21	Fashion Course, L. I. .	wagon. . .	1	2.32 ¹ , 2.34 ¹ , 2.34 ¹ .	Princess.	500
	June 13	Centreville, L. I. . . .	harness. .	1	2.24 ¹ , 2.26, 2.28 ¹ .	Jn. Morgan, match	2,500
	" 11	" " " " " "	" " " "	2	4.55 ¹ , 4.52 ¹ .	" " " " " "	2,000
	" 25	" " " " " "	" " " "	3	7.47, 7.48.	" " " " " "	1,000
	July 15	Union Course, L. I. . .	" " " "	1	2.22 ¹ , 2.22, 2.23 ¹ .	Ethan Allen & run'g mate.	
	" 25	Fashion " " " "	" " " "	1	2.21 ¹ , 2.30 ¹ .	Ethan Allen & mate to wag.	1,000
	Aug. 8	Union " " " "	" " " "	1	2.41 ¹ , 2.22, 2.22 ¹ .	" " " " " "	
	Sept. 5	Fashion " " " "	" " " "	1	2.23, 2.19 ¹ , 2.21.	" " " " " "	

Winning in eleven years ninety-three races, losing eighteen—one declared off. Netting \$113,000

* The track was eighteen feet over a mile, and it was claimed she had beaten the time, but the judges thought differently. † Track heavy.

In regard to the vast sums of money won by Flora, it must be remarked that most of her trots were for matches at high prizes; and that the value of trotting purses has been greatly advanced of late years.

The following account of the match against Tacony, in which her prodigious time, $2.24\frac{1}{2}$, was made, is from the columns of the New York Herald; and with it as a creditable *finale*, I close this brief sketch of the trotting turf of America, from its first inception to the present day.

There seems every probability that the next season will be rich in events; but before the cream of them shall have been gathered, this work will, *Deo volente*, be in the hands of my readers, so that I judge it best to close the record with the close of the bygone year.

“UNION COURSE, L. I.

“THE BEST TIME ON RECORD, $2.24\frac{1}{2}$ IN HARNESS.—Another contest between those celebrated nags, Flora Temple and Tacony, came off for a stake of \$1,000. The distance was mile heats; Flora Temple in harness and Tacony under the saddle. The race was won by Flora Temple in one heat, which she performed in the unprecedented time of $2.24\frac{1}{2}$, distancing Tacony. This time is one second less than ever before made, either under the saddle or in harness.

“Tacony, down the back stretch and to the half-mile pole, went at a prodigious rate, evidently faster than the mare was going—the gait must have been somewhere in the neighborhood of 2.24 or less. If this had been continued without a break up, it would have been difficult for the mare to have beaten him in $2.24\frac{1}{2}$ —the time in which the heat was performed. At the rate at which Tacony went just previous to breaking, his rider had not power to retain the horse on his centre of gravity. This occurred in both instances, and both breaks were bad. It is this power of preserving the equilibrium in the horse that constitutes the skill of the rider and driver, and for which Hiram Woodruff is so deservedly celebrated.

“The attendance was rather slim, when we consider the celebrity of the horses, owing, no doubt, to the absence of sporting men from the city and the approaching Presidential election.

The weather, however, was every thing that could be asked, and the drive out to the course was truly delightful. The trotting track, however, was not all that could have been desired, being rather dry and dusty to our mind, and did not compare favorably with its condition on some other occasions. Some persons, however, thought it just the thing, and they may have been right. Time is the proper test.

“Tacony, ridden by Warren Peabody, was the first to appear on the track, and as he jogged around, previous to the match, he looked uncommonly well, we thought, and capable of making as good time as on any former occasion. He is a fine specimen of the American trotting horse, very muscular, open gaited, and, in fact, possesses every requisite of the trotter. His rider, as he jogged along, seemed much at ease, and very confident of success, notwithstanding the extraordinary creature against whom he had to contend.

“Flora shortly afterwards made her appearance in harness, driven by her favorite driver, Hiram Woodruff, who declared after the race that she could beat a locomotive. She looked, as she appeared throughout the summer, extremely well, and jogged around the track as gayly as a cricket. Her friends were much pleased with her, and were ready to back her to any extent, 100 to 30 being current just before the start. She is a universal favorite, and since the days of Lady Suffolk no nag has stood higher in the estimation of sporting men than Flora Temple. They believe her invincible, and her race yesterday seems to justify that belief.

“THE RACE.

“Flora Temple won the inside position, and, at the second attempt, went off with the lead. She opened a gap of three or four lengths on the upper turn, and went to the quarter pole in thirty-seven seconds, with all that advantage. On the back stretch Tacony gained on her, and was closing very rapidly on her as they reached the half-mile pole—time 1.13. The mare now increased her speed, and carried Tacony to a break, from which he did not recover readily. Hiram perceiving the distance Tacony was behind, now tried to shut him out entirely,

and make surety doubly sure. The pace of Flora then became truly astonishing, and she reached home from the half-mile pole in *one minute and eleven and a half seconds*, making the entire heat in 2.24½! After Tacony recovered from his first break, he made a gallant attempt to catch the mare, which resulted in another bad break, on the home stretch, from which he could not recover in time to save his distance. And so ended this long remembered trot of Flora Temple and Tacony.

The following is a summary :— {

Tuesday, Sept. 3. Trotting match, \$1,000, mile heats.		
H. Woodruff named b. m. Flora Temple,	. . . . .	1
W. Peabody named r. g. Tacony,	. . . . .	dist.
	\ Time, 2.24½.	

Flora Temple is the property of A. Welch, Chestnut Hill Stud Farm, near Philadelphia, Pa. She has been placed in the stud.

FLORA TEMPLE'S PRODUCE.

- 1868—Bay filly by Rysdyk, a son of Rysdyk, Hambletonian, dam by Lexington.
- 1869—Bay colt by Wm. Welch, a son of Rysdyk's Hambletonian, dam by imported Trustee.
- 1870—Missed to ———.
- Now in foal to imported Leamington.

EDITORIAL NOTE.

¹ (P. 229.) R. A. Alexander, Esq., of Woodburn Stud Farm, Spring Station, Ky., purchased Madame Temple early in the year 1854. After she came into Mr. Alexander's possession she had the following produce:—

- 1855—b. e. Forest Temple by Edwin Forrest.
- 1856—b. c. Hunter Temple by Edwin Forrest.
- 1857—b. c. Norman Temple by Norman.
- 1858—
- 1859—b. c. Pilot Temple by Pilot, Jr.
- 1860—b. f. Mary Temple by Pilot, Jr.
- 1861—b. f. Bland Temple by Lexington.
- 1862—
- 1863—
- 1864—b. f. ——— by Alexander's Abdallah.

We suppose she missed in 1858, '62 and '63, as no returns are made of the produce. If she has had a foal since 1864 we have no returns of the fact, and suppose that she must be barren from her age.

LADY THORNE.

OF all the horses that have won distinction on the trotting turf, none stand higher than the big bay mare, Lady Thorne. Like the majority of horses known to fame, her career has been an eventful one. Good blood flows in her veins; and it is this blood which gives to her the power of endurance. She was bred in Kentucky; was foaled on the farm of Levi T. Rodes, near Lexington, Kentucky, May 9th, 1856. Her sire was Mambrino Chief, and her dam was by Gano, a son of the celebrated racer, American Eclipse; second dam by a son of Sir William of Transport. Mambrino Chief was by Mambrino Paymaster, a son of Mambrino, and he by imp. Messenger. The dam of Mambrino Chief was a mare of Messenger descent. The sire of Lady Thorne was a sire of trotters. Among others he got Brignoli (Mambrino Prince), Kentucky Chief, Whalebone, Idol, Ericsson, Clark Chief, Mambrino Patchem, Ashland, and Mambrunello, and from the sire his sons and daughters inherited the power of transmitting qualities of speed, for they are producing trotters in great numbers. Gano, the sire of the dam of Lady Thorne, could boast of an illustrious pedigree. Got by American Eclipse, and dam Betsy Richards, by Sir Archy, there was no reason why he should not have been successful on the turf; and he was successful, being a good race-horse in that great test of quality, four mile heats. Lady Thorne has a double cross of imported Messenger in her veins, which must make her all the more valuable to those who are Messenger crazy. One of those crosses comes from her sire, Mambrino Chief, and the other from American Eclipse, whose dam was by imp. Messenger. Her Ladyship has two crosses of imp. Diomed blood, one through Sir Archy, and the other through the son of Sir William of Transport. Closely scan the pedigree, and then tell us if the trotting turf can boast of a better bred animal, known on the



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green hills of fame, than Lady Thorne? When this now distinguished daughter of Mambrino Chief was foaled, Mr. Rodes, her breeder, christened her Anna Lecomte. Late in the fall or early in the summer of 1858, Mr. Rodes sold the bay filly to Mr. H. C. Dunlop, formerly of Fayette County, Ky., the price paid being \$300, and two boxes of Havana cigars, valued at \$12, thrown in to bind the bargain. A short time after the filly passed into Dr. Herr's hands, of Lexington, who changed her name to Maid of Ashland. In her three-year-old form the Doctor purchased a one-half interest in her, which was all the interest he ever acquired in the mare. In consequence of an injury received from kicking in harness, Maid of Ashland was not trained until the summer she was three years old. In the fall of 1859 she started in mile races. Her first appearance was in a three-year-old stakes, at Lexington, in which she met Kentucky Chief, Mexican Chief, and one other colt. The stake was won by Kentucky Chief, the fastest heat being 2.52. Her second race was in a three-year-old stake at Louisville, and here she was again defeated by Kentucky Chief, the bit breaking in Maid of Ashland's mouth at the start, and causing her to be distanced. Her third race the same fall was a match against a Snow-Storm horse, over the Lexington track. In this she was successful; she won in three straight heats, the time of each being slow. In her four-year-old form she did no good. She acted badly the entire season, and those who knew her then never dreamed that she would astonish the world with marvelous flights of speed. At five years old she was trained with great patience, and did well. She trotted a trial over the Lexington track in 2.27, and now her star began to rise. In the fall, while at work on the Louisville track, she accomplished a half mile in 1.09. She did not show in public at all this year. As a six-year-old very little was done with her, having been run out of the State in consequence of the war. In her seven-year-old form she trotted two races over the Louisville Course. The first was mile-heats, three in five, which she won in three straight heats. The day after this race she trotted two miles and repeat against Indiana Belle, Mountain Jack, and Belle Chaplin, winning in two heats. In the summer of 1863 she was sold to Mr. Relf, a gentleman living near Philadelphia, who

brought her east in August. The bay mare was now known as Lady Thorne. This, in brief, is the early history of this wonderful mare. Her record appended will tell the world how great she really is.

Mr. Rodes, the breeder of the mare, writes: "The dam of Lady Thorne evinced most remarkable speed at a time when trotting horses were not much the fashion in Kentucky, so much so that she was well known to the few who paid any attention to the subject, although she was never trained. Her daughter, Lady Thorne, is a duplicate in her disposition, way of going and form, with the exception that she is a larger animal, partaking of her sire, Mambrino Chief, in this particular. The dam of Lady Thorne was the mother of several colts which were, without exception, very fine roadsters, and would doubtless have made their reputation had they been trained."

In Mr. Relf's hands Lady Thorne rapidly improved in speed, and entered upon the high road to distinction. Trained and driven by Dan Pfifer, she met with success the fleetest horses of the day. Dexter alone was able to vanquish the big bay mare. September 17, 1868, Mr. Relf sold Lady Thorne to Messrs. Welch and McMann. Pfifer continued to drive her, and the mare continued to improve in speed. When Dexter retired from the Course into Mr. Bonner's stable, she became the acknowledged Queen of the trotting turf. The 12th of May, 1870, her Ladyship again changed owners, Messrs. Welch and McMann disposing of her to Dan Mace, who was the representative of wealthy unknown parties. The price paid for her was \$30,000. It was the intention of Mace to make an effort to eclipse Dexter's time of 2.17 $\frac{1}{4}$ over the Buffalo Course; he designed making the effort during the fall meeting of 1870, but unfortunately a few days before the week appointed for the Fair, the mare met with a severe accident at Rochester. While in the act of being placed on board a car provided for her, the bridge gave way and the great trotter met with a heavy fall, which brought her racing campaign to a sudden close. The mare, however, was not permanently disabled. To learn how brilliant has been her performances on the turf, the reader must consult the summary annexed:—

PEDIGREE OF LADY THORNE.

Lady Thorne, bay filly, foaled May 9th, 1856; bred by Levi T. Rodes, Esq., near Lexington, Ky., by Mambrino Chief.

1st dam by Gano.

2d dam by a son of Sir William of Transport.

Gano was by American Eclipse, dam Betsey Richards by Sir Archy.

Sir William of Transport was by Sir Archy, dam Transport by Virginia.

In giving the pedigree of Lady Thorne some persons state that the mare by a son of Sir William of Transport was out of a Potomac mare, which her breeder, Mr. Rodes, whose letter we attach, does not claim.

LEXINGTON, KY., Oct. 3d, 1870.

MESSRS. S. D. & B. G. BRUCE, New York City :

Gentlemen :—In reply to your letter of Aug. 31st, making inquiry in regard to the date of the foaling, pedigree, &c., of Lady Thorne, I would state (from reference to my "Record Book") that she was foaled, my property, May 9th, 1856. She was named by me Anna Leconte. Sometime either late in the summer or early in the fall of 1858, I sold the above named animal to Mr. H. C. Dunlap, formerly of this county, for the sum of \$300 and two boxes of imported Havana cigars, valued at \$12. After she passed into Mr. D.'s hands, he changed her name to Maid of Ashland. Subsequently Mr. D. sold her to Dr. L. Herr, of this city, as I learned, for the sum of \$500. I do not know her age at the time of the purchase by Dr. Herr. Subsequently Dr. H. sold her to Mr. Relf, a gentleman living near Philadelphia, as I learned, for the sum of \$5,000. I do not remember her age at the time of the last sale. Lady Thorne was sired by Mambrino Chief, and out of a mare sired by Gano; the grandam of Lady Thorne was by a son of Sir William. Further than this I am unable to trace her pedigree. The dam of Lady Thorne evinced a most remarkable speed, at a time when trotting horses were not much the fashion in Kentucky; so much so that she was well known to the few who paid any

attention to the subject ; although never trained. Her daughter Lady Thorne was a duplicate in her disposition, way of going, color and form of her mother, with the exception that she was a larger animal, partaking of her sire Mambriuno Chief in that particular. I may here add that the dam of Lady Thorne was the mother of several colts which were, without exception, very fine roadsters, and would doubtless have made their reputation had they been trained.

The above statements are all facts and not guesses, and comprise all that I know of the celebrated trotting mare. Trusting that they may be of service to you, I remain

Truly your friend,

LEVI T. RODES.

DESCRIPTION OF LADY THORNE.

Lady Thorne is a solid bay mare, without white, standing sixteen and a half hands high. She has a good head and neck, fine shoulders, well laid and inclined ; great length, immense quarters and stifles, with very prominent hips ; good broad flat legs and sound feet. She has lost an eye accidentally, and has an enlarged ankle behind, from her kicking propensities when breaking. She has a long sweeping stride, goes low to the ground, and is very reliable. Few horses can live with her when right. She generally cuts them down after going a half or three-quarters of a mile.

PERFORMANCES OF LADY THORNE.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1859	Sept. 19	Woodlawn, Louis- ville, Ky.	Har.	1, best 2 in 3	*.....	Kentucky Chief, 2.50, Ole Bull (dist.) Sweepstakes.	
1863	Oct. 14	Point Breeze, Phil- adelphia, Pa.	Wag.	"	Drawn.	Point Breeze 1st, Johnny 2d, G. W. Fitzwaters' b. m. (dr.), Jno. Gilchrist's b. m. (dr.), Jno. Turner's b. m. (dr.), Samuel Mc Laughlin's b. m. (dr.)	
	Oct. 17	" "	Sad.	1, best 3 in 5	2.51, 2.40, 2.39.	Frank, Lady Tompkins (dr.)	\$100
	" 20	" "	Har.	"	2.35, 2.23, 2.37½.	John Gilchrist's b. m., 3d heat, 2.38, b. g. John Henry, s. g. Johnny, b. m. Mountain Maid (dr.)	200
1864	Sept. 20	Union Course, L. I.	"	"	Paid forfeit.	Rattlesnake, received forfeit; Bells of Hart- ford, paid for- feit; Port Roy- al, paid forfeit.	
	Oct. 21	Point Breeze Park, Philadelphia, Pa.	"	"	2.32½, 2.34, 2.34½.	Lovett's b. g. Shark.	500
1865	June 1	Union Course, L. I.	"	"	2.34½, 2.34½, 2.33½.	Mace's b. g. Fr'k Vernam, Walk- er's b. g. Stone- wall Jackson.	1,100
	" 12	" "	"	"	2.24, 2.26½, 2.23½.	Dexter, 3d heat, 2.27.	2,000
	" 16	Hoboken, N. J.	"	"	2.27, 2.34½, 2.27½.	Dan. Mace's Fr'k Vernam, R. Walker's b. g. Stonewall Jack- son.	575
	Oct. 5	Union Course, L. I.	"	"	2.28½, 2.27½, 2.27½.	Geo. Wilkes and Lady Emma.	1,500
1866	June 7	" "	"	"	.....	Won by George Wilkes, 2.26, 2.27, 2.25.	
	" 14	" "	Wag.	"	.....	Won by George Wilkes, 2.27, 2.25, 2.25½.	
	" 6	Riverside Course, Boston.	Har.	"	2.29½, 2.31½, 2.32½.	George Wilkes.	200
	July 17	Mystic Park, Bos- ton.	Wag.	"	2.29, 2.33½, 2.34.	George Wilkes won 1st & 4th heats 2.29, 2.33½.	2,000
	Sept. 8	Fashion Course, L. I.	Har.	"	2.27½, 2.27, 2.26½.	George Wilkes.	1,500
	Oct. 25	Union Course, L. I.	Wag.	"	2.27½, 2.28½, 2.28½.	Lady Emma and George Wilkes.	2,000
	Nov. 1	Fashion Course, L. I.	"	"	2.23, 2.27, 2.23.	Lady Emma and George Wilkes.	2,000
1867	May 23	" "	Har.	"	.....	Distanced by Dexter, 2.24, 2.22.	
	June 4	" "	Wag.	"	.....	Beat by Dexter, 2.32, 2.24, 2.28.	

* In September, 1859, Lady Thorne, in her third year, made her first appearance, entered by Dr. L. Herr, of Lexington, Ky. On the first heat, after passing the stand, going at a rattling rate, the bit parted in her mouth, and she was stopped. The filly is described at that period as an ill-tempered hussy, rigged in kicking straps heavy enough to hold a three-year-old bull.

PERFORMANCES OF LADY THORNE—Continued.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE
1867	June 14	Fashion Course, L. I.	Har.	2 miles and repeat.	.....	Dexter won. 1st heat: 1st mile 2.24, 2d m. 2.27, total 4.51. 2d heat: 1st mile 2.30½, 2d mile, 2.31, total 5.01½.	
	" 29	" "	Wag.	2, best 2 in 3	.....	Dexter. 1st heat: 1st mile 2.20, 2d mile 2.31, total 5.01. 2d heat: 1st mile 2.23, 2d mile 2.26, total 5.09.	
	July 10	Trenton, N. J.	Har.	1, best 3 in 5	.....	Dexter. 2.24, 2.26½, 2.30½. Match for gate money.	
	Aug. 31	Hampden Park, Springfield.	"	"	2.30½, 2.29, 2.32.	B. m. Lucy, 1st heat, 2.51.	\$1,000
	Sept. 6	Narraganset Park, Providence.	"	"	2.26½, 2.29½, 2.30½.	Bruno and Lucy; Bruno, 2d heat, 2.30½.	1,000
	" 30	Fashion Course, L. I.	"	"	2.25½, 2.24, 2.24.	Mountain Boy, Lucy Bruno, & George Wilkes. Mountain Boy, 2d heat, 2.24½.	1,000
	Oct. 7	Union Course, L. I.	"	"	.....	Mountain Boy, 2.26½, 2.29, 2.29.	
	" 22	Narraganset Park, Providence, R. I.	Wag.	2-mile heats	1st heat: 1st m. 2.36½, 2d m. 2.35, total 5.11½. 2d h't: 1st m. 2.40, 2d m. 2.32½, total 5.12½.	Old Put, second money, \$250.	750
	" 24	" "	Har.	1, best 3 in 5	2.27½, 2d.	Lucy, 1st. 2.28, 2.26½, 2.25½, 2d money, \$250; Dan Rice and Bruno.	
	Nov. 4	" "	"	"	2d heat, dead; 3d heat, 2.28.	Lucy (withdrawn after 3d heat); 1st heat, 2.30.	2,000
1868	May 22	Fashion Course, L. I.	"	"	2.24½, 2.23, 2.25.	Lucy, Gen. Butler, Butler, Geo. Wilkes, Atlanta and Jackson.	750
	" 23	" "	Wag.	"	2.24, 2.26, 2.25½.	Lucy, George Wilkes, Butler.	750
	June 18	Narraganset Park, Providence, R. I.	Har.	"	2.25½, 2.24, 2.26.	Lucy, Rolla, Gold-dust, Mountain Boy, Rhode 1st d	1,000
	" 25	Mystic Park, Medford, Mass.	"	"	2.29½, 2.24½, 2.25.	Lucy and Rolla Gold-dust.	1,000
	" 9	Union Course, L. I.	"	"	2.29½, 2 21, 2.25½.	Mountain Boy, 2d heat, 2.21½.	2,000
	July 14	Narraganset Park, Providence, R. I.	Wag.	"	2.27½, 2.27½, 2.30.	Mountain Boy, 3d heat, 2.27.	1,000
	" 15	" "	Har.	"	2.27½, 2.27½, 2.30.	George Wilkes, 3d heat, 2.29.	1,000
	Aug. 3	Staten Island.	"	¼ mile, once round the track.	1.49½.	Mountain Boy, 1st heat, 1.49½, 1.50½.	
	Sept. 7	Suffolk Park, Philadelphia.	"	1, best 3 in 5	2.22, 2.26, 2.29.	Mountain Boy, 1st heat, 2.55.	1,000
	" 16	Point Breeze, Philadelphia.	"	"	.....	Mountain Boy, 2.24½, 2.24½, 2.24.	
	" 30	Union Course, L. I.	"	"	2.24, 2.24½, 2.27½.	Mountain Boy.	2,000

PERFORMANCES OF LADY THORNE—Continued.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSE.	PRIZE.
	Oct. 15	Narraganset Park, Providence.	Har.	1, best 3 in 5	2.25, 2.24½, 2.25.	Lucy. 1st heat, 2.24½; 2d heat, 2.25½; George Wilkes, Rhode Island, & Geo. Palmer. Mountain Boy.	\$1,650
	" 29	Waverly Driving Park, N. J.	"	"	.....	Lucy.	
1868	Nov. 9	Fashion Course, L. I.	"	"	2.27, 2.25, 2.25.	2.30, 2.28½, 2.27.	2,000
	Nov. 23	Union Course, L. I.	"	"	2.23½, 2.27½, 2.30½.	George Wilkes, match declared a drawn race; 2.28½, 2.27½, 2.30½.	
1869	May 4	Fashion Course, L. I.	"	"	2.26, 2.29½, 2.29½.	American Girl, 5th heat, 2.30½.	2,000
	" 10	" "	Wag.	"	2.30, 2.27, 2.29.	American Girl.	2,000
	June 11	Highland Park, Newburg, N. Y.	Har.	"	.....	Mountain Boy, 2.28½, 2.23½, 2.28.	
	" 26	Narraganset Park, Providence, R. I.	"	"	.....	American Girl, 2.24, 2.19, 2.30½.	
	July 12	Fashion Course, L. I.	"	"	3d heat, 2.27½.	Goldsmith Maid, George Palmer, Lucy.	2d money, 700
	" 23	Union Course, L. I.	"	"	2.21½, 2.20½, 2.21½.	American Girl, 2.28½, 2.24½, 2.24½.	
	Aug. 23	Saratoga.	"	"	.....	Goldsmith Maid, Mountain Boy, 2.27, 2.24½, 2.25½.	2,000
	" 28	Prospect Fair Grounds, L. I.	"	"	2.30½, 2.29½, 2.29½.	Goldsmith Maid, American Girl.	2,000
	Sept. 3	" "	"	"	2.23½, 2.21, 2.29½.	Mountain Boy.	2,000
	" 9	Point Breeze, Phil- adelphia.	"	"	2.21½, 2.19½, 2.23½.	Goldsmith Maid, American Girl.	1,500
	" 18	Prospect Park, L. I.	"	"	2.22½, 2.23, 2.22.	George Palmer, Rhode Island, Mountain Boy.	2,100
	Oct. 1	Mystic Park, Med- ford, Mass.	"	"	2.20½, 2.20½, 2.20.	George Palmer, Goldsmith Maid.	2,000
	" 8	Narraganset Park, Providence, R. I.	"	"	2.19½, 2.18½, 2.21.	Goldsmith Maid, Geo. Palmer, 3d heat, 2.19½.	3,500
1870	July 4	Fashion Course, L. I.	"	"	2.23½, 2.23, 2.24½.	American Girl, Rhode Island, George Palmer, George Wilkes, Lucy, American Girl, Gold- smith Maid.	2,500
	" 23	Prospect Park, L. I.	"	"	2.19½, 2.20½, 2.19½.	Goldsmith Maid.	5,000
		Total.....					61,125

She has been on the turf eleven years; trotted 65 races; won 51, lost 15; received \$60,175 first money and \$950 second money.

GOLDSMITH MAID.

(FORMERLY GOLDSMITH MARE.)

THE history of this celebrated trotting mare is fertile in eventful incidents, the more remarkable, perhaps, from the fact that it was not until she was eight years old that she began to develop those wonderful qualities of speed and endurance which has since marked her career upon the turf. Goldsmith Maid is a blood bay; she stands $15\frac{1}{2}$ hands high, and was foaled in the spring of 1857. She was bred by John B. Decker, of Orange County, N. Y., and kept upon that gentlemen's farm without grain or handling until the winter of 1865. In February of that year, Mr. Decker sold her to his son, Mr. John B. Decker, jun., for the nominal sum of \$250, who, on his way home with her to another part of the county, was induced to dispose of her to Mr. William Tompkins, of Hampton, Orange County, for \$360. While in this gentleman's possession she was put in harness and driven occasionally, though not with the view of fitting her for the turf. Her exceeding ambition made her restive under restraint, and in her eagerness to cover the ground quickly it was difficult to steady her into a regular gait. This difficulty to settle her down to her work, doubtless led her owner to a misapprehension of her real worth, for we find that on the 26th of March of the same year, Mr. Tompkins parted with her, Mr. Alden Goldsmith becoming the purchaser for the sum of \$650. The latter gentleman had previously observed the mare, and entertained the idea that with proper training and a different course of treatment she could be made a good and fast trotter, and to him belongs the credit of first discerning and of ultimately developing those qualities for which she is now so eminently noted.

Mr. Goldsmith immediately took her in hand and commenced

breaking and training her for the trotting turf. Finding her of a naturally amiable disposition, all traditional rules were discarded and a new method originated, the main feature of which was kind treatment. Her high-strung nature would not brook the lash, and her sensitive ear heeded not the boisterous demand; a gentle word kindly spoken was the talisman, the utterance of which subdued her hitherto ungovernable temper and ever after won her obedience. Always high metted and ambitious, this treatment soon made her tractable and manageable, and she began rapidly to improve in speed and in her style of going, until her best points were finally developed.

It may not be amiss in this connection to venture the suggestion that if Mr. Goldsmith's regime with Goldsmith Maid was more generally observed in breaking and training high-spirited horses for the turf, the result to their owners would be much more satisfactory. The blooded horse, though usually high-strung, possesses a certain degree of intelligence, one of the characteristics of which is that he will appreciate and repay a kindness as readily as he will fret under and resent bad treatment.

In the latter part of April, 1865, Goldsmith Maid was attacked with a severe throat distemper, and in consequence was not again harnessed until about the first of June. It was not, however, until August of the same year that she made her first appearance in public; this was at the Orange County Horse Association Fair, when she won the premium for which she contended, at Goshen, over all competitors, in three straight heats, in 2:39—2:37—2:36.

During the season of 1866 she trotted several times, and won all the purses she started for in public but one, when she was beaten at Copake, N. Y., by General Butler, in 2:23 $\frac{1}{4}$, this time being the fastest ever made by that horse in harness. These and her subsequent performances will be found below. In November, 1868, she was sold by Mr. Goldsmith to her present owners, Messrs. B. Jackman and Budd Doble, for the princely sum of \$20,000.

DESCRIPTION OF GOLDSMITH MAID.

As previously remarked, Goldsmith Maid was foaled in the spring of 1857; she is a blood bay, $15\frac{1}{4}$ hands high, and is universally conceded to be the best living representative of the Abdallah strain. This is a remarkable fact when it is considered that although both sire and dam were of Abdallah stock, in form, size, and general characteristics, she bears little or no resemblance to the illustrious family from whence she has sprung. In procreation nature is sometimes arbitrary in her laws; in the case of Goldsmith Maid this mysterious departure from hereditary marks is most striking. Though her lower limbs are clean and well formed, her shoulders are sloping; though her neck and throttle are arrowy, resembling Flora Temple's, her head small and finely cut, and her eyes sparkle with resolution and courage, yet there is an absence of symmetry in her general contour, and to one unused to horses of her peculiar build, her receding withers and drooping hams, though perhaps indicating strength, are not at all suggestive of the speed and endurance for which she is so notably famous. As an evidence of what thorough training can accomplish, she still preserves her good health, and at very short notice can be put in condition for a trotting contest. After all her labors on the turf she is now capable of as much fatigue as she ever was, and doubtless will yet eclipse her past performances. Up to the 10th of October, 1870, she has won for her owners the large sum of \$58,600, and if she lives, with proper care, she may double the amount.

PEDIGREE OF GOLDSMITH MAID.

Goldsmith Maid, bay filly, foaled in 1857, bred by John B. Decker, of Orange County, New York, by Edsall's Hambletonian (afterwards called Alexander's Abdallah).

1st dam by Old Abdallah.

Alexander's Abdallah, formerly Edsall's Hambletonian, pedigree will be found under the head of "Thorndale," in this work.

Old Abdallah, the sire of Goldsmith Maid's dam, will be found under the head of "Rysdyk's Hambletonian."

PERFORMANCES OF GOLDSMITH MAID.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1885	Sept. 7	Goshen Course, Orange Co., N. Y.	Har.	1, best 3 in 5	2.39, 2.36, 2.39.	Uncle Sam, Moun- tain Boy, and Wild Irishman.	\$400
	Oct. 15	Doty Park, Pough- keepsie, N. Y.	"	"	2.32, 2.41, 2.31.	Sorrell Bill.	500
	Nov. 2	Copake Park, Col- umbia Co., N. Y.	"	"	.....	Beat by General Butler, 2.24 $\frac{1}{2}$, 2.25 $\frac{1}{2}$, 2.27.	
1887	May 16	Middletown, N. J.	"	"	.....	Beat by Dexter, 2.32 $\frac{1}{2}$, 2.33, 2.32.	
	June 6	Highland Trotting P'k. Newburg, N. Y.	"	"	2.39 $\frac{1}{2}$, 2.29, 2.24 $\frac{1}{2}$.	Torment.	500
	" 29	Waterton River Park Asso., N. Y.	"	"	2d heat, 2.29 $\frac{1}{2}$; 3d (dist.)	Crazy Jane, 2.29, 2.27; Captain Tallman (dist.)	
	Sept. 12	Goshen Fair, Oran- ge Co., N. Y.	"	"	2.35, 2.31, 2.31 $\frac{1}{2}$.	N e w b u r g h Breese.	200
	Oct. 23	Narraganset Park, Providence.	"	"	2.31 $\frac{1}{2}$, 2.29 $\frac{1}{2}$, 2.30 $\frac{1}{2}$.	May Queen, 3d heat, 2.31; Con- fidence, Col. Maynard, Crazy Jane, Bruno, Old Put.	750
1888	June 4	Poughkeepsie, N. Y.	"	"	2.28, 2.32 $\frac{1}{2}$, 2.31 $\frac{1}{2}$.	Am. Girl, 1st h., 2.27 $\frac{1}{2}$; 2d h., 2.28.	1,000
	July 1	Waverly Fair Grounds, N. J.	"	"	2.37 $\frac{1}{2}$, 2.34, 2.32 $\frac{1}{2}$.	General Butler.	1,000
	" 4	Union Course, L. I.	"	"	4th heat, 2.26 $\frac{3}{4}$; 5th heat, 2.28.	Am. Girl, 1st h., 2.25; 2d h., 2.36 $\frac{1}{2}$; 3d h., 2.28.	
	" 17	Island Park Course.	"	"	2d.	Lucy won in 2.28, 2.29, 2.24 $\frac{1}{2}$.	500
	" 30	Buffalo Driving Park.	"	"	2.24 $\frac{1}{2}$, 2.24 $\frac{1}{2}$, 2.26 $\frac{1}{2}$.	Rhode Island, 3d h., 2.29; 4th h., 2.23; Silas Rich. Am. Girl, Clara, and Panie.	2,000
	Aug. 6	Seneca Falls Course, N. Y.	"	"	Best time, 2.29 $\frac{1}{2}$.	Mountain Maid and Clara.	700
	" 21	Pittsfield, Mass.	"	"	2.38, 2.36, 2.36 $\frac{1}{2}$.	D a n M a c e ' s Rhode Island.	
	Sept. 1	Suffolk Park, Phila- delphia.	"	"	2.26 $\frac{1}{2}$, 2.24 $\frac{1}{2}$, 2.26 $\frac{1}{2}$.	George Wilkes & American Girl.	1,300
	" 17	Highland Park, Newburg, N. Y.	"	"	2.28, 2.26 $\frac{1}{2}$.	George Palmer won in 2.27 $\frac{1}{2}$, 2.25 $\frac{1}{2}$, 2.23 $\frac{1}{2}$; F e a r n a u g h t (dist.) 2d money.	200
	Oct. 2	Island Park, Al- bany, N. Y.	"	"	2.26, 2.27 $\frac{1}{2}$, 2.25.	Geo. Wilkes, 2d money; George Palmer, 3d mon.	1,250
	" 7	Mystic Park, Bos- ton, Mass.	"	"	2.23, 2.24 $\frac{1}{2}$, 2.27.	Geo. Palmer, 1st 2.24 $\frac{1}{2}$; G. Wilkes, Draco Prince.	1,500
	" 30	Point Breeze, Phil. Prospect Park, Brooklyn, L. I.	"	"	2.22 $\frac{1}{2}$, 2.27, 2.25.	George Wilkes.	1,000
1889	May 29		"	"	.....	Am. Girl, 2.22 $\frac{1}{2}$, 2.23 $\frac{1}{2}$, 2.21; Lucy, Bashaw, Jr., Rhode Island, & George Wilkes.	
	June 2	Union Course, L. I.	"	"	2d.	Am. Girl, 2.22 $\frac{1}{2}$, 2.23, 2.25; Lucy, 3d.	350
	" 9	Riverside Park, Boston, Mass.	"	"	2d.	Am. Girl, 1st (no time named): Bashaw, 3d.	
	" 18	Mystic Park, Med- ford, Mass.	"	"	2.22—2d.	Am. Girl, 1st— 2.22 $\frac{1}{2}$, 2.24, 2.24; George Palmer, 3d; Lucy, 4th.	1,500
	" 25	Narraganset Park, Providence, R. I.	"	"	3d.	Am. Girl, 1st— 2.22 $\frac{1}{2}$, 2.19, 2.20 $\frac{1}{2}$; Lady Thorne, 2d; George Palmer, 4th; Lucy, 5th.	300

PERFORMANCES OF GOLDSMITH MAID—Continued.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1869	July 8	Mystic Park, Bos.	Har.	1, best 3 in 5	2.20 $\frac{1}{2}$, 2.21 $\frac{1}{2}$, 2.21 $\frac{1}{2}$.	Lucy.	\$2,000
	" 16	" " "	"	"	2.23 $\frac{1}{2}$, 2.24, 2.24 $\frac{1}{2}$.	George Palmer.	1,000
	" 21	Suffolk Park, Phil.	"	"	2.22, 2.23, 2.20.	American Girl.	250
	" 28	Union Course, L. I.	"	"	2d.	Lady Thorne, 2.21 $\frac{1}{2}$, 2.20, 2.21 $\frac{1}{2}$.	
	Aug. 11	Buffalo Driving Park, L. I.	"	"	2.19 $\frac{1}{2}$, 2.19 $\frac{1}{2}$, 2.19 $\frac{1}{2}$.	American Girl.	5,000
	" 23	Prospect Park.	"	"	2d.	Lady Thorne, 1st; American Girl, 3d. 2d money,	1,000
	Sept. 1	Lancaster, Penn.	"	"	2.31 $\frac{1}{2}$, 2.26 $\frac{1}{2}$, 2.30 $\frac{1}{2}$.	American Girl.	
	" 9	Point Breeze, Phil.	"	"	3d.	Lady Thorne, 1st pr.—2.21 $\frac{1}{2}$, 2.19 $\frac{1}{2}$, 2.23 $\frac{1}{2}$; Am. Girl, 2d money.	250
	" 17	Binghamton.	"	"	2.26 $\frac{1}{2}$, 2.25, 2.27 $\frac{1}{2}$.	American Girl.	
	" 22	Scranton, Penn.	"	"	2.32 $\frac{1}{2}$, 2.31 $\frac{1}{2}$, 2.32.	American Girl, 2d.	
	Oct. 1	Mystic Park, Bos- ton.	"	"	2d.	Lady Thorne, 2.20 $\frac{1}{2}$, 2.20 $\frac{1}{2}$, 2.20; Geo. Palmer, 3d; Am. Girl, 4th.	1,000
	" 8	Narraganset Park, Providence.	"	"	3d.	Lady Thorne, 1st pr.—2.19 $\frac{1}{2}$, 2.18 $\frac{1}{2}$, 2.21; G. Palmer, 2d; American Girl, 4th; Lucy, 5th. 3d money,	500
	" 21	Herdic Park, Wil- liamsport, Penn.	"	"	2.26 $\frac{1}{2}$, 2.26 $\frac{1}{2}$, 2.30 $\frac{1}{2}$, 2.29.	American Girl.	5,000
	Nov. 11	Baltimore, Md.	"	"	No time re- corded.	Beat Geo. Wilkes, 2d; Doble's Hot- spur, 3d.	
1870	June 1	Prospect Park, L. I.	"	"	2.23 $\frac{1}{2}$, 2.22, 2.24 $\frac{1}{2}$.	Am. Girl, 2d; Geo. Wilkes, 3d.	3,000
	" 15	Beacon Park, Bos- ton.	"	"	2.25 $\frac{1}{2}$, 2.24, 2.24.	Geo. Palmer, 2d; Am. Girl, 3d.	3,400
	" 20	Mystic Park, Mass.	"	"	2.22, 2.20 $\frac{1}{2}$, 2.25.	Geo. Palmer, 2d; Am. Girl, 3d.	1,600
	" 24	Narraganset Park, Providence, R. I.	"	"	2.25, 2.23 $\frac{1}{2}$, 2.23 $\frac{1}{2}$.	Am. Girl, 2d; Geo. Palmer, 3d.	3,500
	July 9	Fleetwood Park, Morrisania.	"	"	2.21 $\frac{1}{2}$, 2.22 $\frac{1}{2}$, 2.21 $\frac{1}{2}$.	Geo. Palmer, 1st heat, 2.22 $\frac{1}{2}$; Am. Girl, 3d.	3,000
	" 22	Prospect Park, L. I.	"	"	.....	Lady Thorne, 2.19 $\frac{1}{2}$, 2.20 $\frac{1}{2}$, 2.19 $\frac{1}{2}$.	
	Aug. 16	Buffalo Park, Buf- falo, N. Y.	"	"	2.23 $\frac{1}{2}$, 2.21, 2.20.	George Palmer.	4,000
	" 31	Narraganset Park, Providence, R. I.	"	"	2.23 $\frac{1}{2}$, 2.24, 2.25.	Lucy, 2d; George Wilkes, 3d.	3,500
	Sept 10	Point Breeze Park, Phila., Penn.	"	"	2.25, 2.24, 2.26.	Lucy, 2d; George Wilkes, 3d.	2,000
	" 15	Prospect Park Fair Ground, L. I.	"	"	.....	Beat by Honest Allen and run- ning mate— 2.18 $\frac{1}{2}$, 2.17 $\frac{1}{2}$, 2.21 $\frac{1}{2}$.	
	" 23	Beacon Park Fall Meeting, Brigh- ton, Mass.	"	"	2.20 $\frac{1}{2}$, 2.24, 2.20 $\frac{1}{2}$.	Am. Girl, 3d pr., \$700; Mountain Boy, 3d pr., \$500.	1,500
	Oct. 10	Narraganset Park, Providence, R. I.	"	"	2.22, 2.23 $\frac{1}{2}$, 2.21.	Lucy, 2d money, \$1,000; Moun- tain Boy, 3d money, \$500.	2,500
	" 21	Prospect Park, L. I.	Wag.	"	2.24 $\frac{1}{2}$, 2.25 $\frac{1}{2}$, 2.25 $\frac{1}{2}$.	George Wilkes.	1,000
		Total winnings...	.....	.....	.....	.....	\$59,600

Winning in five years. Since Sept. 1865 to Oct. 10, 1870, she has trotted 51 races: won 23, lost 17; received second and third money in 10.

DEXTER.

No brighter name adorns the annals of equine history, or enjoys a more deserved celebrity, than that of the subject of this sketch. In viewing this noble animal as he is brought from his lordly quarters to sniff the morning air in his accustomed exercise, the first impression is that of admiration, coupled with that sort of distinction which one is wont to pay to a superior. His symmetrical form, fine muscular development, sinewy limbs, large flashing eye, glowing with intelligence and courage, finely cut head, glossy, rich brown coat, and proud port, all unite in one harmonious *ensemble*, and tell of his princely origin. These combined qualities, added to his arrow-like speed upon the turf, tell also of the science of the breeder, and the triumph of mind over matter. As an illustration of this fact we have only to refer to two examples, viz. : West Australian, as the representative type of the English racer, and Dexter as that of the American trotter. In the proportion that the former occupies as the lineal descendant of the Godolphin Arabian, does Dexter bear to the celebrated Messenger ; both of these royal progenitors being improved types of the original Arabian and Barb. Dexter, to-day, contrasted with his archetype in his native wilds, exhibits a degree of perfection that excites our wonder,—we are amazed that human knowledge in its onward march, aided by the lights of science, can so have improved upon nature's handiwork in a race universally recognized as the noblest of the animal creation. Yet in the American trotting horse, with Dexter as the representative type, we cannot fail to see a consummation of the fact.

Dexter was bred by Mr. Jonas Hawkins, Orange County, N. Y. He was foaled in 1858, is fifteen hands one inch and a half high, color a rich, silky brown ; distinguishing marks four

white stockings and a blazed face. His head, though somewhat large, is clean and bony; lower jaw well open at the base, leaving ample room for the wind-pipe; ears tapering and lively; eyes bright and prominent; head well set on to a rather light neck, which is well fitted to fine sloping shoulders; withers high, with great depth of brisket, and a good barrel; back slightly arched, with broad loin and hips, and a drooping rump; uncommonly long from point of the hip to the hock; short cannon bone. Though wide across the hips, he is still wider measured across the stifles, where his power is most apparent; fine arm and thigh; his limbs are clean and sinewy and without blemish, with long pasterns fitting into well-shaped hoofs; mane and tail sufficiently long and full, and his general appearance that of a thoroughbred.

Dexter never made his appearance on the turf until he was six years old, when he was purchased by Mr. George Alley, for \$400, who subsequently sold a half-interest in him to a Mr. Teakle of California. He made his *debut* on the turf at the Fashion Course, L. I., May 4th, 1864, for a purse of \$100, mile-heats, best three in five, when he defeated Stonewall Jackson, Lady Collins, and Gen. Grant, in three straight heats; time, 2.34—2.36—2.34 $\frac{3}{4}$.

His first assay to wagon was on May 13th, same year, at Union Course, L. I., when he beat Doty's bay mare for purse and stake of \$175, mile-heats, best three in five; time, 2.36 $\frac{1}{4}$ —2.39; mare drawn after second heat. His next notable performance was at Fashion Course, June 2d, 1865, when he beat Gen. Butler in three straight heats, for purse and stake of \$2,000, mile-heats, three in five, with ease; time, 2.26 $\frac{3}{4}$ —2.26 $\frac{1}{4}$ —2.24 $\frac{1}{2}$.

In his first exploit under saddle, at Fashion Course, L. I., June 26th, 1865, match trot for \$5,000, three mile heats, Dexter beat Stonewall Jackson in three heats, Stonewall winning the first; time, 8.02 $\frac{1}{2}$ —8.05—8.09 $\frac{1}{2}$. The race was trotted in the rain, over a very muddy track, Stonewall being the favorite at two to one. It was not, however, until October 10th, 1865, that Dexter astonished the world with his wonderful speed. On that date, at Fashion Course, L. I., he was matched to trot a mile in 2.19, \$1,000 vs. \$5,000, which he won, making

the first quarter in 0.34, half mile in 1.06 $\frac{1}{3}$, and the mile in 2.18 $\frac{1}{2}$. October 27, 1865, he defeated Gen. Butler in a match for \$2,000, two mile heats, in harness; time 5.00 $\frac{3}{4}$ —4.56 $\frac{1}{4}$. This was his last performance in 1865.

On Monday, May 7th, 1866, Dexter was sold at public auction at the Fashion Course, to close the partnership between Mr. Alley and Mr. Teakle; this being considered the fairest way to make a division of interests. He was purchased by Mr. Alley for \$14,000.

After winning several trots during the first part of the season of 1866, we find him again defeating Gen. Butler, under saddle at Buffalo, August 18th, same year, in mile heats, three in five; time 2.21 $\frac{1}{2}$ —2.26—2.18.

Another fine performance of Dexter was his defeat of the celebrated pacer Magoozler, winning first purse, \$1,500, at Pittsburgh, Pa., in October, 1866, best time 2.21 $\frac{3}{4}$. On Nov. 24, 1866, he also defeated the famous pacer Polly Ann, at Washington, D. C.; best time, 2.21 $\frac{1}{2}$.

Dexter's first triumph over Lady Thorne, the recognized queen of the trotting turf, was at Fashion Course, L. I., May 28th, 1867, in a match for \$2,000, mile heats, three in five, in harness, when he defeated the mare in two heats, distancing her in the second; time, 2.24—2.22. The second of the series of matches of \$2,000 each, between these two favorites, came off over the same course, on June 7th, same year, mile heats, three in five, to wagon, and resulted in another victory for Dexter, he making the best time to wagon on record; time, 2.32—2.24—2.28.

One of Dexter's principal defeats resulted in his greatest triumph; this was on June 21st, 1867, when, for a match of \$250, going single mile in harness, against Ethan Allen and running mate, he was beaten in three heats, on the fastest time ever made in the world, viz., 2.15—2.16—2.19. Many who timed him on this occasion assert that he trotted a mile in 2.16. This time, unfortunately, cannot be placed to his record, being beaten in the match. Those who are familiar with trotting events can readily understand the immense disadvantage any single horse suffers in competing with another fast trotting horse and running mate; yet, notwithstanding his defeat, his owner

matched him for \$3,000, on the 16th of July, same year, at the Island Park Course, Albany, N. Y., against Brown George and running mate, and won an easy victory in three straight heats; time, 2.22 $\frac{1}{4}$ —2.20 $\frac{1}{4}$ —2.20 $\frac{1}{2}$. On July 30th, same year, at Riverside Park, Boston, Mass., he again defeated them in three straight heats, making still better time, viz., 2.21 $\frac{3}{4}$ —2.19—2.21 $\frac{1}{4}$. This performance was, up to this time, the fastest harness time on record; beating Flora Temple's best time by three-quarters of a second, which fact was the more remarkable because of the Riverside being a half mile track.

Dexter's greatest time, however, had not yet been fairly tested. As many were of opinion that he had arrived at the zenith of his power as the undisputed king of the trotting turf, he was challenged to beat his own fastest recorded time of 2.19. The match was made for \$1,700, and the time beaten at Buffalo, N. Y., when he astonished the world by trotting the mile in 2.17 $\frac{1}{4}$. It was then announced that Robert Bonner, Esq., of the New York Ledger, had bought this wonderful gelding, the price paid for him being \$33,000, and that immediately after his unfinished engagements at Chicago, he would be withdrawn from the turf.

In August of the same year, Dexter made his last appearance but one in public, at Dexter Park, Chicago, Ill., when, for a purse of \$2,800, going to wagon, he beat easily Silas Rich, Bashaw, Jr., Tackey, and General Butler, all of them in harness, the latter being distanced in the third heat.

Dexter's last public performance on the regular turf was at Chicago, September 7th, 1865, when he had the honor of again defeating his old competitors, Brown George and running mate, in three straight heats; time, 2.24—2.22—2.25. Thus ended his turf career, after engaging in forty-nine contests, losing nine, winning forty, and realizing to his owners the princely sum of \$67,100, exclusive of gate money. The following is the

PEDIGREE OF DEXTER.

Dexter, brown colt, foaled in 1858, bred by Mr. Jonas Hawkins, Orange County, N. Y., by Rysdyk's Hambletonian.

1st dam a mare by American Star.

For pedigree of Rysdyk's Hambletonian, see memoir.

American Star was a chestnut horse, foaled 1837, bred by Henry H. Berry, of Pompton Plains, Morris Co., N. Y., by American Star, son of Duroc.

1st dam Sally Slouch, by Henry.

2d dam a mare, said to be a full blood Messenger.

DEXTER'S PERFORMANCES.

YEAR.	DATE.	COURSE.	HARNESSE, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1864	May 4	Fashion Course, L. I.	?	1, best 3 in 5	2.23, 2.36, 2.31½	Stonewall Jackson, Lady Collins & Gen. Grant	\$100
	" 6	Union Course, L. I.	Har.	"	2.34, 2.36½, 2.37½	Lady Collins.	175
	" 13	"	Wag.	"	2.36½, 2.33.	Doty's bay mare.	175
	" 18	Fashion Course, L. I.	Har.	"	2.35, 2.32½, 2.30.	Lady Shannon & Shark.	250
	June 3	"	Wag.	"	Dexter drawn after 1st heat.	Shark and Hambletonian, Shark winning in 2.36, 2.39½, 2.42. Prize \$500.	
1865	June 2	"	?	"	2.26½, 2.26½, 2.24½	General Butler.	2,000
	" 12	Union Course, L. I.	?	"	2.27.	Lady Thorne won in 2.24, 2.25½, 2.26½. Prize, \$2,000.	
	" 23	Fashion Course, L. I.	Sad.	"	8.02½, 8.05, 8.00½	Stonewall Jackson.	5,000
	Sept. 7	"	"	"	2.26½, 2.24½, 2.22½	General Butler.	2,000
	" 21	"	Har.	"	2.25½, 2.23, 2.25.	Gen. Butler and George Wilkes.	1,000
	Oct. 10	"	?	"	1st quarter 0.34, half mile 1.06, mile 2.18½	Against time.	5,000
	" 19	"	Wag.	"	2.27½, 2.31, 2.29.	General Butler.	2,000
	" 27	"	Har.	"	5.00, 4.56½	General Butler.	2,000
1866	June 15	"	"	2, best 3 in 5	2.29½, 2.28½, 2.27½	Geo. M. Patchen.	1,000
	July 2	"	"	1, best 3 in 5	2.28, 2.27, 2.27½, 2.24, 2.24½	Gen. Butler and Com'dore Vanderbilt.	1,200
	" 9	Suffolk P'k Course, Philadelphia, Pa.	"	"	2.36½, 2.25, 2.23½	Geo. M. Patchen.	2,000
	" 19	Fashion Course, L. I.	Sad.	"	2.24½, 2.10, 2.22.	Gen. Butler and Toronto Chief.	1,000
	" 20	Syracuse, N. Y.	Har.	"	2.27½, 2.29½	General Butler.	
	Aug. 6	Avon Park, N. Y.	?	"	2.31½, 2.21.	Geo. M. Patchen.	1,000
	" 16	Buffalo, N. Y.	Har.	"	2.27½, 2.29, 2.25.	Geo. M. Patchen & Rolla Goldust.	4,000
	" 18	Fair Grounds, Buffalo, N. Y.	Sad.	"	2.21½, 2.26, 2.18.	General Butler.	
	" 25	Cleveland, Ohio.	Har.	"	2.32½, 2.32½, 2.32½	Geo. M. Patchen and Gen. Butler.	2,000
	" 29	Hamtramck Course, Detroit, Mich.	"	"	2.24½, 2.26½, 2.22½	George M. Patchen, Jr.	2,000
	Sept. 3	Chicago Driving Park, Illinois.	"	"	2.30½, 2.24½, 2.23.	George M. Patchen, Jr.	
	" 8	"	Sad.	"	2.32½	*	

* General Butler defeated Dexter, who won the first heat, and was withdrawn after the third, being out of condition. 2d and third heats, 2.27, 2.26½. Butler won the prize of \$1,000.

DEXTER'S PERFORMANCES—Continued.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSE.	PRIZE.
	Sept.15	Cold Spring Course, Milwaukee, Wis.	Har.	.....	2.24½, 2.22½, 2.29.	Geo. M. Patchen. Premium, ¼ of gate money. Patchen's best time, 2.29.	
	" 22	Adrian, Michigan.	"	1, best 3 in 5	2.32, 2.27½, 2.31½.	Geo. M. Patchen,	\$2,000
	" 28	Toledo Driving Park, Ohio.	"	"	2.32, 2.22½, 2.31.	No race or purse.	
	Oct. 5	Kalamazoo Park, Ohio.	"	"	2.27, 2.21½, 2.21½.	No race or purse. 2d prize, \$200.	1,000
	" 21	Pittsburg, Pa.	"	"	2.22½, 2.21½, 2.23½, 2.32.	Magoozler (pac- er) and George M. Patchen, 3d.	1,500
	Nov. 14	Baltimore, Md.	"	"	2.31, 2.21½, 2.25½.	Silas Rich and Geo. M. Patchen.	2,500
	" 17	" "	Sad.	.....	2.24½.	Against his own best time, but did not equal his 2.18.	
	" 20	Washington, D. C.	Har.	"	2.30, 2.21½, 2.27½.	Silas Rich.	1,500
	" 24	" "	"	.....	2.26½, 2.21½, 2.27½.	Silas Rich & Pol- ly Ann (pacer).	
1867	May 16	Middletown, N. Y.	"	"	2.32½, 2.33, 2.32.	Lady Abcallah.	3,000
	" 23	Fashion Course, L.I.	"	"	2.24, 2.22.	Lady Thorne (dis.)	2,000
	June 7	" "	Wag.	"	2.32, 2.24, 2.28.	Lady Thorne.	2,000
	" 14	" "	Har.	2-mile heats	1.51, 5.01½.	Lady Thorne.	2,000
	" 21	" "	"	1, best 3 in 5	.....	Ethan Allen and running mate. Beat Dexter in 2.15, 2.16, 2.19. Prize \$250.	
	" 29	" "	Wag.	2-mile heats	5.01, 5.09.	Lady Thorne.	2,000
	July 4	Morristown, N. J.	Har.	1, best 3 in 5	.....	Ethan Allen and running mate (Charlotte T.) defeated Dexter in 2.20, 2.20½, 2.20. Prize, \$2,500.	
	" 10	Trenton, N. J.	"	"	2.34, 2.26½, 2.20½.	Lady Thorne. Premium, gate money.	
	" 16	Island Park Course, Albany, N. Y.	"	"	2.34, 2.20½, 2.20½.	Brown George & running mate.	3,000
	" 26	Washington Park, Providence, R. I.	"	"	2.20½, 2.22½, 2.22½.	Brown George & running mate.	2,500
	" 30	Riverside Park, Boston, Mass.	"	"	2.21½, 2.19, 2.21½.	Brown George & running mate.	3,000
	Aug. 14	Buñalo, N. Y.	"	"	2.20½, 2.17½.	Match against his own time.	1,700
	" 23	Hamilton, Canada West.	"	"	2.27, 2.22, 2.25.	Bolly Lewis (un- der saddle).	
	Sept. 5	Dexter Park, Chi- cago.	Wag.	"	2.31½, 2.28½, 2.30½.	Silas Rich, 2d prize, \$800; Ba- shaw, Jr., 3d pr., \$500; Lack- ey and General Butler.	1,500
	" 7	" "	Har.	"	2.24, 2.22, 2.25.	Brown George & running mate.	2,000
		Netting .....	.....	.....	.....	.....	\$67,100

Winning in three years 40 trots, losing 9.

RYSDYK'S HAMBLETONIAN.

THIS celebrated son of Abdallah, and the sire of hundreds of the best trotting horses in the United States, was foaled on the 5th of May, 1849, at Sugar Loaf, near Chester, Orange Co., N. Y., on the farm of Mr. Jonas Seely, Jr. When five weeks old, Mr. Wm. M. Rysdyk purchased him and his dam for \$125. Hambletonian is a bright bay, with black legs, the black extending almost to the fetlocks, and running up above the knees and hocks, white socks behind, and a white star on forehead. The following from "The Turf, Field and Farm" of February 12th, 1869, is the best description of this valuable horse that has ever been published. "His coat is the brightest of bays and glistens like the sheen of satin. Legs without a blemish, swelling with muscular power, and shining like bars of polished steel; feet sound, and pasterns springy; hocks clean, as if chiseled out of marble by a sculptor; quarters broad, denoting immense power; an Abdallah head; ears like a thoroughbred; neck full and crested; eyes large and clear, their expression bold and intelligent; high withers and loins that bring the shoulders and quarters compactly together; his whole appearance expressive of courage, power and activity, and as little like the portraits painted of him as a water-spaniel is like a bull dog." He has not a full mane, the bulk of the hair, through the neglect of a groom, having dropt out many years ago. Though over twenty-one years old he is full of life and activity, and as vigorous a getter of foals as a five-year-old stallion. Were it not for a slight hollow in the back, caused by his frequent animal service in the stud, he would be taken for a well used horse of nine years of age. He enjoys robust health, and though high mettled to a degree, is still playful, and often enjoys a frolic with his groom.

Although all of his colts show trotting action, and the majority of them develop wonderful speed, Hambletonian was never trained; consequently he is without a record upon the turf. When he was three years old he had been harnessed but four times. At this age he was speeded around the Union Course, L. I., the first time he had ever seen a track, and was timed 2.48½. He was afraid of the fence and frequently shied, which circumstance prevented his driver from pushing him to the top of his speed. Being sent early to the stud, and his colts all turning out promising, Mr. Rysdyk determined to keep him from the race track so as not to impair his valuable services as a stallion. When but two years old he was bred to four mares, three of which produced colts, and two out of the three lived totrot their mile in 2.30; one of these, the celebrated Abdallah stallion, was purchased by Mr. Alexander, and for many years was the pride of the extensive stables of Woodburn Farm.

When three years old Hambletonian covered seventeen mares, thirteen of whom produced foals. From that time forward he became entirely devoted to the harem, and is now regarded as the progenitor of the best trotting horses in the world. No horse has done so much to improve trotting stock, or produced anything like the number of valuable animals. It is estimated that he has covered over seventeen hundred mares, and is known to have been the sire of twelve hundred and forty, netting to his owner nearly \$200,000. Many of these have become among the most celebrated horses in the world—Dexter, George Wilkes, Bruno, Brunette, Major Winfield, Volunteer, Alexander's Abdallah, etc., being of the number.

PEDIGREE OF RYSDYK'S HAMBLETONIAN.

Hambletonian, bay colt, foaled in 1849, bred by Jonas Seely, of Sugar Loaf, Orange County, N. Y., by Old Abdallah.

1st dam the Charles Kent mare, by imp. Bellfounder.

2d dam One Eye, by Hambletonian.

3d dam Silvertail, by imp. Messenger.

OLD ABDALLAH.

Abdallah, bay colt, foaled in 1826, bred by John Treadwell, of Jamaica, L. I., was by Mambrino.

1st dam Amazonia, by imp. Messenger.

Mambrino, the sire of Abdallah, was by imp. Messenger; dam by imp. Sour Crout,—imp. Whirligig. Old Slamarkin, by imp. Wildair, etc., etc.

We think it extremely doubtful about Amazonia being by imp. Messenger. By reference to this volume, on pages 135 and 136, the Treadwell mare (which we suppose and have every right to think is Amazonia) trotted, in 1824, a mile in 2.34, but her sire and dam are not given. In "The Sporting Magazine" for 1840, page 140, will be found the following:—

"John W. Hunt, Esq., of Lexington, Ky., has recently purchased two very fine trotting stallions, selected in this vicinity expressly for him by the editor of this magazine. One of them, Abdallah, was bred by John Treadwell, Esq., of Jamaica, L. I., and foaled in 1826. He was got by the celebrated Mambrino (the son of imp. Messenger), out of Mr. T.'s equally celebrated mare Amazonia, who for ten years or more had no superior on the road. Abdallah is a beautiful bay without white, fifteen hands three inches high. He was slightly trained at four years old, and was considered the fastest horse on Long Island. No purses being offered at the time for trotting, Mr. T. put him into the breeding stud, where he has proved himself a sure foal getter, and won the highest reputation. With the exception of Andrew Jackson, for whom \$5,000 has been refused, Abdallah is the finest limbed and most blood-like trotting stallion we ever saw. For one of his get—Lady Blanche—\$2,000 has been refused. The other horse, Commodore, was bred by Colonel Benj. Albertson, of North Hempstead, Queens County, Long Island, and foaled in 1828. He was also got by Mambrino, his dam by True American (a son of Volunteer, who was got by imported Messenger), grandam by Tom Bogus, imported by General Burgoyne, of the British army. Commodore is believed to have more strains of the blood of old Messenger in his veins than any

horse remaining on Long Island. He is a rich blood bay, with no other white than a pretty star, and over sixteen hands high, of immense substance and power. He is a horse of noble presence, and unusually fine action. His stock is held in high estimation by the breeders of Long Island, where everything in relation to himself and his get is well known."

We cannot believe that a gentleman so well informed as the late W. T. Porter, would have made such a mistake as to state that Commodore had more of the Messenger blood in his veins than any horse on Long Island, when he had purchased both horses. Amazonia was celebrated, and it seems reasonable from her celebrity that if she was by imported Messenger the fact would have been stated, and Abdallah been credited with this more than desirable Messenger cross, and not Commodore. The truth of the matter is, the sire of Amazonia is unknown, and cannot be clearly given or proven.

Nothing is known of the pedigree of imported Bellfounder, who was imported by Mr. James Boot, of Boston, in 1823.

YOUNG MORRILL.

YOUNG MORRILL was bred by Mr. Smith, of Cabot, Vermont, and foaled in 1848. His color is a rich brown; he is a noble looking stallion; stands $15\frac{3}{4}$ hands; has astonishing muscular development, giving him great speed and power, and added to these qualities are endurance and fine action. He has an excellent disposition, high courage, and in his veins runs the blood of Messenger, Morgan, and Henry. His combination of some of the most eminent streams renders him peculiarly fitted for the stud, as the getter of trotting stock, in which capacity the greater part of his life has been devoted.

The first public recognition of the claims of Young Morrill dates as early as 1853, at which time he was exhibited at the Vermont State Fair, held at Montpelier, where he took the first premium. His great beauty, grace, and muscular development subsequently won for him first premiums and medals at Rutland, Vermont, and at the National Horse Exhibition at Boston, Mass., in 1855; at the New Hampshire State Fair in 1860; the National Horse Fair at Hartford, Conn., and at the Agricultural Fair at Springfield, Mass., in 1863.

As a sire, his progeny is extensive, numbering among them some of the finest trotting stock in the country; of these four may be mentioned, which alone stamps him as a remarkable sire of getters, viz., the stallions Hiram Woodruff, Draco, Velox, and (as the owner claims) the Royal Fearnought, the latter being considered the fastest trotting stallion of his age in the United States, having beaten all competitors for the \$10,000 purse at Buffalo, N. Y., in 1868. Young Morrill possesses the remarkable faculty of transmitting his peculiar build and beauty of form to his horse colts, and through this rare quality as a stallion, his services have been in general demand in the New England States, where he is most known as the sire of gentlemen's

roadsters. It is claimed, and with some justice, that no stock in New England compares with the Morrills for this class of horses; at the same time it is to be regretted that in making geldings of them for this purpose, and for the family carriage, the trotting turf is robbed of some of the best of Young Morrill's progeny.

The first record of this horse's performances on the turf is at Saugus, Mass., in the spring of 1861, where, on a heavy track, he beat Flyaway in 2.34½. In the summer of the same year his best time was made on the Providence, R. I., track, when he trotted under saddle in 2.28½. In 1862 he was engaged in one trot, after making a season in Philadelphia, at Williamsport, Pa., where he beat Greyhound, in harness, in 2.35. After this he was confined to the stud until 1865, in which year he was allowed a short trotting season, when he was permanently withdrawn from the turf, and again installed as the king of the harem. During this short season, as will be seen from the following record of his performances, he won seven purses, making his best time in harness at Riverside, Brighton, Mass., on June 23d, when, in a match with Blackstone Belle, he beat her in three consecutive heats, in 2.33, 2.31—2.33. Young Morrill could well afford to retire upon these laurels, having been the winner of every purse he trotted for. After his retirement from the turf, his late successes made him popular, and generally sought after as a stallion. He still preserves his reputation in the stud, and yields his owner a handsome annual income. Young Morrill is now the property of S. R. Perkins, Hartford, Conn.

PEDIGREE OF YOUNG MORRILL.

Young Morrill, brown colt, foaled in 1848, the property of Mr. Smith, of Cabot, Vt., by Old Morrill. 1st dam by Locke Goss horse; 2d dam by Young Morgan Bulrush.

Old Morrill was by the Jennison horse; he by One Eye; he by Bulrush; and he by Justin Morgan.

The Locke Gosse horse was by Old Sherman Morgan; he by Justin Morgan.

Young Morgan Bulrush, the sire of Young Morrill's grandam, was the sire of the Jennison horse.

PERFORMANCES OF YOUNG MORRILL.

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1861	May 20	Franklin Course, N. Chelsea, Mass.	Har.	1, best 3 in 5	2.37, 2.34 $\frac{1}{2}$, 2.37 $\frac{1}{2}$.	Flyaway.	\$1,000
1863	Sept. 9	Hartford Trotting Park, Conn.	Trial of speed	1 mile.	2.34.	Sue Rogers 2d, \$25; Hene-t Abe. Premium, 50	
1865	May 15	Suffolk Park, Phil- adelphia, Pa.	Har.	1, best 3 in 5	2.33 $\frac{1}{2}$, 2.33 $\frac{1}{2}$, 2.33.	Goodwin's s. s. Star, c. s. Andy Johnson.	150
	" 26	Hartford Park, Hartford, Conn.	Sad.	"	2.33 $\frac{1}{2}$, 2.35 $\frac{1}{2}$, 2.33 $\frac{1}{2}$.	Martin's g. s. Ajax	
	June 2	Hartford Course, Hartford, Conn.	Har.	"	2.40, 2.33.	J. Martin's g. s. Ajax (dr.) For gate money.	
	" 23	Riverside Park, Boston, Mass.	"	"	2.33, 2.31, 2.33.	Bl. m. Blakiston Belle, 1st heat 2.34.	1,000
	July 4	Hartford Park, Conn	"	"	2.35 $\frac{1}{2}$, 2.35, 2.33. 1st half of 1st heat, 1.13 $\frac{1}{2}$.	Sorrel Dan.	Purse
	" 12	Saratoga, N. Y.	"	"	2.32 $\frac{1}{2}$, 2.35, 2.32 $\frac{1}{2}$.	Harry Clay, 1st heat 2.34 $\frac{1}{2}$; An- dy Johnson, dr.; Man's Mt. Vernon, dr.; Ethan Allen, dr.	1,250
	Aug. 4	Riverside Park, Boston, Mass.	"	"	2.33, 2.33 $\frac{1}{2}$, 2.40.	Blackstone Belle, 1st heat 2.36, 4th heat 2.43; Sorrel Dan.	1,000
	" 21	Hampden Park, Springfield, Mass.	"	"	Paid forfeit.	Harry Clay, re- ceived forfeit.	
		Total winnings...	.....	.....	.....	.....	4,450

MAJOR WINFIELD,

(NOW EDWARD EVERETT.)

THIS celebrated stallion was bred by Major Adam Lilburn, foaled May 10th, 1855, on the farm of James W. Morrison, New Windsor Bay, Orange county, N. Y. Major Winfield is a rich golden bay, $15\frac{1}{4}$ hands high. Although the annexed engraving presents a faithful portraiture of this noble animal in repose, it would be difficult for any artist to properly delineate the lofty carriage, general expression, and blood-like appearance he displays while in action.

The pedigree of Major Winfield, as far as it is traced, is undoubted. (See pedigree below.) His dam may be incidentally mentioned in this connection as the daughter of imported Margrave. She was a beautiful chestnut sorrel, brought to New York by a Mr. Smith, and sold to Mr. Columbus Balf; subsequently purchased by Major Lilburn, who bred her to Rysdyk's Hambletonian, by the advice of his friend, Hon. C. H. Winfield, from whom his name is derived. He was a promising colt from his birth, and soon evinced unmistakable indications of his future. When he was one year old he was taken to Rockland county, N. Y., where he remained until he was three years old, when he was again sent to Orange county and placed in the hands of Francis Dickerson, of Crawford, where he made a season in the stud, turning out a few very promising colts, one of which developed considerable speed. He was exhibited the same fall at the Orange County Fair, and received first premium. He remained a second season at Crawford with Mr. Dickerson, during which time he sired several fine colts, of which Mountain Boy, Sutton Green colt, Dunderberg, Booth mare, and the Eddy mare, are of the number. Later in

the fall of the same year he was exhibited at Goshen, Orange County, N. Y., where he was speeded and received first premium, at which time he received an injury which unfitted him for the stud or for training purposes for two years. In 1863 he served a few mares, and got the Bogart colt (now Joe Elliott), purchased by Robert Bonner, Esq., for \$10,000.

In 1864 he was taken back to Orange County, where he was allowed to cover a few mares, and where he got the Bull colt, sold subsequently to Mr. Humphrey for \$20,000, and the Barker colt; the former one of the fastest 5-year-old colts in America; also a fine colt of A. B. Conger, Esq., and held by that gentleman at a very high figure.

In 1865 he served a limited number of mares, and got the Ferguson mare, very fast; also the Hill colt, Schaffer colt, and Dickson colt. In 1866, '7, '8, and '9, he is the sire of colts which are promising in appearance, but have to be matured.

On the 8th of November, 1869, he was sold to Mr. John B. Ayres and Mr. David Bonner (for Robert Bonner, Esq., of the *New York Ledger*) for the sum of \$20,000, the object of the purchaser being to use him as a stock horse, and not for the turf.

As a stock horse, Major Winfield is second to no horse in the United States, and though exhibiting a decided turn for speed, has never been placed upon the turf. He is a well-developed horse for his inches, powerfully built, and possesses great endurance; hence his particular qualifications for the stud. His dam was a racer, as well as a trotter, no distance appearing to be too great for her; she was also a very sagacious animal, remarkably intelligent, and, before her death, became the theme of many interesting anecdotes. Her son, Major Winfield, in many respects bears a great resemblance to her.

Though appropriated entirely to the stud, Major Winfield possesses in an eminent degree those peculiar qualifications which invariably fit a horse for the trotting turf. The only difficulty with his owners has been, whether to train him for, and place him exclusively on the turf, or confine his services to the harem. The choice determined upon has been a wise one; his worth as a sire of trotters is too valuable to withdraw him

from the stud, hence the turf is deprived of so distinguished a representative.

PEDIGREE OF MAJOR WINFIELD.

Major Winfield (afterwards Edward Everett) is by Rysdyk's Hambletonian. 1st dam Fanny by imp. Margrave; 2d dam by Trumpator; 3d dam by Lindsay's Arabian; 4th dam by imp. Oscar; 5th dam by imp. Vampire; 6th dam Col. Braxton's Kitty Fisher by Cade; 7th dam by Cullen's Arabian; 8th dam the famous mare Bald Charlotte.

The above pedigree is given upon the certificate of Col. Philo. C. Bush.

ERICSSON.

ERICSSON, a bay colt, bred by Mr. Enoch R. Lewis, of Clark county, Kentucky, and foaled the spring of 1856. He was by Mambrino Chief; 1st dam Mrs. Caudle.

For pedigree of Mambrino Chief, see Thornesdale's pedigree. Mrs. Caudle was a New York bred mare, celebrated as a roadster and famous breeder, said to be sired by a horse of Messenger blood who stood in Dutchess county, N. Y.

DESCRIPTION OF ERICSSON.

Ericsson is a dark mahogany bay, standing $16\frac{1}{4}$ hands high. He has rather a heavy coarse head, with full bright eyes. His head is well set on a good stout neck running into fine shoulders, excellent barrel, great length and powerful hips and quarters. His limbs are large and well set under him, and his style is lofty and grand.

ERICSSON'S PERFORMANCES.

Ericsson made his debut to the trotting world at four years old, beating Kentucky Chief and Albion over the Lexington Course, Kentucky, at mile heats, on the 27th of May, 1860, with only seven days' training, in $2.42\frac{1}{2}$.

Lexington, Ky., Saturday, October 13th, 1860—Match for \$500, mile heats, best three in five.

Enoch Lewis' b. c. Morgan Chief (now Ericsson) by Mambrino Chief, dam Mrs. Caudle, 4 years old, to wagon	1 1 1
E. M. Todhunter's b. c. Idol, by Mambrino Chief, to harness	2 2 2
Time, 2.40—2.41—2.38 $\frac{1}{2}$.	

In a private trial, made a few days before this race, Ericsson trotted in 2.26 to a wagon.

Louisville, Ky., October 26, 1860—Purse \$300, for four-year-olds and under, mile heats, best three in five, in harness.

Enoch Lewis' b. c. Morgan Chief (now Ericsson) by Mambrino Chief, dam Mrs. Caudle, 4 years old	2 1 1 1
A. H. Brand's br. c. Kentucky Chief, 4 years old, by Mambrino Chief, dam by Woodford	1 2 2 2
Time, 2.52 $\frac{1}{2}$ —2.34 $\frac{1}{2}$ —2.30 $\frac{1}{2}$ —2.32.	

We extract from the old "Spirit of the Times" the following description of the race:

For this race there were two entries, both stallions' colts, the get of Mambrino Chief, viz., Morgan Chief and Kentucky Chief. The former was the favorite at 3 and 4 to 1, before the start. The latter had numerous friends, although he was complaining in one or both of his fore legs. Time was marked as low as 2.35. Morgan Chief was four years old last spring, while Kentucky Chief will not be four until the 25th day of next month (November). He and Brignoli are by the same horse out of full sisters. But to the race. After three efforts they got off for the

First Heat.—Went well together around the turn, when Morgan broke, and Kentucky took the lead and passed the quarter in 39 seconds, the half mile 1.16, and won the heat without a struggle in 2.39½. But for a bad break he made at the half mile, he would have passed Morgan, who made two bad breaks in the back-stretch—they both being bad breakers, but Kentucky the worse of the two.

Second Heat.—Kentucky went off very slow, while Peabody, with Morgan, came to the score "boiling;" took the track before they got to the turn, and led past the quarter in 37½, two lengths in front of Kentucky Chief; here the latter put on steam, and trotted splendidly up the back-stretch in 36¼ seconds, caught the "big one" in a break, but could not get by; they passed the half mile in 1.17; on the upper turn Kentucky broke, and lost three or four lengths; went to work again and caught the "big one" one hundred yards from home, and looked every inch a winner at the gate, when he broke; just then Morgan Chief broke, but caught first, and won the heat in 2.34½. After the heat both looked well.

Third Heat.—They went off well together, and very fast. Morgan went in front on the first turn (when Kentucky broke); went to the quarter in 38 seconds, the half in 1.17½, and won the heat by two lengths, in 2.30½. As before Kentucky Chief broke at the distance when catching Morgan.

Fourth Heat.—They got off at the tap of the drum; Morgan led to the quarter in 39 seconds, passed the half mile two

lengths in front in 1.16½. After passing the half mile Morgan broke, and Kentucky caught him, but did not get the track; Morgan led into the home-stretch a length, down the stretch they both trotted splendidly; Kentucky closed the gap, but broke inside the distance as before, Morgan winning the heat and race by less than a length, in 2.32. Thus closed the best four-year-old race on record.

This closed Morgan Chief's trotting career, and he was sold by Mr. Enoch R. Lewis to the Hon. K. C. Barker, of Detroit, Michigan, for \$6,000. After his removal to Michigan he had an attack of pneumonia, which left him with injured wind. He has been standing in Michigan until the past two seasons, when he returned to Kentucky, where he is so highly thought of that he has covered his full limit of mares each season. He covered some mares before his removal from Kentucky, and the few that have been trained promise extremely high. In 1868 a five-old mare by him trotted in Kentucky in 2.36, and his son Lumber, the property of J. Ward Macey, they claim can show thirty. We should have stated that Mr. Barker changed his name from Morgan Chief to Ericsson after he purchased him.

Clark Chief, the sire of Nicotine, Mr. Thorne's fine four-year-old colt that won the Hiram Woodruff stakes at Fleetwood Park, Sept. 13th, 1870, beating three others in 2.40¼-2.36¾, is nearly a full brother in blood to Ericsson, both by Mambrino Chief, Clark Chief being out of a daughter of Mrs. Caudle the dam of Ericsson.

His colts have fine size and temper, and good trotting action, and we have no doubt but they will place their sire's claims amongst the first class as a getter of trotting stock.

BASHAW, JUNIOR.

THIS famous trotting stallion, one of the best, if not the best, representative of the Bashaw strain, is a dark chestnut, $15\frac{3}{4}$ hands high, and weighs 1050 lbs. His form is symmetrical, neck and crest large, head well cut, fine throttle, and an eye sparkling with courage and ambition. His performances up to the present time have been the best of any horse west of the Alleghany mountains at one and two miles, and there are but few horses in any locality that have beaten his best time. He trotted at Detroit, Michigan, in $2.24\frac{1}{2}$; at Clinton, Iowa, in 2.21; at Rock Island, Illinois, on a half-mile track, three heats, in 2.27; he defeated Silas Rich over a very slow track at Chicago, in $5.01\frac{1}{2}$, and has also made several broken heats in the Eastern States low down in the twenties.*

There is little doubt that when in training and in good condition he would now be a fit competitor for the fleetest trotters in the country. As a stallion he is in every respect unexceptionable, having sired a number of winning horses, and several colts that promise in time to rank with the flyers. A slight accident received some time since, while training, has temporarily unfitted him for the labors of the turf. This he has, however, entirely recovered from, and his owner is anxious to match him against any stallion in the country at one or two miles. So great is Mr. A. F. Fawsett's pride in this animal, that he pronounces him "the best trotting stallion in the United States." The following is his full pedigree:

Bashaw Junior was foaled in 1860; he was got by Green's Bashaw; dam by Young Green, Mountain Morgan, son of Halc's Green Mountain; gd. a brown Morgan mare taken West by

* Since writing the above, Bashaw, Jr., was entered in a trot at the Maryland State Fair, Pencil Fair Grounds, on Sept. 27th, 1870, when he beat Patchen, Jr., and White Mountain easily in three straight heats, in 2.49—2.23—2.34.



THE GREAT BAY

Silas Hale in 1853, along with Young Green Mountain, and sold to Jos. A. Green, of Muscatine, Iowa; bred by S. L. Foss of Muscatine; owned by Messrs. Platt and Starr, Tipton, Iowa.

Green's Bashaw, bl. h., foaled in 1855, was got by Vernol's Black Hawk (formerly Drake's Black Hawk), dam Belle, by Webber's Tom Thumb.

Vernol's Black Hawk, foaled in 184-, was got by Long Island Black Hawk, dam by Kentucky Whip.

Long Island Black Hawk, foaled in 1837, was got by Andrew Jackson, son of Young Bashaw; dam Sally Miller, by Mambrino.

Young Bashaw, foaled in 182-, was got by Grand Bashaw (Arabian); dam Pearl, by First Consul.

Grand Bashaw (Arabian), foaled in 1816, and imported from Tripoli, in 1820, by Joseph C. Morgan. He stood near Philadelphia, and many of our fastest trotters have descended from him. Died at Newtown, Pa., 1845.

THORNEDALE.

THORNEDALE, bay colt, foaled in May, 1865, bred by Dr. J. R. Adams, near Georgetown, Ky., purchased by Col. S. D. Bruce for Mr. Edwin Thorne, of Thornedale, Dutchess County, N. Y., in 1868, by Alexander's Abdallah (formerly Edsall's Hambletonian,

1st dam by Mambrino Chief; 2d dam by a son of Potomac; 3d dam by Saxe Weimar.

Thornedale's dam is a bay mare, foaled in 1860. She was never trained, and we add her produce as far as known.

HER PRODUCE.

1865—b. c. Thornedale by Alexander's Abdallah.

1866—

1867—

1868—ch. c. by a son of Bald Chief, a son of Mambrino Chief.

1869—

1870—br. f. by Almont.

Alexander's Abdallah (better known in New York as Edsall's Hambletonian) was a bay horse, foaled 1853, by Rysdyk's Hambletonian.

1st dam by Bay Roman, he by imp. Roman, out of the Pinckney mare by Old Hickory.

2d dam by Mambrino, he by Old Mambrino, and he by imp. Messenger.

Alexander's Abdallah was taken to Kentucky by a Mr. Love, and he made a season or two near Cynthiana, Ky., as Love's Abdallah, when he was purchased by the late R. Aitchison Alexander, Spring Station, Ky. Abdallah sired many good horses in Kentucky, such as Thornedale, Belmont, Almont, St. Elmo, and many others. The Abdallah cross is held in the highest esteem in Kentucky, but the most noted and far-famed of his get is the celebrated trotter Goldsmith Maid. Abdallah

died from the effects of injuries received in a guerilla raid made upon Woodburn Stud Farm in the summer of 1864, a great loss to his owner, and a still greater loss to the breeding public.

Mambrino Chief, beautiful rich brown, foaled in 1845, by Mambrino Paymaster, he by Mambrino, and he by imp. Messenger, dam said to be of Messenger blood. Mambrino Chief was purchased by Mr. Edwin Thorne, of Thornedale, for Hon. James B. Clay, and taken to Kentucky in 1854. He made seasons as the property of Mr. Clay until 1857, when he was purchased by Messrs. Gray & Jones, of Woodford Co., Ky., for \$5,020, and remained in their possession until his death in July, 1861. Mambrino Chief was a stallion of fine trotting action, which he imparted to a majority of his stock. From his seasons in Kentucky we have Lady Thorne, the Queen of the Trotting Turf, Ericsson, Clark Chief, Brignoli, Kentucky Chief, Bald Chief, Mambrino Pilot, and a host of others. We append a letter from G. T. Williams addressed to Edwin Thorne, Esq., to whom we are indebted for a copy.

POUGHKEEPSIE, DUTCHESS CO., N. Y., 12th June, 1866.

“EDWIN THORNE, ESQ.—*Sir*.:—In reply to your inquiries in relation to the stallion Mambrino Chief, I will give you, in as few words as I can, all the facts connected with him before he went to Kentucky.

“He was foaled in the summer of 1845, the property of Richard Eldridge, of Mabbettsville. He sold him as a three-year-old to Warren Williams. In the spring of 1851, Williams having died, his effects were sold at public sale, and I became the purchaser of the Chief. In the autumn of 1852 I sold a half interest in him to Mr. James M. Cockeroff, from whom you purchased him for Mr. Clay, in the winter of 1854. Before going to Kentucky he had no chance in the stud, as he never covered over thirty mares any one season, and they were the common farm mares of the country, without any pretence to speed or breeding. His colts were more than ordinary travelers, not over size, like many of his Kentucky get. Some were speedy; could trot in three minutes or better. I never knew of any of them being put in train. He never was in the hands of a trainer. He was a natural trotter. All the work he ever had was the little Mr. Cockeroff gave him in the autumns of '52 and

'53. The first time he was ever on a track, Seymour Tomlinson rode him under the saddle, a full mile on the Washington Hollow track, in 2.36, and then drove him to harness in 2.40. I held the watch. The only other time I knew of his being timed a full mile—Mr. Cockerott rarely speeded him that distance—Gil Cary caught his time, unknown to Mr. C., in 2.32. I timed him his quarters several times in 37 seconds, and I think he could have trotted his mile at that rate the season before he went to Kentucky. *Nothing is known of the breeding of his dam.* She was a strong made, dark brown or black mare, about 15½ hands high, with a great deal of nerve, and more than ordinary speed—characteristics that belonged to the Messengers; hence she was called, like many others, a Messenger mare. She had several colts, two besides the Chief, by Mambrino Paymaster; they were both trotters, one, Goliah, a bay, plump 16½ hands high, could trot better than 2.40. Her colts by other stallions never developed any speed that I ever heard of.

“The above is all that is reliably known about Mambrino Chief, prior to February, 1854, when he went to Kentucky.

“Hoping soon to have the pleasure of seeing you and your fine stock,

“I am, very respectfully, yours,

“G. T. WILLIAMS.”

DESCRIPTION OF THORNEDALE.

Thornedale is a solid bay, with two white ankles behind, standing fifteen and a half hands high. He is a grand young stallion, and impresses every one that sees him with his immense power. His head is rather heavy and Roman in outline, with good shoulders, immense length, stout back and loins, with greater length from the point of the hip to the whirlbone and thence to the hock, than any trotting stallion that we are acquainted with. He stands on good broad flat legs, sound feet, has superb action, with great speed, combined with immense power. He has grown and thickened much since we knew him as a three-year-old. He is quite popular in Dutchess County, covering forty mares—his limit—the past season, and promises to be the trotting sire of Dutchess County.

THORNEDALE'S PERFORMANCES.

Lexington, Ky., Wednesday, July 15th, 1863—Sweepstake for three-year-olds, \$50 entrance, play or pay. Mile heats, best three in five (6 subscribers).

Charles H. Buford's b. c. Thornedale, by Alexander's Abdallah, dam by Mambrino Chief	1	1	1
Pepper & Reamer's b. g. Bismarck	2	2	2
W. M. Yates' bl. c. Curtis, by American Clay, dam a Messenger mare			dis.
T. J. Macey's br. f. Duchess, by Iron Duke, dam thoroughbred mare—pedigree lost during the war			dis.
Thomas Britton's r. c. Wilkins Dudley, by Kentucky Clay, dam by Blood's Black Hawk			dis.

Time—2:49½—2:50—2:55½.

A correspondent of "The Turf, Field, and Farm" thus describes the race:—"The day was intensely hot, the attendance quite large, and the betting quite brisk upon the different favorites. The race is easily described; the bay colt, by Abdallah, taking the lead in each heat and winning at his ease. We regard him as the most promising young horse we have seen in the West."

This is the only trotting performance of Thornedale. He took the first premium at Providence, R. I., in Class 3, stallions three years old and under five, beating ten others. He took the second premium at the recent New York State Fair at Utica.

Thornedale covered three mares when a two-year-old, and Mr. Thorne has purchased one of the two foals, the produce of this season. The colt has been named Wild Oats, and from what we can learn he promises very highly. This colt took the first premium at the recent fair at Lexington, in his own class, and afterwards took the premium in the sweepstake ring for all ages. We were struck, upon a recent visit to Mr. Thorne's estate, how remarkably both Thornedale and Hamlet marked and colored their colts after themselves. Mr. Thorne has gone largely into breeding trotters, selecting his sires and mares with reference to the fashionable cross of Messenger. He is attempting to recur to the Messenger blood through Hamlet, by Volunteer, a son of Rysdyk's Hambletonian, and Thornedale, by Alexander's Abdallah (formerly Edsall's Hambletonian), dam by Mambrino Chief, the latter giving a double cross of this blood through Alexander's Abdallah and Mambrino Chief.

PERFORMANCES OF ETHAN ALLEN—(See pp. 105 and 215).

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1857	Oct. 20	Boston, Mass.	Har.	1-mile heat.	3d (dr.)	Veto, 1st; Young St. Lawrence, 2d.	\$1,000
1858	Oct. 15	" "	"	"	2.27, 2.35, 2.53.	Columbus, Jr., 2d; Hiram Drew, 3d.	2,000
	" 28	Union Course, L. I. Wagons weigh- ing 100 lbs.	Wags.	"	1st time, 2.28.	Geo. M. Patchen, (dist.)	5,000
	Nov. 17	Union Course, L. I.	D'ble har.	"	" 2.29½.	Lantern and Pic- colomini, 2d dis.	10,000
1859	May 18	" " Fashion Course, L. I.	Wag.	"	2.27½, 2.40, 2.35.	Lantern & mate. Flora Temple— 2.25, 2.27½, 2.27½ —prize, \$2,000.	
	" 31	" " Fashion Course, L. I.	"	"	.....	Flora Temple— 2.27, 2.27½, 2.26 —prize, \$1,000.	
	Nov. 24	Union Course, L. I.	"	"	.....	Flora Temple— 2.27½, 2.29½, 2.25½ —prize, \$1,000.	
	Dec. 1	Baltimore, Md.	"	"	.....	Flora Temple— 2.27½, 2.29½, 2.25½ —prize, \$1,000.	
1860	May 16	Union Course, L. I.	Har.	"	.....	Geo. M. Patchen— 2.25, 2.34, 2.29— prize, \$2,000.	
	" 23	" "	Wag.	"	2d.	Geo. M. Patchen— 2.27½, 2.26, 2.21— prize, \$1,000.	
	July 12	" " " "	Har.	1, best 3 in 5	2.29½, 2.25½.	Princess (dist.)	500
	" 26	Saratoga, N. Y.	"	"	2.33½, 2.29½, 2.29½.	Brown Dick, 2d.	1,500
	Sept. 15	Kalamazoo, Mich.	"	"	2d.	Flora Temple— 2.30½, 2.25, 2.23 —prize, \$1,000.	500
	Oct. 2	St. Louis, Mo.	"	"	2.30½, 2.33, 2.34.	Draco, 2d prize, \$100; Fox, Hector (pacer sad.)	500
	" 13	Memphis, Tenn.	"	"	2.36½, 2.32, 2.41.	Draco, 2d; Put- nam, 3d.	1,000
1861	Mar. 8	Creole Course, New Orleans, La.	Go as they please	"	2d heat, 2.34.	Emma—2.32, 2.36, 2.35—\$2,000; Gladi- ator, Reindeer.	
	July 15	Union Course, L. I. Ethan Allen and mate.	Wag.	"	2.32½, 2.22, 2.23½.	Flora Temple.	1,000
	" 25	Fashion Course, L. I. Ethan Allan and running mate.	Wag.	"	2d heat, 2.21½; 3d heat (dist.)	Flora Temple (har.); 1st heat, 2.20½; pr. \$1,000.	
	Aug. 8	Union Co., L. I., r. m.	"	"	2.34½, 2.22, 2.22½.	Flora Temple.	200
	Sept. 5	Fashion " r. m.	"	"	2.23, 2.19½, 2.21.	Flora Temple.	500
	Oct. 22	Franklin Course, N. Chelsea, Mass.	Har.	"	2.34, 2.31½, 2.28.	Brown Dick, 2d, \$200.	1,000
	" 25	" " " "	"	"	2.29½, 2.29, 2.31.	John Morgan, 3d heat, 2.28.	1,000
1862	Sept. 10	Fashion Course, L. I.	"	"	.....	George Wilkes, prize, \$10,000; 2.24½, 2.25½, 2.21.	
1863	June 3	Franklin Course, N. Chelsea, Mass.	"	"	2.23, 2.21, 2.20.	Pilot, 1st heat, 2.34½.	250
	" 27	Fashion Course, L. I.	Wag.	"	2d.	Henry Clay, 1st prize, \$1,000; 2.31, 2.32½, 2.34.	
	Aug. 3	Riverside Park, Brighton, Mass.	Har.	"	3d.	Empress, 1st pr., \$2,000; 2.34½, 2.34½, 2.45½.	
	" 26	Walford Race Course, Mass.	"	1, best 2 in 3	2d.	Empress, 1st— 2-1, 2-4.	
	" 29	Lowell Trotting Park, Lowell, Mass.	"	"	2d.	Empress, 1st pr., \$500; 2.30½, 2.34.	

PERFORMANCES OF ETHAN ALLEN—*Continued.*

YEAR.	DATE.	COURSE.	HARNESS, SADDLE, OR WAGON	DISTANCE.	TIME.	AGAINST WHAT HORSES.	PRIZE.
	Sept. 6	Worcester, Mass.	Har.	1, best 3 in 5	1st heat, 2.38; 4th heat, dist.	Fearnaught, 1st prize, \$150; Ti- conic, 2d prize, \$100.	
1867	May 29	Fashion Course, L.I.	Wag.	"	2.29, 2.21, 2.19.	Brown George & running mate.	\$1,000
	June 21	Fashion Course, L.I. Ethan Allen and running mate. (Charlotte F.)	Har.	"	2.15, 2.16, 2.19.	Dexter, 2d—2.16.	250
	July 4	Morristown, N. J. Ethan Allen and running mate. (Charlotte F.)	"	"	2.22½, 2.20½, 2.20.	Dexter.	3,500
	" 8	National Horse Fair, Rochester, N. Y. Ethan Allen and running mate.	Wag.	"	2.26½, 2.38½, 2.21.	Honest Allen and mate.	2,000
	Aug. 16	Buffalo Horse Fair, Buffalo, N. Y. Ethan Allen and running mate.	"	"	(Distanced).	Honest Allen and running mate, prize, \$2,500; 1st heat, 2.38½; 3d heat, 2.27; 4th heat, 2.27½. Brown George and running mate, 2d prize, \$1,000; 2d heat, 2.23½.	
	" 20	Avon, N. Y. Ethan Allen and running mate.	"	"	2.32½, 2.24, 2.20½.	Honest Allen and running mate.	2,000
	Sept. 27	Somerville, N. J. Ethan Allen and running mate.	"	"	2d heat, 2.19½; 3d heat, 2.24½.	Honest Allen and running mate; 1st heat, 2.24½.	3,000
		Nettings..	.....	.....	.....	.....	\$37,500

In ten years, trotting thirty-six races, won 20, lost 15; received second money once.

PEDIGREE

OF TROTTING-HORSES.

It was my hope that I should be able to give my readers the complete and authentic pedigrees of several distinguished trotting-horses, which are believed to be nearly if not entirely thoroughbred. For although thorough blood is not a necessary cause of excellence to the trotter, as it is to the race-horse, there can be no doubt that both for speed and endurance it is an adjunct highly desirable.

This is rendered manifest by the known high and pure blood, on both sides, of many of the most celebrated horses which have ever trotted on American soil, and, if possible, yet more so by the attempts constantly made by the owners of trotting-horses not thoroughbred, to prove them to be what they are not.

A few, however, and those the very best, are known to be of the highest strain.

Paul Pry was got by Mount Holly, dam by Hambletonian.

Abdallah and Messenger, trotting stallions, by Mambrino, also a trotter, by Messenger.

Andrew Jackson, whose pedigree is given above in full, was got by Young Bashaw, a thoroughbred son of the Barb Grand Bashaw, out of a grand-daughter of Messenger.

Kemble Jackson was got by Andrew Jackson out of Fanny Kemble, sister to Charles Kemble, by Sir Archy, &c., &c., perfectly thoroughbred of the highest strain.

Long Island Black Hawk was by Andrew Jackson, out of Sally Miller, a famous trotting-mare, who was got by Mambrino, a thoroughbred son of imp. Messenger.

Young, or Vernal's Black Hawk, is by Black Hawk, his dam by Kentucky Whip, a son of Blackburn's Whip, his great grand dam on the female side, the famous trotting Shakespere mare.

Lady Suffolk was by Engineer, said to be thoroughbred and a son of Engineer by imp. Messenger—her dam by Plato, also a son of imp. Messenger, grandam by Rainbow.

Awful was by thoroughbred American Boy, I believe, out of a thoroughbred mare.

Trustee was by imported Trustee out of the trotting mare Fanny Pullen, believed to be of good blood.

Pocahontas is by thoroughbred Iron's Cadmus, out of an, at least, half-bred Shakespere mare.

And, lastly, the Morgans claim to be descended from thorough blood, although the claim cannot be proved.

PEDIGREE OF THE MORGANS.*

I have just ascertained a fact, which deserves to be recorded here, as it absolutely sets at rest the question of True Briton's parentage by the imported horse, Moreton's Traveller.

Traveller was foaled by Bay Bloody Buttocks to Mr. Croft's Partner, in one of the years 1745-'6, or '7. The American Stud Book says *about* 1748; but in 1748 she *missed* to Croft's Partner, and, in 1749, bore her last colt to Forester.

Selah Norton's advertisement of 1791, in the Hartford Courant, states that True Briton was then *in his prime*.

This is never said of a horse exceeding, at the utmost, twelve years old.

Now, if True Briton were *twelve* years old in 1791, and the son of Moreton's Traveller foaled in 1747, that horse must have been *thirty-two* years old when he got him, which is absurd.

Or, if Moreton's Traveller got him in his *twenty-second* year, the oldest at which a stallion is ever recorded to have got a perfect foal, True Briton, his son, was in his prime at *twenty-two*, which is absurd.†

Ergo, True Briton was not son of Moreton's Traveller.—
Q. E. D.

* I may here state that I have fallen into an error on page 150 of this vol., in describing Mambrino, by American Eclipse out of Grand Duchess, as the sire of the trotting-mare Betsey Baker. Her sire was the trotting-horse Mambrino, son of Messenger.

† Imported Diomed, Messenger, Leviathan, Glencoe, Yorkshire and American Eclipse, all got colts after they were 25 years old. American Eclipse after he was thirty.—ED.

BEST TIME ON RECORD.

TROTTING AT MILE HEATS.

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	TIME.
1830	Burster.	Saddle,	2.32.
1833	Sally Miller,	"	2.37 $\frac{1}{2}$, 2.37, 2.40, 2.42, 2.44.
1834	Edwin Forrest,	"	2.31 $\frac{1}{2}$, 2.35.
"	Edwin Forrest,	"	2.37, 2.36, 2.39, 2.40.
"	Charlotte Temple,	"	2.39, 2.38, 2.39, 2.40.
1836	Dutchman,	"	2.36, 2.35, 2.33, 2.33, 2.40.
"	Norman Leslie,	"	2.38, 2.36 $\frac{1}{2}$, 2.38, 2.39, 2.38.
1837	Locomotive,	"	2.38, 2.36, 2.37.
1839	Dutchman,	Harness,	2.35, 2.32, 2.35.
1841	Brooklyn Maid,	Saddle,	2.42, 2.41, 2.40, 2.40 $\frac{1}{2}$, 2.40, 2.38.
"	Confidence,	Harness,	2.35, 2.37, 2.36.
1843	Lady Suffolk,	Saddle,	2.30 $\frac{1}{2}$, 2.42 $\frac{1}{2}$, 2.28.
"	Lady Suffolk,	"	2.29, 2.30, 2.28 $\frac{1}{2}$.
"	Lady Suffolk,	"	2.28 $\frac{1}{2}$, 2.28, 2.28, 2.29, 2.32.
"	Lady Suffolk,	"	2.26 $\frac{1}{2}$, 2.27, 2.27.
"	Ripton,	Harness,	2.32 $\frac{1}{2}$, 2.31 $\frac{1}{2}$, 2.33, 2.32, 2.35.
1844	Lady Suffolk,	"	2.38, 2.33 $\frac{1}{2}$, 2.34, 2.37.
"	Lady Suffolk,	Saddle,	2.44, 2.26 $\frac{1}{2}$.
1845	Aggy Down,	"	2.27, 2.29 $\frac{1}{2}$, 2.30, 2.30, 2.31.
1846	Grey Eagle,	"	2.33, 2.33 $\frac{1}{2}$, 2.33.
"	Lady Suffolk,	"	2.34, 2.34 $\frac{1}{2}$, 2.34 $\frac{1}{2}$, 2.35, 2.38 $\frac{1}{2}$.
1847	Gen. Taylor,	"	2.27, 2.27, 2.28, 2.30, 2.31.
1848	Lady Sutton,	Harness,	2.33, 2.33, 2.35, 2.37, 2.38, 2.36.
1849	Lady Suffolk,	"	2.29 $\frac{1}{2}$, 2.31, 2.30, 2.31 $\frac{1}{2}$, 2.32, 2.31, 2.31, 2.38.
1850	Morphine,	"	2.34, 2.33 $\frac{1}{2}$, 3.32.
1851	Jack Rossiter,	"	2.39, 2.36, 2.39, 2.34.
1852	Tacony,	Saddle,	2.28, 2.29, 2.26.
1853	Flora Temple,	Harness,	2.33 $\frac{1}{2}$, 2.27, 2.28 $\frac{1}{2}$.
"	Tacony,	Saddle,	2.25 $\frac{1}{2}$, 2.25 $\frac{1}{2}$.
"	Tacony,	Harness,	2.28, 2.27, 2.29.
1854	Flora Temple,	"	2.31 $\frac{1}{4}$, 2.32, 2.33.
"	Grey Eddy,	"	2.33 $\frac{1}{4}$, 2.30 $\frac{1}{2}$, 2.32 $\frac{1}{2}$.
1855	Lady Mac,	Saddle,	2.27 $\frac{3}{4}$, 2.31 $\frac{1}{2}$, 2.28 $\frac{1}{4}$, 2.29, 2.31.
1856	Flora Temple,	Harness,	2.24 $\frac{1}{2}$.
1866	Dexter,	"	2.21 $\frac{1}{4}$, 2.26, 2.18.
"	George Wilkes,	Wagon,	2.26, 2.27, 2.25.
1867	Dexter,	Harness,	2.20 $\frac{1}{4}$, 2.17 $\frac{1}{4}$.
"	Dexter,	"	2.21 $\frac{1}{4}$, 2.19, 2.21 $\frac{1}{4}$.
"	Dexter,	Wagon,	2.32, 2.24, 2.28.
1868	Lady Thorne,	"	2.24, 2.26, 2.25 $\frac{1}{2}$.
1869	American Girl,	Harness,	2.22 $\frac{1}{2}$, 2.19, 2.20 $\frac{1}{2}$.
"	Goldsmith Maid,	"	2.19 $\frac{1}{2}$, 2.19 $\frac{1}{2}$, 2.19 $\frac{3}{4}$.
"	Lady Thorne,	"	2.19 $\frac{1}{2}$, 2.18 $\frac{1}{2}$, 2.19 $\frac{1}{2}$, 2.21.
"	Blackwood, 3-yr-old	"	2.31, fastest for that age.

TROTTING AT TWO-MILE HEATS.

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	TIME.
1831	Topgallant,	Saddle,	5.27, 5.19, 5.23.
1835	Modesty,	"	5.25, 5.19, 5.21.
1836	Don Juan,	"	5.17, 5.14.
1837	D. D. Tompkins,	"	5.16 $\frac{1}{2}$, 5.11.
1838	Edwin Forrest,	Harness,	5.17, 5.13, 5.17.
"	Rattler,	Saddle,	5.17, 5.13 $\frac{1}{2}$.
"	Rattler,	"	5.29, 5.17, 5.40.
"	Greenwich Maid,	Harness,	5.20, 5.22.
"	Awful,	Saddle,	5.28, 5.21 $\frac{1}{2}$.
1839	Dutchman,	"	5.16, 5.09.
"	Dutchman,	Harness,	5.11, 5.16.
"	Don Juan,	Saddle,	5.17, 5.14.
"	Henry,	Harness,	5.20, 5.28.
1840	Lady Suffolk,	Saddle,	4.59, 5.03 $\frac{1}{2}$.
"	Edwin Forrest,	"	5.05, 5.06.
"	Washington,	Harness,	5.18 $\frac{1}{2}$, 5.17, 5.26.
1841	Lady Suffolk,	Saddle,	5.05.
"	Confidence,	Harness,	5.16 $\frac{1}{2}$, 5.16 $\frac{1}{2}$, 5.16, 5.18, 5.25.
"	Duchess,	"	5.18, 5.20.
1842	Lady Suffolk,	"	5.10, 5.15.
"	Ripton,	"	5.10 $\frac{1}{2}$, 5.12 $\frac{1}{2}$.
"	Ripton,	"	5.07, 5.15.
"	Ripton,	"	5.07, 5.15, 5.17.
"	Americus,	"	5.14, 5.20.
"	Confidence,	"	5.14 $\frac{1}{2}$, 5.27, 5.37.
1843	Dutchman,	"	5.19, 5.20, 5.22, 5.29.
"	Ripton,	"	5.12, 5.12, 5.17.
1853*	Flora Temple,	"	4.59, 5.01 $\frac{1}{2}$.
1855	Flora Temple,	"	4.59, 4.57, 5.21 $\frac{1}{2}$.
1859	Flora Temple,	"	4.50 $\frac{1}{2}$, 5.05.
1863	General Butler,†	Wagon,	4.56 $\frac{1}{2}$, 5.04.
1865	Dexter,	"	5.00 $\frac{1}{2}$, 4.56 $\frac{1}{2}$.

* No time of any consequence at two-mile heats during the ten years from 1843 to 1853.

† General Butler came in first, but the race was given to Geo. M. Patchen for a cross on the home stretch.

TROTTING AT THREE-MILE HEATS.

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	TIME.
About 1827	Screwdriver, b. g. }	Saddle,	8.02, 8.10.
1828	Sir Peter,	Harness,	8.18, 8.38.
1829	Topgallant,	"	8.32, 8.19.
About	Whalebone,	Saddle,	8.23, 8.06, 8.17.
"	Shakespeare,	Harness,	8.18.
"	Betsy Baker,	Saddle,	8.16.
"	Sir Peter,	"	8.16.
1831	Cato,	Harness,	8.17, 8.13.
		"	8.02, 8.18.

TROTTING AT THREE-MILE HEATS.

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	TIME.
1831	Lady Victory,	Harness,	8.11.
1832	Screwdriver, ch. g.,	"	8.18, 8.38.
1833	Columbus,	Saddle,	7.57 $\frac{1}{2}$, 7.54, 8.01.
1834	Columbus,	"	8.02, 8.05.
"	Columbus,	"	7.58, 8.07.
1836	Lady Warrington,	"	8.05, 8.17, 8.19.
1837	D. D. Tompkins,	"	7.59, 8.09.
1833	Dutchman,	"	7.54 $\frac{1}{2}$, 7.50, 8.02, 8.24 $\frac{1}{2}$.
"	Rattler,	"	8.11, 8.17.
"	D. D. Tompkins,	"	8.07.
1839	Dutchman,	"	7.32 $\frac{1}{2}$. Second mile in 2.28.
"	Dutchman,	Harness,	7.41.
1840	Dutchman,	Saddle,	7.51, 7.51.
1841	Lady Suffolk,	"	7.40 $\frac{1}{2}$, 7.56.
"	Aaron Burr,	Harness,	8.02 $\frac{1}{2}$, 8.03, 8.08, 8.16.
1842	Ripton,	"	8.00, 7.53 $\frac{1}{2}$.
"	Ripton,	"	8.03, 8.04.
1843	Ripton,	"	7.53, 8.03.
1845	Americus,	"	8.00, 8.05 $\frac{1}{2}$.
"	Lady Suffolk,	"	8.02, 8.07 $\frac{1}{2}$, 8.17.
1853	Kemble Jackson,	Wagon,	8.03, 8.04 $\frac{3}{4}$.
"	Pet,	"	8.03, 8.01.
1860	Flora Temple,	Harness,	7.33 $\frac{3}{4}$, 7.43 $\frac{1}{2}$.
1863	General Butler,	"	7.34.

TROTTING AT FOUR-MILE HEATS.*

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	TIME.
1829	Sir Peter,	Harness,	11.23, 11.27.
1836	Dutchman,	Saddle,	11.19, 10.51.
1839	Lady Suffolk,	"	11.22, 11.34.
1840	Lady Suffolk,	"	11.15, 11.58.
1842	Ellen Thompson,	"	11.55, 11.33.
1849	Trustee,	Harness,	11.06.
1869	Longfellow,	Wagon,	10.42 $\frac{1}{2}$, 10.34 $\frac{1}{2}$.

* Of late years there has been no trotting at two, three, and four-mile heats, when the time has surpassed that of previous years. We have, therefore, refrained from noting it

† So given by the California papers. This trot came off at San Francisco, Cal., December 31, 1869.

PACING.

DATE.	NAME.	SADDLE, HARNESS, OR WAGON.	DISTANCE.	TIME.
1829	Bowery Boy,	Saddle,	2 miles,	5.04 $\frac{1}{2}$, 5.07 $\frac{1}{2}$.
"	Stranger,	"	2 "	5.10, 5.16.
1835	Top Sawyer,	"	1 "	2.31.
"	Oncida Chief,	"	1 "	2.34, 2.33, 2.31.
1838	Oncida Chief,	"	2 "	5.14, 5.09 $\frac{1}{2}$.
1839	Drover,	"	1 "	2.30, 2.31, 2.38.
1840	Oncida Chief,	Harness,	3 "	8.17, 8.20 $\frac{1}{2}$.
1841	Volcano,	Saddle,	1 "	2.39, 2.31 $\frac{1}{2}$, 2.34 $\frac{1}{2}$, 2.38 $\frac{1}{2}$.
"	Billy,	"	1 "	2.32.
"	Oncida Chief,	Harness,	3 "	7.50, 8.04.
1843	Oncida Chief,	Saddle,	3 "	7.44, 7.52.
1844	James K. Polk,	Harness,	1 "	2.23.
1845	James K. Polk,	"	1 "	2.27.
1847	Roanoke,	Saddle,	1 "	2.25, 2.27, 2.26, 2.26 $\frac{1}{2}$.
1849	Dan Miller,	Harness,	1 "	2.24, 2.27, 2.27 $\frac{1}{2}$, 2.23.
1850	Roanoke,	Saddle,	1 "	2.26, 2.38, 2.26.
1851	Tecumseh,	Harness,	1 "	2.21.
1852	Roanoke,	"	1 "	2.19 $\frac{1}{2}$, 2.18 $\frac{1}{2}$, 2.27, 2.27, 2.45.
1854	Pocahontas,	"	1 "	2.20, 2.25, 2.20.
1855	Hero,	"	1 "	2.28 $\frac{1}{2}$, 2.23 $\frac{1}{4}$, 2.25 $\frac{1}{4}$, 2.31.
"	Pocahontas,	Wagon,	1 "	2.17 $\frac{1}{2}$.
1868	Billy Boyce,	Saddle,	1 "	2.31 $\frac{1}{2}$, 2.15 $\frac{1}{2}$, 2.14 $\frac{1}{4}$, 2.20 $\frac{1}{4}$.

MISCELLANEOUS EXAMPLES OF EXTRAORDINARY PERFORMANCES

BY

AMERICAN TROTTERS.

Topgallant trotted in harness, 12 miles in 38 minutes.

A roan mare, called Yankee Sal, trotted in a match against time, $15\frac{1}{2}$ miles in 48 minutes 43 sec.

Lady Kate trotted 16 miles in 56m. 13s.

In September, 1829, Tom Thumb was driven, in England, $16\frac{1}{2}$ miles in 56m. 45s.; and in February, of the same year, trotted 100 miles in 10h. 7m., in harness.

In 1831, Jerry performed 17 miles in 58m., under the saddle.

In 1831, Chancellor trotted 33 miles in 1h. 58m. 31s. The last mile, to save a bet, was done in 3m. 7s.

Pelham did 16 miles in 58m. 28s., without training.

Paul Pry, in 1833, accomplished 18 miles in 58m. 52s.

In 1831, Whalebone did 32 miles in 1h. 55m.

In 1839, Empress trotted 33 miles in 1h. 58m. 55s.

In 1835, Black Joke did 50 miles in 3h. 57s.

Mischief, in 1837, accomplished about $84\frac{1}{2}$ miles in 8h. 30m., in harness.

A pair of horses, in 1828, did 100 miles in 11h. 54m.

Mr. Theall's horses, in June, 1834, did 100 miles within 10h.

In 1841, Fanny Jenks did 10 miles in 29m. 59s.

In 1845, Fanny Jenks trotted 101 miles, in harness, in 9h. 42m. 57s. See Turf Register for 1845.

In 1846, Fanny Murray did 100 miles in 9h. 41m. 26s., and Ariel 50 miles in 3h. 55m. $40\frac{1}{2}$ s.

Sir William, in 1847, at Manchester, England, did $18\frac{1}{2}$ miles in 1 h.

1848. Trustee has done 20 miles within the hour—59m. 35½s.

Lady Fulton has done 20 miles within the hour—59m. 55s.

In 1849, Fly did 90 miles in 8h. 15m., including 2 hours' stoppage. (Doubtful.)

In 1850, Kate did 100 miles in 9h. 44m. ¾s.

Five miles, in harness, Morrissey, Detroit Horse Fair, August 26, 1868, 13m. 11s.

Five miles, to wagon, Americus, in 1841, on Long Island, 13m. 54s.

Ten miles, in harness, John Stewart, Riverside, half-mile track, June 30, 1868, 28m. 02½s.

Ten miles, in harness, November 12, 1853, Prince, 28m. 08½s.

Twelve miles, in harness, Philadelphia, Topgallant, 38m.

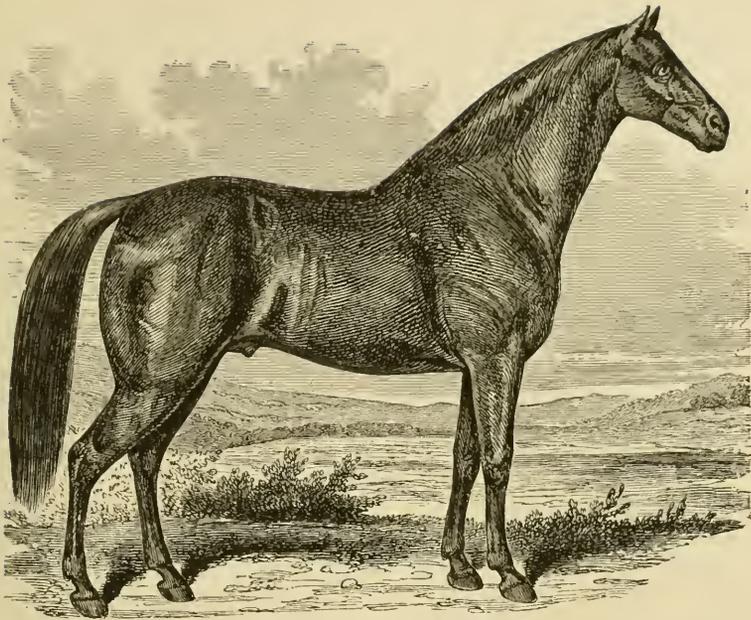
Twenty miles, in harness, Captain McGowan, half-mile track, 58m. 25s.

Twenty miles, to wagon, John Stewart, Fashion Course, September 22, 1868, 59m. 23s.

Fifty miles, to wagon, driver and wagon weighing 400 lbs., October 15, 1855, Spangle, 3h. 59m. 04s.

One hundred miles, in harness, November 12, 1853, Conqueror, 8h. 55m. 53s.

One hundred miles, in double harness, Master Burk and Robin, 10h. 17h. 22s.



A CLEVELAND BAY STALLION.

Imported from the Emperor of France's stables, by W. C. Rives, Esq., of Va.

PRINCIPLES OF BREEDING.

The following essay on the principles of breeding, on in-breeding, and out-breeding, selection of blood, and choice of mares and stallions, is quoted from an excellent English work, Stonehenge on British Rural Sports.

This has been done, not for the purpose of avoiding trouble or sparing time, but because I conceive the principles laid down to be correct throughout, the reasoning logical and cogent, the examples well-taken, and the deductions from them such as can scarcely be denied.

The examples of this writer, it will be seen, are all taken from English horses. That will, however, be found no drawback or disadvantage, but rather the reverse; as the whole system depends on the power of tracing the blood of the sire and dam, without interruption or error, directly to the original sources, which can, thanks to the existence of regularly preserved stud

books be done to a certainty in ninety-nine cases out of a hundred in England, whereas with us, after a few generations, the line is too often lost, left in doubt or dependent on mere rumor, owing to the absence of authentic records. The method which Stonehenge suggests can readily, however, be carried out here, after becoming, through his argument and examples, master of the system; since, although the individual pedigrees of many, if not most of our horses, are lost before we get to a very remote antiquity, the original strains, from which our very best blood is derived, through Sir Archy, Fearnought, Janus, Jolly Roger, and Moreton's Traveller, beside others, are perfectly well known.

So that it is easy, in selecting stallions from among the modern importations, to go upon whichever system may strike the fancy, that of in or of out-breeding.

I think, myself, that it is made clear by recent events, and that such is shown to be the case by the tables of racing stock, given at the close of the first volume, that previous to the last quarter of a century, the American Turfman was probably breeding in too much to the old Virginia and South Carolina ante-revolutionary stock, and that the American race-horse has been improved by the recent cross of modern English blood. It is also well worthy of remark, that every one of the four most successful of modern English stallions in this country, which have most decidedly *hit* with our old stock Leviathan, Sarpedon, Priam, and Glencoe, all trace back to several crosses of Herod blood, Glencoe, and Priam, not less than three or four several times each, to crosses of Partner blood, and directly several times over to the Godolphin, Barb, or Arabian—which are the very strains from which our Virginia stock derives its peculiar excellence. It is further worthy of remark, that two stallions have decidedly *hit* with the imported English mare Reel,* as proved by her progeny, Lecomte and Prioress, respectively, to Boston and imp. Sovereign.

Now Reel, through Glencoe, Catton, Gohanna, and Smolensko, has herself no less than seven distinct strains of Herod blood. Boston, as every one knows, traces directly, through Timoleon, Sir Archy, Diomed, Florizel, to Herod. Sovereign,

* Reel was foaled in this country, but of pure English imported, being by imp. Glencoe, out of imp. Gallopade by Catton.

also, through Emilius, his sire, has Herod on both lines, as his paternal and maternal g. g. sire; and Tartar, the sire of a Herod, a third time, in one remove yet farther back.

Now this would go to justify Stonehenge's* opinion, that the recurrence to the same, original, old strains of blood, when such strains have been sufficiently intermixed, and rendered new by other more recent crosses, is not injurious, but of great advantage; and that, on the whole, it is better, *ceteris paribus*, to have recourse to such, than to try experiments with extreme out-crosses.

On this principle, if one might venture to try prediction, the newly imported stallion Scythian, by Orlando, out of Scythia by Hetman Platoff, in addition to many of the best crosses of out-blood, as Prunella, Highflyer, Eclipse, &c., has at least fourteen in-crosses of Herod blood, seven in the pedigree of Cobweb, his g. g. dam; two through Slane, son of Orville; one through Royal Oak, son of Catton, and four through his sire Orlando, by Beningbrough, Evelina, Buzzard and Diomed, all of whom run ultimately to the strain.

I have no doubt, in the world, that this is a branch of the subject of breeding to which no adequate attention has been given heretofore; and that it will be found hereafter, due regard being had to the remote lines of descent, and proper study being given to ascertain the proximate strains of blood, that far more is to be done for the improvement of stock of all kinds, than can be effected by the choice of this stallion, or that; merely because he is fashionable, because he is handsome, because he has run well, both for speed and stoutness—though, of course, all these are arguments in his favor, and, though in default of some of them he should not be chosen at all—nor even because he has got good stock out of mares of a strain wholly different from that to which it is intended to put him. And I believe that the same theory may be successfully applied to other breeds, than the pure thorough-blood, as I shall explain hereafter.

* This theory of breeding we believe to be correct, but it is the merest twaddle to talk about this or that horse being in-bred to Herod. We defy any one to take up the pedigree of a thoroughbred horse and not find him in-bred to Herod, one of the original progenitors of our thoroughbreds.

THE PRINCIPLES AND PRACTICE OF BREEDING FOR THE TURF AND
FOR GENERAL PURPOSES.

THEORY OF GENERATION.

Before proceeding to enlarge upon the practical management of the breeding stud, it will be well to ascertain what are the known laws of generation in the higher animals.

The union of the sexes is, in all the higher animals, necessary for reproduction; the male and female each taking their respective share.

The office of the male is to secrete the *semen* in the *testes*, and emit it into the *uterus* of the female, where it comes in contact with the *ovum* of the female—which remains sterile without it.

The female forms the *ovum* in the *ovary*, and at regular times, varying in different animals, this descends into the *uterus*, for the purpose of fructification, on receiving the stimulus and addition of the *sperm-cell* of the semen.

The semen consists of two portions—the *spermatozoa*, which have an automatic power of moving from place to place, by which quality it is believed that the semen is carried to the ovum; and the *sperm-cells*, which are intended to co-operate with the *germ-cell* of the ovum in forming the embryo.

The ovum consists of the *germ-cell*, intended to form part of the embryo,—and of the *yolk*, which nourishes both, until the vessels of the mother take upon themselves the task; or, in oviparous animals, till hatching takes place, and external food is to be obtained. The ovum is carried down by the contractile power of the fallopian tubes from the ovary to the uterus, and hence it does not require automatic particles like the semen.

The embryo, or young animal, is the result of the contact of the *semen* with the *ovum*, immediately after which the *sperm-cell* of the former is absorbed into the *germ-cell* of the latter. Upon this a tendency to increase or “grow” is established, and supported at first, by the nutriment contained in the yolk of the ovum, until the embryo has attached itself to the walls of

the uterus, from which it afterward absorbs its nourishment by the intervention of the *placenta*.

As the male and female each furnish their quota to the formation of the embryo, it is reasonable to expect that each shall be represented in it, which is found to be the case in nature; but as the food of the embryo entirely depends upon the mother, it may be expected that the health of the offspring and its constitutional powers will be more in accordance with her state than with that of the father; yet since the sire furnishes one-half of the original germ, it is not surprising that in externals and general character there is retained a *fac-simile*, to a certain extent, of him.

The ovum or mammalia differs from that of birds chiefly in the greater size of the yolk of the latter, because in them this body is intended to support the growth of the embryo from the time of the full formation of the egg until the period of hatching. On the other hand, in *mammalia* the placenta conveys nourishment from the internal surface of the uterus to the embryo during the whole time which elapses between the entrance of the ovum into the uterus and its birth. This period embraces nearly the whole of the interval between conception and birth, and is called *utero-gestation*.

In all the mammalia there is a periodical "heat," marked by certain discharges in the female, and sometimes by other remarkable symptoms in the male. In the former it is accompanied in all healthy subjects by the descent of an ovum or ova into the uterus; and in both there is a strong desire for sexual intercourse, which never takes place at other times in them.

The semen retains its fructifying power for some days, if it be contained within the walls of the uterus or vagina, but soon ceases to be fruitful if kept in any other vessel. Hence, although the latter part of the time of heat is the best for the union of the sexes, because then the ovum is ready for the contact with the semen, yet if the semen reaches the uterus first, it will still cause a fruitful impregnation, because it remains there uninjured until the descent of the ovum.

The influence of the male upon the embryo is partly dependent upon the fact, that he furnishes a portion of its substance in the shape of the sperm-cell, but also in great measure upon

the effect exerted upon the nervous system of the mother by him. Hence, the preponderance of one or other of the parents will, in great measure, depend upon the greater or less strength of nervous system in each. No general law is known by which this can be measured, nor is any thing known of the laws which regulate the temperament, bodily or mental power, color or conformation of the resulting offspring.

Acquired qualities are transmitted, whether they belong to the sire or dam, and also both bodily and mental. As bad qualities are quite as easily transmitted as good ones, if not more so, it is necessary to take care that in selecting a male to improve the stock he be free from bad points, as well as furnished with good ones. It is known by experience that the good or bad points of the progenitors of the sire or dam are almost as likely to appear again in the offspring, as those of the immediate parents in whom they are dormant. Hence, in breeding the rule is, that like produces like, or *the likeness of some ancestor*.

The purer or less mixed the breed, the more likely it is to be transmitted unaltered to the offspring. Hence, whichever parent is of the purest blood will be generally more represented in the offspring; but as the male is usually more carefully selected, and of purer blood than the female, it generally follows that he exerts more influence than she does; the reverse being the case when she is of more unmixed blood than the sire.

Breeding "in-and-in" is injurious to mankind, and has always been forbidden by the Divine law, as well as by most human lawgivers. On the other hand, it prevails extensively in a state of nature with all gregarious animals, among whom the strongest male retains his daughters and granddaughters until deprived of his harem by younger and stronger rivals. Hence, in those of our domestic animals which are naturally gregarious, it is reasonable to conclude that breeding "in-and-in" is not prejudicial, because it is in conformity with their natural instincts, if not carried farther by art, than nature teaches by her example. Now, in nature we find about two consecutive crosses of the same blood is the usual extent to which it is carried, as the life of the animal is the limit; and it is a remarkable fact that in practice a conclusion has been arrived at, which

exactly coincides with these natural laws.* “Once in and once out,” is the rule for breeding given by Mr. Smith in his work on the breeding for the turf; but twice in will be found to be more in accordance with the practice of our most successful breeders.

The influence of the first impregnation seems to extend to the subsequent ones; this has been proved by several experiments, and is especially marked in the equine genus. In the series of examples preserved in the Museum of the College of Surgeons, the markings of the male quagga, when united with the ordinary mare, are continued clearly for three generations beyond the one in which the quagga was the actual sire; and they are so clear as to leave the question settled without a doubt.†

When some of the elements, of which an individual sire is composed are in accordance with others making up those of the dam, they coalesce in such a kindred way as to make what is called “a hit.” On the other hand, when they are too incongruous, an animal is the result wholly unfitted for the task he is intended to perform.

IN-AND-IN-BREEDING.

By a careful examination of the pedigrees of our most remarkable horses, of which I have inserted a series of tables in the course of my first volume, it will be seen that in all cases there is some in-breeding; and in the greater part of the most successful a very considerable infusion of it.‡ It is difficult to say what is not to be considered as such, or when to make it commence, for in all cases there is more or less relationship between the sire and dam of every thoroughbred horse; at least, I cannot find a single exception—and again, for instance, examining the pedigree of Harkaway, which is the result of one of the most direct crosses in the Stud-book, we find that his sire and dam are both descended from Eclipse and Herod through three or four strains on each side, as will be seen on referring to the right-hand column. The same will apply to Alarm, who also is the result of as direct a cross as is often seen; and, in fact, whatever pedigree is analyzed, the result will be that the bulk of it in the fifth or sixth remove is made up of Eclipse,

* See Note 1, p. 353.

† See Note 2, p. 353.

‡ See Note 3, p. 353.

Herod, and Matchem, or Regulus blood. It is not that a horse goes back to one of these stallions in one line only, but through six or seven, and sometimes through nearly all his progenitors. Hence, it may fairly be assumed that all the horses of the present day are related, either closely or distantly; but when we speak of in-and-in-breeding we mean a nearer relationship than this, such as a first cousin, or, at the most, one in the second or third degree. But I believe it will be found that even this amount of relationship is desirable, if not carried too far, and that a vast number of our best modern horses have been bred in this way.

EXAMPLES OF SUCCESS FROM THIS PLAN.—The early race-horses of the 18th century were notoriously in-bred, of which Mr. Smith, in his book on breeding for the turf, gives us numerous convincing examples. The two Childers, Eclipse, Ranthos, Whiskey, Anvil, Boudrow, and, in fact, almost all the horses of that day, were much in-bred; sometimes, as in the case of the dam of Leedes, to an incestuous degree. In the above-mentioned treatise the breeder is advised to breed once in, before breeding-out; and it appears to me that better advice was never offered, except that I think it is only carried half as far as it ought to be. But, in consequence of the injurious effects of the system of in-breeding in the human family, a prejudice has been raised against it; and the result has been, that in trying the opposite plan great mischief has often ensued. I have already shown that in nature in-breeding prevails very generally among gregarious animals, like the horse and dog, and I will now endeavor to illustrate Mr. Smith's argument by modern examples. It may be remembered that he instances the Herod and Eclipse blood as having "hit" in a great number of horses, such as Whiskey, Waxy, Coriander, Precipitate, Calomel, Overton, Gohanna, and Beninbrough, which were out of Herod mares, by sons of Eclipse. But it must also be known that Eclipse and Herod are both descended from the Darley Arabian, the one on the sire's side, and the other on that of the dam; and that from this circumstance it is not surprising that a "hit" should follow, if in-breeding be advantageous. There are two points of view in which in-breeding should be viewed; first, as producing successful runners; and secondly, good stal-

lions and brood mares; but, though it seems to answer in both cases, yet it is in the latter point that I think it is chiefly to be recommended.

Among the horses of the present century the following remarkable instances will illustrate this position, to which great numbers of less illustrious names may be added;—

Example 1.—In 1827 Matilda won the St. Leger very cleverly, and proved herself a superior mare by beating a large field of good horses. She was out of Juliana, who was by Gohanna—son of Mercury and a Herod mare—out of Platina—by Mercury, out of another daughter of Herod.—Matilda's dam, therefore, was the produce of brother and sister.

Example 2.—Cothertstone—winner of the Derby—and Mowerrina—dam of West Australian—are the produce of first cousins.

Example 3.—Touchstone and Verbena, sire and dam of Ithuriel, were second cousins, taking from Selim and his sister.

Example 4.—Priam is an example of success by in-breeding, after a series of failures in crossing. Cressida, his dam, was put to Walton, Haphazard, Orville, Wildfire, Woful, Phantom, Scud, Partisan, Little John, and Waterloo, without success. At last, being served by her cousin Emilius—a son of Orville, who had previously failed, not being related to her—she produced Priam. This horse and Plenipotentiary were both sons of Emilius, the latter being the result of as direct a cross as is often seen; but the former was in-bred to Whiskey, who was sire of his dam, Cressida, and also great grandsire of Emilius. Now the above-mentioned two horses were both extraordinary runners; but whilst Plenipotentiary has scarcely had an average success as a stallion, Priam, considering the short time he remained with us, has achieved an imperishable fame. See genealogical table “Priam.”

Example 5.—Bay Middleton was the produce of second cousins, descended from Williamson's Ditto and Walton, own brothers, whilst Andover, his son, is the second time in with the Whalebone blood, as follows;—Web, the great-granddam of Bay Middleton, is sister to both Whalebone and Whiskey, the grandsire and great-grandsire of Soldier's Joy, dam of Andover. He, therefore, is also the son of cousins, uniting the blood of

Selim, on his sire's side, with that of Rubens, brother to Selim, on that of his dam; and thus he is not only in-bred, but the produce of an in-bred sire and dam.

Example 6.—Stockwell and Rataplan are just as remarkable, being descended in the same degree from Whalebone, Whisker, and Web, the very same two brothers and sister as in Andover's case, with an infusion also of Selim blood, through Glencoe, sire of Pocahontas.

Example 7.—Orlando has a still stronger infusion of Selim blood, his dam being a granddaughter of that horse, and great-granddaughter of Castrel—brother to Selim—whilst Touchstone, his sire, is a great-grandson of the last-named horse. Here, then, in-breeding has been carried out to its fullest extent, Vulture having been the produce of first cousins, and being put to a second cousin derived through the same strain; and the result has been, as is well known, the most remarkable stallion of the day.

Example 8.—An instance of the comparative value of two stallions, one more in-bred than the other, may be seen in Van Tromp and Flying Dutchman, both out of Barbelle. These two horses are both in-bred to Buzzard; but Flying Dutchman is also descended from Selim, son of Buzzard on the side of both dam and sire, Selim being great-grandsire of Barbelle and grandsire of Bay Middleton. Now, it will not be questioned at present, that Van Tromp is comparatively a failure, and that the Flying Dutchman, as far as his stock have been tried, is eminently successful as a stockgetter; and such might have been expected, because his dam unites the stout blood of Catton and Orville with that of Selim, which last strain, taking with it the above valuable qualities, hits with the same Selim blood in Bay Middleton.

Example 9.—Weathergage is another instance of success in this mode of breeding, his sire and dam both taking from Muley and Tramp, and Miss Letty, his granddam, being by Priam, grandson of Orville, sire of Muley, out of a daughter of that horse—and consequently herself much in-bred. Weatherbit, the sire of Weathergage, also reunites the blood of the two sisters, Eleanor and Cressida.

Example 10.—I have already adduced some examples of

the success of the union of the Whalebone with the Selim blood, and I may, in addition, remark on the case of Pyrrhus I., who is by Epirus, a grandson of Selim, out of Fortress, a great-granddaughter of Rubens, brother to Selim; and also in-bred to Whalebone, his dam being by Defence, the son, out of Jewess, the granddaughter of that horse..

Example 11.—Safeguard is bred almost exactly in the same way, but a still closer degree of relationship exists between his sire and dam, he being by Defence—son of Defiance, by Rubens—out of a mare by Selim, brother to Rubens, which same mare is also descended from the Wellesley Grey Arabian. The strongest case of success from close in-breeding, with which I am acquainted, is in a son of the above horse, the steeplechaser Vainhope, who is by Safeguard, a grandson of Selim, and great-grandson of Rubens, out of a mare by Strephon, who was also by Rubens. Now his stoutness and soundness were too well known to need further comment; and his case alone is a strong argument in favor of the breeding-in, a second time.

Example 12.—Almost as strong a case has lately appeared in the Knight of St. George, who was by Birdcatcher, son of Sir Hercules, out of a grand-daughter of that horse, and with a still further infusion of Waxy blood in her grand-dam. These two last examples are the strongest modern instances of close in-breeding with which I am acquainted; but as they were neither of them quite first class, they do not so much strengthen the argument as some of the previously instanced horses. Nevertheless, being as close as they are, they show that the practice is not attended by a bad result in these particular cases.

Example 13.—The Saddler, who is remarkable for the stoutness, if not for the speed of his stock, is the produce of second cousins, being descended on both sides of his pedigree from Waxy.

Example 14.—Chatham, as good a horse as ever ran, is by the Colonel, son of Whisker, out of Hester, by Camel, son of Whalebone, brother to Whisker; and he is therefore the produce of first cousins. Both these horses—examples 13 and 14—unite the Waxy and Buzzard blood.

Example 15.—Sweetmeat is valuable as a stallion, not only because he is in-bred to Waxy, but because he also possesses

so much of the celebrated Prunella blood, he being descended from that mare through three several lines—viz., through Parasol, Moses, and Waxy Pope.

Example 16.—Grace Darling—dam of the Hero, by Chesterfield—was the produce of second cousins, both sire and dam being descended from Waxy. It is, therefore, not to be wondered at that she produced so stout a horse as the Hero, combining the Waxy, Priam, Octavian, and Rubens blood. His sire and dam were also third cousins through Cœlia as well.

Example 17.—Wild Dayrell, speedy as he is, may trace his wonderful powers to a reunion of the blood of Velocipede, which exists on the side of both sire and dam, and also to his descent from Selim and Rubens, own brothers, who are respectively his paternal and maternal great-grandires.

Example 18.—Cowl, by Bay Middleton, out of Crucifix, is the result of the union of second cousins, the sire being descended from Julia, and the dam from Cressida, both of them sisters to the celebrated mare, Eleanor, the winner of the Derby and Oaks. There is also another cross of Whiskey blood from Emilius, so that Cowl is in-bred to Whiskey twice. It would be a curious experiment to put him to some descendant of Muley—such as Alice Hawthorn or Virginia, and thus unite the *three* sisters in one, making a third infusion of this blood with an intervening out-cross. It should be borne in mind that Young Giantess, the ancestress of all these mares, and also of Sorcerer, was the produce of second cousins, and each of these second cousins was also the produce of second cousins, both of their sires and dams having Godolphin as their great-grandire.

The following brood mares may be attentively examined, and their produce by near relations compared with that by horses only distantly connected, which I have shown all horses are in the present day. This is a still stronger proof of the advantage of in-breeding, than the success of solitary horses as runners.

Example 1.—One of the most successful brood mares of late years was Decoy, who bred a long list of race-horses to Touchstone and Pantaloon; now the former of these horses was much more successful generally in getting racing stock, than the latter, and yet in this instance was beaten by him, as proved by

comparing Drone, Sleight-of-hand, Van Amburg, and Legerde-main, with Phryne, Thais, Falstaff, and Flatcatcher. Now, why was this? Simply because Touchstone was a more distant relation, and only one line in each was similar—namely, the great-grandsire, Waxy; but in the case of Pantaloon and Decoy, there was a cousinship in the second degree, each having Peruvian as a grandfather; and not only that, but Decoy herself was in-bred to Sir Peter, who was grandsire to both her dam and sire, so that Sleight-of-hand and his brother and sister were *twice* in-bred to him. Now, as the Pantaloon and Decoy blood hit, and their produce not only were fast but stout, there was good reason for returning to Pantaloon after the out-cross with Touchstone, which produced Phryne; this mare, when put to him, was successively the dam of Elthiron, Windhound, Miserrima, Hobbie Noble, the Reiver, and Rambling Katie; thus still farther proving the value of in-breeding, more especially with an intervening out-cross, as in this case.

Example 2.—Cyprian, again, is an example of the production of a lot of second-class horses, by crossing her with various sires not related in blood—as, for instance, Jerced, Velocipede, Voltaire, and Hetman Platoff; but when put to Birdcatcher, a great-great-grandson of Prunella, being herself a grand-daughter of the same celebrated mare, she threw a superior animal, in the shape of Songstress.

Example 3.—Virginia bred a series of middling horses, by Voltaire, Hetman Platoff, Emilius, and Birdcatcher, in all of which there was a single point, in which she was related, but in all very distantly, neither was the strain, except that of Orville, first-rate; but when put to Pyrrhus I. she produced a Virago, who, as long as she remained sound, was very far the best of her year. On examining and comparing the pedigrees of the sire and dam, it will be seen that Selim and Rubens—brothers—occur on each side once, and Whalebone, whose name is seen twice in the table of Pyrrhus I., is represented in that of Virginia, by Woful, his brother, beside which Young Giantess occurs in each table. These are over and above the Hambletonian relationship, which is the same in this case as is that of the result of the cross with Voltaire and Hetman Platoff.

Example 4.—In the last year, after a series of failures, Alice

Hawthorn has given to the turf a race-horse in the shape of Oulston ; now if the pedigrees of his sire and dam are examined, it will be seen that Melbourne, the sire, is a grandson of Cervantes, whilst Alice Hawthorn is also a great-granddaughter of the same horse—Cervantes being a grandson of Eclipse and Herod, from which latter horse he also receives two other infusions, and Alice being descended from Eclipse, through Orville, Dick Andrews, Mandane, and Tramp. A very similar case of in-breeding with the same strains occurred in Sir Tatton Sykes, who was the produce of a mare, great-granddaughter of Comus, and also great-great-granddaughter of Cervantes. She was put to Melbourne, a grandson of both these horses, producing that extraordinary horse which I am now adducing as an instance of success in this mode of breeding. The pedigree of the dam of Sir Tatton Sykes should be carefully analyzed, as exhibiting a curious reunion of strains. First, Muley is in-bred to Whiskey, he is then crossed with an Election mare, producing Margrave ; the dam of Muley being Eleanor, a daughter of Young Giantess. Next, Margrave, an out-cross, is put to Patty Primrose, containing in her pedigree two infusions of Young Giantess through Sorcerer, and one of Cervantes ; and, finally, the Margrave mare, the result of one in-breeding and one out-cross on the side of both her sire and dam, is put to Melbourne, composed of the blood of all three ; being descended from Sorcerer, a son of Young Giantess, and also from Cervantes.

If the whole of the pedigrees to which I have here alluded are attentively examined, the breeder can have no hesitation in coming to the conclusion that in-breeding carried out once, or twice, is not only not a bad practice, but is likely to be attended with good results. Let him ask what horses have been the most remarkable of late years as stallions, and with very few exceptions he will find they were considerably in-bred. It has been remarked, that the Touchstone and Defence blood almost always hits with the Selim ; but it is forgotten that the one was already crossed with that horse, and the other with his brother Rubens. On the other hand, the Whisker blood in the Colonel has not succeeded so well, it being made up of much crossed and more distantly related particles, and therefore not hitting with the Selim and Castrel blood like his cousins, Touch-

stone and Defence. It has, however, partially succeeded when in-bred to the Waxy and Buzzard blood, as in Chatham and Fugleman, who both reunite these three strains. The same applies to Coronation, who unites the Whalebone blood in Sir Hercules with that of Rubers in Ruby; but as Waxy and Buzzard, the respective ancestors of all these horses, were both grandsons of Herod, and great-grandsons of Snap, it only strengthens the argument in favor of in-breeding. This conclusion is in accordance with the 14th and 15th axioms which embody the state of our present knowledge of the theory of generation; and if they are examined, they will be seen to bear upon the present subject, so as to lead one to advise the carrying out of the practice of in-and-in-breeding to the same extent as has been found so successful in the instances which I have given. Purity of blood is intimately connected with the practice, because the nearer it is to one standard the more unmixed it is, and by consequence the more fully it is represented in the produce. Hence, it is doubly needful to take care that this pure blood is of a good kind; because, if bad, it will perpetuate its bad qualities just as closely as it would the good, or perhaps still more so.

OUT-CROSSING.

By crossing the blood, we understand the selection of a sire composed of wholly different blood from that of the dam, or as different as can be obtained of such quality as is suitable to the particular purpose in view. Thus, in breeding race-horses it is found that continuing in the same strain beyond two stages deteriorates the constitutional health, diminishes the bone, and lowers the height; hence, it is important to avoid this evil, and another strain must be selected which shall lead to the same results as were previously in existence, without the above deterioration; and this is called out-crossing, or more commonly, crossing. The great difficulty is to obtain this object without destroying that harmony of proportions, and due subordination of one part to another which is necessary for the race-horse, and without which he seldom attains high speed. Almost every individual breed has peculiar characteristics, and so long as the sire and dam are both in possession of them they will continue

to reappear in the produce ; but if a dam possessing them is put to a horse of a different character, the result is often that the produce is not a medium between the two, but is in its anterior parts like its dam, and in its posterior resembling its sire, or *vice versa*, than which no more unfortunate result can occur. Thus, we will suppose that a very strong muscular horse is put to a very light racing mare ; instead of the produce being moderately stout all over, he will often be very stout and strong behind, and very light and weak before, and as a consequence his hind-quarter will tire his fore limbs, by giving them more to do than they have the power of accomplishing. This is well seen in Crucifix, who was a very wiry and fast, but light mare, with a fore-quarter hardly capable of doing the work of her own hind-quarter. Now, she has been several times put to Touchstone—a horse remarkable for getting bad-shouldered stock, but with strong muscular propellers—and, with the solitary exception of Surplice, these have been a series of failures. Surplice was also defective in the same way, but still he managed to get along in an awkward style, but somehow or other at a great pace. Cowl, on the other hand, was a better galloper, because there was a greater harmony of parts ; but he was somewhat deficient in the stout qualities which Touchstone was intended to supply ; yet he will prove, I fancy, a better stallion than Surplice, because he is more truly made, and by consequence more likely to perpetuate his own likeness.

EXAMPLES OF OUT-CROSSING.—Harkaway has been alluded to before as a strong case of out-crossing, his sire and dam not being closely related, though still going back to Herod or Eclipse in almost all his lines. He would, however, be considered a decided case of crossing, and he was no doubt a very superior race-horse. As yet, however, he has not done much as a sire, his stock generally being deficient in that essential quality, speed, though stout enough to make good hunters and steeple-chasers. Perhaps his best son was Idle Boy, in which the Waxy blood in the sire hit with the same strain in Iole, the dam, who was a daughter of Sir Hercules.

Example 2.—One of the most remarkable cases of success in crossing, when carried out to a great extent, is seen in Beeswing and her sons Newminster, Nunnykirk, and Old Port. In the



W. & A. B. B. B. B. B.

mare herself the lines are all distinct, and in her cross with Touchstone they are so likewise for three removes. At that distance there is a great-grandsire of Touchstone, Alexander, who is brother to Xantippe, great-great-grandmother of Beeswing; so that she and Touchstone were third cousins. Whether or not this consanguinity, slight as it was, sufficed to produce this happy result in Newminster and Nunnykirk, must be left an open question; but there can be no doubt that Touchstone succeeded with her, whilst a failure resulted from Sir Hercules, who was still more distantly related, the nearest connection with him being a fourth cousinship, through Volunteer and Mercury, own brothers. Queen of Trumps has often been adduced as a case of successful out-crossing, but though her great grandsires and great granddams were certainly none of them identical, yet beyond that line there is an extraordinary influx of Herod blood, through Highflyer, Woodpecker, Lavender, Florizel, and Calash, all his sons or daughters. Now, no one can maintain that it is not very remarkable, when we find such a dash of blood from one superior horse in such an extraordinary animal as Queen of Trumps; neither can it be said that she is composed of materials not related to each other; but at the same time she is fairly to be considered under the ordinary acceptation of the term as a mare bred from a distinct cross. Hers is, however, a very instructive example, as showing that success is sometimes achieved by reuniting, after an interval of several generations, a series of good strains; whether or not her goodness is dependent upon this reunion, or whether it results from the crossing, is only to be decided by comparing a number of cases together, and considering on which side lies the balance of evidence.

Example 3.—West Australian is an exceedingly valuable example of the benefit of a *good* out-cross after in-breeding, and between his sire and dam there was less relationship even than usual.

Example 4.—Teddington, on the contrary, so often adduced for a similar purpose, presents one line of relationship which interferes with the assumption. I have adduced his sire, Orlando, as an instance of successful in-breeding twice through Selim and Castrel, and certainly that strain is not perpetuated

in Teddington's dam; but a little more distantly there occurs in each portion of the table the name of Prunella and her sister, Peppermint, but only so far as to make them fifth cousins. Still it cannot be compared to the case of West Australian, where the cross is much more decided. In both, however, the sire or dam was much in-bred, and this must be taken into the account in all cases.

Example 5.—One of the most thoroughly-crossed pedigrees of the day is that of Kingston, and being such a good horse as he was, his case must be allowed to weigh in favor of this kind of breeding; but, as I before observed, it is not so much in reference to running as to breeding that this plan is to be considered, and as yet he has not been able, for want of time, to show his powers. Where an out-cross is wanted for such blood as that of Touchstone, which has already been used twice in a pedigree, I conceive nothing better than this game horse, who would then, according to this theory, produce the good effect required by a cross, without interfering with the form of the Touchstone mare. On the other hand, where a second in-breeding to Venison or Partisan mares is required by those who are fond of that peculiar blood, he is well calculated to carry out that view, because the other lines are all good.

Example 6.—Vultigeur, again, is another instance of success from a decided cross.

Example 7.—Queen of Trumps may be adduced as a wonderful animal, resulting from a much-crossed pedigree.

Example 8.—Cossack would, likewise, generally be considered a cross, though even in his case the relationship was that of a fourth cousin; but there is no doubt that numerous cases of successful runners may be adduced where there was no relationship between sire and dam nearer than a fifth or sixth cousinship.

COMPARISON OF IN-BRED AND CROSSED STALLIONS.

The following list of thirty of the most immediately successful stallions of late years shows the proportion of in-bred to crossed horses of this class to be equal. I have omitted such as only became celebrated through their daughters as broodmares, for instance, Defence, &c.

IN-BRED STALLIONS.

1. Priam,	9. Cowl,
2. Bay Middleton,	10. The Saddler,
3. Melbourne,	11. Sweetmeat,
4. Cotherstone,	12. Chatham,
5. Pyrrhus I.	13. Flying Dutchman,
6. The Baron,	14. Sir Tatton Sykes,
7. Orlando,	15. Chanticleer.
8. Ithuriel,	

CROSSED STALLIONS.

1. Partisan,	9. Lanercost,
2. Emilius,	10. Venison,
3. Touchstone,	11. Alarm,
4. Birdcatcher,	12. Ion,
5. Sir Hercules,	13. Harkaway,
6. Voltaire,	14. Velocipede,
7. Plenipotentiary,	15. Hetman Platoff.
8. Pantaloon,	

 THE BEST MODE OF BREEDING THE HORSE FOR ALL RACING
PURPOSES.

CHOICE OF BLOOD TO BREED FROM.

The uncertainty of the results from the best concerted plans in breeding for the turf is proverbial among those who are engaged in the undertaking. Nevertheless, it is clear that laws must exist, which regulate this as well as every other operation of nature; and, though it may at present be difficult to lay them down with certainty, yet an attempt should be made, in order that a foundation may be laid for a future superstructure of sound materials. There are some difficulties which stare us in the face, but which, nevertheless, are much more easily explained than at first sight would appear. Thus, for instance, it is said that when a mare breeds a good colt, and is again put to the same horse, the second is often as worthless as the first is superior; and that, consequently, two and two in-breeding do not always make four. Now, there can be no doubt that this is true; but it is necessary to remember that health is an element

which makes or mars every horse ; and that if the second is not possessed of the same high degree of animal vigor, the result of high health, it is not wonderful when he falls short in performances which are the test of his goodness. But, taking the other side of the question, it is extraordinary that in some cases there have been a series of successes resulting from the union of the same two parents—as in the Whalebone and Whisker example, where there were six most extraordinary horses and mares resulting from the union of Waxy with Penelope ; and, on the other hand, as remarkable a series of failures when she was put to even such good horses as Walton, Rubens, and Election. Castrel, Selim, and Rubens, again, are out of the same mare, and all by Buzzard, yet she was put to Calomel, Quiz, Sorcerer, and Election, without a single successful result. Again, there are cases where a horse begets racing stock out of all sorts of mares, and thus we find in more recent days Touchstone, a grandson of Whalebone, carrying on his grandfather's fame still farther, if possible, and begetting a most extraordinary series of winners ; but, be it remembered, with an infusion also of one of the three above-mentioned brothers, Selim, who was his maternal great-grandfather. Barbelle, dam of Van Tromp and Flying Dutchman, is another similar case ; as is also Fortress, the dam of Old England, and Pyrrhus I. Another remarkable example may be traced in the three sisters by Whisker, out of Young Giantess—viz., Cressida, Eleanor, and Julia, which produced Priam, Muley, and Phantom by three different sires. The list of similar examples might be extended to a great length, though not always perhaps occupied with such illustrious names as the above ; but still sufficiently so to indicate that winning blood runs in families, and by consequence, that it is not all the result of chance. Sometimes this is the case with the brood-mare, as in the above instances, and sometimes with the stallion, as in the case of those which become the celebrities of their day. Moreover, it has been found that certain unions or crosses almost always succeed, while others as invariably fail ; and as there must be a reason for this, it is desirable to investigate the matter, and endeavor to ascertain the facts connected with these successes and failures. For instance ; it has been found that the union of the Touchstone blood with

that of Selim or Pantaloon has uniformly succeeded—or “hit,” as it is termed—and the example is so remarkable, that it leads one to investigate the pedigrees of all three, when it turns out that the first-named is composed of one-eighth Selim already; and that in putting him to a descendant of that horse, or his brother Castrel, the sire of Pantaloon, it is only reuniting the previously separated particles derived from them. This is a *fact* which will serve to form the basis of an argument, and if supported by similar facts, it would show that in-and-in-breeding to some extent is not prejudicial; but, on the other hand, that it is in all probability absolutely advantageous. At the same time it cannot be disputed that the Waxy and Buzzard blood has almost always hit in its first union, as shown in paragraph 257, and elsewhere; and having succeeded once it always seems to hit again still more successfully; and the only question is how far the in-breeding might be carried without deterioration. Again, reverting to the descendants of Whiskey, who was a grandson of Eclipse, we find them hitting once with the Orville blood in producing Emilius and Muley; and again, a second time, with Priam as a result, he being also out of a daughter of Whiskey. Liverpool, sire of Lanercost, was also a grandson of Whiskey on his dam’s side, his sire, Tramp, taking a direct descent from Eclipse in the same number of removes as Whiskey. But it is only by further investigation, and ascertaining how far these facts occur in a similar way throughout a series of cases, that any conclusion can be formed; and such a series has been given under the section devoted to an examination of the propriety of in-breeding. By universal consent, however, it is now admitted, and common sense would always lead one to believe, that where a series of winners have appeared of any particular strain, it is likely that others will follow; and hence it has been the rule to select horses of families which have been successful on the turf, in the particular line which it is still further to succeed in. Thus, if a fleet racer is intended to be bred, the breeder would select blood which has produced winners of the Derby, Oaks, or St. Leger, or, if possible, all three. If a steeplechaser is the object of ambition, then the breeder would, as a matter of course, look for the sires and dams of such animals as Lottery, Gaylad, Brunette, &c.,

and choose from them, or their immediate relations, mares and stallions for his purpose. Again, in breeding hunters, it would follow that such stallions should be selected as have produced good stock of that particular class, in which stoutness, cleverness, good temper, and sound constitution, are indispensable requisites, when united also with the power of carrying weight. Trotters, again, must be chosen for getting trotters; and no one would expect to rear a horse capable of doing his fourteen miles per hour at this pace, from a sire and dam which could not trot above eight, and that with a straight knee.* I have myself owned a mare by Monarch, out of Gadabout, which was as fine a trotter as ever was seen, going fast and in the most perfect trotting style, and I have seen some few others, almost as good, of full blood; but they are exceptions to the rule; and there is no case that I know of in which a thoroughbred horse could compete with the regular match-trotter. In all cases, therefore, the breeder must make up his mind as to what he wants, and then select his mares and sires from such animals as belong to families which have long been famous for the qualities he is in search of. If, in addition, he can actually procure the individuals which have distinguished themselves, it will be so much the better; but we shall hereafter find that family is of more consequence than individual success.

SELECTION OF BROOD MARE.

In choosing the brood mare, four things must be considered—first, her blood; secondly, her frame; thirdly, her state of health; and, fourthly, her temper.

Her blood or breeding will mainly depend upon the views of the breeder—that is to say, what particular class of colts he wishes to obtain, and according to his decision he will look out for mares of the particular kind he desires to reproduce, on the principle that “like begets like,” but subject to the various considerations partly alluded to in the last chapter, and partly in this and subsequent ones.

In frame, the mare should be so formed as to be capable of carrying and well nourishing her offspring; that is, she should be what is called “roomy.” There is a formation of the hips

* See Note 4, p. 353.

which is particularly unfit for breeding purposes, and yet which is sometimes carefully selected, because it is considered elegant; this is the level and straight hip, in which the tail is set on very high, and the end of the haunch-bone is nearly on a level with the projection of the hip-bone. The opposite form is represented in the skeleton given with the article "Horse," which is that of a thoroughbred mare, well formed for this breeding purpose, but in other respects rather too slight. By examining her pelvis, it will be seen that the haunch-bone forms a considerable angle with the sacrum, and that, as a consequence, there is plenty of room, not only for carrying the foal, but for allowing it to pass into the world. Both of these points are important, the former evidently so, and the latter no less so on consideration, because if the foal is injured in the birth, either of necessity, or from ignorance or carelessness, it will often fail to recover its powers, and will remain permanently injured. The pelvis, then, should be wide and deep—that is to say, it should be large and roomy; and there should also be a little more than the average length from the hip to the shoulder, so as to give plenty of bed for the foal; as well as a good depth of back-ribs, which are necessary in order to support this increased length. This gives the whole framework of the trunk of a larger proportion than is always desirable in the race-horse, which may easily be overtopped; and hence many good runners have failed as brood mares, whilst a great number of bad runners have been dams of good race-horses. Beyond this roomy frame, necessary as the eggshell of the foal, the mare only requires such a shape and make as is well adapted for the particular purpose she is intended for; or if not possessing it herself, she should belong to a family having it, according to the 13th axiom given in the last chapter. If a mare can be obtained possessing all these requisites in her own person, so much the more likely will she be to produce race-horses; but if not all, then it is better that she should add as many as possible to the needful framework, without which her office can hardly be well carried out. But with this suitable frame, if she belongs to a family which, as a rule, possesses all the attributes of a race-horse, she may be relied on with some degree of certainty, even though she herself should fail in some of them. Thus, there are many fine roomy mares

which have been useless as race-horses from being deficient in the power of some one quarter, either behind or before, or perhaps a little too slack in the loin for their length. Such animals, if of good running families, should not be despised; and many such have stood their owners in good stead. On the other hand, some good-looking animals have never thrown good stock, because they were only exceptional cases, and their families were of bad running blood on all or most sides. No mare could look much more unlike producing *strong* stock than Pocahontas, but being of a family which numbers Selim, Bacchante, Tramp, Web, Orville, Eleanor, and Marmion among its eight members in the third remove, it can scarcely occasion surprise that she should respond to the call of the Baron by producing a Stockwell and a Rataplan.

In health, the brood mare should be as near perfection as the artificial state of this animal will allow; at all events, it is the most important point of all, and in every case the mare should be very carefully examined, with a view to discover what deviations from a natural state have been entailed upon her by her own labors, and what she has inherited from her ancestors. Independently of the consequence of accidents, all deviations from a state of health in the mare may be considered as more or less transmitted to her, because in a thoroughly sound constitution, no ordinary treatment such as training consists of will produce disease, and it is only hereditary predispositions which, under this process, entails its appearance. Still there are positive, comparative, and superlative degrees of objectionable diseases incidental to the brood mare, which should be accepted or refused accordingly. All accidental defects, such as broken knees, dislocated hips, or even "breaks down," may be passed over; the latter, however, only when the stock from which the mare is descended are famous for standing their work without this frailty of sinew and ligament. Spavins, ring-bones, large splents, side-bones, and, in fact, all bony enlargements, are constitutional defects, and will be almost sure to be perpetuated, more or less, according to the degree in which they exist in the particular case. Curby hocks are also hereditary, and should be avoided; though many a one much bent at the junction of the *os calcis* with the *astragalus* is not at all liable to curbs. It

is the defective condition of the ligaments there, not the angular junction, which leads to curbs; and the breeder should carefully investigate the individual case before accepting or rejecting a mare with suspicious hocks. Bad feet, whether from contraction or from too flat and thin a sole, should also be avoided; but when they have obviously arisen from bad shoeing, the defect may be passed over. Such are the chief varieties of unsoundness in the legs which require circumspection; the good points which, on the other hand, are to be looked for, are those considered desirable in all horses that are subjected to the shocks of the gallop. Calf knees are generally bad in the race-horse, and are very apt to be transmitted, whilst the opposite form is also perpetuated, but is not nearly so disadvantageous. Such are the general considerations bearing upon soundness of limb. That of the wind is no less important. Broken-winded mares seldom breed, and they are therefore out of the question, if for no other reason; but no one would risk the recurrence of this disease, even if he could get such a mare stunted. Roaring is a much-vexed question, which is by no means theoretically settled among our chief veterinary authorities, nor practically by our breeders. Every year, however, it becomes more and more frequent and important, and the risk of reproduction is too great for any person wilfully to run by breeding from a roarer. As far as I can learn, it appears to be much more hereditary on the side of the mare than on that of the horse; and not even the offer of a Virago should tempt me to use her as a brood mare. There are so many different conditions which produce what is called "roaring," that it is difficult to form any opinion which shall apply to all cases. In some instances, where it has arisen from neglected strangles, or from a simple inflammation of the larynx, the result of cold, it will probably never reappear; but when the genuine ideopathic roaring has made its appearance, apparently depending upon a disease of the nerves of the larynx, it is ten to one that the produce will suffer in the same way. Blindness, again, may or may not be hereditary; but in all cases it should be viewed with suspicion as great as that due to roaring. Simple cataract without inflammation undoubtedly runs in families; and when a horse or mare has both eyes suffering from this disease, without any other derangement of the

eye, I should eschew them carefully. When blindness is the result of violent inflammation brought on by bad management, or by influenza, or any other similar cause, the eye itself is more or less disorganized; and though this itself is objectionable, as showing a weakness of the organ, it is not so bad as the regular cataract. Such are the chief absolute defects, or deviations, from health in the mare; to which may be added a general delicacy of constitution, which can only be guessed from the amount of flesh which she carries while suckling or on poor "keep," or from her appearance on examination by an experienced hand, using his eyes as well. The firm full muscle, the bright and lively eye, the healthy-looking coat at all seasons, rough though it may be in the winter, proclaim the hardiness of constitution which is wanted, but which often coexists with infirm legs and feet. Indeed, sometimes the very best-topped animals have the worst legs and feet, chiefly owing to the extra weight they and their ancestors also have had to carry. Crib-biting is sometimes a habit acquired from idleness, as also is wind-sucking; but if not caused by indigestion, it often leads to it, and is very commonly caught by the offspring. It is true that it may be prevented by a strap; but it is not a desirable accomplishment in the mare, though of less importance than those to which I have already alluded, if not accompanied by absolute loss of health, as indicated by emaciation, or the state of the skin.

Lastly, the temper is of the utmost importance, by which must be understood not that gentleness at grass which may lead the breeder's family to pet the mare, but such a temper as will serve for the purposes of her rider, and will answer to the stimulus of the voice, whip, or spur. A craven or a rogue is not to be thought of as the "mother of a family;" and if a mare belongs to a breed which is remarkable for refusing to answer the call of the rider, she should be consigned to any task rather than the stud-farm. Neither should a mare be used for this purpose which had been too irritable to train, unless she happened to be an exceptional case; but if of an irritable family, she would be worse even than a roarer, or a blind one. These are defects which are apparent in the colt or filly, but the irritability which interferes with training often leads to the expenditure of

large sums on the faith of private trials, which are lost from the failure in public, owing to this defect of nervous system.

CHOICE OF STALLION.

Like the brood mare, the stallion requires several essentials—commencing also like her, first, with his blood; secondly, his individual shape; thirdly, his health; and, fourthly, his temper. But there is this difficulty in selecting the stallion, that he must not only be suitable *per se*, but he must also be adapted to the particular mare which he is to “serve.” Thus, it will be manifest that the task is more difficult than the fixing upon a brood mare, because (leaving out of consideration all other points but blood) in the one case, a mare only has to be chosen which is of good blood for racing purposes, while in the other there must be the same attention paid to this particular, and also to the stallion’s suitability to the mare, or to “hit” with her blood. Hence, all the various theories connected with generation must be investigated, in order to do justice to the subject; and the breeder must make up his mind whether in-and-in-breeding, as a rule, is desirable or otherwise; and if so, whether it is adapted to the particular case he is considering. Most men make up their minds one way or the other on this subject, and act accordingly, in which decision much depends upon the prevailing fashion. The rock upon which most men split is a bigoted favoritism for some particular horse; thus, one man puts all his mares to Orlando; another, to Surplice or the Flying Dutchman; although they may every one be different in blood and form to the others. Now, this cannot possibly be right if there is any principle whatever in breeding; and however good a horse may be, he cannot be suited to all mares. Some, again, will say that any horse will do, and that all is a lottery; but I think I shall be able to show that there is some science required to enable the breeder to draw many prizes. That the system generally followed of late is a bad one, I am satisfied, and with the usual and constant crossing and re-crossing it is almost a lottery; but upon proper principles, and with careful management, I am tempted to believe that there would be fewer blanks than at present. I have already given my own theoretical views upon the case, illustrated by numerous examples on both sides of the question. It will

now be my object to apply these views practically by selecting particular instances.

In choosing the particular blood which will suit any given mare, my impression always would be, that it is desirable to fix upon the best strain in her pedigree, if not already twice bred in-and-in, and then to put to her the best stallion available of that blood. In some cases, of course, it will happen that the second best strain will answer better, because there happens to be a better horse of that blood to be had than of the superior strain, which would otherwise be preferred. If, on the other hand, the mare has already been in-bred to the extent of two degrees, then a cross will be advisable; but I am much inclined to believe, from the success of certain well-known cases, that even then a cross into blood already existing in the mare, but not recently in-bred nor used more than once, will sometimes answer. Upon these principles I should, therefore, look for success; and if the series of tables I have herewith given are carefully studied, it will be seen that the production of good winners has so often followed this practice as to make its adoption exceedingly tempting. It is surprising to me that this very common occurrence of in-breeding among our best modern horses has so generally escaped observation, and the only way in which I can explain it is by supposing, that having frequently been through the grandam on either side it has been lost sight of, because the knowledge of the sire's and grandsire's blood is generally the extent to which the inquiry goes. Thus, we find the most recent writer on the subject, who assumes the name of "Craven," asserting, at page 121 of "The Horse"—"There is no proximity of relationship in the genealogy of the Flying Dutchman, Touchstone, Melbourne, Epirus, Alarm, Bay Middleton, Hero, Orlando, Irish Birdcatcher, Cossack, Harkaway, Tearaway, Lothario, or others of celebrity." Now, of these the Flying Dutchman is the produce of second cousins; Bay Middleton, his sire, being also in-bred to Williamson's Ditto and Walton, own brothers; and Orlando, containing in his pedigree Selim twice over, and Castrel, his brother, in addition. Melbourne also is the produce of third cousins, both his sire and dam being descended from Highflyer. But if to these four, which he has specially named, be added the numerous "others of celebrity"

to which I have drawn attention, besides a host of lesser stars too numerous to mention, it will be admitted that he assumes for granted the exact opposite of what really is the case.

The choice of particular stallions, as dependent upon their formation, is not less difficult than that of the mare, and it must be guided by nearly the same principles, except that there is no occasion for any framework especially calculated for nourishing and containing the fœtus, as in her case. As far as possible, the horse should be the counterpart of what is desired in the produce, though sometimes it may be necessary to select an animal of a breed slightly exaggerating the peculiarity which is sought for, especially when that is not connected with the preponderance of fore or hind-quarters. Thus, if the mare is very leggy, a more than usually short-legged horse may be selected, or if her neck is too short or too long, an animal with this organ particularly long, or the reverse, as the case may be, should be sought out. But in all cases it is dangerous to attempt to make too sudden alteration with regard to size, as the effort will generally end in a colt made without a due proportion of parts, and therefore more or less awkward and unwieldy.

In constitution and general health, the same remarks exactly apply to the horse as the mare. All hereditary diseases are to be avoided as far as possible, though few horses are to be met with entirely free from all kinds of unsoundness, some the effects of severe training, and others resulting from actual disease, occurring from other causes. With regard to fatness, there is an extraordinary desire for horses absolutely loaded with fat, just as there formerly was for overfed oxen at Christmas. It is quite true that the presence of a moderate quantity of fat is a sign of a good constitution, but, like all other good qualities, it may be carried to excess, so as to produce disease; and just as there often is hypertrophy, or excess of nourishment of the heart, or any bony parts, so is there often a like superabundance of fat causing obstruction to the due performance of the animal functions, and often ending in premature death. This is in great measure owing to want of exercise, but also to over-stimulating food; and the breeder who wishes his horse to last, and also to get good stock, should take especial care that he has enough of the one and not too much of the other.

In temper, also, there is no more to be added to what I have said relating to the mare, except that there are more bad-tempered stallions met with than mares, independently of their running, and this is caused by the constant state of unnatural excitement in which they are kept. This kind of vice is, however, not of so much importance, as it does not affect the running of the stock, and solely interferes with their stable management.

BEST AGE TO BREED FROM.

It is commonly supposed that one or other of the parents should be of mature age, and that if both are very young, or very old, the produce will be decrepit or weakly. A great many of our best horses have been out of old mares, or by old horses—as, for instance, Priam, out of Cressida, at twenty; Crucifix, out of Octaviana, at twenty-two; and Lottery and Brutandorf, out of Mandane, at twenty and twenty-one; Voltaire got Voltigeur at twenty-one; Bay Middleton was the sire of Andover at eighteen, and Touchstone got Newminster at seventeen. On the other hand, many young stallions and mares have succeeded well, and in numberless instances the first foal of a mare has been the best she ever produced. In the olden times, Mark Anthony and Conductor were the first foals of their dams; and more recently, Shuttle Pope, Filho da Puta, Sultan, Pericles, Oiseau, Doctor Syntax, Manfred, and Pantaloon, have all been first-born. Still these are exceptions, and the great bulk of superior horses are produced later in the series. The youngest dam which I ever heard of was Monstrosity, foaled in 1838, who produced Ugly Buck at three years old, having been put to Venison when only two years of age. Her dam, also, was only one year older when she was foaled; and Venison himself was quite a young stallion, being only seven years old when he got Ugly Buck; so that altogether the last-mentioned horse was a remarkable instance of successful breeding from young parents. As in most cases of the kind, however, his early promises were not carried out, and he showed far better as a two-year-old, and early in the following year, than in his maturity. Such is often the case, and, I believe, is a very general rule in breeding all animals, whether horses, dogs, or cattle. The general practice

in breeding is to use young stallions with old mares, and to put young mares to old stallions; and such appears to be the best plan, judging from theory as well as practice.*

BEST TIME FOR BREEDING.

For all racing purposes, an early foal is important, because the age takes date from the 1st of January. The mare, therefore, should be put to the horse in February, so as to foal as soon after January 1st as possible. As, however, many mares foal a little before the end of the eleventh month, it is not safe to send her to the horse before the middle of the second month in the year. For further particulars, see "Thoughts on Breeding," and the "Stud-Farm," in which the general management of the mare and foal is fully detailed.†

* The best colts in this country have been from sires of mature age, instance Glenceo, Diomed who was not imported until 22 years old. Lexington was foaled to Alice Carneal when 14 years old.—ED.

† The mare should be kept in good condition and well protected in bad weather, and watched at the time of foaling. We believe those foals that come after the grass is well up, succeed as well, and often better, in this country than those foaled earlier in the year. From the middle of March to the first of May will be found early enough in a majority of the large breeding States.—ED.

THOUGHTS
ON GENERAL BREEDING.

Now in relation to breeding for general purposes, that is to say to breeding the general horse, with a view to profit, on the part of the breeder, and to practical utility and the improvement of the horse-stock of the country at large, I shall proceed to give a few brief suggestions, and experiences of my own. And first, I shall lay down two axioms, which I consider to be as self-evident, as it is that the nearest line between two points is a right line; and those who cannot adopt them with me, will, I fear, find nothing that they will admire, or that will be of use to them, in what follows. They are these—

First. That the excellence of any and every breed of horse, and of every individual horse, consists in his possession of the greatest attainable degree of pure thorough blood, directly traceable to Barb, Arab or Turk, that is compatible with the weight, bulk, and strength, in hauling, required for the purposes, for which the horse is intended.

Second. That to be of advantage, the pure blood must come chiefly from the sire's, not from the dam's, side.

This second axiom or rule, is a deduction from no theory, or set of principles, but a fact proved by the breeding experience of ages. However pure the blood of the dam, if she be stunted to an animal of inferior blood, the progeny will be inferior to—what they should be—the half-blood.

French physiologists opine, not without strong reasons for their faith, that the pure female animal, once impregnated by an inferior male, from some unknown impression on her nervous

or generative system, becomes, ever after, herself so nearly a hybrid, that she is thenceforth incapable of producing a pure progeny, even to a pure sire.*

The case referred to above, on page 265, of the series of hybrids, preserved in the museum of the College of Surgeons, furnishes a most singular corroboration of this theory.

The circumstances are these—A thoroughbred mare, of extremely high blood, from which it was anxiously desired to obtain a progeny, was stunted several times to thoroughbred stallions, but was always barren. It was suggested to the owner, that she might possibly stand in foal, if tried to some of the *ferine* varieties of the horse; and that, if her barrenness could be once overcome, she would, doubtless, in future prove fruitful by animals of her own type. She was accordingly stunted to a quagga, the striped South African animal, akin to the Zebra,—procured from a menagerie for the purpose,—and, as it was predicted, stood in foal to him, and produced a striped hybrid. Thereafter, she was stunted three times in succession to three different stallions of pure blood—there being, of course, no possible means by which the wild African horse could have had second access to her—and, in each instance, she gave birth to a striped hybrid.

Phenomena of the same description are so common in the case of bitches of any pure race, which may have been casually warded by dogs of another family, or by mongrels, that dog-fanciers will not attempt to breed from such, as have once borne ignoble or hybrid litters; knowing the tendency of the mothers, to breed *back*, as it is technically termed, to the type of the first parent.

Some writers have endeavored to account for this strange anomaly, as it would seem to be, by attributing it to the effect of a first love on the imagination of the female parent; but, although it be admitted that imagination has its influence on the generative organs, and to some degree on the whole system of generation, it seems to be ascribing more than a reasonable, or conceivable duration to a mere mental affection, when one assumes its capacity to alter the whole formal and physical organization of animals, regularly bred of like parents, to the fourth generation.

The first thing, therefore, in my view of the subject, is to de

* This is not true. See Note 2, p. 353.

termine what class of animals not thoroughbred you will raise, and I believe the most profitable to be something nearly akin to the English hunter; that is to say, something which, having one, two, three or more crosses of pure blood, on some excellent common stock, such as the best Vermont mares of the lighter class, the best Canadian or mixed American and Canadian mares, or the best, so called, Morgan mares of the largest and boniest class, may turn out at best a very fast and valuable trotter, or, lacking the speed for that, a high-bred, showy, grand-actioned carriage horse, or, in case he should want height for that purpose, a thoroughly-useful light farm-horse or roadster.

All these horses are to be raised by judicious breeding of the thoroughbred upon common mares. But it requires knowledge, experience and judgment, to succeed in such an attempt.

Nothing is more fatal, as a mistake, than to try to produce great size, or even increase of size, by stinting under-sized, weedy mares to great, overgrown, bulky stallions. The result is, almost invariably, ill-shaped, narrow-chested, slab-sided, leggy animals, with light round bone, and often altogether defective in balance and counterpoise of parts; having heavy heads, long, weak, unmuscular necks, and either the fore-quarters or the hind-quarters vastly and disproportionately in excess. Something of this sort is said by the late J. S. Skinner, in his *Journal of Agriculture*, in an article on the breeding of the American trotting horse, to have been notoriously the case of the progeny of a Cleveland Bay stallion of great size, imported by Robert Pattison of Maryland, and sent by him into Frederick county of that State.

This is precisely the result which I should have expected, supposing the class of mares stinted to him, whose produce turned out so unfortunately, to have been of the wretched weedy, spindle-legged, raw-hipped, ewe-necked class, which one sees generally used for farm-work, in that State and Delaware, on the smaller farms and in the hands of the poorer rural proprietors—evidently an effete and run-down cross of thoroughbreds, probably both male and female, with the poorest kind of the country horse.

Had the Cleveland Bay, in question, that is if he were really a fine and well-proportioned animal, with good carcass, deep sloping shoulders, broad chest, arched sides, short flat cannon-

bones and good quarters—such as the noble animal Emperor, lately imported by Mr. Rives into Virginia, whose figure stands at the head of this paper, and who may be set down as a perfect type of the highest class of improved Cleveland Bay—been put to well-selected mares, of the right breed and of the right formation, he would not have been accused of deteriorating the breed of horses, but would have undoubtedly given size, but not size without substance, height without bone, much less length without proportion.

In some portions of the country, and particularly in those portions, where there is evidence, in the character of the now existing horse-stock, that there has been an original strain of Cleveland Bay blood, subsequently crossed with other bloods, such as the Canadian and the thoroughbred—the latter remotely—as I think is the case in the State of Vermont, where I conceive the short, compact stocky Morgans to be the result of such an intermixture, I do not doubt that the services of such a Cleveland Bay stallion as Emperor, put to long, roomy, well quartered and well-proportioned mares of the Morgan breed, would be of incalculable benefit. I have no doubt that in the first generation such a horse would produce admirable light team horses of great show and substance, suitable for express wagons and the like, and that the mares bred to thoroughbred horses of the right kind—selected for bone, compactness, and substance—would give in the first cross carriage-horses, and in the second trotters, parade horses, or cavalry horses, of the highest possible caste and form. I doubt, that without some such cross, giving increased size, bone, and room to the Morgan, or light Vermont, road mares, extensively crossing with thoroughbreds would not succeed in the first instance, unless from the very cream of the largest mares, and from a horse of singularly well-selected points and characteristics of bone, form, and last not least, blood of some strain, such as those of Orville, Comus, Woodpecker, Lottery, Humphrey Clinker, or our own Messenger, famous for success in producing hunters or roadsters.

Such a horse as Priam, whatever may be said of his racer-getting qualities, would be fatal to a line of roadsters, hunters, or chargers, from the fatal tying in of his knees.

Thus, if it be turned to the proper use, I consider that the importation of Emperor, the Cleveland Bay, above spoken of and represented, is a move in the right direction, and one likely to have the most generally beneficial consequences.

If, however, it be intended to set him covering run-out, narrow, weedy thoroughbreds, or half or three-fourths part bred mares, in the hope of giving them bone, bulk, and stamina by the new strain, it needs no prophet to foresee and foretell the very opposite results.

The animals will have less than the blood—which is the only one good point left to them—of their dams, and none of the characteristics of their sire. Since the mares have neither the uterine capacity to contain the fœtus proportioned to such a horse, with natural reference to its growth and development previous to its birth, nor the blood and stamina for its nourishment while within their bodies.

There is another class of importations, that of the Percheron Norman stallions, to which I look with the greatest interest—although with no idea whatever that the stock got directly by them out of any class of mares, whatever, will be of use for any other purpose than draught. It is as the progenitors of mares, which will cast the finest foals for general work, to thoroughbred horses, deriving show, size, round action, and bone from the dams, speed, endurance, courage, and blood from the sires, that I consider they will be invaluable, and even superior to the Cleveland Bays—in that they, in themselves, possess a share of Barb blood, and that they have by nature, with some size, the very form, and the shape, and quality of bone which we desire.

I have no doubt that even well-chosen, pure Canadian mares would produce wonderfully improved stock to horses of this, their own, original strain—but that the larger-sized mares of Canada, the result of a cross between Canadians and well-bred English crosses—that is to say, the produce of one or two out-crossings after a long continuance of in-breeding—put once more to pure Norman stallions, would produce wonderful stock, can, in fact, hardly be questioned, by any one at all conversant with the theory of breeding, or its practice. And that the offspring of the mares of that new strain, by properly selected

thoroughbreds, would be chargers on which a king might be willing to do battle for his crown, or which a queen might be proud to see harnessed to her chariot, on her coronation, I, for one, would stake my reputation as a horseman.

This, in a word, is what I think is most needed, and most desirable to be done—to raise by judicious selection of parents, by large and liberal nourishment of the mares, while in foal, and by careful feeding, tending, and fostering the young animals—not forgetting to protect them from severe weather, and sudden changes of temperature—the standard bone and muscle of our common country mares, and then to breed them to the best, and nothing but the best, blood-horses.

And here I will proceed to extract from the American edition of Youatt on the Horse, a letter to the American editor of that work, from Edward Harris, Esq., of Moorestown, New Jersey, descriptive of his pure imported Norman stock, and giving his views in reference to the characteristics, which the stock bred from his Norman stallions are likely to possess, and to the most judicious mode of introducing this blood. With most of Mr. Harris's views I most cordially agree, especially in his positively expressed opinion, that, with sufficient margin of time and money combined, with the possession of a large landed estate, he, or any judicious breeder would produce *the very best of horses for all purposes, that is to say the very best horse of all work*, by breeding from the thoroughbred English racer.

The only point in which I entirely differ from him is, as to the likelihood that the produce of "Diligence"—that is to say, of a pure Norman stallion, "and a large-sized thoroughbred mare would be the desired result," that result being "a carriage horse sufficiently fashionable for the city market."

"Should this fail," he adds, "I feel confident that another cross from these colts"—that is to say, from stallions, the produce of a Norman horse and a thoroughbred mare—"will give you the Morgan horse on a larger scale."

In all this I utterly disagree with Mr. Harris, and am certain that he is in error—he admits that his horse Diligence has not had thoroughbred mares stunted to him, but that "the mares

with which he breeds the best, are the mares which you would choose to breed a good carriage-horse from, with a good length of neck, and tail coming out on a line with the back, to correct the two prominent faults in the form of the breed, the short neck and the steep rump.”

This is doubtless true, and from the mares produced by this cross, bred once to a fine thoroughbred, I have no fear that he would obtain the stamp of carriage-horse, which he desires, and from a second cross of the mares so got to thoroughbred, again, that the result would be an improved type of the Morgan horse.

I would not hesitate, moreover, a moment to stint Morgan mares to either these pure Norman stallions, or good Canadians, with a view to obtaining improved bone and size without loss of spirit, by a recurrence to what I do not doubt to be one of the original sources of the Morgan stock, and then to breeding the mares, so improved in stature, to the best formed and most compact hunter-getting thoroughbred stallions I could find.

Morgan stallions, with all deference, I would not use at all—at all events only for covering large, roomy, cold-blooded mares, for which purpose they would be identical, as to the object, though far inferior in degree, with the thoroughbred horse.

Mr. Harris's well-written and intelligent letter speaks for itself, and with it I shall close this portion of my work. I had intended to add some account of the cavalry horse of the United States, but, on reference to headquarters, I find that there is no such distinctive animal—that there is no regular standard of blood, size, or form required, and no organized regulations, either for purchasing or examining the animals—the whole system of the cavalry service—that arm having been confined almost entirely to the frontiers—being in embryo, and, as I am given to understand, at this moment in progress of reconstruction and organization *de novo*, after the best experiences, under a competent board of officers.

“Moorestown, April 6, 1850.

“MY DEAR SIR—YOUR kind favor of the last of March, has been duly received. I regret that, in consequence of the decease of a near relative, it has been out of my power to prepare my answer as soon as you desired.

“I thank you, my dear sir, for the order you have suggested to be observed in my communication. You will soon perceive that I am by no means a practised writer, therefore your suggestions are the more acceptable in aiding me to draw up my ‘plain, unvarnished tale.’

“These horses first came under my observation on a journey through France in the year 1831. I was struck with the immense power displayed by them in drawing the heavy diligences of that country, at a pace which, although not as rapid as the stage-coach travelling of England, yet at such a pace, say from five to nine miles per hour, the lowest rate of which I do not hesitate to say, would, in a short time, kill the English horse if placed before the same load. In confirmation of this opinion I will give you an extract from an article on the Norman horse in the British Quarterly Journal of Agriculture, which I quoted in my communication to the Farmer’s Cabinet of Philadelphia, in 1842, as follows ;

“‘The writer, in giving an account of the origin of the horse, which agrees in tracing it to the Spanish horse—of Arabian ancestry—with the account which I have given above, which I procured from French sources, says, “The horses of Normandy are a capital race for *hard work and scanty fare*. I have *never seen* such horses at the collar, under the diligence, the post-carriage, the cumbrous and heavy voiture or cabriolet for one or two horses, or the farm-cart. They are *enduring and energetic beyond description* ; with their necks cut to the bone, they flinch not ; they put forth all their efforts at the voice of the brutal driver, or at the dreaded sound of his never-ceasing whip ; *they keep their condition when other horses would die of neglect and hard treatment*. A better cross for some of our horses can not be imagined than those of Normandy, provided they have not the ordinary failing, of too much length from the hock downwards, and a heavy head.” I think that all who have paid attention to this particular breed of Norman horses—the Percheron, which stands A No. 1—will bear me out in the assertion that the latter part of this quotation will not apply to them, and that, on the contrary, they are short from the hock downwards ; that their heads are short, with the true Arabian face, and not thicker than they should be to correspond with

the stoutness of their bodies At all events you can witness that *Diligence* has not these failings, which, when absent, an Englishman—evidently, from his article a good horseman—thinks, constitutes the Norman horse the best imaginable horse for a cross upon the English horse of a certain description. Again he says, “They are very gentle and docile; a kicking or vicious horse is almost unknown there; any person may pass in security at a fair at the heels of hundreds.”

“My own impressions being fortified by such authority from such a source—where we look for little praise of any thing French—and numerous others, verbal and written, I made up my mind to return to France at an early day, and select a stallion at least, as an experiment in crossing upon the light mares of New Jersey. My intention was unavoidably delayed until the year 1839, when I went seriously to work to purchase two stallions and two mares with the aid of a veterinary surgeon of Havre, Monsieur St. Marc, to whose knowledge of the various distinct breeds which exist in France, and his untiring zeal in aiding my enterprise, I take great pleasure in making acknowledgments. The animals in due time were procured, but the last which was brought for my decision, although a fine stallion, showed such evident signs of a cross of the English blood—afterwards acknowledged by the owner—that I rejected him, and the packet being about to sail, and preparations being made for the shipment, I was obliged to put the stallion and two mares on board, no time being left to look up another stallion. Here another difficulty arose—I could find no competent groom in Havre to take charge of them on the voyage, and deliver them in New York. I was obliged to make an arrangement with one of the steerage passengers, a German, who had never been to sea before, to attend to them to the best of his ability. As you may suppose, I did not feel very well satisfied with this arrangement. I therefore wrote to M. Meurice of Paris, to take charge of my baggage which I had left at his hotel, and the next morning I was on my way to New York in the packet ship Iowa, Captain Peck, where I lived in the round-house on deck, with himself and officers. It was the Iowa’s first voyage, and her cabin had not been finished, so great was the fear of the owners, at that time, that their ‘occupation was gone’ of carrying cabin

passengers, in consequence of the recent success of the English sea-steamers. We had three hundred steerage, and I was the only *cabin* passenger. The horses were also on deck. The first night, so great was the change in the temperature, on the occurrence of a slight storm, that all the horses took violent colds, and, unfortunately, with the best use I could make of M. St. Marc's medicine-chest, and his very judicious directions for the treatment of the horses under this anticipated state of affairs, I could not prevent the death of the stallion from inflammation of the lungs, before reaching New York. The mares were landed safely, but too much stiffened by the voyage and their sickness, to make the journey at once across the Jerseys on foot. I procured a trusty man to accompany them, and sent them by railroad for Burlington. The next morning I had the mortification to see my man returned with the sad news that the finest mare had broken through the bottom of the ear, and fractured one of her hind legs. Thus left with one horse out of four selected, the only alternative was to give up, or go back for more. I did not hesitate about the latter, and in three weeks I was steaming it on board the Great Western. My next purchase was "Diligence," another stallion, and two mares. This time I was more fortunate, and procured an excellent groom to accompany them, who succeeded in getting them safely to New York and to Moorestown, *carefully shunning the railroad*. I have, since that time, lost one of the mares, and the other stallion went blind after making one season. Not wishing to run the risk of perpetuating a race of horses with weak eyes, I have not since permitted him to cover mares; though I must say for him that his colts have all good eyes, and stand high in public favor.

"Those who are acquainted with the thoroughbred Canadian horse, will see in him a perfect model, on a small scale, of the Percheron horse. This is the peculiar breed of Normandy, which are used so extensively throughout the northern half of France for diligence and post-horses, and from the best French authorities I could command—I cannot now quote the precise authorities—I learned that they were produced by the cross of the Andalusian horse upon the old heavy Norman horse, whose portrait may still be seen as a war-horse on the painted windows

of the Cathedral of Rouen, several centuries old. At the time of the occupation of the Netherlands by the Spaniards, the Andalusian was the favorite stallion of the north of Europe, and thus a stamp of the true Barb was implanted, which remains to the present day. If you will allow me to digress a moment, I will give you a short description of the old Norman draught-horse on which the cross was made. They average full sixteen hands in height, with head short, thick, wide and hollow between the eyes; jaws heavy; ears short and pointed well forwards; neck very short and thick; mane heavy; shoulder well inclined backwards; back extremely short; rump steep; quarters very broad; chest deep and wide; tendons large; muscles excessively developed; legs very short, particularly from the knee and hock to the fetlock, and thence to the coronet, which is covered with long hair, hiding half the hoof; much hair on the legs.

“The bone and muscle, and much of the form of the Percheron is derived from this horse, and he gets his spirit and action from the Andalusian. Docility comes from both sides. On the expulsion of the Spaniards from the north, the supply of Andalusian stallions was cut off, and since that time in the Perche district in Normandy, their progeny has doubtless been bred in-and-in; hence the remarkable uniformity of the breed, and the disposition to impart their form to their progeny beyond any breed of domestic animals within my knowledge. Another circumstance which I think has tended to perpetuate the good qualities of these horses, is the fact of all their males being kept entire; a gelding is, I believe, unknown among the rural horses of France. You may be startled at this notion of ruine, but if you reflect a moment, you must perceive that in such a state of things—so contrary to our practice and that of the English—the farmer will always breed from the best horse, and he will have an opportunity of judging, because the horse has been broken to harness and his qualities known before he could command business as a stallion. Hence, too, their indifference to pedigree.

“If the success of Diligence as a stallion is any evidence of the value of the breed, I can state, that he has averaged eighty mares per season for the ten seasons he has made in this coun-

try, and as he is a very sure foal-getter, he must have produced at least four hundred colts; and as I have never yet heard of a colt of his that would not readily bring one hundred dollars, and many of them much higher prices, you can judge of the benefit which has accrued from his services. I have yet to learn that he has produced one worthless colt, nor have I heard of one that is spavined, curbed, ringboned, or has any of those defects which render utterly useless so large a number of the fine-bred colts of the present day. The opinion of good judges here is, that we have never had, in this part of the country at least, so valuable a stock of horses for farming purposes; and further, that no horse that ever stood in this section of the country has produced the same number of colts whose aggregate value has been equal to that of the colts of Diligence; for the reason that, although there may have been individuals among them which would command a much higher price than any of those of Diligence, yet the number of blemished and indifferent colts has been so great, as quite to turn the scale in his favor.

“In reply to your queries, I would say to the first, that Diligence has not been crossed at all with thoroughbred mares—such a thing is almost unknown here at the present day; but those mares the nearest approaching to it have produced the cleanest, neatest, and handsomest colts, though hardly large enough to command the best prices. Those I know of that cross are excellent performers.

“2. The style of mares with which Diligence breeds best, appears to me to be the mare which you would choose to breed carriage-horses from, with a good length of neck, and tail coming out on a line with the back, to correct the two prominent faults in form of the breed, the short neck and steep rump.

“3. What is the result of the cross with different styles—as regards size and shape?—This may be answered in a general way by stating, the size will depend somewhat upon the size of the mare, with due allowance for casting after back stock, which will be well understood by breeders. As regards shape, you may depend upon the predominance of the form of the horse in nine cases out of ten; indeed, I have only seen one of his colts that I could not instantly recognize from the form. The reason will occur to you from what I have said of the extreme

purity of the breed ; such as they are they have been for centuries ; and could you find another race of horses of entirely different form in the same category as regards their pedigree, my belief is, that when you should see the first colt from them, you would see the model of all that were to follow.

“4. Can you breed carriage-horses sufficiently fashionable for the city markets ? I do not hesitate to say that it cannot be done with the first cross. There is too much coarseness about them, which must be worn down by judicious crossing ; and I think a stallion got by Diligence upon a large-sized thoroughbred mare, would go very far towards producing the desired result. Should this fail, I feel very confident that another cross from these colts on the thoroughbred mare, will give you the *Morgan horse on a larger scale*. I still hold to the opinion I expressed to you years ago, that the action of our common horses would be improved by this cross. His colts have higher action than their dams, and generally keep their feet better under them ; in other words, they pick them up quicker, not suffering them to rest so long upon the ground.

“Your fifth and sixth questions will be answered by what I have further to say in regard to the progeny of Diligence.

“I may safely say they are universally docile and kind, at the same time spirited and lively. They break in without any difficulty. As regards their speed, I do not know of any that can be called fast horses, though many *smart* ones among ordinary road horses. Diligence, as I have said elsewhere, was chosen—for obvious reasons—as a full-sized specimen of the breed. As for speed in trotting, we cannot doubt its being in the breed, when we look at the instances among the thoroughbred Canadian ponies. Could I have made my selection from the stallions which I rode behind in the diligences, I could have satisfied the most fastidious on this point ; but, unfortunately, these horses all belonged to the government, and are never sold until past service. My main object was to produce a valuable farm-horse. The chance of fast colts is not very great ; because those persons having fast mares to breed from, naturally look for a fast stallion, and failing to find him, take one of the best English blood they can find ; and should they occur, they will be mares, or, ten to one, horses, gelded before their good quali-

ties are discovered. Perhaps some part of what I say above will be more clear to you if I say, that I hold to the opinion that the Percheron blood still exists in Canada in all its purity.

“You will think, perhaps, that I have said quite enough about my humble hobby, and you will have found out too, that I have no idea, contrary to your good-natured warning, of making ‘swans of my geese.’ What I should like to see would be further importations of these horses, thereby multiplying the chances for a happy hit in crossing, and to draw public attention to them, which would do more for them than writing till doomsday. So far from considering these horses as capable by any crossing of producing the very best of horses for all purposes, that is to say, the best horse-of-all-work, I believe that if I had my time to live over again, had a very large landed estate, an unlimited supply of ‘*the dust*,’ I could produce that horse by breeding from the thoroughbred English racer. It would not be difficult now to select, to start from, stallions and mares possessing all the requisites of size, form, temper, &c.; but each of these individuals is such a compound of all kinds of ancestors, good, bad, and indifferent, that you would be obliged from their progeny to select and reject so often, for faults of size and form, and for blemishes and vices, that your allotted days would be near a close before you produced any thing like uniformity in the breed. Still, we see what has been done by Bakewell and others in breeding stock; therefore I contend, à la Sam Patch, that what has been done may be done again.

“I therefore am decidedly of opinion, that we cannot do better, if we wish to produce in any reasonable time a most invaluable race of horses for the farm and the road, than to breed from the full-sized Norman or Percheron horse.

“I remain, yours very sincerely,

“EDWARD HARRIS.”

THE STUD FARM.

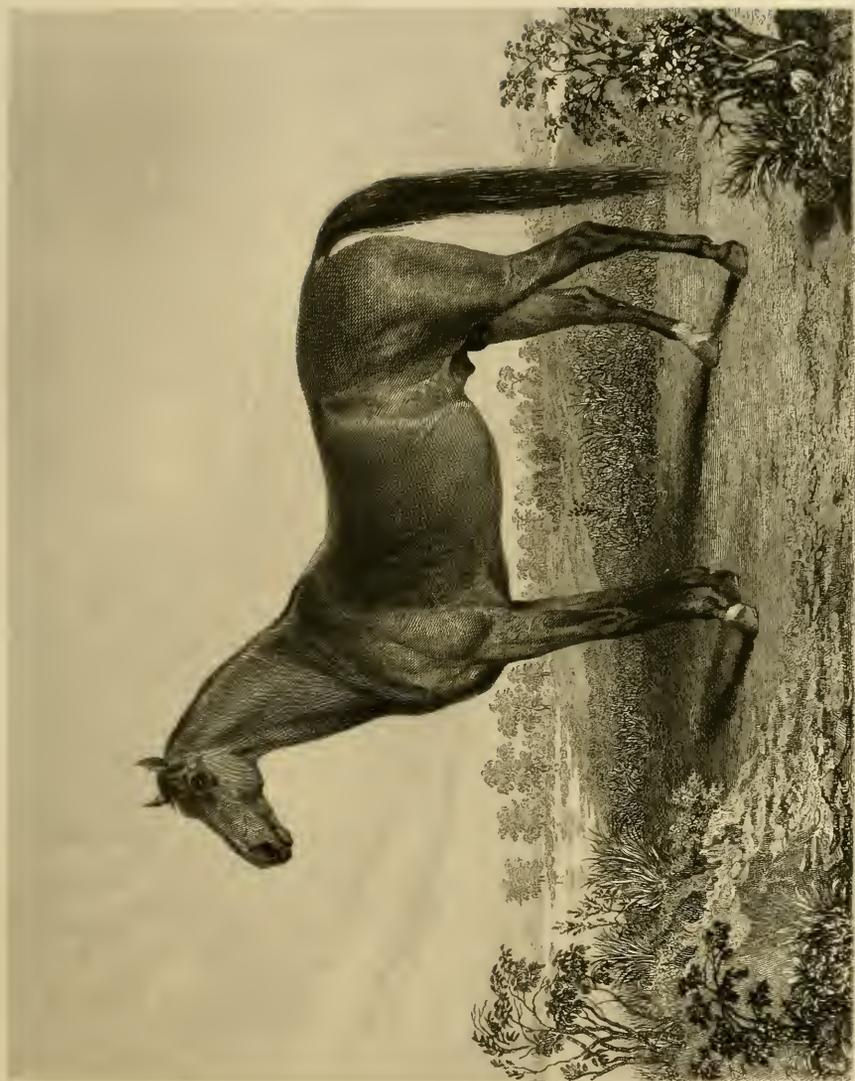
The necessity for a farm, with all the buildings suitable to a breeding stud of race-horses, is self-evident, inasmuch as the mares and colts of that valuable nature, and also of such intractable dispositions, that ordinary accommodation would be

insufficient. But even more do they require herbage of a peculiar kind, full of fine clover, yet free from the coarse grasses, and the land well drained, and of a sandy or chalky subsoil. The presence of these characteristics has made Yorkshire so prominent as a breeding locality, and its thoroughbreds, as well as its horses of inferior blood, have always stood high in the scale. On the other hand, low, marshy situations are unfavorable to the development of the horse, and cause him to be coarse, unwieldy, and generally unsound. In selecting a breeding farm, therefore, the first and the most absolutely essential point, is the soil, and by consequence the herbage. The surface should be undulating, but not very hilly, giving just sufficient alteration to teach the young stock the difference between up-hill and down, and enabling them to acquire the power of mastering themselves over both variations of surface. The size of the enclosures may easily be altered, if too large or too small; but it would be well, and would save much subsequent trouble and expense, if a farm could be found divided into small enclosures by banks and strong thorn hedges, and without deep ditches, which are always a source of danger to both colt and dam. Walls are very good divisions, if they are high enough, and the earth is raised against their foundations; but they are not equal to good banks, with thorn hedges upon them.

A certain number of hovels proportioned to the mares must be put up, if they are not already in existence, and they may most economically be built by placing four together where four paddocks meet; or, if those are very large, by building in the middle of one, and dividing off the field into the four separate runs, for the mares and foals. But though this plan is very commonly adopted from economical motives, it is not a good one, because the aspect of two of the hovels must be northerly or easterly, both of which are cold and prejudicial to young stock, besides being too shady during the early spring. It should, moreover, be remembered, that in the spring time, when mares require the most grass they exhaust it the soonest, and therefore it will not be advisable to allot them too small a run, but rather to give each hovel a double one, in order that as soon as the mare has cropped one half close she may have a change into the other. The annexed plan of a pair of hovels, with yards and

paddocks, will afford a good idea of the very highest accommodation which can be desired. They may be built of brick, stone, or timber, according to the taste and purse of the proprietor. In all cases the size should be about 15 feet by 12 feet for both hovels and yards, and the aspect should be invariably to the south, either facing that quarter or a point or two to the east or west of it. The door should never open in any other direction, because it often happens in early spring that the weather is too cold and wet to turn the mare and foal out, and yet the sun may be admitted by opening the upper half of the door with great advantage to the young animal, which requires sun as much as its mother's milk. When materials are very expensive, and money is limited, a hovel of 12 feet square may perhaps suffice; but the extra length will be well bestowed, and it should always be calculated on as desirable, if not absolutely needful. With regard to height, I should say that eight feet is a good and sufficient amount of head-room, for as these boxes are never air-tight, it is not important that they should be very lofty, and if made too high they become very cold in the long winter nights, whereas if kept down to eight feet, the warmth of the mare's body raises the temperature sufficiently to protect the foal from an excessive reduction during a frost. In all cases the roof should be thatched, which material is cool in summer and warm in winter; and as these hovels are always at a distance from the main dwelling, it is not here objectionable on account of its tendency to burn. Next to thatch, tiles offer the most equal temperature; but they are not in this respect to be compared to it, though far superior to slates. The walls may be of brick or stone, which are the best and most desirable materials, and equally good in every respect, the choice being given to that which is the cheapest in the locality. Boarding is a bad material, as it can scarcely be made warm and air-tight, and is liable to give cold by allowing small currents or draughts of air to play upon both mare and foal, which is worse than leaving them exposed to the open air. In every case the doors should be wide and high, viz., seven feet six by four feet six, and all angles rounded off; to which precaution a roller on the door-post is a very useful addition, as a prevention from accidents. The yard should be walled in, or divided off by a wooden partition, or a

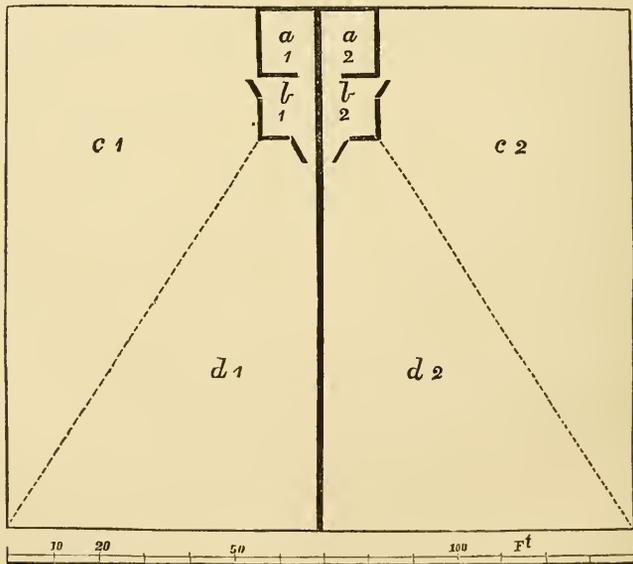
gorse fence, either of which should be seven feet high. The door to the hovel should be of elm or oak, and made in two portions, so as to allow the lower half to be shut without the upper one, in order that air may be admitted at times when the weather will not allow of the mare and foal leaving the hovel; a small window should be inserted in the wall, and the mangers made in the following manner;—In one corner a manger of good height should be placed for the mare, with a ring above, to which she may be tied; and in the other, a lower one for the foal, by which arrangement the mare is unable, when tied up, to deprive her foal of his corn. The hay-rack is better made on the outside of the wall, so that the groom may be able to replenish it without entering the hovel; and this is easily effected by placing it as an excrescence on the outside, with a lid to turn the wet off, and with bars on the inside. This plan prevents all chance of accident from the gambols of the foal, which often lead it into mischief, if the arrangements are such as to give it any possible opportunity. In the third corner, unoccupied by the door, should be a water-tank, which may be of iron, and should always be replenished with fresh soft water from a river, pond, or rain-water tank. The floor should be paved with flints, stones, or hard bricks, and a well-trapped drain placed in the centre. The yard also should be paved in the same way, though this is not so essential; and it is sometimes kept replenished with burnt clay, which thus serves the double purpose of absorbing all the urine, &c., and keeping it free from putrefaction, which the clay has the power of doing. It is changed as often as it is saturated, and is then removed to a situation remote from the mares and foals. The partition between the two yards should be partially open, so as to allow the foals to become acquainted with each other before they are turned out together, which they generally are at weaning time; and if then strange to one another, they pine for their dams much more than they do when they have had the pleasure of a previous introduction. When the gorse is used it is applied as follows;—The door-posts and uprights are first fixed, and should be either of oak—which is best—or of good sound Memel fir; they should be about six inches by four, and should be fixed six feet apart with three feet sunk in the ground. After thus fixing the framework, and



THE WINDSOR STALLION

putting on the wall-plate and rafters, the whole internal surface is made good by nailing split poles of larch, or other timber, closely together across the uprights, taking especial care to round off the ends when they appear at the door-posts. Thus the whole of the interior is tolerably smooth, and no accident can happen from the foal getting his leg into any crevice between the poles, if care is taken to nail them securely, and to leave no space between them. When this internal framework is finished, the gorse is applied outside as follows; It is first cut into small branches, leaving a foot-stalk to each, about twelve or fifteen inches in length; these branches are arranged in layers between the uprights, the stalks pointing upwards and inwards, and the prickly ends downwards and outwards. When, by a succession of layers of these brushy stalks, a height of eighteen inches has been raised, a stout and tough pole, about the size of an ordinary broomstick, and six feet long, is laid upon the middle of the gorse, and so as to confine it against the split poles and between the uprights. The workmen kneel upon this pole, and by its means compress the gorse into the smallest possible compass; and while thus pressed down, and against the internal framework, it is confined to the latter by five or six loops of strong copper-wire. When this is properly done, the gorse is so firmly confined, and withal so closely packed, that neither wind nor rain can penetrate, nor can all the mischief-loving powers of the foal withdraw a single stalk. After fixing the first layer, a second is built up in the same way, and when neatly done, the exterior is as level as a brick-wall; but if there are any very prominent branches, they may be sheared off with the common shears, or taken off with the ordinary hedging bill-hook. When it is desired to make the exterior look very smooth, a hay-trusser's knife is used; but the natural ends, though not so level, are a much better defence, and last longer than the cut gorse. In the interior the stalks sometimes project, and if so they must be smoothly trimmed off. The fastenings to the door should be free from projections, and nothing answers better than the common slide-bolt, which no foal can open. All the wood-work should be painted with coarse paint, or dressed with tar, which is the best for the purpose, as it effectually prevents the young stock from licking

and biting the projections, a trick which often ends in confirmed crib-biting, or wind-sucking. The yards should have two gates, one opening into each separate paddock, so that the one may be shut up, and the other left for them to use when turned out, and thus the grass allowed to make head, and a change permitted in the pasture. In the plan, *a 1* and *a 2* are the two hovels, *b 1* and *b 2* the two yards, *c 1* and *c 2* the two upper paddocks, and *d 1* and *d 2* those which are used as a change. By closing either of the two gates to the yards, the other will admit the mare and foal to the paddock into which it opens. In all open-timber partitions plenty of hemlock tips should be inserted to make them good, in order to prevent the foal from slipping in his gallops, and getting hurt, or even cast under the bars. This accident has ruined many a foal, and the only certain prevention is to make up all timber fences by the above materials, one or other of which may always be readily procured.



A certain portion of arable should always be held with the grass land, in order to produce Lucerne, rye, carrots, &c., for early spring feed. It must be recollected, that the thorough-

bred mare is required to foal as early as possible in the year, because the produce takes age from the 1st of January, and with two-year-olds a month or two is of great importance. In few situations is there much grass fit for the mare before the 1st of May, and therefore cut stuff of some kind, with carrots or turnips, must be given. These can only be produced economically on the stud-farm itself, and provision should always be made for an early supply. Italian rye-grass is generally the earliest crop, and if the soil suits it should always be planted. turnips do pretty well, but not so well as the Italian rye. Carrots also are useful; but in all cases both the carrots and turnips should be cut very small, for fear of choking the foal, or even the mare, an accident which has happened to both on many occasions. Lucerne comes in soon after the rye-grass, and is an admirable food for suckling mares. Vetches are both too late and too heating, and are not nearly so good as Lucerne.

MANAGEMENT OF THE MARE.

In this place, in the usual order of things, it might be expected that I should allude to the selection of the brood-mare, and the best cross for her; but, for the sake of simplicity, it will be better to describe the general management of the breeding-stud, and the breaking and training of young stock; and finally, to consider the most desirable strains for breeding race-horses after all the various elements of success on the turf have been thoroughly investigated, as well as the steeplechase, hurdle-race, &c. This is, to some extent, putting the cart before the horse, but as it will make this mysterious subject more intelligible, I prefer adopting the plan, to the apparently more simple one which I have rejected.

The duration of pregnancy in the mare is eleven months, and, consequently, she should never be put to the horse earlier than the end of the first week in February; indeed there is great hazard in sending her before the middle or end of the month, as so many mares drop their foals a fortnight earlier than the full time. Should this occur with a mare stunted on the 8th or 9th of February, the foal is dropped in the last week of December, by which its age is increased one year, and it is

ruined for all weight for age races, and in fact for all purposes. The mare should be allowed to be at large in the fields during the day time, as exercise is of the greatest consequence to her health; and she should be carefully kept from the sight of any object which can terrify or distress her, such as pig-killing, or the sight or smell of blood in any way. Sometimes an epidemic causes a series of miscarriages or premature slippings of the foals, and almost every mare on the farm is affected in the same way, and there seems to be no mode of preventing this untoward result. When the mare is near her time, she shows her state by the filling of the udder, and by the falling in of the muscles on each side of the croup, which the farriers call the "sinking of the bones." When these signs appear the mare should be constantly watched, in order that assistance may be given her if there is any difficulty in the presentation. The usual mode for the foal to come into the world is with both fore-legs first, and if after they appear the nose shortly shows itself, all may be considered straightforward, and no fears need be entertained. Sometimes with a large foal and a comparatively small pelvis, a little assistance may carefully be given by gently drawing upon the legs after the head is well down; but these cases are unusual, and with this natural presentation it is seldom required. If, however, there is any other kind of birth, and the head presents without the legs, or the hind legs first, or if the head is doubled back upon the body, assistance must generally be obtained, unless the man in attendance is more than ordinarily skilful. Turning is generally the expedient which is had recourse to by the regular practitioner, but it requires great care and skill to accomplish the operation without danger to the foal. As soon as this is born the mare should be allowed to clean it, and the secundines are removed by the attendant; after which the mare should have a little warm gruel, and, if very much exhausted, about a pint of strong ale—more or less according to circumstances—may be given with it. It often happens with the first foal that the mare will not take to it, and not only refuses to clean it, but actually denies it the proper nourishment from her teats. When this is the case, the man should milk the mare and soothe her, and, after her udder is somewhat empty, and she is relieved, she will generally allow the foal to suck. They

should never be left alone till this has taken place, as it is dangerous to do so for fear of the mare doing a fatal injury to her offspring. Before the coat of the foal is dry, the mane should be combed all on one side; by which precaution that ragged unsightly look is avoided which it has if part hangs on one side and part on the other. For the first twenty-four hours nothing besides warm gruel and a very little hay should be given to the mare; but when the secretion of milk is fully established she requires oats, bran mashes with malt, carrots, turnips, clover, or green food in some shape, according to the season of the year.

MANAGEMENT OF THE FOAL.

Handling the foal should be commenced as soon as he is born, because it is at that time that he is most easily rendered tractable, and regardless of the presence of his attendant, who should make a practice of rubbing his head, picking up his feet, &c., long before he actually wants to do any thing with those parts. But if these acts are postponed, till they are really wanted to be done, the colt is wild and unmanageable, and neither physic nor anything else can be administered without a degree of violence very dangerous to its welfare. The foal is very liable to diarrhœa, and it should at once be checked by a drench of rice-water, with one or two drachms of laudanum, which will almost always stop it, if repeated after every loose motion. The sun should in all cases be admitted to the box, whether in winter or summer, and without it no young animal will long be in health. If the weather is very severe, with wet as well as cold, the upper half only of the door should be opened while the sun is out; but if the weather is dry, the mare and foal may be allowed to run into the yard; or if not very cold and frosty, into the paddock for a short time. By the end of the month the foal will begin to eat crushed oats, which may be given in its own low manger, and with the mare tied up to hers. As many of them as the foal will eat will do good; and it never happens, that I have heard, that a young foal will eat more than enough of this food, which is the main stay of the young racer. Much of the success of this kind of stock depends upon their early forcing by means of oats; and as far as he is concerned, the mare as

well as himself can hardly have too much, consistently with a continuance of health; but caution must be used in forcing the mare until she is decidedly stunted. When the mare is tied up, the halter should not be longer than necessary, nor should it be fastened to a low ring; as it has often happened that the foal has become entangled in it when low, and has been ruined by his own struggles, or those of his mother. At six months old the foal is usually weaned, previously to which he should wear a light and well-fitting head collar, by which he may be led about with a length of webbing attached to it by a buckle. This is more easily done before weaning than after, as the mare may always be made an inducement to the foal, and it will therefore be half coaxed and half led by a little manœuvring; whereas, if entirely alone, the foal will struggle in order to escape, and will not so easily be controlled. Two quarterns of oats may now be given to the foal during the day, which, with the grass of summer, will keep him in high flesh, and by this time he ought to have grown into a very good-sized animal. By this treatment the foals are made strong and hardy against the advent of the winter season, during which time their progress is not nearly so fast as in the summer; and in spite of every precaution, there are constantly drawbacks in the shape of colds, dysentery, &c. Feeding in this mode is the great secret to rearing racing stock, and though cow's milk, steamed turnips, &c., will make the yearling look fat and fleshy, you will never see that appearance of high breeding and condition which is given by oats, nor, when put into training, do they pass through that ordeal in the way which corn-fed colts and fillies may be expected to do. At this age, when fed in this way, foals are as mischievous as monkeys, and great care should be taken that they have nothing in their way which can possibly injure them. Brooms, shovels, pikes, and buckets must all be kept away from their reach, and all gates and fences must be carefully put in order. Indeed, with every precaution, they will strain themselves in their play; but if all these points are not attended to, the consequence is almost sure to be fatal to life or limb. During the winter young racing stock should all be carefully housed at night; and their oats may be increased to three quarterns a day as soon as the grass fails, with plenty of good sound old hay, and occasionally a few care-

fully sliced carrots or turnips. During all this time they should still be constantly handled and led about; and when removed from one pasture to another, they should always be caught and led by the length of webbing. The absence of this precaution is a fertile source of accidents, while its adoption is only an instance of that constant handling which must be attended to even were no removal necessary. These remarks will carry on the treatment of the yearling to the time when he is broken in and put into training. At this time—that is, in the second summer, and as soon as there is plenty of grass, the yearling should begin to assume the appearance of the horse, with arms and thighs well developed, and with a fair allowance of fat, which, though not necessary for racing purposes, is always an indication of high health, and will make its appearance on the ribs of a stout and healthy colt in spite of all the exercise in the shape of frolics and gallops which his high spirits induce him to take. During the early spring months this cannot always be expected, from the nature of the food; but after May, the flesh ought always to be rather full and round than wiry and free from fat, which latter condition indicates a delicacy of constitution unfavorable to the purposes of the race-horse.

Physicking the yearling or the foal is sometimes necessary, when he is getting off his feet, or is bound in his bowels, or his eyes become inflamed, or otherwise indicate that he is over-fed with oats. This is a very common state of things, and the remedy is a dose of the common aloetic ball, for which see the Diseases of the Horse, for the dose and mode of administration. About one-quarter of an ordinary ball is the smallest dose likely to be beneficial to the young foal.

B R E A K I N G.

THE STABLES NECESSARY FOR YOUNG RACING STOCK.

The stabling which is sufficient for ordinary racing purposes, will not answer for the first housing of colts and fillies, which require more air and room than older horses, as they are a considerable time in becoming accustomed to the warmer and

darker stables suited to horses doing strong work. But not only is a large roomy box required for each colt, but there must also be a yard, or small paddock, in which they may be suffered to take that exercise which they cannot yet receive artificially in an amount which will maintain their health. The breaking is generally commenced in warm summer weather; and there is no danger in allowing the colt to be at liberty during the day, at such hours as are not required to be occupied by the breaker's instructions. It is necessary, therefore, to have a series of airy boxes, separated from one another in the same way as those in ordinary stables, but of a larger size, being at least 18 feet by 12 feet, and with a very free circulation of air. These are much better made open to the roof, as they are never used in cold weather for horses, and will then serve for any other kind of stock if required; but at all events they should now be as airy as it is possible to make them. Many people object to the use of litter at this period, as being different to the cool grass to which the colt has been accustomed, and recommend tan as a much better kind of material for the floor of the box. I am inclined to think that there is great reason in this objection, and that the latter article is less likely to produce that contraction of the feet which so commonly occurs in the horse in training. A shady paddock, with as soft a turf as possible, should be provided; and here the colt may be turned out the first thing in the morning for an hour or two, and again at night for the same time, leaving the middle of the day for the breaker's manipulations. This plan also provides for the gradual alteration of diet, as the colt will always pick a little grass when turned out, and will only eat his hay during the long night; while his oats he has long been accustomed to, and will still continue to relish.

LEADING TACKLE.

Leading with the cavesson on is the first thing to be practised, and it should be continued for two or three weeks without any farther attempt at breaking, if there be plenty of time, and full justice is to be done to the colt. A roller is put upon the colt, and a crupper, with long hip-straps, by the presence of which he becomes accustomed to a loose sheet, or any other de-

rangement of clothing in his subsequent work. With this tackle on, and long boots on his fore-legs to guard against his striking them, the colt is led about the country, either by the breaker on foot or mounted on a steady hack; and for a week he may generally be confined to soft turf, which will not require his being shod. Even on such ground as this he will be gradually accustomed to carts, wagons, droves of sheep, oxen, &c., and will daily acquire more confidence in himself and in his leader. No bit should be put in his mouth as yet, for its too early use while he is still shy and inclined to struggle, only makes him more timid, and by far less manageable than with the cavesson alone.

SHOEING.

Shoeing must be commenced as soon as the colt is in a state to be taken on the roads, because it will often happen that he will be inclined to jump and plunge on the meeting of unaccustomed objects; and if his feet are unshod he will break the crust, and do that amount of injury, which it will take many weeks to restore. It is better, therefore, to put some short shoes on his fore-feet; but his hind-feet may still perhaps be left in their natural state for some time longer. I do not myself see the advantage of this delay, but it is very commonly practised with young racing stock; and with wild or badly-handled colts, it is often necessary, from the greater resistance which they make to the blacksmith behind than before. The shoes or tips should be nailed on very carefully, and they should be very neat and light in their make; the feet also should afterwards be regularly examined, and the shoes removed every three weeks. It is a very common practice for the blacksmith to cut out the heels of these colts, but I am satisfied, that by the use of tips only the heels may left in a state of nature, and will require little or no clearing out until the horse is full-shod, and the frog and heel protected from the friction of the ground.

TYING-UP IN THE STABLE.

The next process is the tying-up in the stall, which the colts may now be accustomed to, inasmuch as they have fully proved the power of the halter or leading-rein in their struggles to avoid

passing objects; and they will not, therefore, fight much when tied up in the stable. The head-stall should fit very closely, and the throat-lash be sufficiently tight to prevent the colt from pulling it off in his efforts to get free; for if the young animal finds he can effect his object once, he is a long time before he ceases to try it again. The colt is often very fidgety; if so, he must be at once compelled to stand still, by the use of wooden balls attached to the fetlocks by leather straps, which soon accustom him to a steady position, from the blows which they inflict upon him when he struggles or moves rapidly from side to side. A breast-girth may also be put on as a fore-runner of the breast-cloth; and it will also serve to prevent the roller, which is constantly worn, from getting back under the flank, and thereby irritating the wearer. All the ordinary stable practices may now gradually be taught, such as washing out the feet, dressing, hand-rubbing the legs, &c.; and the colt should be made to turn from side to side of his stall at the wish of his attendant groom, who may easily conduct the whole process without the aid of any regular breaker, unless the temper of the colt is such as to demand extraordinary skill and address; and even here the groom accustomed to thoroughbred colts is often a better hand than the colt-breaker, who is engaged in breaking all sorts of animals, and will not bestow sufficient time upon the valuable racing colts and fillies. Now, without full time, it is impossible to bring these young things into subjection, and the consequence is that their tempers are ruined, and they are rendered unfit for the purpose for which they are otherwise well qualified. Their feeding is so high that they are full of spirit, and will fight to the death if they are made to resist by ill-treatment or hasty breaking; it is therefore more by coaxing and gradual leading on step by step, from one point gained to another which is to be overcome, that this animal is vanquished, and made at last to yield his powers to the guidance of a young lad of perhaps twelve years of age, or even less.

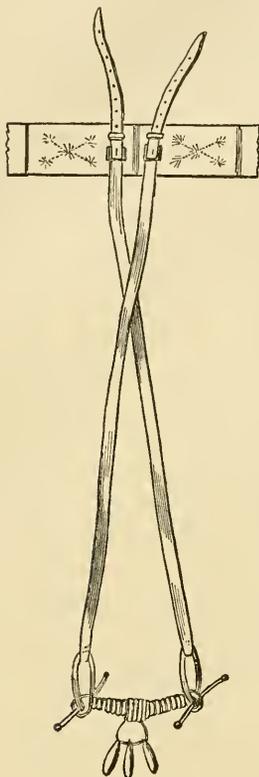
BREAKING.

Lunging may now be commenced, which will require the aid of a second hand, in order to compel the colt to progress in the circle by threatening him with the whip behind him. The

cavesson, boots, roller, crupper, &c., are all put on, and a long leading-rein of webbing is attached to the ring in the nose of the cavesson, just as if the colt was going to be led out as usual. But instead of merely leading, the colt is made to walk round a circle on some piece of soft turf; and then when he has learnt to do this kindly he is made to canter slowly round, the assistant walking behind him until he will progress by himself, which he soon learns to do. As soon as he has gone round the circle in one direction a dozen times or so, he may be turned round and made to reverse it, which prevents giddiness, and also any undue strain upon either leg. This process is repeated at various times throughout the breaking, and is the best mode of keeping the colt quiet by giving him any amount of work on the canter or gallop. It is not, however, used for the same purpose as in the ordinary breaking of hacks and harness horses, where it is made a means of getting them upon their haunches; an alteration from a state of nature which it is not desirable to effect in the race-horse. On the contrary, it is often necessary to make him extend himself still more than he otherwise would, and the less he is upon his haunches the better. The bit, therefore, is never used in his mouth as a means of putting him back upon his hind legs; whilst it is, on the other hand, used more to make the horse extend himself by playing with it, and slightly resisting its tendency to confine his mouth.

The mouthing-bit may now be put on, and its construction and form are of the utmost importance to the future delicacy of mouth which is so essential to the action of the race-horse. In no kind of horse is the snaffle-bridle so desirable as in the race-horse, in which a curb is always a means of making him gallop in too round a style; and yet when he pulls very strongly, this is a less evil than to let him get away with his rider, and either bolt out of the course or destroy his chance by over-running himself early in the race. Hence it is doubly necessary to guard against making the angles of the mouth sore, for if once they get into that state they are almost sure to become more or less callous and insensible. But if during breaking, a snaffle of any kind, large or small, is used, this result is almost sure to occur, either in the horse's early fighting with his bit, or when "put upon it" in the stable. Instead of a snaffle, a bit without

a joint is the simple remedy for all this, made in the form of a segment of a circle, and with keys as usual hanging from its



centre. This segmental form is better than the straight bit, upon which the colt is apt to pull on one side, and to get an uneven mouth, whereas when standing in the stable, and the reins are buckled to his roller, crossed over his withers, he can never do otherwise than get an even pull upon all parts of his mouth, whether he puts his lips close to one side of the bit or the other. This is a very important point in breaking all colts, and in racing stock it is doubly so, because of the necessity of preserving that delicacy of sensation without which they can never be taken round corners, &c., except by lying out of their ground, and thence losing a considerable distance. But with this bit the mouth is gradually made, and without producing soreness in any part, *which afterwards takes the bit*; and this is the great feature in its use, for as the tongue and gums take its pressure chiefly, so the angles of the mouth only touch it at the will of the colt, and it is when playing with it that they do touch

at all, and then only to such an extent as to avoid pain to themselves. This bit, then, may be used on all occasions without fear until the colt is fit to take his gallops, when a strong snaffle may be substituted, and gradually supplanted by that small and fine kind called the racing snaffle, but which need not be nearly so small for the horse broken to the segmental bit as for one "mouthed" to the ordinary breaker's snaffle. After the bit has been put in the mouth, no attempt at first should be made to induce the colt to play with it; but it may be suffered to remain in the mouth while he is led about by the cavesson, and without any side-reins being attached. When this has been done for a day or two, the side-reins are buckled on, and are attached

also to the buckles in the roller, crossing them over the withers. At first they may be drawn up very slightly, so as just to prevent the colt from putting his head into his usual position, and in that form he may be left in his box for an hour a-day, besides the usual amount of walking out of doors with the bridle on. They may now be gradually tightened a hole or two per day, and also more so in the box than when led out, when the tightening should be very gradual indeed. Some colts very soon begin to champ the bit, and play with it, whilst others are often sulky for a day or two, and hang upon it steadily, with the intention of freeing themselves. All, however, at last begin to champ, and when this is freely done, the breaker may teach the colt the intention of the bit, by making him stop and back when out of doors, by its means. The rings on each side should be taken hold of evenly by both hands, and the colt made to stand or back by steady pressure, but without alarming him. Kindness and gentle usage, with occasional encouragement, soon accustom him to its use, and he only wants ten days or a fortnight in order to obtain the desired result of its presence in the mouth, which is called "getting a mouth," and which is merely the giving to the sense of touch in the lips an extra degree of delicacy. When this stage is completed, and the mouth is quite under command, so that the colt will either come forward or backward by drawing his head in those directions, with the bit held in both hands, the colt is ready for backing. During the whole progress of breaking, daily slow lunging and plenty of walking exercise should have been practised, so that the colt is not above himself, but is more or less tired each day.

Before actual backing is attempted the saddle should be put on, and it should always be a roomy one at first, well stuffed and fitting accurately, so as to avoid all painful pressure. The withers, especially, should be closely watched, and if high and thin the saddle should be proportionally high at the pommel. The roller has been hitherto the only kind of pressure round the chest, but it has gradually been tightened from time to time, so as to prepare the colt for the subsequent use of the girths which are required to retain the saddle in its place. This should be put on at first with the girths quite loose, and with a crupper in addition, because having already worn one, the tail has become ac-

customed to its use, and it often prevents the saddle from pressing with undue force upon the withers, which are very sensitive and easily made sore. The colt should be walked out and lunged for a day or two with the saddle on before he is mounted, so as to accustom the parts to its presence; and it is even desirable to increase the weight of the saddle, by placing upon it some moderately heavy substance of two or three stones' weight, such as trusses of shot, or the like, gradually making them heavier, but never putting more than the above dead weight upon the saddle. When the colt has thus been thoroughly seasoned, he may be taken out and well lunged till he is tired, still having his saddle on; and during this exercise the breaker will occasionally bear considerable weight upon each stirrup, and flap them against the saddle, with the object of making a noise, to which the colt should be accustomed. It is a very good plan to have a leather surcingle made to go over the saddle, and to attach the buckles for the side-reins to this, instead of having them sewn on to the saddle itself. When all is ready, and the colt is tired by his lunging, &c., he may be taken into the rubbing-house, as being close to the exercise ground, and there the breaker himself, or one of the lads, may be put upon the saddle, using him, as in all cases in young horses, with great gentleness, and giving him constant encouragement by the hand and voice. Mounting is much better accomplished in the stable than out, and causes much less alarm, because the colt has been always accustomed to be more handled there, and is less inclined, therefore, to resist. The lad, or breaker, should get up and down again several times, and if the colt is good-tempered he will generally allow all this to be done without the slightest resistance. In mounting there should be very little spring made, but the lad may hang about the horse, as if fondling him, and bear his weight upon the saddle; then place one foot in, and hang on steadily, when, if this is borne, the weight may be taken off for a minute or two, and then the lad may very gently and insensibly almost raise himself up to the command of the saddle, after which he may steadily turn his leg over, and is then seated. When the lad has sat quietly upon his back for a few minutes, the side-reins having already been buckled to the leather surcingle, two additional reins may be attached for his use, though the chief dependence

at first must be placed upon the breaker himself, who leads the colt, as before, with the cavesson and webbing. With this the mounted colt is now led out, and walked about for an hour or more; after which he should be returned to the stable, and then the lad should dismount; and on no account should this be attempted at first out of doors, for it has happened that on getting off there has been a fight to get on again, which has resulted in victory to the horse; whereas in the stable it can always be managed, and with the thoroughbred colt it is seldom wanted elsewhere, until he is quite used to it. If there is no stable at hand with a door high and wide enough for this purpose, the colt may be mounted in the paddock, the breaker being very careful to engage his attention, and a third party being on the off-side to assist in keeping the colt straight and the saddle from giving way while the weight is being laid upon the stirrup. Most colts give way at first to this one-sided pressure, but they soon learn to bear up against it, and finally they do not show any annoyance at all. It will be found that any colt may be more readily managed by two people in a roomy stable than by three out of doors, where he is on the look-out for objects of alarm, and is always more ready to show fight; the only difficulty is the getting clear of the door, which should be wide and high; and if it is the contrary, it offers an obstacle to the plan, which must prevent its adoption. The mounted lad should at first sit steadily and patiently still, and should not attempt to use the reins, which might indeed well be dispensed with, but that few riders could balance themselves without holding something. I have found it a good plan to buckle them to the cavesson rather than to the bit, in those cases where the hands of the rider were not very light. The colt on leaving the stable often sets his back up, and perhaps plunges or attempts to kick, which he seldom does in the stable, and less frequently in leaving it, than when he is suddenly mounted in the field. If he does this the breaker should speak severely to him, and either keep down his head, or the reverse, according to whether he is attempting to rear or kick. It is for the latter vice only that the rider requires the rein to the bit, as it serves to keep the colt quiet if the bit is suddenly checked, when he gets his head down before kicking. But in rearing, the lad is likely to do mischief with

it, and on the whole it is better, I think, to avoid all chance of using it improperly, unless the rider is very cautious, and accustomed to the business of colt-breaking. When the colt is quite quiet and submissive, after several days' leading about, the lad may be trusted with the command of the bit, and may have the reins intrusted to him, the breaker still keeping the long webbing attached to the cavesson, and being always prepared to assist the lad, who, however, should now begin to try to turn the colt and stop him at pleasure, taking a rein in each hand, and using them wide apart, with the aid of his voice and heel. As soon as it appears likely that the lad can control his charge the cavesson may be taken off, and the colt placed in a string of horses, which are so steady as not to give occasion, by their example, for the colt's beginning to plunge. During the course of breaking it is always safer to keep the colt rather under-fed with oats, and until he is able to begin his cantering exercise he will scarcely bear an increase; but much will depend upon his temper; and if he is inclined to fret he will often lose flesh, and will demand more, rather than less, oats than usual. Bad-tempered horses, however, will always require light feeding during breaking, and extra time, as well as care, must be bestowed upon them. This subject is better understood now than it used to be, and fewer horses are spoiled than was formerly the case; still, however, there is often room for improvement, and the number of horses which are mismanaged at this time is by no means small. Thoroughbred horses will not bear bad treatment, in general, though some are certainly of such savage tempers by nature as to require to be cowed; still these are the exceptions, and the vast majority will, by early handling, and cautious tackling and mounting, be broken almost without a single fight or difficulty of any kind. If they find themselves hurt by bit or saddle, or by the crupper occasioning a sore, they show their dislike to the pain by resisting, setting up their backs, and refusing to progress quietly; but, unless there be something wrong, they will submit to being backed and ridden much more readily than the colts of the common breeds, which have seldom had a head-stall on their heads, till a few days before they are backed. I have more than once ridden thoroughbred colts in tolerable comfort, within a week or ten days of their being first

bitted; but it is a bad plan, and the longer time their mouths are allowed to become accustomed to the bit, the better they ultimately turn out. It will be many months before they are to be depended on under any circumstances; and when they get an increase of oats they are almost sure to attempt some kind of horse-play; but the boys easily contend against this, which is very different from the determined efforts of a colt to dislodge his rider. When all these points are thoroughly accomplished in the breaking, it may be said to be terminated, and the training of the two-year-old commences; the only things yet to be learned are the use of the spur and whip, which should never be employed except as a punishment for faults committed; that is to say, they should never be used as an every-day practice; for, though every colt should be accustomed to them, it is very seldom that the opportunity is wanting of administering them for some fault or other.

EDITORIAL NOTES.

¹ (P. 295.) Once in and twice out has been the rule with the most successful American breeders, in which we fully concur.

² (P. 295.) This is not agreeable with our experience and observation. The late Dr. E. Warfield bred many of his thorough mares to a Jack, they were subsequently bred to thoroughbreds and produced winners.

³ (P. 295.) The most successful racers have been in-bred, but not incestuously bred. As we remarked on a former page, all our thoroughbreds are in-bred. The English, for convenience, have their strains in England, the Byerly Turk, the Darley Arabian, and the Godolphin Arabian. The Herod blood represents the Byerly Turk branch, English Eclipse the Darley Arabian, and Matchem the Godolphin Arabian. Now if any one will investigate the pedigree of any of our stallions they will find them in-bred to all three of these great strains, Herod, Eclipse, and Matchem.

⁴ (P. 310.) It seems that the best trotters we have had and now have, those capable of compassing a distance of ground, have a cross of thoroughbred blood. Imp. Messenger and his descendants are the most popular cross, and Messenger was a race horse and not noted particularly for trotting action. We firmly believe that the thoroughbred sire crossed upon trotting mares will produce a higher type of trotters than the trotting stallion crossed on the thoroughbred or trotting mare.

BREAKING THE HORSE.

LEARNING TO RIDE, PRACTICAL HORSEMANSHIP.

I now come to a very important part of my subject, to one very different from any on which I have yet touched, but at the same time, one on which I hold most definite opinions, and one, touching which it appears to me that there is vast room for improvement, in the United States generally; I mean the breaking of horses, and the riding of men.

In the first place, I must say it, whether it give pleasure to my readers or the reverse, one rarely if ever sees a properly and thoroughly-broke horse, in America, and still more rarely a thorough horseman.

In the United States, generally, a horse is called thoroughly-broke, when he will allow himself to be mounted and ridden, or put in harness and driven, without rearing, plunging, kicking, throwing his rider over his head, or smashing the vehicle to pieces with his heels—when he will neither run away, nor stand still, in spite of his owner's will; when, in a word, he is subdued, gentle, and free from vice, and when he has acquired a certain facility of going along, at the regular paces of walk, trot, canter or gallop, with some indistinct sort of reference to the wishes of the person who directs him—but without the slightest reference to his mode of carrying himself, whether with his nose in the air, or thrust obstinately out before him, in a straight line with his body, like a run-away pig; or, naturally and gracefully in its place, with the neck curved, the line of the face perpendicular to the surface of the earth, the chin in toward the chest,

the mouth playing gently with the bits, and yielding to every touch of the bridle—without the slightest reference to his mode of going, whether with his fore-quarters boring and weighing on the hand, and with his hind-quarters, lobbing along just as it may happen, all abroad, under no control of the rider, and in no concert or connection with the action or movements of the forehead and fore legs; or with his whole frame in perfect equilibrium and concert, whether going united or disunited, his forehead all grace, lightness and ease, as if on springs, his hind-quarters well under him, and the centre of the whole animal's and rider's gravity, exactly where it ought to be, in the centre of the horse's body, and under the centre of the horseman's seat—which if true and truly kept, in all possible circumstances and conditions of position and motion on the part of the animal, whether going at a regular pace, rearing, plunging, kicking, leaping or even falling, should be such that the man's trunk shall always be perpendicular to the natural or true plane of the horizon—without, lastly, the slightest reference to the manner of his entering upon, changing or regulating his paces, whether at his own will or at the pleasure of the rider; whether merely from slower to faster, because urged to increased speed, or at a given and recognized signal, at once from the walk to the trot, or to the canter, as the horseman directs by hand and heel; whether stopping at once, and again proceeding, at a touch of the bridle, or merely hauled down by main force from a gallop to a trot, and from a trot to a walk.

Now, a horse is, in reality, just as far from being broke, when he will go along peaceably in his own natural way, and at his own natural paces, under the guidance of his own untaught will, either carrying his head just as his own obstinate humor or physical malformation predisposes him to do, or having it dragged into its place, and kept there, by that disgrace to horsemanship—a martingale—as a rider is far from being a horseman, when he can just contrive to stick upon a horse, by the aid of hanging on by means of his hands and of his bridle by a dead pull on the beast's mouth, which, in order to steady himself in his seat, he renders as hard, as insensible, and as unyielding to the bit, as if it were a piece of sole-leather or a stone wall.

A horse may be an admirable match-trotter, or a first-rate

race-horse, and still be utterly unbroken and subject to every one of the defects I have named above—because a match trotter, or a race-horse, is only required to be able to accomplish one thing; that is to go the greatest pace and win, without any regard to the style, appearance, manner or form of doing it; and, in fact, to put him into trained paces might probably detract from his speed, instead of increasing it—but what is the consequence—that, because match-trotters and race-horses are allowed to batter away, in any awkward, ungainly, pulley-hauley, nose-out, head-down, boring way of going, they may naturally adopt, they are, ninety-nine times out of a hundred, the most disagreeable, bone-setting, shoulder-dislocating, indocile, unmanageable brutes to ride, that can be imagined. Where one is not so—as was the case with the race-mare Fashion, and as is always the case with a few thoroughbreds, and still fewer trotters—it is because the animal is naturally perfectly well made, well balanced and harmonious in all its parts; and necessarily, as a consequence of that physical perfection of form, perfect, also, in all its motions. When to this, a perfect temper is added, you have—if it fall into the right hands, of a person who will not by his own ignorance, inflexibility of hand, or unsteadiness of seat, teach it bad habits—one of those phenomena, a perfect, natural horse, which requires no breaking.

Just in the same way, a man may be an admirable jockey, and perfection as a match-trotter, and yet may be, especially in the case of the latter, no horseman in the large sense of the word—for, though each can ride one sort of horse to perfection, on any other kind of horse he will be nowhere; and, in the case of the match-trotter, the very qualities which give him success, to wit, his method of keeping a dead pull through the rings of a martingale, in one steady direction and at nearly one force, upon a mouth which has been instructed to require such an unrelaxed pull, to pull against it, and to lean upon it, and his necessarily acquired habit of steadying his seat, thrown far back in his saddle, by the arm's-length pull at the mouth, and by the firm, bearing pressure on his stirrups, will unfit him for any other seat, or any other mode of riding.

Put the best jockey rider, used to make the best of hard-pulling, boring race-horses, leaning on the hand and tearing away at the top of their speed, on the back of a perfectly-made hunter,

with a mouth like velvet, used to moderate and measure his stride by the slightest impression of his rider's hand, used to take off, when leaping, at a given place, or a given signal of bit and heel, and tell him to ride across a stiff line of country, with large fences and ugly water ditches, alongside of a pack of fox-hounds—and see where he will be.

Take Hiram Woodruff, and set him on the back of such a managed horse as Franconi's "Bayard," with no snaffle and martingale, by which to steady himself in his seat, but a bit and bridoon, the least touch of which will set the horse on end, pivoting on his fore or hind feet, and leaping six feet into the air on all four legs, with diversifications of sobresaults, croupades, balotades, and caprioles, executed with three or four motions of the hind legs while in the air, and require of him, in addition, to go through the lance or broad-sword exercise, with his right arm, and see how long it will be before he be himself out of his saddle, and, in all likelihood, before he have the horse on his back at top of him.

The breaking of the horse and the riding of the man depend each on the other.

The thoroughly broken horse must have no will, know no pleasure, but that of his rider, communicated to him by hand and heel, by the influence of the bit on his mouth, and the pressure of the limb on his flank; not as compulsory forces, which enforce obedience by sheer strength, but as intimations of a wish which he must obey, for fear of consequences, which are found to follow disobedience. His mouth must be obedient to every touch, regulating the position of the head, the flexure of the neck, the elevation or depression of the forehand, the consecutive movement of the hind quarters—directing the choice, the change, and the rate, or speed, of all his paces, and causing him to advance, retrograde, move sideways, halt suddenly, or gradually, measure his strides, lengthening or shortening them as required, wheel round, rise at his leap, and, above all, carry his nose gracefully and easily, and get his quarters well under him, according to the impressions conveyed to him by the hands, the limbs, and the will of his rider.

The thoroughly broken horse, if he be also ordinarily well made, requires only the simplest trappings; a plain, well-fitting saddle, with two girths, neither breast plate nor crupper, a simple

bridle, either a plain bit and bridoon, or snaffle and curb, the latter not severe or cruel in form—or if he be uncommonly light-mouthed, a pelham bit, as it is called, consisting of a snaffle-jointed mouth-piece, without a port, but with branches and a curb chain—in some cases, a simple snaffle.

In no possible case, for a roadster, hunter, hackney, or driving horse, is a martingale allowable. It either indicates that the horse is not half, or half a quarter, broken—or that, in consequence of some radical and incurable fault of conformation or defect of temper, he is utterly unfit to be either ridden or driven at all. Of all inventions ever made, except for a racer or a match-trotter, or, in some extremely exceptional cases, a hunter, for instance, whose other extraordinary qualities may compensate for and overbalance his want of mouth and malformation of head and neck—as speed and endurance do, in the racer and trotter—none is so certain, as the running martingale, to destroy the mouth of the horse and the hand of the rider, rendering both, alike and equally, hard, heavy, inflexible, unyielding, and void of sensation.

No horse, which cannot be ridden or driven without the aid of a running martingale, is fit to be ridden or driven, at all, as a matter of pleasure or safety.

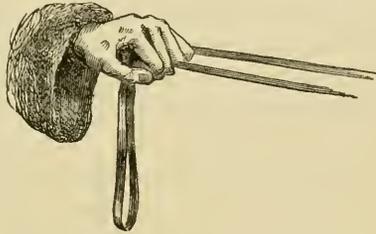
No man, boy, or woman, who has learned to ride by aid of a martingale and snaffle, can ever, by any possibility, have either a hand or a seat. He or she will sit and keep their place by the hand and stirrup, instead of by the unassisted forces of the body, and, depending on the hand, as on a main stay by which to secure the position in the saddle, will lose all use of it in guiding or controlling the animal.

The first thing, therefore, that a rider must learn, is to sit a horse perfectly, without the aid of either stirrup or rein; to be able to move arms, legs, hands, head, trunk, and thighs, all separately, and without moving the other parts, or affecting their position.

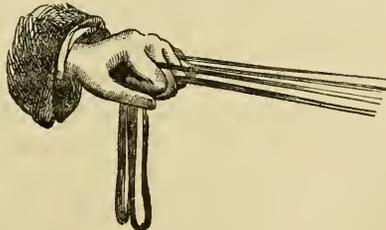
Then, his hand, being utterly unaffected and undisturbed by any necessary movements or changes of position of his own limbs or body, or by any irregular, violent, or awkward perturbations and efforts of the horse, will be perfectly free to instruct, guide, control, assist, relieve, support, and, in case of necessity, compel the animal.

The great beauty of a hand is perfect lightness of touch, to be constantly feeling and playing with the sensitive mouth of the animal—which will soon come to delight in the influence of such a hand, and will manifest its pleasure by tossing, rolling over and over, and champing the bits—to be continually guiding and directing every motion, and regulating every step, by the slightest possible exertion of force, which will accomplish its end; to be for ever giving and taking; never continuing to use force a moment after resistance has ceased, or obedience been yielded; never submitting to be overpowered, for a moment. It is not easy for any one, it is not possible for every one, to obtain *quite* a perfect hand—for some men are deficient in sensibility of touch, in tact, and in temper, all of which are needed to produce absolute perfection; but every one is capable of obtaining a steady seat and a passable hand, sufficient for all ordinary purposes; though not, perhaps, such as would enable him to go across a country, like Squire Osbaldeston, or to make a managed horse dance to music, like Sir Sidney Meadows or Franconi.

The annexed cuts, one and two, show the first and general position of the hand, and the method of holding the bridle rein; the first, when riding with a single snaffle bit, the reins then being held between the middle and the fourth, and outside of the little fingers, the ends being brought out, and secured from slipping between the forefinger and the ball of the thumb.



The second, when a bit and bridoon are used, with two reins; in which case the snaffle reins are held, as here shown, between the middle and fourth, and the fourth and little fingers; the curb reins between the fore and middle fingers, and outside of the little finger; the ends to be held and secured as before.



This method of holding the reins, when riding with one hand, is invariable; though the position of the hands must necessarily be varied, at times, and the nails may be held perpendicularly and inward, with the forefinger and thumb upward, instead of horizontally or downward.

In galloping hard, or riding across country, especially with a hard-pulling horse, or one that throws his head from side to side, it is often well to separate the reins, between the two hands; which may be held nearer or farther apart, as the circumstances of the case may require.

In such cases, one snaffle and one curb rein is held in each hand; the former between the middle and fourth fingers, the latter outside the little fingers, the ends brought out upward and held securely, as before, between the thumb and forefinger. This gives the greatest attainable power of control, and allows the exercise of the greatest force on the horse, by an upward and backward pull, assisted by thrusting the weight of the body into the stirrups, by straightening the knee and keeping the heel well down.

In teaching a horse, it is often well to divide the reins otherwise; holding the snaffle reins in the left hand, as directed above, and the curb reins in the right, the former to regulate pace and control the animal, the latter to give the proper position and flexures to the head and neck, and to direct the motions of the limbs.

The methods of doing this will be given hereafter. The following admirable directions, as to the mode of acquiring different styles of seats and the uses and modifications of such, are from an excellent English horse-writer, known by the *nom de plume* of "Harry Hieover." I have slightly modified them, in some places, where they contain local allusions, which are not readily understood or appreciated by the American reader; and, that done, I fully endorse and recommend them to my friends, as the most practical and comprehensive in the world. It will be seen, that they relate, in some considerable degree, to English across-country riding; but this is no disadvantage to the American reader, or pupil, even if he never intend to leap a fence, or ride to a hound, as long as he live.

Since the hunting seat is undeniably the best, the strongest

and the firmest, for all general purposes; and, when once adopted, can easily be modified by lowering the heel, lengthening the stirrup-leather a trifle, and riding with the ball of the foot instead of the hollow of the instep, on the bar, into the park, parade, or half military seat.

The hunting hand is necessarily the best of all hands; because the safety both of horse and rider depends on it, in every position; and on it—more even than on the seat—except in so far as the seat affects or does not affect the hand—does the excellence and success of the rider consist.

Lastly, because a man, who can ride a horse right well across-country, must necessarily be able to sit and to handle any horse, any where—because he must be absolutely master of himself and of his horse, in all conceivable cases and positions; and because he will readily be able to adopt any other style of riding, and adapt himself to it, whenever it may be required; because he must, to be a good across-country rider, have fully established a perfect seat on his horse's back independent of his hand, and a perfect hand on his horse's mouth, independent of his seat. The accompanying sketch shows, as nearly as possible, a perfect seat for across-country riding, or for general road-riding of a trotting horse, when the horse and rider are both at rest.



For parade or show-riding the stirrup should be a little longer, the ball of the foot, at the insertion of the great toe, should rest

on the inner side of the bar of the stirrup iron, and the ball of the little toe on the outer side of it. The toe should be perpendicularly under the point of the knee; the heel two inches below the toe; the heel a little out, and the whole leg, from the shank bone to the crotch, as tight to the saddle, as if glued to it; the buttocks well opened out and down upon the saddle; the small of the back well in; the chest expanded, the head erect, the shoulders squared at right angles to the line of the horse's backbone; the elbows close to the sides, the hands well down, and within an inch or two of the saddlebow.

It is a good plan, to learn to mount a horse from the front, standing abreast with his fore legs, and with your back to the direction in which he is looking, as a vicious horse cannot kick you in this position. You divide your reins properly in your left hand, grasping with it a lock of hair on the withers, put your left foot into the stirrup exactly as it hangs, square to the saddle, throw your right hand to the cantle of the saddle, and, with a slight spring and rotatory motion of the right leg, you are in the saddle in an instant.

I will here add, that the measure of the stirrup leather for a well-made man, for an ordinary seat, is the length of his arm, with the fingers extended. If these be set against the bar in the saddle, to which the stirrup leather is secured, the bar of the stirrup iron itself, when the leather is drawn to full stretch, should come well up to the armpit, and touch the body.

For riding across country, or on hard trotting horses, an inch or two shorter will be advisable. A good test for the length, in such cases, is to be able to place the width of your hand, held edgeways, between your fork and the pommel of your saddle, when standing up in the stirrups.

The best general rules for riding are these; keep your head and toes up; your hands and heels down; your knees and elbows in; your thighs and buttocks close to the saddle.

I now proceed to give from Harry Hieover's practical horsemanship, the modes by which a man may become a horseman.

“There are three modes, by any of which a man may become a horseman. The one is, by putting him on an ass, pony, gallo-

way, and horse, each in succession, as a boy, and allowing him to tumble about till he learns to stick on, in which case practice will teach him, certainly, a firm seat and probably good hands; but, farther than this, by being accustomed, first to suffer from, and afterward to be quite aware of, the various tricks and habits of horses, he will learn to be aware of the symptoms precluding their being brought into practice, and eventually become competent to counteract them.

The next mode is, supposing a person to have arrived at manhood without crossing a horse, to place him under a proper instructor, who will certainly save him many a fall, by putting him on a docile animal, and, step by step, leading the pupil on to horsemanship.

It may be objected, that the last mode would only teach the riding of a trained and quiet horse, and I allow the full force of this objection; and if the pupil expressed a wish of simply being taught to ride well enough to navigate his steed up and down a park ride, as some friend probably learns to manage a boat on a canal, the one will probably never be able to encounter a severe day's work on the back of a difficult horse, or the other a chopping sea in any part of the Bay of Biscay. But if the learner of equestrianism says—"Make me a horseman," seat and hands can certainly be learned in a riding-school quite as well as in any situation I know of—no bad foundation—if obtained—to becoming a horseman; and there are means and appliances in a riding-school to teach something more than the mere walking, trotting, and cantering a kind of automaton horse round its enclosure.

As a boy, I believe I may say, I could ride any thing, and cared little for pace, fence, or country, or whether I could hold my horse or not; but when I was put on the back of a very highly-dressed *manège* horse, and was directed what to do with rein and heel, and when the voice and whip of the professor induced the horse to rear, put his two fore feet on the wall, and in that position using hind and fore feet perpetrate a kind of side-long canter half way down the school, I was not a little astonished, and found sitting leaps over hurdles, gates, and fences much more easy than balancing my body in this rampant crab-like pace, if pace it could be called.

I further found, to my unbounded surprise, that this horse would vault on the plane surface of the school, when telegraphed to do so, as high as a hunter at a gate, and this several times in succession.

Although as obedient to my riding-school tutor as a conceited young cub, who had rode fox-hunting, could be expected to be, there was one point at issue between us; he advocated the lengthened stirrup leather, straight knee, and erect military seat. I pertinaciously adhered to the reverse, fully impressed with the conviction that, having shown the way at fences to some men in the hunting-field, and exhibited with success on a race-course, I must know what riding was, better than all the school tutors in existence. This would, no doubt, have been fatal to my progress, had I been learning military horsemanship; but as I was only placed there to learn hands, I condescended to be instructed in this particular; and both in that important qualification, and, indeed, in firmness of seat, I profited much by my school practice.

We now come to the third, and by far the best and most certain mode of making a horseman. This is by putting a boy on horseback very early in life, and also putting him under the care of a good horseman; as his instructor. Practice will certainly, in a general way, teach a man of ordinary ability a good and ready mode of doing that, which he has constant occasion to do; but it does not always follow, that by practice he learns the *very* best mode of doing it; he does it sufficiently well perhaps to answer his purpose; but if there is a better and quicker mode of effecting his object, he loses time by not adopting it, and does not effect his object nearly so well. If a boy or man has sense and temper enough to be taught, he will save an infinity of time, expense, and probably danger or hurt by learning; if not, in the case of riding, let him get a severe fall or two, or some equal inconvenience; he will then learn that there are others, who know a little more than himself, and he will possibly afterward be willing to take instruction from any competent hand.

The result of these three different modes of learning horsemanship would probably be this—The one who learns to ride by sheer practice, will become very probably a good bold prac-

tical rider, but not a scientific one. The one taught chiefly by precept may, nay will, become more or less scientific ; but will never get the perfectly easy and natural seat or look of him, who began riding at an early age. He will never look as if a seat on horseback and on a chair was equally natural to him ; he will always appear artificial. I do not mean to say he may not be made to ride well, possibly boldly ; and, if well mounted, may in two or three seasons get to ride across country, as well as many, perhaps most, out. Still he will never shake off the certain artistical manner of doing things, inseparable from being first taught, and then practising, instead of the learning and practising having gone hand in hand from boyhood or childhood.

I have, perhaps, used the term artistically, so as to imply that doing a thing thus, that is, like an artist, is synonymous to describing it as being done well. I grant it is so ; but the different modes of doing it is great ; for instance, brilliant jockeys and race-riders take hold of their reins artistically ; so do good hunting-riders and steeplechasers ; that is, they do so like men accustomed to do it ; but they do not do so like a dragoon. He is taught but one way of taking up his bridle rein and one way of mounting his horse ; the others take their reins up in a seemingly careless way, but still in a proper one. The troop horse is trained to stand still till mounted, and has a hint to move on ; so the same precise way of mounting can always be practised. But the race or steeplechase horses, and hunters, are not thus obedient ; some from vice will bite or kick, if they get a chance, or perhaps plunge before or after mounting, or sometimes both ; others from excitement fidget about and away from the rider, before he gets his foot in the stirrup ; others, the moment he has done so ; therefore such men are obliged to get on their horses as circumstances permit,—that is, as they can. Still they do so like artists. It would not quite have done for a man to stand twisting his fingers in a high-spirited, half-vicious thoroughbred's mane, and then get on, or attempt to get on him in accordance with prescribed riding-school practice ; he would have been half eaten before he got into his saddle.

The school-taught pupil gets up, we will say, quite properly, and rides the same ; that is, if all the horses he has to mount

or ride are in habit and temper about on a par with the one on which he took lessons. But suppose they are quite different; what becomes of the one prescribed rule he has learnt? Put him out of this and he would be quite astray; he would want the resources under different circumstances, that varied practice only can teach; and in all he does there is ever a mannerism, or, to use an expression for the occasion, a one-wayism, that detects the man taught late in life; for, to take a liberty with a line of Goldsmith's,—

Let school-taught pride dissemble all it can,
It leaves its habits stamp'd upon the man.

Let us cast an eye on a squadron or regiment of cavalry, whether standing, walking, or trotting their horses; every man's hand is in the same position, and in the same place. This looks extremely soldier-like and well, for uniformity sake; but let it be remembered, that to enable this to be done, every horse is schooled till they all carry their heads alike, or at least enough so to enable each man to have a proper command of his horse's mouth while holding his rein hand or arm precisely the same as his right and left comrades. Thus, with four hundred horses all taught the same habits, carriage, and evolutions, one general rule suffices for four hundred men to make them do all that is required of them; and the whole machinery of man and horse, from day to day, and year to year, performs the same thing in the same way; and such mode of instruction would suffice for the private person also, if, like the soldier, he always rode the same horse, or one with the same habits; always rode him under the same circumstances, and wanted him to perform merely the same routine of duty.

The soldier requires good hands, and, in a greater or less degree, they are all brought to have such; but he only wants hands, or rather a hand, to make a particular horse do a particular thing. His business is somewhat like that of the driver of a locomotive engine; there is a particular handle to increase or diminish its speed, or stop it; each engine made on the same construction is managed in the same way, with a little variation as to the facility, with which the machinery is propelled, retarded, or stopped. It is thus with troop horses; the same sig-

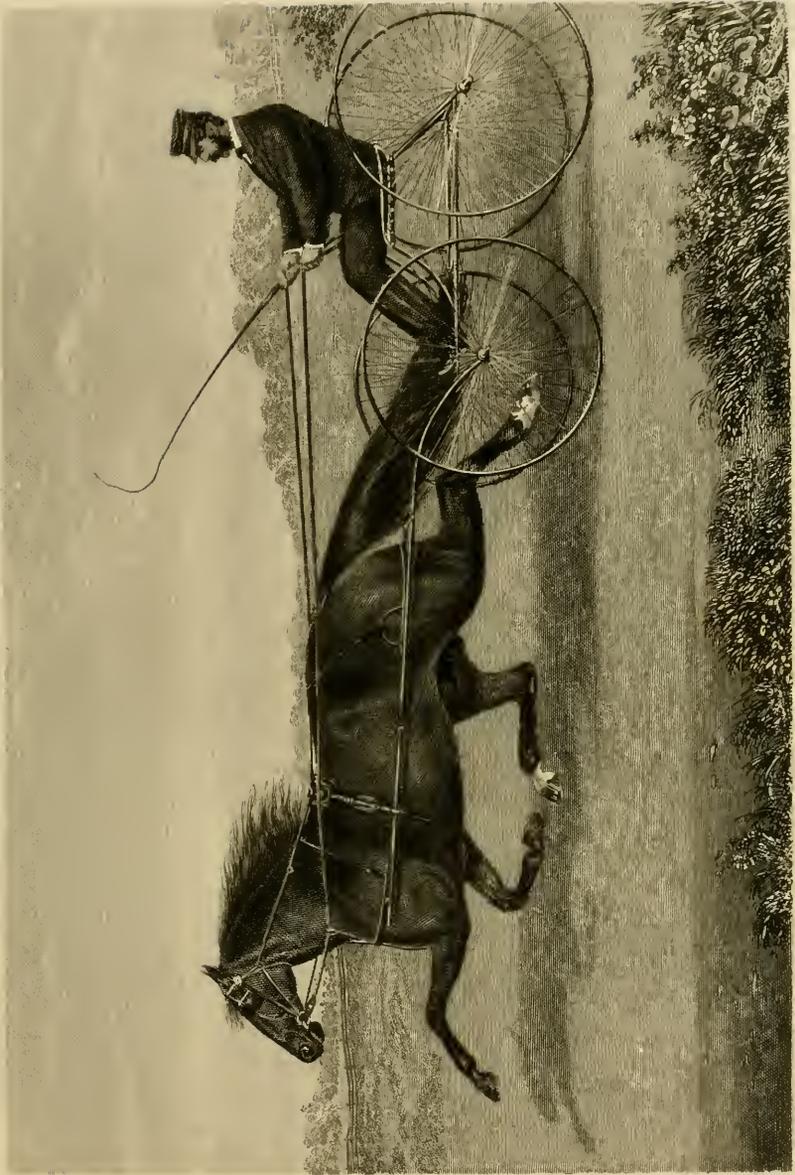
nals of heel and hand, lightly or forcibly used, as the disposition of the horse may require, make them all do the same thing. But the case is far different with the jockey, steeplechase rider, hunting man, or even with him who only rides on the road, if he rides a variety of horses, for he will find that he will want, not only good hands for a horse, but hands that are good for all sorts of horses.

A man may say that he merely wishes to ride for amusement, the show of the thing, air, or exercise, or the whole combined, and that he will only ride horses broken to suit his hand and seat, or, at all events, that go so as to suit them. Well and good; and, if circumstances and his pursuits enable him to do this, he is quite right in doing it; but he must not flatter himself that he is a horseman; a neat and pretty rider he may be; and if so, and he only intends riding in the park, taking a canter to make a morning call along a fine level road, or escorting ladies at a watering-place, he is—on a well-broken easy-going horse—horseman enough for such purposes; but if he means “to ride among horsemen, or in the field,” he will find that, in old coaching phrase, “he wants another hand”—meaning that two—such as he owns—are not enough to be of much use to him in such circumstances and situations.

I have stated that *most* cavalry soldiers have more or less good hands; but I must unequivocally assert, and this without reservation, that *all* good horsemen have. By such I do not mean mere bold, hard-riding, straight-going men across country; many such have hands only fit to wield a sledge hammer, and the consequence is they cannot ride a delicate-mouthed, gentlemanly-going horse, and those they do ride soon get mouths as dead as the anvil the sledge strikes upon; such men are only “bruising riders,” but not good horsemen. What sort of a jockey would a man be with such hands? He could only ride a boring brute like Eclipse; or, if he merely possessed the hand of the dragoon, he could only ride a horse whose mouth was amenable to even the signal the bit gives. How would he manage if, in the first race, he had to ride a resolute horse that gets his head nearly down to his knees, with no more mouth than a towed barge, about as easy to bring up, pulling a man’s arms from their sockets? He must not be let loose, or he would

run himself to a stand. If held too forcibly, he shakes his head, and thrusts it out; and the reins being knotted, he would pull a rider out of his saddle unless he "gave and took with him." He is then put on a harum-scarum colt, that wildly throws up his head, staring at the sky, and, but for the martingale, making toothpicks of his ears—an accommodation the jockey avoids by a close seat, the head and body a little held back, and the hands steadying his horse's head as best he can. He is then put on a nervous, meek, timid two-years' old filly, with a mouth of silk; a rude touch of her mouth would throw her all abroad, a sudden shifting of the seat would alarm her, and seeing or feeling a hand raised would frighten her to death. How during such a day would the one-way schooling succeed? what, in such three cases, becomes of the thumbs turned up, the hands so many inches above the pommel, and the elbow fixed to a given point of the side? In either of such cases all school rule as to riding a well-broken horse, would avail but very little indeed; in either case the best of hands would be requisite; but in each they must be brought into effect in a different manner.

The steeplechase rider requires hands nearly as good as those of the jockey. I say *nearly*, for these reasons; he does not ride such young, half-broken animals as the former does. Steeplechase horses are not usually colts; they are practised before they are engaged in stakes; consequently, more or less, know their business. They know what the bit means; and if disposed to resist its influence, it does not arise from sheer ignorance, so, by force or humoring, they are to be made amenable to it, without getting alarmed; and, farther, it is not calculated upon, in a general way, that a steeplechase will come to so nice a point at the finish as a flat race; so if a horse is allowed to, or will, take a little liberty with himself in the run, it is not so fatal as where it is presumed, or perhaps known, that, barring unforeseen contingencies, there will not be more than a length difference between horses at the winning-post. Most determined, headstrong, and sometimes desperate horses the steeplechase rider has to contend with; but it is not the wild, riotous conduct of the colt, as often proceeding from fright as from vice. We may sometimes bully an experienced horse out of his tricks, or display of stubbornness; but it would not do with



THE HORNED CARTRIDGE

a colt prior to starting for a heavy stake ; he must be controlled, but, in a general way, soothed, even if we know he deserves a sound thrashing.

Many steeplechase horses, as well as old race-horses, are extremely nervous before starting and even when going, but it arises from a different cause to that which makes a two-year-old so ; the former are nervous because they know not what they are going about. Caressing and speaking kindly and encouragingly to such will usually reassure and pacify them ; they will not be alarmed by a man moving his hand, or judiciously shifting his seat, because they have found a rider do so without its producing inconvenience to them. But a timid two-year-old is alarmed at *every thing* ; a crowd alarms her, so does seeing a dozen horses by her side and around her. She has no definite cause of nervousness, like the old race-horse ; but she apprehends danger, and feels excitement from any thing new to her. If she only feared the jockey, his caresses would probably soon pacify her ; but she would be equally alarmed if a crow flew nearer to her than usual. No school education as to horsemanship would, therefore, put a man on his guard against such vagaries ; and riding a well-trained horse goes a very little way towards making a man a good general horseman in difficult situations, or with difficult horses to manage.

Of boys it would be useless to say much, and still more so to say much to them, for even in riding they would never voluntarily take instruction if they were permitted to ride without it ; so, in cases where it is determined to make them horsemen, they must first be told, then obliged to do that which will enable them to become such, and be left to find out the effect of what they are made to do, by after experience.

There are, however, two modes of teaching boys to sit firm on their horse ; and as each has a different effect, I will mention them ; the one teaches the boy to trust to his hold on his saddle by his knees and thighs ; this is learnt by his riding for some time without stirrups. In personal illustration of this, I rode the whole of one season and the first half of another with fox-hounds without stirrups, and that, part of my second season, on full-sized horses. The advantage of this mode of instruction is, that it teaches, or in fact obliges, a boy to balance his body,

and sit still and firm in his seat, without any other aid than nature has supplied him with; and it obliges him to keep his legs motionless; for should he hold so loosely by his knees and thighs as to allow his legs to move or swing backward and forward on his saddle skirts, they would allow him to roll over the one or other side of his horse, and thus "the hope of the family" might be turned topsy-turvy. The next advantage derived from this plan is, it finally, in riding terms, gives a lad hands; for so soon as he has learned a firm seat, and got in full confidence in this respect, his hands are as free and as much at liberty as if standing on the ground. For however firm he may want to hold his horse by the head, to assist, support, or check him, he wants no hold by his own hands, as a support or stay to his own body. In fact, by thus learning to ride in the first instance, a seat at once neat and firm is most easily to be acquired without the vile habit of "holding on by the bridle;" which, if once contracted, it would be difficult, if not impossible, to break a man of; and until that was done, he never could be half a horseman.

If during the last page or two, or for the next, I write or quote personally, I do so to show that I write from personal practice, and not from mere observation or theory.

I in no shape mean to infer that continuing to ride without stirrups would be advantageous; on the contrary, I am clear it would have quite an opposite effect. It is very well, and I hold it as very advantageous, as a groundwork for beginners; but the artist will require other aids to perfect his work. One of these is the stirrup. Had I gone on riding two or three more seasons without them, the consequence would probably have been, that from practice I should have become so accustomed to ride without them, that I should have been unable to avail myself of their assistance; and though, on any thing that is not as slippery as a saddle, a man might sit an unruly horse quite as firmly without stirrups as with, still without their aid he could not ride for ordinary purposes to the best advantage, or make the most of his horse without their use.

An Arab may ride bare-backed, sit firmly, and do something like twenty miles within the hour, on the desert. But he does it in a wild way; and his horse, ridden by an English jockey,

would, I am quite certain, do it to greater advantage, that is, with less fatigue. His doing it, ridden as he is, is nothing to the purpose; it is whether he could not, by being more scientifically managed and ridden, do it either in shorter time, or in the same time with more ease.

Racing, or rather exercise riding, boys learn to ride in the directly opposite way. They are never allowed to ride even walking exercise without a saddle and stirrups; they therefore learn to depend on them; in short, with their comparatively little strength, they could not ride the horses they do if they did not. For in very free-going horses and hard pullers, by keeping their feet forward, the stirrup acts with them as the toe-board does to a coachman with four horses in hand; and if we were to select from the best riding boys in all the stables at Newmarket, we should not find one who could, like the dealer's lad, jump on a horse and ride him bare-backed; at all events, he could not ride him well; and indeed I should say the chances are he would tumble off. So much for learning in one way only. Now the dealer's lad could not ride a race-horse as well as the other, but he could ride him; and when merely following a head lad, probably he would ride him tolerably well, for he is accustomed to ride both with and without stirrups, and is indifferent as to which; and in point of lightness of hand, and making the most of a good or bad mouth, the dealer's lad beats the Newmarket one hollow. This arises from his being taught and expected to make every horse he gets on go as well, and carry himself as handsomely, as he can be made to do; and as he rides a dozen or more different horses every day, he acquires a hand for every horse. The Newmarket boy rides the same horse for months together, and probably not more than half a dozen different ones in as many years. This is therefore by no means the best place to learn hands, though a very good one to teach him to hold strong pullers, which he can do better than the dealer's lad, though he may be physically far stronger.

The remark might very naturally be made, that if, as I have said, a jockey requires good hands for all sorts of horses, and that riding exercise is not the best school to give such, it must be a bad one to select a jockey from, which I have stated is mostly done.

I will endeavor to reconcile this seeming incongruity. Exercise boys have *not*, generally speaking, fine hands; therefore, to a certain degree, it is objectionable as a school for a jockey. But to set against this, in the first place, there is no other in which the other requisites in a jockey can be taught, or of course learnt; for training stables are the only places where a boy can become acquainted with the habits, temper, style of going, and powers of speed of the race-horse; and, what is of quite as much consequence as all these put together, it is the best school to enable him to become a good judge of pace. Without these acquirements no man can ever be a jockey.

Having thus far answered the supposed remark, I hope it will be borne in mind, that, although I said jockeys have mostly been exercise boys, I in no way even inferred that exercise boys mostly become jockeys; for the fact is, there is not one in a dozen of these boys that has either head or hands for the purpose; and it is because a boy is found to possess these in greater perfection than other boys in the same stables that gets him first put upon a race-horse as a jockey.

I have now laid before my readers what I conceive to be the different effects of learning to ride without and with stirrups, and of learning to ride with them *only*; and, whether man or boy, I should most strongly recommend the beginner to adopt the former course, satisfied as I am that for general riding it will give both the best seat and best hands.

There are three descriptions of persons among men grown, who, if they mean to make riding a pursuit, would benefit by some advice on the subject; the one is the man who has never ridden at all; the other one who has ridden a little, and, finding himself in difficulty, is satisfied he knows nothing about it; the third is one who has ridden a good deal, and that very badly. The first would be altogether the readiest pupil, and very likely would, in the shortest time, become a horseman. He will do as he is advised, because he has no inducement to do, nor does he know how to do, otherwise; and, beginning right, the right way will become his most natural habit, and of course the one the easiest to him; and having in commencing no habits at all, he will have no bad ones to correct.

The next would give a little more trouble; for as he has

ridden, whether it may have been twenty times or two hundred, he must have ridden *somehow*; and though a horseman might very properly consider this as riding *nohow*, it will depend upon the turn of the rider's mind how far it may or may not be found difficult to convince him it was so. But, as I have said, he must have ridden somehow, and that with him has become a habit; therefore, supposing he is diffident enough to be convinced his habits have been bad ones, he has to forget, or at least to forego, those while he learns proper ones, the former probably being by far the most difficult task.

With the third, who has ridden a great deal, but ridden badly, I wish to have nothing to do; as it is probable, if not certain, that he will be as opinionated as ignorant, and as unable as unwilling to appreciate or to profit by instruction. At all events, no credit is to be gained by such a pupil, and it is all but hopeless to attempt to make him into a horseman."—*Harry Hicover's Pract. Horsemanship.*

In addition to this, I have only to state, that nothing which I have said above, in regard to the use of the martingale, is to be held as applying either to the riding of race horses, or to the riding or driving of fast-trotting horses.

To both these ends the use of the martingale is indispensable; as, above all things, the heads of the animals must be kept steady and perfectly inflexible at a hard unyielding pull. The absence of a good mouth, or of a pleasant and handsome style of going is necessary to neither animal, and, in the trotter, the former would be a vice rather than a virtue, as the possession of a fine, delicate, light hand would be a disqualification, rather than an advantage, to the rider or driver of such animals.

For race-riders, or riders and drivers of match-trotters, I give no directions—the professionals are better able to instruct me, than I to teach them; and amateurs in the former art can hardly ever expect to succeed; while, in the latter branch of equestrianism, they can only acquire proficiency by practice and study on the course and on the road, and then, only at the disadvantage and penalty of unfitting themselves for any other sort of riding or driving, of acquiring a bad and ungainly seat, and of losing, if they ever possessed it, the lightness, sensibility, and delicacy of touch, which constitute what is known to horsemen as a good hand.

The modes of breaking the young horse, as usually practised, and as detailed, in some small degree, above, under the head of breeding, consist of letting him stand on the colts' or breaking bits; lunging him, in a circle, by means of a long leading rein, with the aid of a four-horse whip; by which he is taught his paces, and also how to turn and traverse—and, lastly, by putting him into the hand of a rough rider, who, according as he did or did not possess—what very few such men do possess—fine seat, fine hands, great judgment, great tact, unruffled temper, unwearied patience, indomitable perseverance, and perfect skill—in other words, talent approaching to genius,—turned out the horse perfectly well broke, which is the rare exception—half finished, which is the rule—or a vicious, unmanageable brute, which is but too often the consequence of the breaker being, what he too often is, a sot, an ass, and a brute.

The following are Stonehenge's additional rules for breaking a hunter. They are admirable, and easy to be understood and followed. For every saddle horse they are, moreover, well worth following; since not only is every saddle horse much better and more valuable for being a clever and easy leaper, but even, if his rider never desire to leap him, he acquires a more perfect use of his limbs, and a greater degree of docility, by having been put through the forms of these instructions.

BREAKING AND TEACHING.

“Breaking is of course required for those colts, which are specially intended for hunters, but except in teaching to jump, it does not differ from the plan adopted in ordinary colt-breaking. The same mouthing-bit which I have recommended above will also suit this kind of horse, but its reins should be buckled considerably tighter, and the horse “put upon it” for an hour a day until he bends himself well. He may also have what is called a “dumb jockey” buckled on his roller, with springs contained within its arms, by which the bit is allowed to give and take with the horse's action; but still always having a tendency to bend the neck, and bring the horse back on his haunches. Unless this is effectually done, and the colt is made to use his hind legs by bringing them well under him, thus carrying a

good part of his weight, he is never safe across ridge-and-furrow, nor in awkward places, where he is obliged to creep up close to the take-off, and gather all his legs together before making the spring. When the horse is being lunged he may be made to jump a bar, but not too often over a movable one, or he finds out its tendency to fall, and becomes careless. A fixed bar should be used as soon as the horse understands this part of his business, and he will not hurt himself if he falls over it a few times; because there is nothing to hold his legs, and, consequently, he either falls forward or backward without injury. The bar should have side guides, so that in lunging, the horse must go over, or come back and face the whip of the groom following him; and when they are properly managed, the leading-rein slides over them without catching, and the bar may be taken by the horse in each round of the lunge. Some horses seem to enjoy the fun when they are clever and good-tempered, but not more than six or eight jumps should be given in any one lesson, for fear of disgusting the pupil. When he is perfect over the bar with the lunging-rein, and *after he is broken to all his paces*, he may be ridden over it, or any small fences, in cool blood; but he never ought to be put at this kind of work till he is perfect at all his other lessons. For if he does not know what the spur, or the pull of the rein means, it is useless to confuse him by trying to make him do what he does not understand. No large jumps should ever be tried without hounds, and when the colt is willing to go when he is wanted over small places, it is better to defer the conclusion of his jumping education until he can be taken out with hounds, as I have explained under the section treating of the teaching of the steeplechaser. With hounds the colt is inclined to follow the field of horses, and will soon attempt any place his breaker puts him at; though often making mistakes, and sometimes carrying the fence before him into the next field. Good hands, a firm seat, and an unruffled temper soon make him know his powers; and in a few times he learns to avoid mishaps, and keeps his legs without difficulty. The breaking-bit already described is the best to ride young horses with, as it is large, and allows of considerable pressure without injury; so that if the breaker is obliged to keep the head straight with some force, the colt is not thereby dragged into the fence, as would be

the case with a small and sharp snaffle or with a curb. The same caution must now be exercised as before with regard to a too long continuance of the early lessons. The young hunter, as well as the steeplechaser, should be gradually accustomed to his practice, consequently should never have too much at first; as there is some danger of disgusting him by needless repetition.

And here, a few months since, I should have closed my observations on riding and breaking, for the *manège* is neither attainable in this country, except by the aid of circus companies, nor necessary to a rider; though, if superadded to the other qualifications of a good field and road horseman, it is a grace to an equestrian, and a vast excellence to every horse, except a race-horse, a hunter, and a trotter, for two of which *manège* rules would be utterly useless, if not positively detrimental, and for the third—the hunter—only in a very preliminary and moderate degree desirable, so far, I mean, as teaching him how to get his hind legs under him.

Lately, however, I have come across Mr. Baucher's system of horsemanship, both as teaching men how to ride themselves, and how to break horses, by an invariable, uniform and infallible method. I have no hesitation, although I took it up with considerable doubt and distrust, in adopting it as all that it pretends to be; and in most urgently recommending all my readers, who desire to become perfect riders themselves, and to have their horses perfectly broken, to adopt all his preliminary steps, both of learning to ride and of breaking, as the best ever introduced, and as infallibly certain, if practised with patience and temper, to produce the result desired.

So satisfied am I of the excellence of this method, and of the advantage of introducing it, that not being, by any means, satisfied with the rendering of the original in the only American edition, I have prepared a version of such parts of the work as I judge essential to the learning how to make accomplished riders, and thoroughly-broken horses for general purposes—not carrying the system to its extreme length, which would make all horses perfect *manège*, or circus, or cavalry horses, and all riders, riding-masters, circus-masters, or dragoons—which is neither necessary nor desirable—and this I now submit to my readers. I farther advise any one, who desires to have a per-

fect riding horse, to devote a few hours daily to training his animal, which will soon be in itself a source of pleasure and amusement, apart from the ultimate advantage to be obtained—and farther, whether he be a mere tyro and learner, or an old horseman, to go through a series of Baucher's lessons for the acquisition of flexibility of the person and of a perfect seat on horseback, being well assured that, in the former case, it will afford the speediest and easiest means of becoming a rider, and that, in the latter, it will give such increased facility, and mastery of the animal, as well as of the horseman's own powers, as will largely and amply remunerate him for the pains and the time devoted to the experiment.

“By following my new instructions,” says Mr. Baucher on his forty-first page, “relating to the seat of a man on horseback, we shall soon arrive at certain results; they are as easy to understand as to demonstrate. Two sentences are sufficient to explain all to the rider, and enable him to obtain a good seat by the simple advice of the instructor.

The rider must expand his chest as much as possible, so that every part of his frame rests upon that next below it, for the purpose of increasing the adhesion of his buttocks to the saddle. The arms should fall easily by the sides. The thighs and legs should, by their own strength, find as many points of contact as possible with the saddle and the horse's sides; the feet will naturally follow the motion of the legs.

By these few lines it is shown how simple a thing it is to acquire a seat.

The means which I recommend for readily obtaining a good seat remove all the difficulties which the plan pursued by our predecessors presented. The pupil of old understood nothing of the long catechism, recited in a loud voice by the instructor, from the first word to the last; consequently he could not execute it. Here one word replaces all those sentences; but we previously go through a course of practisings for the rendering of his frame flexible and supple. This course will make the rider expert, and consequently intelligent. One month will not elapse before the most stupid and awkward recruit will find himself able to sit a horse properly, without the aid of words of command.

The horse is to be led upon the ground, saddled and bri-

dled. The instructor must take two pupils; of whom one shall hold the horse by the bridle, and observe what the other does, in order that he may be able to perform in his turn. The pupil shall approach the horse's shoulder and prepare to mount; for this purpose he is to lay hold of, and separate with the right hand, a handful of mane, and pass it into the left hand, taking hold as near the roots as possible, without twisting them; he must then grasp the pommel of the saddle with the right hand, the four fingers inside, and the thumb outside; when springing lightly, he will raise himself upon his wrists. As soon as his middle reaches the height of the horse's withers, he must pass the right leg over the croup, without touching it, and place himself lightly in the saddle. This vaulting will tend to render the man active; and he should be made to repeat it eight or ten times, before letting him finally seat himself. The repetition of this exercise will soon teach him the use of his arms and loins.

For the stationary exercise on horseback, an old, quiet horse should be chosen in preference; the reins to be knotted, and to hang on his neck. The pupil being on horseback, the instructor will examine his natural position, in order to exercise more frequently those parts which have a tendency either to weakness or rigidity. The lesson will commence with the chest. He must expand the chest, and hold himself in this position for some time, without regard to the stiffness which it will occasion at first. It is by the exertion of force that the pupil will obtain suppleness and flexibility, and not by the relaxation of his natural powers so much and so uselessly recommended. Motions at first produced only by great effort, will not require so much exertion after a while, for the pupil will then have gained skill, and skill, in this case, is but the result of exertions properly combined and employed. What is first done by the exertion of a force equal to twenty pounds is afterward effected by an effort gradually diminishing. When it is reduced to the last, we may say that skill is attained. If we commence by a smaller effort, we cannot attain this result. The flexions of the loins must be repeated, allowing the pupil often to let himself down into his natural relaxed position, in order to accustom him to throw his chest quickly into a good position. The body being

well placed, the instructor will proceed—first, to the lesson of the arm, which consists in moving it in every direction, first bent, and afterward extended; secondly, that of the head; which must be turned right and left without allowing its motion to affect the position of the shoulders.

When the lessons of the chest, arms, and head, have produced a satisfactory result, which they ought to do at the end of four days—eight lessons—we pass to the pupil's legs.

He must remove one of his thighs as far as possible from the flaps of the saddle; and afterward replace it with a rotatory movement from without inward, in order to make it adhere to the saddle at as many points of contact as possible. The instructor should watch that the thigh does not fall back heavily; it should resume its position by a slowly progressive motion, and without a jerk. He ought, moreover, during the first lesson, to take hold of the pupil's leg, and direct it, to make him understand the proper way of performing this displacement. He will thus save him fatigue, and obtain the result sooner.

This kind of exercise, very fatiguing at first, requires frequent rests; it would be wrong to prolong the exercise beyond the powers of the pupil. The motions of bringing back the thigh which place it in contact with the saddle, and that of protruding it, which separates it from the saddle, becoming more easy, the thighs will acquire a suppleness admitting of their adhesion to the saddle in a good position. Then come the practices for flexing the legs.

The instructor should watch that the knees always preserve their perfect adherence to the saddle. The legs are to be swung backward and forward like the pendulum of a clock; that is to say, the pupil will raise them so as to touch the cantle of the saddle with his heels. The repetition of these flexions will soon render the legs supple, pliable, and independent of the thighs. The flexions of the legs and thighs are to be continued for four days—eight lessons. To make each of these movements more correct and easy, eight days—or sixteen lessons—will be devoted to them. The fifteen days—thirty lessons—which remain to complete the month, will continue to be occupied by the exercise of stationary supplings; but, in order that the pupil may learn to combine strength of the arms with that of the loins, he must

be made to hold at arm's-length, progressively, weights increasing from ten to forty pounds. This exercise should commence with the least fatiguing position, the arm being bent, and the hand near the shoulder, and this flexion should be continued to the full extent of the arm. The position of the chest and trunk must not be affected by this exercise, but must be kept steady in its attitude.

The strength of pressure of the knees may be judged of, and even produced, by the following method. This, which at first sight will perhaps appear of slight importance, will, nevertheless, bring about great results. The instructor should take a narrow piece of leather about twenty inches long, and place one end of it between the pupil's knee and the flap of the saddle. The pupil will exert the force of his knees on the saddle to prevent its slipping, while the instructor will draw it toward him slowly and progressively. This process will serve as a dynamometer to judge of the increase of power.

The strictest watch must be kept that each force acting separately shall not put other forces in action. That is to say, that the movement of the arms shall not affect the shoulders, or put them in motion. It should be the same with the thighs, in respect to the body; with the legs, in respect to the thighs, and so with the rest. The power of displacing and flexing, at will, each several limb, having been thus separately obtained, the chest and seat are to be temporarily displaced, in order to teach the rider to recover his proper position without assistance. This is to be done as follows. The instructor, being placed on one side, must push the pupil's hip, so that his seat will be moved out of the seat of the saddle. The instructor will then allow him to get back into the saddle, being careful to watch that, in regaining his seat, he makes use of his hips and knees only, in order to make him use only those parts nearest to his seat. In fact, the aid of the shoulders would soon affect the hand, and this the horse; the assistance of the legs would have still worse results. In a word, in all the displacements, the pupil must be taught not to have recourse, in order to direct the horse, to the means which keep him in his seat, and *vice versa*, not to employ, in order to keep his seat, those means which direct the horse.

Here but a month has elapsed, and these equestrian gym-

nastics will have made a rider of a person who may at first have appeared incapable of becoming such. Having mastered the preliminary trials, he will impatiently await the first movements of the horse, in order to give himself up to them with the ease of an experienced rider.

Fifteen days—thirty lessons—will be devoted to the walk, the trot, and the gallop. Here the pupil should solely endeavor to follow the movements of the horse; therefore, the instructor will oblige him to attend to his seat only, and not to attempt to guide the horse. He will only require the pupil at first, to ride straight before him; and secondly, to ride in every direction, with one rein of the snaffle in each hand. At the end of four days—eight lessons—he may be directed to take the curb rein in his left hand. The right hand, which is now free, must be held alongside of the left, that he may early get the habit of sitting square—with his shoulders abreast and equal. The horse should be made to trot as much to the right as to the left. When the seat is firmly settled at all the different paces, the instructor will explain simply, the connection between the wrists and the legs, as well as their separate effects.

Here the rider will commence the horse's education, by following the progression I shall proceed to explain. The pupil will be made to understand the reasons for each practice, and will be so led to perceive how intimately the education of the man is connected with that of the horse.

1. Flexions of the loins for producing expansion of the chest, four days, eight lessons.

2. Displacements and replacements of the thighs, and flexions of the legs, four days, eight lessons.

3. General exercises of all the parts in succession, eight days, sixteen lessons.

4. Displacements of the trunk, exercises of the knees and arms with weights in the hands, fifteen days, thirty lessons.

5. Position of the rider, the horse being at a walk, a trot, and a gallop, in order to fashion and confirm the seat at these different paces, fifteen days, thirty lessons.

6. Education of the horse by the rider, seventy-five days, and one hundred and fifty lessons.

The whole being accomplished in a hundred and twenty-one days, two hundred and forty-two lessons.

OF THE FORCES OF THE HORSE.

The horse, like all organized beings, is possessed of a weight and of forces peculiar to himself. The weight inherent to the material of which the animal is composed, renders the mass inert, and tends to fix it to the ground. The forces, on the contrary, by the power they give him of moving this weight, of dividing it, of transferring it from one of his parts to another, communicate movement to his whole being, determine his equilibrium, speed, and direction. To make this truth more evident, let us suppose a horse in repose. His body will be in perfect equilibrium, if each of its members supports exactly that part of the weight which falls upon it in this position. If he wish to move forward at a walk, he must transfer that part of the weight, resting on the leg which he moves first, to those that will remain fixed to the ground. It will be the same thing in other paces, the transfer acting from one diagonal to the other in the trot, from the front to the rear, and reciprocally, in the gallop. We must not then confound the weight with the forces; the latter producing the results, the former being subordinate to them. It is by removing the weight from one extremity to the other that the forces put the limbs in motion, or keep them stationary. The slowness or quickness of the transfers fixes the different paces, which are correct or false, even or uneven, according as these transfers are executed with correctness or irregularity.

It is understood that this motive power is subdivisible *ad infinitum*, since it is dispersed through all the muscles of the animal. When the latter, himself, determines the use of them, the forces are instinctive; I shall call them transmitted, when they emanate from the rider. In the first case, the man is governed by his horse, and is merely the plaything of his caprices; in the second, on the contrary, he makes the horse a docile instrument, submissive to all the impulses of his will. The horse, then, from the moment he is mounted, should act only by transmitted forces. The invariable application of this principle constitutes the true art of the horseman.

But such a result cannot be attained instantaneously. The young horse, in freedom, having been accustomed to regulate his own movements, will not, at first, submit without difficulty and resistance to the strange influence that now assumes to take the entire control of them. A struggle must necessarily ensue between the horse and his rider, who will be overcome unless he is possessed of energy, patience, and, above all, knowledge necessary to the carrying of his point. The forces of the animal being the element upon which the rider must principally work, first for conquering, and in the end for directing them, it is necessary he should apply himself to these before any thing else. He must study what they are, whence they spring, the parts where they unite to effect the strongest resistance by muscular contraction, and the physical causes, which occasion these contractions. When this is discovered, he will proceed with his pupil by means in accordance with his nature, and his progress will be proportionably rapid.

Unfortunately, we search in vain, in ancient or modern authors on horsemanship, I will not say for rational principles, but even for any data in connection with the forces of the horse. All speak very prettily about resistances, oppositions, lightness, and equilibrium; but none of them have understood how to tell us what causes these resistances, how we can combat them, destroy them, and produce that lightness and equilibrium, which they so earnestly recommend. It is this hiatus which has caused so much doubt and obscurity about the principles of horsemanship; it is this that has kept the art so long stationary; it is this hiatus, which, in a word, I conceive myself able to fill.

And first, I lay down the principle that all the resistances of young horses spring, in the first place, from a physical cause, and that this cause only becomes a moral one, through the awkwardness, ignorance, or brutality of the rider. In fact, besides the natural stiffness peculiar to all horses, each of them has his own peculiar conformation, the greater or less perfection of which produces the degree of harmony which exists between the forces and the weight. The want of this harmony occasions the ungracefulness of their paces, the difficulty of their movements, in a word, all the obstacles to a good education. In a

state of freedom, however bad may be the structure of a horse, instinct is sufficient to enable him to make such a use of his forces as to maintain his equilibrium; but there are movements which it is impossible that he should make, until a preparatory exercise shall have put him in the way of supplying the defects of his organization by a better combined use of his motive power. A horse puts himself in motion only by means of assuming a given position; if his forces be such as to oppose themselves to this position, they must first be annulled, before they can be placed by the only ones which can effect it.

Now, I ask, if before overcoming these first obstacles, the rider adds to them the weight of his own body, and his unreasonable demands, must not the animal experience still greater difficulty in executing certain movements? The efforts we make to compel him to submission, being contrary to his nature, must we not necessarily find insurmountable opposition? He will naturally resist, and with so much the more advantage, because his forces being ill-distributed, will suffice to paralyze the efforts of his rider. The resistance then emanates, in this case, from a physical cause. This becomes a moral one from the moment when—the struggle going on by the same processes—the horse begins of his own accord to concert means for resisting the torture imposed on him, and when we undertake to force into operation parts, which have not previously been rendered supple, and liable to flexion.

When things come to this state, they can only from bad become worse. The rider, soon disgusted at the impotence of his own efforts, will throw upon the horse the responsibility of his own ignorance; he will brand as a jade an animal possessing perhaps the most brilliant resources, and of which, with more discernment and tact, he could have made a hackney as docile in character, as graceful and agreeable in his paces. I have often remarked that horses considered indomitable, are those which develop the most energy and vigor, when we know how to remedy those physical defects, which prevent their making use of them. As to those which, in spite of their bad formation, are by a similar system made to show a semblance of obedience, we need thank nothing but the softness of their natures. If they can be made to submit to the simplest exer-

cise, it is only on condition that we do not demand any thing more of them ; for they would soon find energy to resist any farther attempts. The rider can make them go along at different paces, to be sure ; but how disconnected, how stiff, how ungraceful in their movements, and how ridiculous such steeds make their unfortunate riders look, as they toss them about at will, instead of being guided by them ? This state of things is natural and necessary, unless we first remove the cause of it ; *the improper distribution of their forces, and the rigidity caused by a bad conformation.*

But it may be objected, allowing that these difficulties are caused by the formation of the horse, how is it possible to remedy them ? You do not surely pretend to change the structure of the animal, and reform the work of nature ? Undoubtedly not ; but while I confess that it is impossible to give more breadth to a narrow chest, to lengthen a short neck, to lower a high croup, to shorten and fill out long, weak, narrow loins, I do not the less insist that, if I prevent the different muscular contractions resulting from these physical defects, if I supple the muscles, if I make myself master of the forces so as to use them at will, it will be easy for me to conquer these resistances, to give more action to the weak parts, and to subdue the excess of those which are too vigorous, and thus to make up for the deficiencies of nature.

Such results, I do not hesitate to say, were and still are impossible under the old methods. But if the science of those, who follow the old beaten track, find so constant an obstacle in the great number of horses of defective formation, there are, unfortunately, some horses who, by the perfection of their organization, and the consequent facility of their education, contribute greatly to perpetuate the impotent routines that have been so unfavorable to the progress of horsemanship. A well constituted horse is one, all the parts of which being regularly harmonized, induce the perfect equilibrium of the whole. It would be as difficult for such a subject to depart from this natural equilibrium, and take up an improper position, for the purpose of resistance, as it is at first painful to the badly formed horse to be brought into that just distribution of forces, without which no regularity of movement can be hoped.

“It is then only in the education of these last that the real difficulties of horsemanship consist. With the others the breaking ought to be, so to say, instantaneous; since, all the springs being in their places, there is nothing to be done but to put them in motion; this result is always obtained by my method. Yet the old principles demand two or three years to reach this point. And when, by feeling his way without any certainty of success, the horseman, gifted with tact and experience, succeeds at last in accustoming the horse to obey the impressions communicated to him, the rider imagines that he has surmounted great difficulties, and attributes to his skill a state so near to that of nature, that correct principles would have obtained it in a few days. Then as the animal continues to display in all his movements the grace and lightness natural to his beautiful formation, the rider does not scruple to take all the merit to himself; thus showing himself as presumptuous in this case as he was unjust when he made the badly formed horse responsible for the failure of his attempts.

If we once admit these truths;—

That the education of the horse consists in the complete subjection of his powers;

That we can only make use of his powers at will, by annulling all resistances;

And that these resistances have their source in the muscular contractions occasioned by physical defects;

The only thing necessary will be to seek out the parts in which these contractions arise, in order to endeavor to oppose and destroy them.

Long and conscientious observations have shown me that, whatever be the faults of formation that prevent a just distribution of forces in the horse, it is always in the neck that the most immediate effect is felt. There is no improper movement, no resistance, which is not preceded by the contraction of this part of the animal; and as the jaw is intimately connected with the neck, the rigidity of the one is instantly communicated to the other. These two points are the fulcrum upon which the horse relies, in order to defy and overpower all the rider's efforts. We may easily conceive the immense obstacle they must present to the exertions of the latter, since the neck and head being the

two principal levers by which we direct the animal, it is impossible to obtain any thing from him until we render ourselves masters of these first and indispensable means of action. Behind the parts in which the forces are most exerted by muscular contractions for resistance, are the loins and the croup.

The contraction of these two opposite extremities are, mutually the one to the other, causes and effects, that is to say, the rigidity of the neck induces that of the haunches, and vice versa. We may combat the one by the other; and so soon as we have succeeded in annulling them, so soon as we have re-established the equilibrium and harmony which they prevented between the fore and hind parts, the education of the horse will be half finished. I proceed now to point out the means of arriving infallibly at this result.

THE FLEXINGS OF THE HORSE.

This work being an exposition of a method which is designed to subvert most of the old principles of horsemanship, it is understood that I now address men only who are already conversant with the equestrian art, and unite to an assured seat a familiarity with the horse, sufficiently great to understand all that concerns his mechanism. I will not, then, revert to the elementary processes; it is for the instructor to judge if his pupil possess a proper degree of solidity of seat, and is sufficiently a part of the horse; for at the same time that a good seat produces this identification, it favors the easy and regular play of the rider's extremities.

My present object is to treat principally of the education of the horse; but this education is too intimately connected with that of the rider, that he should make any considerable progress in the one without a knowledge of the other. In explaining the processes which should produce perfection in the animal, I shall necessarily teach the horseman to apply them himself; he will only have to practise to-morrow what I teach him to-day. Nevertheless, there is one thing that no precept can give; that is, a fineness of touch, a delicacy of equestrian sensibility which belongs only to certain privileged organizations, and without which, we seek in vain to pass certain limits. Having said this, we will return to our subject.

We now know the parts of the horse in which the muscular contractions lie which produce the most resistance, and we feel the necessity of supplying them. Shall we then cease to attack, exercise, and conquer them all at once? No; this would be to fall back into the old error, the inefficiency of which we are convinced of. The animal's muscular power is infinitely superior to ours; his instinctive forces, moreover, being able to sustain themselves the one by the others, we must inevitably be conquered if we put them all at once in motion. Since the contractions have their seat in separate parts, let us profit by this division to combat them separately, as a skilful general destroys, in detail, forces which, when combined, he would be unable to resist.

For the rest, whatever the age, the disposition, and the structure of my pupil, my course of proceeding at the start will always be the same. The results will only be more or less prompt and easy, according to the degree of perfection in his nature, and the influence of the hand to which he has been previously subjected. The flexings, which will have no other object in the case of a well-made horse, than that of preparing his forces to yield to our influence, will re-establish calm and confidence in a horse that has been badly handled; and in a defective formation, will make those contractions disappear, which are the causes of resistance, and the only obstacles to the producing of a perfect equilibrium. The difficulties to be surmounted will be in proportion to this complication of obstacles, but will quickly disappear with a little perseverance on our part. In the progression we are about to pursue, in order to produce suppleness in all the different parts of the animal, we shall naturally commence with the most important parts, that is to say, with the jaw and the neck.

The head and neck of the horse are at once the rudder and compass of the rider. By them he directs the animal; by them, also, he can ascertain the regularity and precision of his movements. The equilibrium of the whole body is perfect, and its lightness complete, when the head and neck remain of themselves easy, pliable, and graceful. On the contrary, there can be no elegance, no ease of the whole, when these two parts are rigid. Preceding the body of the horse in all the impulses

communicated to it, they ought to give warning, and show by their attitude the positions to be taken, and the movements to be executed. The rider has no power so long as they remain contracted and rebellious; he disposes of the animal at will, when once they become flexible and easily managed. If the head and neck do not first commence the changes of direction, if in circular movements they are not inclined in a curved line, if in backing they do not bend back upon themselves, and if their lightness be not always in harmony with the different paces at which we wish to go, the horse will have it in his own power to execute or to refuse these movements, since he will remain master of the employment of his own forces.

From the first moment I observed the powerful influence exercised by the stiffness of the neck on the whole mechanism of the horse, I attentively sought the means to remedy it. Resistance to the hand acts always either sideways, upward or downward. I at first imagined that the neck was the sole source of these resistances, and applied myself to suppling the animal by flexions, repeated in every direction. The result was immense; but although, at the end of a certain time, the supplings of the neck rendered me perfectly master of the forces of the fore-parts of the horse, I still found a slight resistance for which I could not at first account. At last, I discovered that it proceeded from the jaw. The flexibility I had communicated to the neck even increased the effect of this stiffness of the muscles of the lower jaw, by permitting the horse in certain cases to escape the action of the bit. I then bethought me of the means of combating these resistances in this, their last stronghold, and from that moment it is there I have commenced my work of suppling with that part.

The first exercise is performed on foot, and gives the means of making the horse come to the man, and rendering him steady to mount and generally docile.

Before commencing the exercises of flexions, it is essential to give the horse a first lesson of subjection, and teach him to recognize the power of man. The first act of submission, which might appear unimportant, will have the effect of speedily rendering him calm, of giving him confidence, and of preventing

all those movements which might distract his attention, and mar the success of the commencement of his education.

Two lessons, of half an hour each, will suffice to obtain the preparatory obedience of every horse. The pleasure we experience in thus playing with him will naturally lead the rider to continue this exercise for a few moments each day, and make it both instructive to the horse and useful to himself. The mode of proceeding is as follows;—The rider will approach the horse, without roughness or timidity, his whip under his arm; he will speak to him without raising his voice too much, and will pat him on the face and neck; then with the left hand he will lay hold of the curb reins, about six or seven inches from the branches of the bit, keeping his wrist stiff, so as to present as much force as possible when the horse resists. The whip will be held firmly in the right hand, the point towards the ground, then slowly raised as high as the horse's chest, in order to tap it at intervals of a second. The first natural movement of the horse will be to withdraw from the direction in which the pain comes, by backing away from it. The rider will follow this backward movement, without discontinuing the firm tension of the reins, or the little taps with the whip on the breast, applying them all the time with the same degree of intensity. The rider should be perfectly self-possessed, that there may be no indication of anger or weakness in his motions or looks. Becoming tired of this constraint, the horse will soon seek to avoid the infliction by another movement, and by coming forward he will arrive at it; the rider will avail himself of this second instinctive movement to stop and caress the animal with his hand and voice. The repetition of this exercise will give the most surprising results, even in the first lesson. The horse, having discovered and understood the means by which he can avoid the pain, will not wait till the whip touches him, he will anticipate it by rushing forward at the least gesture. The rider will take advantage of this to effect, by a downward force of the bridle hand, the depression of the neck, and the getting him in hand; he will thus at an early period of his education dispose the horse to receive the exercises which are to follow.

This training, besides being a great recreation, will serve to render the horse steady to mount, will greatly abridge the

process of his education, and accelerate the development of his intelligence. Should the horse, by reason of his restless or wild nature, become very unruly, we should have recourse to the cavesson, as a means of repressing his disorderly movements, and use it with little jerks. I would add, that it requires great prudence and discernment to use it with tact and moderation.

The flexions of the jaw, as well as the two flexions of the neck which follow, are executed standing still, by the man on foot. The horse must be brought out to the ground saddled and bridled, with the reins on his neck. The man will first see that the bit is properly placed in the horse's mouth, and that the curb-chain is fastened so that he can introduce his finger between the links and the horse's chin. Then looking the animal good-naturedly in the eyes, he will place himself before him near his head, holding his body straight and firm, planting his feet a little way apart in order to steady himself, and enable him to struggle advantageously against all resistances.

In order to execute the flexion to the right, the man should take hold of the right curb-rein with the right hand, at about six inches from the branch of the bit, and the left rein with the left hand, at only three inches from the left branch. He must then draw his right hand towards his body, pushing out his left hand so as to turn the bit in the horse's mouth. The force employed ought to be entirely determined by and proportioned to the resistance of the jaw and neck, and of these only, so as not to affect the rest of his body. If the horse back, to avoid the flexion, the opposition of the hands should still be continued. If the preceding exercise have been completely and carefully practised, it will be easy by the aid of the whip to prevent this retrograde movement, which is a great obstacle to all kinds of flexions of the jaw and neck. Figure 1.

So soon as the flexion is obtained, the left hand will let the left rein slip to the same length as the right, then drawing the two reins equally, will bring the head near to the breast, and hold it there oblique and perpendicular, until it sustains itself without assistance in this position. The horse, by champing the bit, will show that he is in hand as well as perfectly submissive. The man, to reward him, will cease drawing on the reins imme-

diately, and after some seconds will allow him to resume his natural position. Figure 2.

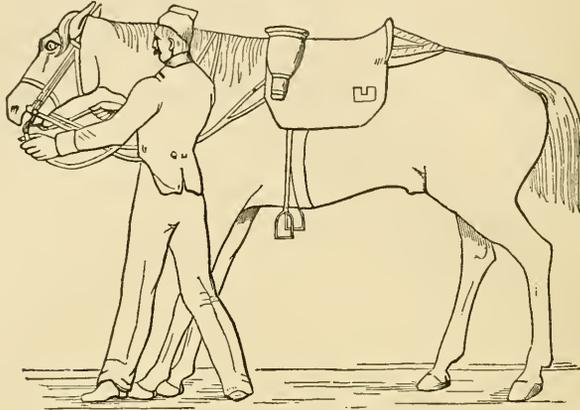


Figure 1.

The flexion of the jaw to the left is executed upon the same principles, and by inverse means; the man being careful to change alternately from the one to the other.

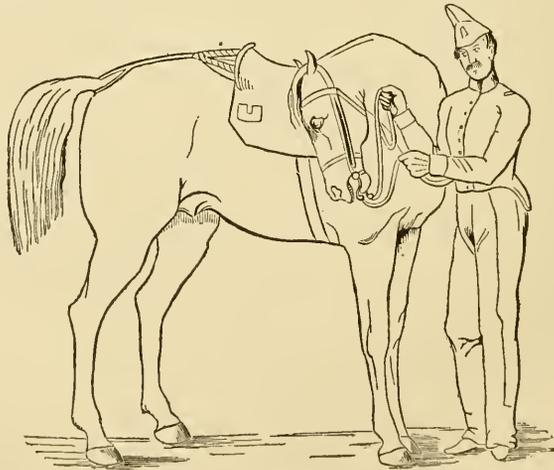


Figure 2.

The importance of these flexions of the jaw is easily understood. The result of them is to prepare the horse to yield instantly to the lightest pressure of the bit, and to supple

directly the muscles which join the head to the neck. As the head ought to precede and determine the different attitudes of the neck, it is indispensable that the latter part be always in subjection to the former, and respond to every impulse conveyed to it. This would be only partially the case, should we produce flexibility in the neck alone, which would then force the head to obey it, by drawing the latter along in its movements. The cause appears, therefore, why I at first experienced resistance, in spite of the pliability of the neck, of which I could not imagine the cause. The followers of my method, to whom I have not yet had an opportunity of making known the new means just explained, will learn with pleasure that this process not only brings the flexibility of the neck to a greater degree of perfection, but saves much time in finishing the suppling. The exercise of the jaw, while fashioning the mouth and head, also induces flexibility of the neck, and accelerates the getting of the horse in hand.

This exercise is the first of our attempts to accustom the forces of the horse to yield to those of the rider. It is necessary then to manage it very nicely, so as not to discourage him at first. To enter on the flexions roughly would be to shock the animal's intelligence, who would not in that case have time to comprehend what is required of him. The opposition of the hands will be commenced gently but firmly, nor cease until perfect obedience is obtained; except, indeed, the horse back against a wall, or into a corner; but it will diminish or increase its effect in proportion to the resistance, in such a way as always to govern it, but not with too great violence. The horse which will not at first submit without difficulty, will in the end come to regard the man's hand as an irresistible regulator, and will accustom himself so completely to obey it, that we shall soon obtain, by a simple pressure of the rein, what at first required the whole strength of our arms.

At each renewal of the lateral flexions, some progress will be made in the obedience of the horse. As soon as his first resistances are a little diminished, we must pass to the perpendicular flexions or depression of the neck.

The man will place himself as for the lateral flexions of the jaw; he will take hold of the reins of the snaffle with the

left hand, at six inches from the rings, and the curb-reins at about two inches from the bit. He will oppose the two hands by effecting the depression with the left and the proper position with the right.

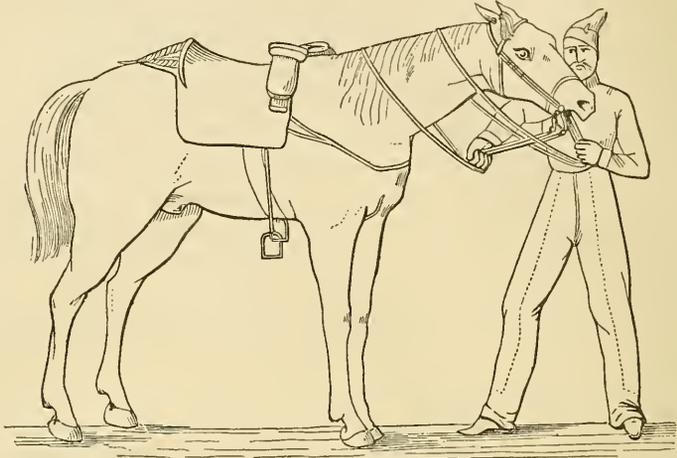
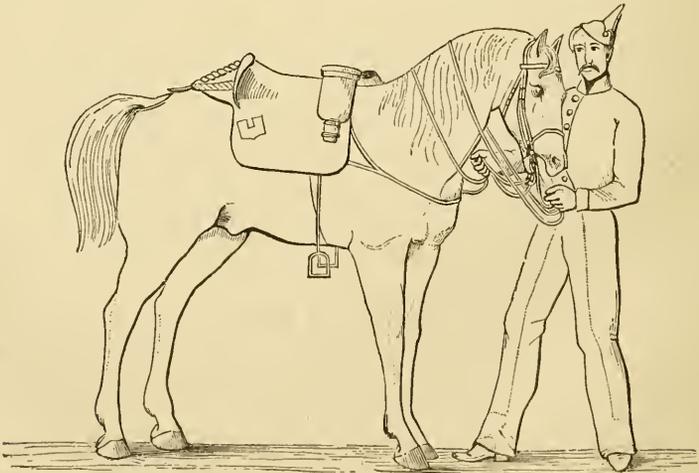


Figure 3.

As soon as the horse's head shall fall of its own accord, and by its own weight, the man will instantly cease all kind of force, and allow the animal to resume his natural position.



This exercise, being often repeated, will soon give suppleness to the elevating muscles of the neck, which play a prominent part in the resistances of the horse, and will farther facilitate the direct flexions and the getting the head in position, which should follow the lateral flexions. The man can execute this, as well as the preceding exercise, by himself; yet it would be well to put a second person in the saddle, in order to accustom the horse to the exercise of the supplings with a rider. This rider should just hold the snaffle-reins, without drawing on them, in his right hand, the nails downward.

The flexions of the jaw will have already communicated suppleness to the upper part of the neck, but we have obtained it by means of a powerful and direct motive power, and we must accustom the horse to yield to a less direct regulating force. Furthermore, it is desirable that the pliability and flexibility, especially necessary in the upper part of the neck, should be transmitted throughout its whole extent, so as entirely to destroy its rigidity.

The force from above downward, practised with the snaffle, acting only by the head-stall on the top of the head, often takes too long to make the horse lower his head. In this case, we must cross the two snaffle reins by taking the left rein in the right, and the right rein in the left hand, about six or seven inches from the horse's mouth, in such a way as to cause a pretty strong pressure upon the chin. This force, like all the others, must be continued until the horse yields. The flexions being repeated with this more powerful agent, will put him in a condition to respond to the means previously indicated. If the horse responded to the first flexions represented by Figure 4, it would be unnecessary to make use of this one. (Figure 5).

We can act directly on the jaw so as to render it prompt in moving. In order to do this, we take the left curb-rein about six inches from the horse's mouth, and draw it straight towards the left shoulder; at the same time we draw the left rein of the snaffle forward, in such a way that the wrists of the person holding the two reins shall be opposite and on a level with each other. The two opposed forces will soon cause a separation of the jaws, and end all resistance. The force ought always to be proportioned to that of the horse, whether in his resistance, or in

his easy submission. Thus, by means of this direct force, a few lessons will be sufficient to give a pliability to the part in question which could not have been obtained by any other means. Figure 6.

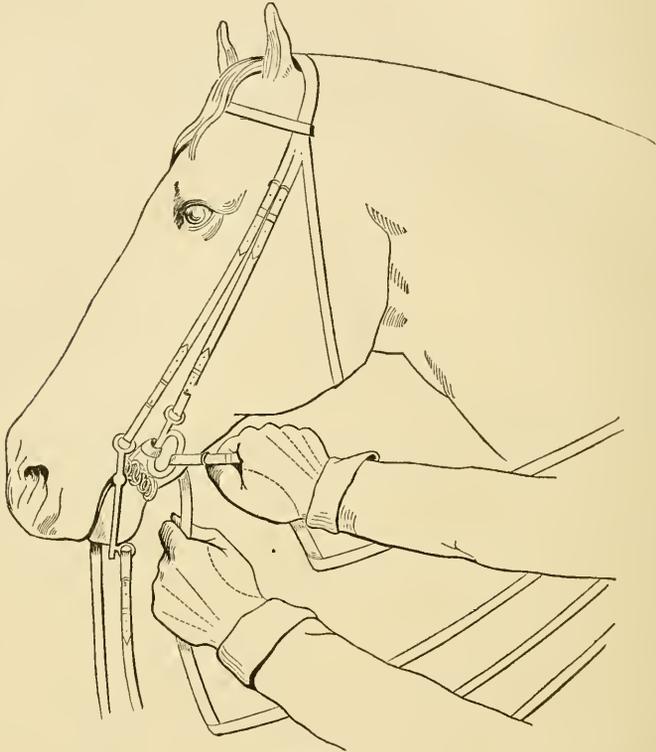


Figure 5.

For the lateral flexions of the neck, the man will place himself near the horse's shoulder, as for the flexions of the jaw ; he will take hold of the right snaffle-rein, which he will draw upon across the neck, in order to establish an intermediate point between the influence which is conveyed from himself and the resistance which the horse offers ; he will hold up the left rein with the left hand about a foot from the bit. As soon as the horse endeavors to avoid the constant tension of the right rein by inclining his head to the right, he will let the left rein slip so as to offer no opposition to the flexion of the neck. When-

ever the horse endeavors to escape the constraint of the right rein, by bringing his croup around, he will be brought into place again by slight pulls on the left rein.

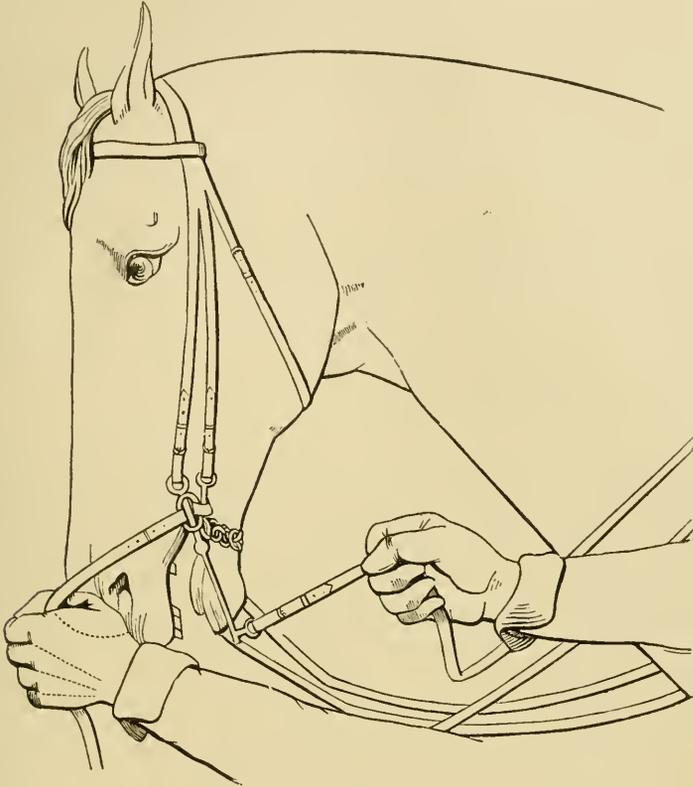


Figure 6.

When the head and neck have entirely yielded to the right, the man will draw equally on both reins to place the head perpendicularly. Suppleness and lightness will soon follow this position, and as soon as the horse evinces, by champing the bit, entire freedom from stiffness, the man will cease the tension of the reins, being careful that the head shall not avail itself of this moment of freedom to displace itself suddenly. In this case, it will be sufficient to restrain it by a slight support of the right rein. After having kept the horse in this position for some seconds, the instructor will make him resume his former posi-

tion by drawing on the left rein. It is most important that the animal in all his movements should do nothing of his own accord.

The flexion of the neck to the left is executed after the same principles, but by inverse means. The man can repeat with the curb, what he has previously done with the snaffle-reins; but the snaffle should always be employed first, its effect being less powerful and more direct.

When the horse submits without resistance to the preceding exercises, it will prove that the suppling of the neck has already made a great step. The rider can, henceforward, continue his work by operating with a less direct motive power, and without the animal's being impressed by the sight of him. He will place himself in the saddle, and commence by repeating, with the full length of the reins, the lateral flexions, in which he has already exercised his horse.

Of lateral flexions of the neck, the man being on horse-back, in order to execute the flexion to the right, the rider will take one snaffle-rein in each hand, the left scarcely feeling the bit; the right, on the contrary, giving a moderate impression at first, but which will increase in proportion to the resistance of the horse, and in a way always to govern him. The animal, soon tired of a struggle which, being prolonged, only makes the pain proceeding from the bit more acute, will understand that the only way to avoid it is to incline the head in the direction from which the pressure is felt.

As soon as the horse's head is brought round to the right, the left rein will form an opposition, to prevent the nose from passing beyond the perpendicular. Great care should be taken that the head remain always in this position, without which the flexion would be imperfect and the suppleness incomplete. The movement being regularly accomplished, the horse will be made to resume his natural position by a slight tension of the left rein.

The flexion to the left is executed in the same way, the rider employing alternately the snaffle and the curb-reins.

I have already mentioned that it is of great importance to supple the upper part of the neck. After mounting, and having obtained the lateral flexions without resistance, the rider will

often content himself with executing them half way, the head and upper part of the neck pivoting upon the lower part, which will serve as a base, or axis. This exercise must be frequently repeated, even after the horse's education is completed, in order to keep up the pliability of his neck, and facilitate the getting him in hand.

It now remains for us, in order to complete the suppling of the head and neck, to combat the contractions which occasion the direct resistances, and prevent our getting the horse's head into a perpendicular position.

For the direct flexions of the head and neck, or for bringing in the nose, the rider will first use the snaffle-reins, which he will hold together in the left hand, as he would the curb-reins. He will rest the outer edge of the right hand upon the reins in front of the left hand, in order to increase the power of the right hand; after which he will gradually bear on the snaffle-bit. So soon as the horse yields, it will suffice to raise the right hand, in order to diminish the tension of the reins, and reward the animal. As the hand must only present a force proportioned to the resistance of the neck, it will only be necessary to hold the legs rather close to prevent backing. When the horse obeys the action of the snaffle, he will yield much more quickly to that of the curb, the effect of which is so much more powerful. The curb, of course, needs more care in the use of it than the snaffle.

The horse will have completely yielded to the action of the hand, when his head is carried in a position perfectly perpendicular to the ground; from that time the contraction will cease, which the animal will show, as in every other case, by champing his bit. The rider must be careful not to be deceived by the feints of the horse, feints which consist in yielding one-fourth or one-third of the way, and then hesitating. If, for example, the nose of the horse having to pass over a curve of ten degrees to attain the perpendicular position, should stop at the fourth or sixth, and again resist, the hand should follow the movement, and then remain firm and immovable, for a concession on its part would encourage resistance and increase the difficulties. When the nose shall descend to No. 10, the perpendicular position will be complete, and the lightness perfect. The rider can

then cease the tension of the reins, but at the same time he must not permit the head to leave its position. If he lets it return at all to its natural situation, it should only be to draw it back again, and to make the animal understand that the perpendicular position of the head is the only one allowed when under the rider's hand. He should, at the outset, accustom the horse to cease backing at the pressure of the legs, as all backward movements would enable him to avoid the effects of the hand, or create new means of resistance.

This is the most important flexion of all; the others tended principally to pave the way for it. So soon as it is executed with ease and promptness, so soon as a slight touch is sufficient to place and keep the head in a perpendicular position, it will prove that the suppleness is completely effected, the contraction destroyed, and lightness and equilibrium established in the forehead. The direction of this part of the animal will, henceforward, be as easy as it is natural, since we have put it in a condition to receive all the influences we desire to convey to it, and instantly to yield to them without effort.

As to the functions of the legs, they must support the hind parts of the horse, in order to obtain the bringing in of the nose to the chest in such a way that he may not be able to avoid the effect of the hand by a retrograde movement of his body. This complete getting in hand is necessary, in order to drive the hind legs under the centre. In the first case, we act upon the forehead; in the second, upon the hind parts; the first serves for affecting the perpendicular position of the head, the second for bringing the haunches under him.

I published four editions of my Method, without devoting a special article to the combination of effects. Although I myself made a very frequent use of it, I had not attached sufficient importance to the great necessity of this principle in the case of teaching; later experiments have taught me to consider it of more consequence.

The combination of effects means the continued and exactly opposed forces of the hand and the legs. Its object should be to bring back again into a position of equilibrium all the parts of the horse which depart from that position, in order to prevent him from going ahead, without backing him, and *vice versâ*;

finally, it serves to prevent any movement from the right to the left, or from the left to the right. By this means, also, we distribute the weight of the mass equally on the four legs, and produce temporary immobility. This combination of effects ought to precede and follow each exercise within the graduated limit assigned to it. It is essential when we employ the aids, *i. e.*, the hand and the legs in this, that the action of the legs should precede that of the hand, in order to prevent the horse from backing against any place; for he might find, in this movement, points of support that would enable him to increase his resistance. Thus, all motion of the extremities, proceeding from the horse himself, should be stopped by a combination of effects; finally, whenever his forces get scattered, and act inharmoniously, the rider will find in this a powerful and infallible corrective.

It is by disposing all the parts of the horse in the most exact order, that we shall easily transmit to him the motive impulse which should cause the regular movements of his extremities; it is thus also that we address his comprehension, and that he is made to appreciate what we demand of him; then will follow caresses of the hand and voice as a moral effect; they should not be used, though, until after he has done what is demanded of him by the rider's hand and legs.

When the horse naturally brings in his chin too closely on his breast, although but few are disposed by nature to do this, it is not the less necessary to practise on them all the flexions, even the one which bends down the neck. In this position, the horse's chin comes back near the breast, and rests in contact with the lower part of the neck; too high a croup, joined to a permanent contraction of the muscles that lower the neck, is generally the cause of it. These muscles must then be supplied in order to destroy their intensity, and thereby give to the muscles which raise the neck, their antagonists, the predominance which will make the neck rest in a graceful and useful position. This first accomplished, the horse will be accustomed to go forward freely at the pressure of the legs, and to respond without abruptness or excitement, to the touch of the spurs; the object of these last is to bring the hind legs near the centre, and to lower the croup. The rider will then endeavor to raise the horse's head by the aid of the curb-reins; in this case, the

hand will be held some distance above the saddle, and well out from the body ; the force it transmits to the horse ought to be continued until he yields by elevating his head. As horses of this kind have generally little action, we must take care to avoid letting the hand produce an effect from the front to the rear, in which case it would take away from the impulse necessary for movement. The pace, commencing with the walk, must be kept up at the same rate, while the hand is producing an elevating effect upon the neck. This precept is applicable to all the changes of position that the hand makes in the head and neck ; but is particularly essential in the case of a horse disposed to depress his neck.

It should be remembered that the horse has two ways of responding to the pressure of the bit ; by one he yields, but withdraws himself from it at the same time by shrinking and coming back to his former position. This kind of yielding is only injurious to his education, for if the hand he held too forcibly, if it do not wait till the horse changes of his own accord the position of his head, the backward movement of his body would precede, and be accompanied by a shifting of the weight backward. In this case, the contraction of his neck remains all the while the same. The second kind of yielding, which contributes so greatly to the rapid and certain education of the horse, is effected by giving a half or three-quarter tension to the reins, sustaining the hand as forcibly as possible without bringing it near the body. In a short time the force of the hand, seconded by the continued pressure of the legs, will make the horse avoid this slight but constant pressure of the bit, but by means of his head and neck only. Then the rider will only make use of the force necessary to displace the head. It is by this means that he will be able to place the horse's body on a level, and will obtain that equilibrium, the perfect balance of which has not hitherto been appreciated.

Resuming what we have just explained in the case of a horse who rests his chin on his breast, we repeat that it is by producing one force from the rear to the front with the legs, and another from below upward with the hand, that we are soon enabled to improve the position and movements of the horse. So that, whatever may be his disposition, it is by first causing

the depression of the neck, that we gain a masterly and perfect elevation of it.

I will close this chapter by some reflections on the supposed difference of sensibility in horses' mouths, and the kind of bit which ought to be used.

I have already treated this subject at length in my *Comprehensive Dictionary of Equitation*; but as, in this work, I make a complete exposition of my method, I think it necessary to repeat it in a few words.

I cannot imagine how people have been able so long to attribute to the mere difference of formation of the bars, those contrary dispositions of horses which render them so light or so hard to the hand. How can we believe that, according as a horse has one or two lines of flesh, more or less, between the bit and the bone of the lower jaw, he should yield to the lightest impulse of the hand, or become unmanageable in spite of all the efforts of two vigorous arms? Nevertheless, it is from remaining in this inconceivable error, that people have forged bits of so strange and various forms, real instruments of torture, the effect of which is to increase the difficulties they sought to remove.

Had they gone back a little farther, to the source of the resistances, they would have discovered that this one, like all the rest, does not proceed from the difference of formation of a feeble organ like the bars, but from a contraction communicated to the different parts of the body, and above all to the neck, by some serious fault of constitution. It is then in vain that we attach to the reins, and place in the horse's mouth a more or less murderous instrument; he will remain insensible to our efforts, so long as we do not communicate to him that suppleness which alone can enable him to yield.

In the first place, then, I lay down as a fact, that there is no difference of sensibility in the mouths of horses; that all present the same lightness, when in position with the nose brought in, and the same resistances, in proportion as they recede from that position. There are horses hard to the hand; but this hardness proceeds from the length or weakness of their loins, from a narrow croup, from short haunches, thin thighs, straight hocks, or—a most important point—from a croup too high or

too low in proportion to the withers ; such are the true causes of resistances. The contraction of the neck, the closing of the jaws, are only the effects ; and as to the bars, they are only there to show the ignorance of self-styled equestrian theoreticians. By suppling the neck and the jaw, this hardness completely disappears. Experiments, a hundred times repeated, give me the right to advance this principle boldly ; perhaps it may, at first, appear too arbitrary ; but it is none the less true.

Consequently, I only allow one kind of bit, and this is the form and the dimensions I give it, to make it as simple as it is easy.

The arms straight and six inches long, measuring from the eye of the bit to the extremity of the branch ; circumference of the bit two inches and a half ; port, about two inches wide at the bottom, and one inch at the top. The only variation to be in the width of the bit, according to the horse's mouth.

I insist that such a bit is sufficient to render passively obedient all horses which have been prepared by supplings ; and I need not add that, as I deny the utility of severe bits, I reject all means not coming directly from the rider, such as martingales, &c.

CONTINUATION OF PRACTISINGS TO PRODUCE SUPPLENESS.

In order to guide the horse, the rider acts directly on two of his parts ; the fore parts and the hind parts. To effect this he employs two motive powers ; the legs, which give the impulse by the croup ; and the hand, which directs and modifies this impulse by the head and neck.

A perfect harmony of forces ought then to exist always between these two motive powers ; but the same harmony is equally necessary between the parts of the animal which they are intended particularly to impress. Our endeavors to render the head and neck flexible, light, and obedient to the touch of the hand, would be vain, its results incomplete, and the equilibrium of the whole animal imperfect, so long as the croup should continue immovable, dull, contracted, and rebellious to the direct governing agent.

I have just explained the simple and easy means of giving

to the fore parts the qualities indispensable to their good management; it remains to tell how we can in the same manner fashion the hind parts, in order to give complete suppleness to the horse, and bring about a uniform harmony in the development of all his moving parts. The resistances of the neck and croup mutually aiding one another, our labor will be more easy, as we have already destroyed the opposition of the former.

In order to teach the flexions of the croup, and to render it movable, the rider will hold the curb-reins in the left hand, and those of the snaffle, crossed, in the right, the nails of the right hand held downward; he will first bring the horse's head into a perpendicular position, by drawing lightly on the bit; after that, if he desire to execute the movement to the right, he will carry the left leg back behind the girths and press it closely to the flanks of the animal, until the croup yields to this pressure. The rider will at the same time make the left snaffle-rein felt, proportioning the effect of the rein to the resistance which is opposed to it. Of these two forces, thus transmitted by the left leg and the rein of the same side, the first is intended to combat the resistance, and the second, to determine the movement. The rider should content himself in the beginning with making the croup execute one or two steps only sideways.

The croup having acquired more facility in moving, we can continue the movement so as to complete reversed pivot motions to the right and the left.* As soon as the haunches yield to the pressure of the leg, the rider, to cause the perfect equilibrium of the horse, will immediately draw upon the rein opposite to this leg. The motion of this, slight at first, will be progressively increased until the head is inclined to the side towards which the croup is moving, as if to look at it coming.

To make this movement understood, I will add some explanations, the more important as they are applicable to all the exercises of horsemanship.

The horse, in all his movements, cannot preserve a perfect

* Pivot movements are of two kinds, when one of the fore legs remain perfectly stationary as if nailed to the ground, and the hind legs are made to move around them in a perfect, until the horse is standing in a reverse position, and *vice versa*, when one of the hind feet are stationary and the fore feet traverse around them.

and constant equilibrium, without a combination of opposite forces, skilfully managed by the rider. In the reversed pivot motion, for example, if when the horse shall have yielded to the pressure of the leg, we continue to oppose the rein on the same side on which we give the pressure of the leg, it is evident that we shall overshoot the mark, since we shall be employing a force which has become useless. We must then establish two motive powers, which in effect balance each other, without interfering; this will be done by the tension of the rein on the opposite side to that on which the leg acts in the pivot movements. So, we must commence with the rein and the leg of the same side; when it is time to pass to the second part of the work, we must employ the curb-rein in the left hand, and finally the snaffle-rein opposite to the leg. The forces will then be kept in a diagonal position, and in consequence, the equilibrium natural, and the execution of the movement easy. The horse's head being turned to the side to which the croup is moving, adds much to the gracefulness of the performance, and aids the rider in regulating the activity of the haunches, and keeping the shoulders in position. For the rest, practice alone will teach him how to use the leg and the rein, in such a way that their motions will mutually sustain, without at any time counteracting one another.

I need not observe, that during the whole of this exercise, as on all occasions, the neck should remain supple and light; the head in position, perpendicular, and the jaw movable. While the bridle hand keeps them in this proper position, the right hand, with the aid of the snaffle, is combating the lateral resistances, and determining the different inclination, until the horse is sufficiently well broken to obey a simple pressure of the bit. If, when combating the contraction of the croup, we permitted the horse to throw its stiffness into the fore parts, our efforts would be vain, and the fruit of our first labors lost. On the contrary, we shall facilitate the subjection of the hind parts, by preserving the advantages we have already acquired over the fore parts, and by preventing those contractions we have yet to combat from acting in combination.

The leg of the rider opposite to that which determines the rotation of the croup, must not be kept away from his side

during the movement, but must remain close to the horse, and hold him in place, while giving the same impulse from the rear forward, which the other leg communicates from right to left, or from left to right. There will thus be one force keeping the horse in position, and another determining the rotation. In order that the pressure of the one leg should not counteract that of the other, and in order that they be susceptible of being used together, the leg intended to move the croup should be placed further behind the girths than the other, which must be put steady with a force equal to that of the leg which determines the movement. Then the action of the legs will be distinct, the one bearing from right to left, the other from the rear forward. It is by the aid of the latter that the hand places and fixes the fore legs.

To accelerate these results, at first, a second person may be employed, who will place himself at abreast with the horse's head, holding the curb-reins in the right hand, and on the side opposite that to which we wish the croup to traverse. He will lay hold of the reins at six inches from the arms of the bit, so as to be in a good position to combat the instinctive resistances of the animal. The rider will content himself with holding the snaffle-reins lightly, and acting with his legs as I have already directed. The second person is only useful when we have to deal with a horse of intractable disposition, or to aid the inexperience of the man in the saddle; but as much should be done without assistance as possible, in order that the practitioner may judge for himself of the progress of his horse, seeking all the while for means to increase the efficiency of his touch.

Even while this work is in an elementary state, he will make the horse execute easily all the figures of the manège of two *pistes*. After eight days of moderate exercise, he will have accomplished, without effort, a performance that the old school did not dare to undertake until after two or three years of study and work with the horse.

When the rider shall have accustomed the croup of the horse to yield promptly to the pressure of the legs, he will be able to put it in motion, or keep it motionless, according to his pleasure, and he can, consequently, execute all ordinary pivot motions. For this purpose he will take a snaffle-rein in each

hand, one to direct the neck and shoulders towards the side to which he desires to wheel, the other to second the opposite leg, if it be not sufficient to keep the croup at rest. At first, this leg should be placed as far back as possible, and not be used until the haunches bear against it. By careful and progressive management the results will soon be attained. At the start, the horse should be allowed to rest after executing two or three steps well, which will give five or six halts in the complete rotation of the shoulders around the croup.

Here the stationary exercises cease. I will now explain how the suppling of the hind parts will be completed, by beginning to combine the play of its springs with those of the fore parts.

The retrograde movement, otherwise called backing, is an exercise, the importance of which has not been sufficiently appreciated, and which yet ought to have great influence on his education. When practised after the old erroneous methods, it was of no use, as the exercises which ought to precede it were unknown. Backing properly differs essentially from that incorrect backward movement, which carries the horse to the rear with his croup contracted and his neck stiff; that is, backing away from and avoiding the effect of the reins. Backing correctly supples the horse, and adds grace and precision to his natural motions. The first of the conditions upon which it must be obtained, is the keeping the horse well in hand, that is to say, supple, light in the mouth, steady on his legs, and perfectly balanced in all his parts. Thus disposed, the animal will be able with ease to move and elevate equally his fore and hind legs.

It is here that we shall be enabled to appreciate the good effects and the indispensable necessity of suppling the neck and haunches. Backing, which at first gives considerable pain to the horse, will always induce him to combat the motions of the hand, by stiffening his neck, and those of the legs, by contracting his croup; these are the instinctive resistances. If we cannot obviate the untoward disposition of them, how can we expect to obtain that shifting and reshifting of weight, which alone can render the execution of this movement perfect? If the motive impulse which, in backing, ought to come from the

fore parts, should pass over its proper limits, the movement would become painful, impossible, in fact, and occasion on the part of the animal sudden, violent movements, which are always injurious to his organization.

On the other hand, the side motions of the croup out of the true line of action, by destroying the harmony which should exist between the relative forces of fore and hind parts, also hinder the proper execution of the backing. The previous exercise to which we have subjected the croup, will aid us in keeping it in a right line with the shoulders, and in so preserving the necessary transfer of the forces and weight.

To commence the movement, the rider should first assure himself that the haunches are on a line with the shoulders, and the horse light in hand; then he may slowly close his legs, in order that the action which they communicate to the hind parts of the horse, may make him lift one of his hind legs, and prevent the body from yielding, before the neck gives to his hand. It is then that the immediate pressure of the bit, forcing the horse to regain his equilibrium behind, will produce the first part of the backing. As soon as the horse obeys, the rider will instantly give the hand to reward the animal, and not to force the play of his fore parts. If his croup be displaced, the rider will bring it back by means of his leg, and if necessary, use for this purpose the snaffle-rein on that side.

After having defined what I call the true movement of backing, I ought to explain what I understand by shrinking back so as to avoid the bit. This movement is so painful to the horse, so ungraceful, and so much opposed to the right development of his mechanism, that it cannot fail to have struck any one who has occupied himself at all with horsemanship. We force a horse backward in this way, whenever we crowd his forces and weight too much upon his hind parts; by so doing we destroy his equilibrium, and render grace, measure, and correctness impossible. Lightness, always lightness! this is the basis, the touchstone of all beautiful execution. With this, all is easy, to the horse as well as to the rider. That being the case, it is to be understood that the difficulty of horsemanship does not consist in the direction which is to be given to the horse, but in the position which he must be made to assume—a

position which alone can smooth all obstacles. Indeed, if the horse execute, it is the rider who impels him to do so; upon him, then, rests the responsibility of every false movement.

It will suffice to exercise the horse for eight days, for five minutes each lesson, in backing, to make him execute it with facility. The rider will content himself the first few times with one or two steps to the rear, followed by the combined effect of the legs and hand, increasing in proportion to the progress he makes, until he finds no more difficulty in a backward than in a forward movement.

What an immense step we shall then have gained in the education of our pupil! At the start, the defective formation of the animal, his natural contractions, the resistances which we encountered every where, seemed as if they would defy our efforts, for ever. Without doubt those efforts would have been vain, had we made use of a bad course of proceeding; but the wise system of progression which we have introduced into our work, the destruction of the instinctive forces of the horse, the suppling of the parts, the separate subjection of all the rebellious influences, have soon placed in our power the whole of his mechanism to a degree which enables us to govern it completely, and to restore that pliability, ease, and harmony of the parts, which their bad arrangement threatened always to prevent.

Was I not right then, in saying, that if it be not in my power to change the defective formation of a horse, I can yet prevent the consequences of his physical defects, so as to render him as fit to do every thing with grace and natural ease, as the better-formed horse? In suppling the parts of the animal upon which the rider acts directly, in order to govern and guide him, in accustoming them to yield without difficulty or hesitation to the different impressions which are communicated to them, I have destroyed their stiffness, and restored the centre of gravity to its true place, namely, to the middle of the body. I have, besides, settled the greatest difficulty of horsemanship; that of subjecting to my will, which is more necessary than aught else, the parts upon which the rider acts directly, in order to prepare for him infallible means of impressing his will upon the horse.

It is only by destroying the instinctive forces, and by suppling the different parts of the horse, that we can obtain this. All the springs of the animal's body are thus surrendered to the discretion of the rider. But this first advantage will not be enough to make him a complete horseman. The employment of these forces, surrendered thus to him, will require both tact and skill, which must be obtained by careful practice, and are the fruits only of long experience. I will show in the subsequent chapters the rules to be observed. I will conclude this one by a rapid recapitulation of the progression to be followed in the supplings.

Stationary exercise by the rider on foot. Fore parts.—1. Flexions of the jaw to the right and left, using the curb-bit.

2. Direct flexions of the jaw, and depression of the neck.

3. Lateral flexions of the neck with the snaffle-reins and with the curb.

Stationary exercise by the rider on horseback—1. Lateral flexions of the neck with the snaffle-reins, and with the curb-reins.

2. Direct flexions of the head, or placing it in a perpendicular position with the snaffle, and with the curb-reins.

Hind parts.—3. Lateral flexions, and moving the croup around the shoulders.

4. Rotation of the shoulders around the haunches.

5. Combining the play of the fore and hind legs of the horse, or backing.

I have placed the rotation of the shoulders around the haunches in the nomenclature of stationary exercise. But the ordinary pivot motions being rather complicated and difficult for the horse, he should not be completely exercised in them until he has acquired the measured time of the walk, and of the trot, and can easily execute the changes of direction."—*Baucher's Method of Horsemanship*.

I will only add here in relation to trotting and galloping horses, and to the training of them, that it has been well remarked, by an able English writer on these topics, that no animal when, in a state of nature, he desires to increase his speed, goes at the top of any one pace, but adopts a moderate

rate of that which is the next quicker than the one at which he is now going, unless it be when, in mortal terror or furious haste, he goes at the fastest rate of all that he can command.

If he be walking at a moderate gait, and desire to go somewhat quicker, he does not increase his walk to its utmost, but breaks into a slow trot. The same again, of trotting, he increases that trot by striking into a canter, and from that into a gallop.

The utmost speed of any pace is far more distressing to a horse, than a far superior speed, on the whole, but an inferior speed at a superior pace. And to continue, for a very long distance, at the top of any one pace, is the most fatiguing of all; since the same set of muscles are exerted in precisely the same manner, all the time; whereas, by varying the pace, though at the same time, different muscles are brought into play and are exerted in a different way.

If it be necessary to travel a horse a certain large number of miles at a given high rate of speed, say ten or twelve miles an hour, he will accomplish it with twice the ease if allowed to trot and gallop alternately, than he will, if compelled to maintain either pace, throughout the whole distance.

This it is which makes so long practice necessary to the attainment of great excellence in trotting horses; and which causes them, above all other horses, constantly to improve in speed and powers of endurance, the longer they are kept at it, until their powers actually fail through decrepitude and old age. This too, it is, which renders long time-trotting matches so terribly exhausting to the horse and so unutterably cruel, that every humane man and true lover of the horse desires to see them abolished by legal enactment.

STABLING

AND STABLE ARCHITECTURE.

THERE is probably no one thing, which has so great an influence on the well-being of horses, or the reverse, as the construction and arrangement of the stables; and in none has there been, for the most part, until a recent period, so much misconception as to what is requisite, and so much ignorance displayed both by architects and horse owners, as in this particular.

It being well known and admitted that a horse cannot be in the highest condition, and capable of doing his best, without having a short, fine, silky and blooming coat, and that, if he be put to such work as makes him sweat profusely, when his hair is coarse, long and shaggy, he incurs great risk of taking serious cold, beside the consideration that such a coat vastly increases the labor of the stablemen; it has of course always been an object with horse proprietors, to produce and promote, by all means in their power, this condition of the skin.

Now to this end, heat, to a certain degree, is indispensable; but both the degree and the proper means of producing this heat have been dangerously miscalculated, and exaggerated.

The entire exclusion of the outer atmospheric air has had the most baleful results, producing, of necessity, a corrupt and fetid state of that most vital element which the animals are compelled to breathe, mixed with the powerful effluvia from the pores of their own bodies, and the vapors arising from

their excrements and urine, the latter replete with pungent ammonia.

In extreme cases, the consequences of this exclusion is blindness, and the almost instantaneous generation of that deadliest of equine scourges, the glanders; which a few years since was so fatal, in many of the French cavalry stables, that the loss of chargers by it, in many years, exceeded fifty per cent. of all the horses in garrison, in certain districts. On one occasion, on board ship, in the ill-fated Quiberon expedition, during the war of the French revolution, the hatches having been necessarily closed on account of bad weather; this disease broke out with such incredible fury, either spontaneously generated, or what is more probable—communicated to the rest from some one infected animal, in which the undetected symptoms had been aggravated into sudden virulence by the condition of the air in the closely packed hold, that nearly the whole number of the troop and artillery horses of the expeditionary forces perished.

Again, because at times, when he is seeking to rest, the horse likes a darkened chamber, stables have been too often built, with scarcely any provision for the admission of light, without which no stable can be kept either clean or wholesome, much less cheerful.

And the horse is, above all things, a sociable and cheerful animal, becoming excessively attached to his comrades of his own family, or, if deprived of their society, to any dog, cat, goat, or even poultry, which may chance to share his confinement.

If a horse be shut up alone, in a loose box, or hut, which has a window or upper part of the door open to the exterior air, he will be constantly seen putting out his head to seek for amusement, by looking at what is passing around him.

It is the height of cruelty to exclude the light from a poor animal, which is thus reduced to a worse condition than that of the State prisoner of the present day; whose worst punishment, for obstinate contumacy, consists in immurement in a darkened dungeon.

How fatal may be the effects of such confinement in darkness, to animals, is curiously illustrated by the story of the poor

Newfoundland and Esquimaux dogs, related by the excellent and lamented Kane, which in consequence of being confined, through necessity, in a dark kennel, during the half year of Arctic winter midnight, became afflicted with a disease partaking the symptoms of melancholy insanity—I do not mean hydrophobia—and pined away, until they literally died of the effects of solitary imprisonment and total darkness.

It may be said, then, that the things indispensable to the horse in his stable, are warmth, light, air, a dry atmosphere, freedom from all ill odors, absence of any currents of wind falling directly on his frame or limbs, and sound, dry, level standing ground.

If it were possible, it would be advisable that every horse should be in a loose box, which should be contiguous to another box, the divisions planked closely up to about four and a half or five feet from the ground, and above that separating the occupants of the adjoining chambers only by stout upright bars, too close to admit of the head being passed through, but sufficiently wide to permit of the animals' seeing and smelling one another, and, in their mute way, conversing. Where space and expense are not considerations, I strongly advise this method; the horses will keep themselves, in some degree, in exercise, by walking to and fro; they will be at liberty to rest and roll, if they desire it, and will be in all ways happier, more comfortable, and better to do in the world.

Every stable should have, at least, one such box for sick or tired horses. None but those who have observed it, can imagine how a horse, after a severe day's work, rejoices and luxuriates in a large loose box, plentifully provided with warm, clean, dry litter. It is a pleasure to see one so situated; and we should spare no pains to contribute all in our power to the comforts of the good, honest, faithful, docile, hard-working, intelligent and affectionate servant, who ministers so largely to our wants and our pleasures; and who only passes, as being inferior to the dog in sagacity, teachableness and love for his master, because we, for the most part, abandon him, except when we are on his back, or in the vehicle behind him, to the care of rude, ignorant, and too often cruel servants; because we limit his education to the learning of paces, and, at most, a few tricks of the manège.

and do not endeavor to cultivate his resources, increase his intelligence, or conciliate his affections.

I have owned horses, in my younger days, one in particular, a beautiful chestnut, thoroughbred park hackney, by Comus out of a Filho da Puta mare, with a white blaze and four white stockings, which I bought of my friend, Mr. Manners Sutton, now Lord Canterbury, just after leaving Cambridge, which had all the affection and all the docile intelligence of the cleverest Newfoundland dog, I ever saw. His demonstrations of joy, when he saw me after a short absence, were as uproarious as those of a spaniel; he literally seemed to understand every word that was said to him; and, having been perfectly trained to the manège, would jump into the air and jerk out his heels, kick with either hind leg, strike with either fore leg, and do a dozen other pretty tricks, at the word of command, without any touch or signal of either heel or hand. He was also a horse of extraordinary action, power and speed, having once won me three matches, on three consecutive days, to walk five, trot fifteen, and gallop twenty miles, each in an hour, with my own weight, which was then 12 stone, or 168 lbs., on his back.

But to resume—the stable, whether built of wood or brick, must be warm, dry, light, airy, and well ventilated. Yet it must have the means of being darkened, and it must be kept as cool as possible in the summer. I think it is the best, if it can be kept as nearly as possible at an even temperature of about 70 degrees of Fahrenheit through the whole season—certainly not more—for fast working-horses;—for cart-horses, and beasts of burthen, no such temperature is needed.

A stable must be perfectly well drained; and the drains must be provided with valves, opening outward before the rush of descending fluids, so as to exclude the air, which, if it blows in upon the heels, is very injurious; and the dunghill should be at a distance, and not under the window.

The standing ground should be as level as is compatible with a sufficient descent to carry off the water; for which purpose an inch to the yard is an ample allowance; and the material should be such as will neither absorb the moisture so as to be continually damp, nor become saturated with ammonia; which



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will offend the air, and tend to produce heat in the feet of the animal.

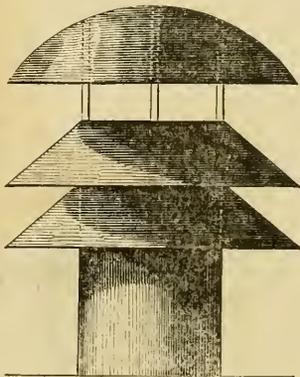
I consider planks, which are the ordinary flooring of American stables, exceedingly objectionable on this score.

Hard brick, set edgewise in cement, or good well squared paving stones, or even cobble stones, set in the same manner, or flagstones chiselled in deep grooves, so as to prevent the horse from slipping, all make good flooring for stalls and boxes, but I greatly prefer the first.

The best covering for drain mouths, which should be in the centre of loose boxes, with the floor gently descending to them on all sides, and at the foot of stalls, is a large flagstone, chiselled with intersecting grooves at right angles, an inch wide by half an inch deep, with perforations at every point of intersection.

The stable should be, at least, twelve feet high in the clear; beside having a shaft, or dome, ascending through the loft to a cupola, which should be provided with ventilators of Collins' new patent plan, which allows the egress of the hot and tainted air as it ascends, but prevents the ingress of descending currents from above.

The bottom of the windows, which should be opposite to each other, so as to admit of a thorough draft in hot weather, should not be less than eight feet from the ground, so that the air cannot blow directly on the horses. The sashes may be



be made to slide from down upward and *vice versa*, in the thickness of the wall, by means of pulleys, and can be regulated by cords. They should be guarded by wire nettings, without, to prevent the entrance of flies; and with shutters or Venetian blinds, within, to exclude the light, when needful.

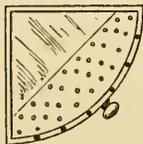
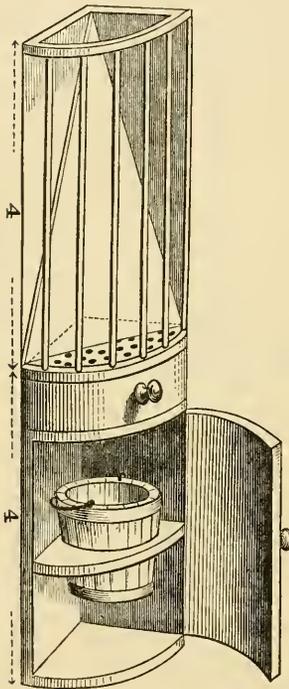
The doors should in no case be less than five feet wide, and should open outward and in two halves transversely, so as in very hot weather to leave the upper part open. They should also be furnished with summer door-frames of wire gauze.

Loose boxes should not be less than twelve feet square ; but the best size is fifteen by twelve.

Stalls should not be less than eight feet—nine is better—in depth, by six in width ; and the stable from wall to wall should not be less than fifteen feet in the clear. There should be cupboards and shelves, for buckets, currycombs, brushes, chamois leathers, and such other things ; and proper places for securing pitchforks, dung forks, brooms, and the like. Nothing must be left lying about, nor must there be any dark holes and corners, for the accumulation of dirt and rubbish, and the encouragement of lazy and slovenly grooms.

The divisions of the stalls should be of good sound two-inch oak, if possible, but if not, of pine, plank. Thin stall divisions are dangerous ; as horses will at times kick through them, and lame themselves severely ; they should be at least six feet high at the foot post, which should be of solid, stout oak ; and they may be a foot higher at the head. The walls should be wainscoted with oak, to the same height as the stalls, all round loose boxes, and wherever they occur in stalls.

The best mangers and racks are enamelled iron ones, made in quadrant form of two foot radius, placed in the opposite corners of stalls or boxes.

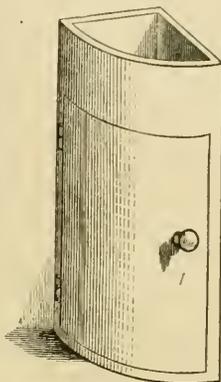


The manger should be about three feet, and the bottom of the rack about four feet, from the ground. The bars of the rack should be perpendicular, and the back of it sloping forward, from the top to the bottom. There should be a seed drawer under it, and, if it be made with the bars loose, so as to revolve like pivots in sockets

at the top and at the bottom, so much the better, as this arrangement will prevent crib-biting.

The same method is excellent for the bars, at the top of partitions between loose boxes; which bars may be also made of enamelled iron to great advantage.

Commodious cupboards may be made under the racks and mangers, for containing a water bucket and stable implements, and will save the further purpose of preventing the horse, when rising, after taking his rest, from striking his head or limbs against the under surfaces. Midway between the rack and manger, at the head of the stall, must be a perpendicular tube or shaft to contain the halter and halter weight, running over a pulley; and I will here add, that much the best and neatest halter is a fine steel chain covered with leather, like a dragoon bridle, and attached to the ring of the headstall by a spring swivel.



The walls, where not wainscoted, must be hard-finished and whitewashed. The floor of the loft must be made of exceeding close, well-jointed plank, and should also be under-drawn and ceiled, as should also the sides of the air-shaft, or dome, in order to prevent the hay from being impregnated with the effluvia of the ammonia and perspiration, which render it odious to the animal, and prejudicial to his health. There should on no account, for the same reason, be traps above the racks for throwing in the hay, which ought invariably to be tossed out of the upper windows, and brought into the stable by the door, from without, or carried down the stairs within.

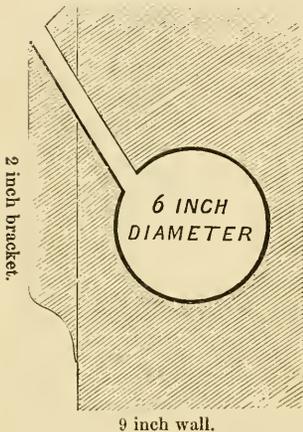
And last, but most important of all, there should be in every stable, in the thickness of the head wall a tube or air-pipe, either round or square, of full six inches in diameter, running from end to end, open at both extremities, to the fresh external air, the apertures being covered by wire gauze to prevent the entrance of vermin.

This pipe should be at the level of the manger, and from it, into each stall, should be brought at regular intervals, not less

than six circular perforated passages of one inch diameter each, and into each loose box not less than twelve of the same; but twice that number would be decidedly more advantageous.

These perforations should be made diagonally upward, and brought into the stable along the upper edge of a chamfered cornice running across the stall, from the rack to the manger, through the middle of the perpendicular side of which the halter may be brought out.

The air-pipe in the wall, with the chamfered or rounded cornice, is shown by the accompanying cut; it is also exhibited in the thickness of the walls in the ground plans of the different stables by a white internal line.



There should be a convenient harness-room, with glass cases, and a grate or stove, which should be accommodated with a boiler for heating water for the stables, preparing mashes, steaming vegetables, and such like needful little jobs, as well as for keeping the leather of the saddles and harness from mould-

ing and the steel work from rusting. In small stables, where to save space is an object, the harness-room may contain a folding bedstead, so that it can be used as a groom's sleeping apartment also.

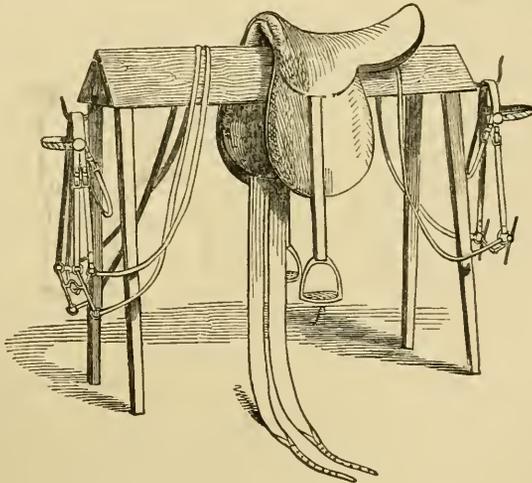
There should also be to every well appointed stable a convenient feed-room, provided with binns, a proper size for which is four feet by two, and about two and a half to three in height, with lids and hasps, for containing oats, cut feed, corn, carrots, and green meat; and this room may, if required, contain the stairway to the hay-loft. The binns ought not to be less than six or eight in number, arranged on each side with a gangway between them, and if lined with zinc or tin, although it will cost a trifle more, in the first instance, it will be a saving in the long run, by preventing the waste by rats and mice, and the spoiling of what is not devoured by their nasty excrements.

There should be a good glass lantern, in a stable, hung from

the ceiling, capable of holding two or more large candles, or an oil lamp, with a strong reflector, so as to afford ample light for night cleaning of late horses; and horn or globe-glass hand lanterns, for ordinary use. No candle should ever be carried into a stable uncovered, nor any smoking either of cigars or pipes allowed, as the smell is not agreeable to the horses, however it may be to the men, and there is always danger of their communicating fire to the straw.

When the iron ware, steel bits, stirrups, and such like implements of a stable are likely to be lying idle and out of use for some time, they may be preserved from rust by throwing them into a barrel of lime, which has been slacked some time before, and let to die; but I do not recommend the practice, as it encourages laziness and slovenly habits in grooms, which cannot be too strongly reprobated; and a harness-room never looks so well, or affords so much pride and satisfaction to a good servant as when it is full of well-cleaned saddles and harness, and resplendent with steel bits, stirrup-irons, curb-chains, spurs and hames all bright, shining and redolent of elbow grease—saddle benches may be fastened to the walls on high to save room, but when so situated the saddles are too apt to be out of sight out of mind, and to be covered with layers of deep dust.

The accompanying cut shows a neat and convenient stand or bench for saddles and bridles, to which a shelf may be added below, guarded by edges like a tray, for containing brushes, currycombs, chamois leathers, sponges, dusters, and such little needful appurtenances of the stable, as cannot be spared, and as ought to have,



each one, its proper place, in which it should be put away when done with, and found again when needed.

I now proceed to give the plans of three stables, with elevations and estimates, drawn under my instructions, and the elevations designed with great good taste according to his own ideas, by Mr. Ranlett, of New York, the well known and distinguished architect.

The first is for a coach-house and stabling for three or four horses, as may be desired, with harness room, servants' room, and hay loft and feed-rooms, above, designed for a town lot of 25 feet front by 44 in depth.

It is built with 12 inch walls of brick on the outer sides and partition walls of nine inches. It is paved with hard brick, laid edgewise in cement on a foundation of concrete sloping in all directions to the coverings of the drain mouths, which are of channelled and perforated flagstones, as described.

The second is for a small country stable.

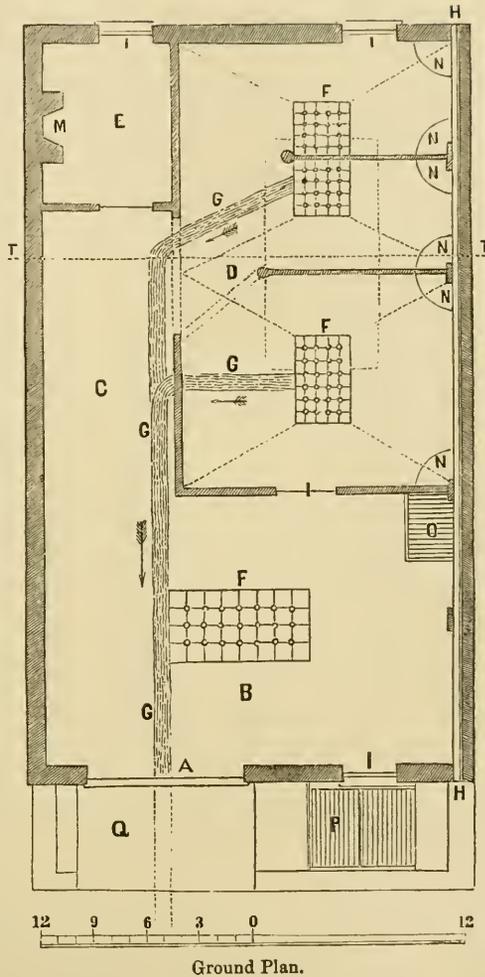
The third is for a large stable for a gentleman's country seat.

I.

CITY STABLE AND COACH HOUSE.

A, is the carriage entrance, ten feet in width, with a wooden platform or bridge-way over the grated area for litter, into which the drains empty.

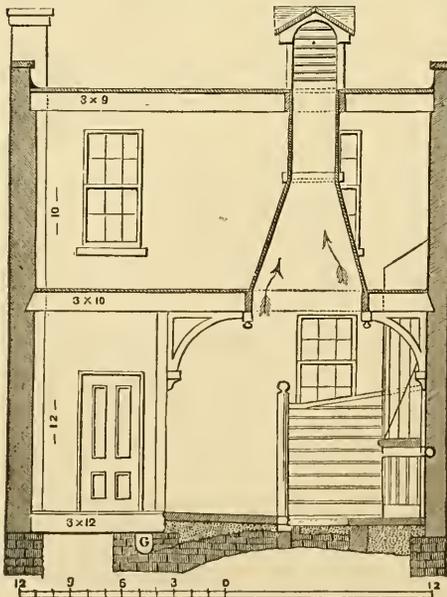
B, is the coach-house, twenty-three feet in width, by fifteen feet deep, in the clear, to be paved like the stables with a similar descent and perforated flagstone, for facilitating the washing of both carriages and horses under cover. The great width, twenty-three feet, will allow an ample space for the passage of the horses to the gangway C, leading to the stables, which is seven feet in width, lighted by the glass door, guarded with iron netting, of the harness room E, at the end. Within the coach house is a staircase, O, leading



Ground Plan.

into the hay-loft and servants' rooms, under which can be made a convenient closet for brooms, shovels, &c.

D, the stable, proper, is twenty-five feet deep by fifteen wide in the clear. Paved as described above. It is here represented as divided into a loose box, of fifteen feet by eleven and a half, in the clear, and two stalls of nine feet by six, also in the clear. The part round the exterior separated by dotted lines, shows the portion which is covered by the ceiling at twelve feet from the ground; the oblong within the lines is that which rises throughout to the roof and cupola above, allowing the egress of the heated air. This part may be either, simply, transversely fitted out and ceiled on straight lines slanting to the ventilator, or prettily curved and domed according to the taste and means of the proprietor. In either case side lights can be let in to illuminate the hay-loft. It must be observed, that if it be desired to use this space, always, as a four-stalled stable, all that is necessary to do, is to take away the long division between the loose box and stalls, and to divide the former into two of the latter. If it be thought well to retain the box, with the power of converting it at pleasure into two stalls, all that is needed will be



Transverse Section T T on Plan.

to have a socket filled by a movable stone plug at the edge of the flag drain cover, for the reception of a grooved stall post, which will bolt to the rafter of the ceiling over head, which is so arranged as to coincide exactly with its position. This can be fitted with grooved and tongued planking, lying horizontally, having its other extremities secured by two strips screwed to the wall, and kept in its place above by a similar grooved

rider or cornice, fitting into a socket in the stall post and bolted to the wall.

The parts being prepared, when the stable is built, may be kept in the loft, and could be easily put up or taken down in half an hour. The extra rack and manger of iron, as described above, could be fastened up without difficulty.

E, is a harness-room with a fire-place, of nine feet by seven in the clear.

F, are flagstones covering the openings into the drains, channelled at six inches distance with intersecting grooves of an inch wide by half an inch deep, perforated with inch holes at the angles of intersection.

G, are covered drains with a fall in the directions of the arrow heads, leading into the area for litter,

and guarded at the opening by flap valves, opening outward. They should be a foot wide and nine inches deep, with a fall of two inches to the yard.

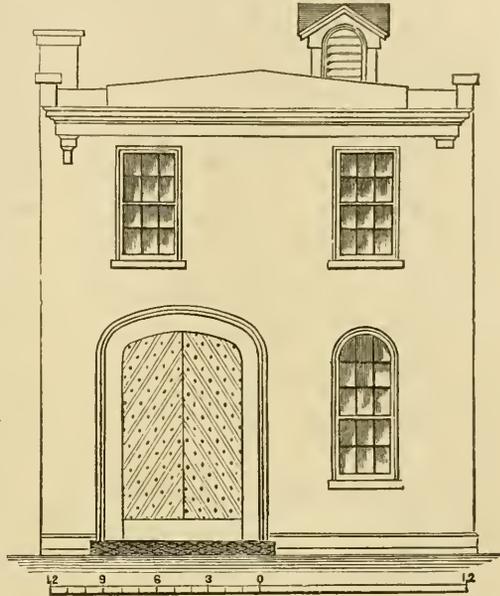
H, is the air-pipe in the thickness of the wall, for introducing fresh atmospheric air into the stalls and boxes.

I, I, are two stable windows, the bottom seven feet from the floor, extending to the ceiling, with wire-gauze and shutters as described before.

M, a fire-place, above which a boiler with a cock and safety-valve for escape of steam, should be permanently fixed.

N, are the enamelled racks and mangers described above, of which separate representations are given on page 388.

O, is the stair to the loft



Elevation.

P, grated area to contain litter, &c.

Q, is the bridgeway over it.

Annexed is the estimate, at which Mr. Ranlett considers that this stable can be built in good style, with all the requisite conveniences.

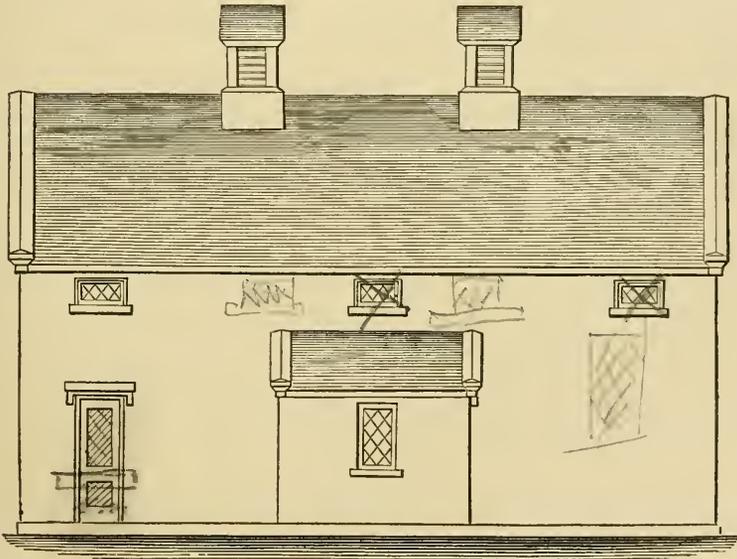
160 Cubic yds. excavations,		136 Super. ft. stall division	0 18	24 48
at \$0 18	\$28 80	297 " yds. plastering	0 25	74 25
950 " ft. stone work	0 18	Staircase and closet		20 00
45 Lin. " stone drain	0 60	Cupola ventilation,		
65,500 Bricks in the walls	9 00	complete - -		40 00
342 Super. ft. paving in		490 Super. ft. side ceiling	0 06	29 40
concrete - -	0 60	1 Pair front doors, 70 ft.	0 30	21 00
35 Lin. ft. airie coping	0 40	1 Sash door and grating		15 00
80 " " wall "	0 30	1 Pair stall doors, 40 ft.	0 18	7 20
1 Door sill, 8 ft.	- 0 80	2 Doors in second story	10 00	20 00
7 Window sills - -	2 50	1 Window, 15 lights,		
6 " lintels - -	3 50	12 x 18 - -		20 00
65 Super. ft. channelled		6 Windows, 12 lights,		
flagging - -	0 75	12 x 16 - -	15 00	90 00
41 Lin. ft. iron air pipe	0 90	1 Window in partition		6 00
6 Racks and mangers	21 00	1 Mantle of wood -		5 00
1 Plank bridge - -		588 Super. ft. of oak		
		wainscoting - -	0 12	70 56
22 Super. ft. iron grating	0 60	Painting—two coats,		
4810 Ft. timber - -	30 00	including the roof		
1440 Super. ft. floor -	0 08	and brick front -		
920 " " roof, plank				
and tin - -	0 16			
25 Lin. ft. front cornice	1 25	Whole cost -		\$2394 76

II.

SMALL COUNTRY STABLE

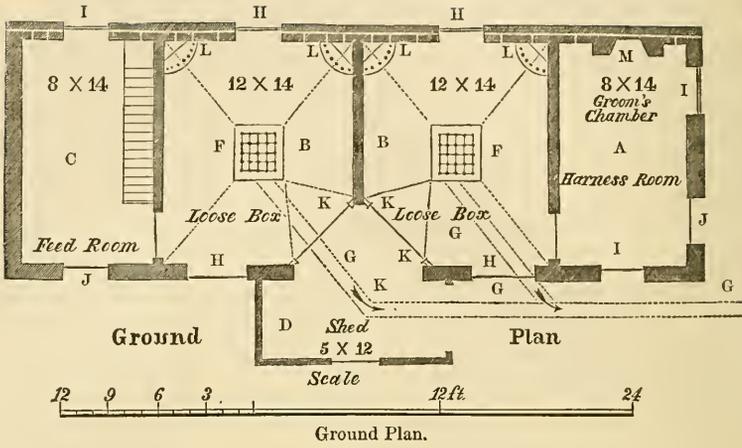
FOR PARTICULAR LOCATION.

The following plan represents the ground plan and elevation of a small country stable, built for a particular location, under the author's own supervision, and by his plan. It is a long parallelogram on a side hill, having a depth of forty-two feet by a width of fifteen over all. It is built of boards perpendicularly arranged, grooved and tongued, the joints covered with battens, and fired, lathed, and hard finished within, finished in all respects exactly as the stable described in the first instance.



Side Elevation.

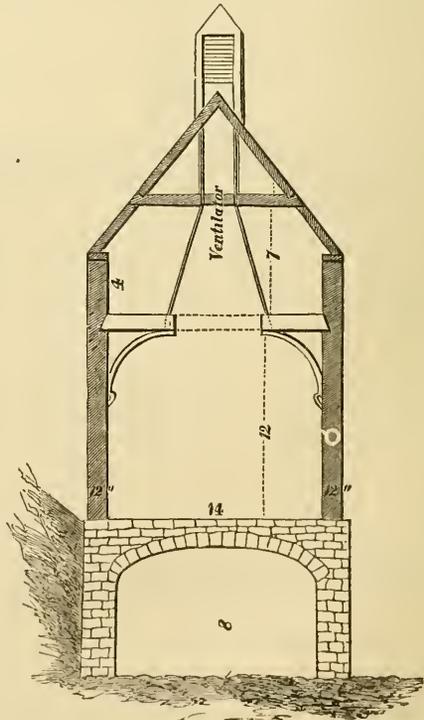
It contains in the side hill, a vaulted carriage house, with root and coal-houses beyond it, built of field stone, arched in



the basement; and above—the ground being level with the roof of the vault on the upper or left-hand side—we find A, the groom's chamber and harness-room, with fire-place as before, fourteen feet by eight in the clear, entered by a door in front, from a balcony reached by an outer staircase.

B, stable divided into two loose boxes, arranged in all respects, as described above, ventilated, aired, lighted and paved, with drains, racks, mangers, &c., as before, each fourteen feet by twelve, and each, if desired, divisible into two stalls of nine feet by six.

C, a feed-room, with bins described as above, and a ladder to the hay-loft.



End Section.

D, a shed entry to render the stable warm in winter and cool in summer.

F, the flags covering the drains as before.

G, the drains as before.

H, H, II, H, windows, as before, eight feet from the ground, extending to the ceiling, twelve feet high.

H, air-pipe and as before.

I, I, windows to groom's chamber and feed-room.

J, J, doors to ditto.

K, K, doors, perpendicularly divided, to the stable and both the boxes, all opening outwards.

L, L, L, L, racks and mangers as before, all of enamelled iron.

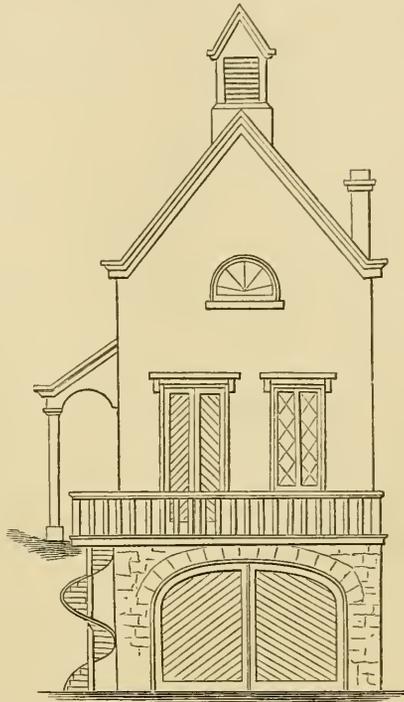
M, fire-place with boiler.

Wire-net outside all the windows. Sashes sliding up and down in the wall, with inside Venetian shutters.

Box casings, doors, &c., two-inch oak plank. Instead of the cupola on the plan, substitute Collins' patent ventilators, as on page 387.

This is a perfect little gem of a stable, for a single man keeping a groom and one pair of horses, and cannot, I think, by any possibility be improved.

The ground plan, section, &c., of this stable are drawn for brick outside walls and first story partitions; the former 12 inches thick, and the latter 9 inches. Estimates are made for both brick and wood; the bricks are estimated at \$8 per 1,000, laid in the walls, which can be done when the first cost of the



End Elevation.

bricks are but \$4 50 per 1,000. The basement is the same, whether built of brick or wood.

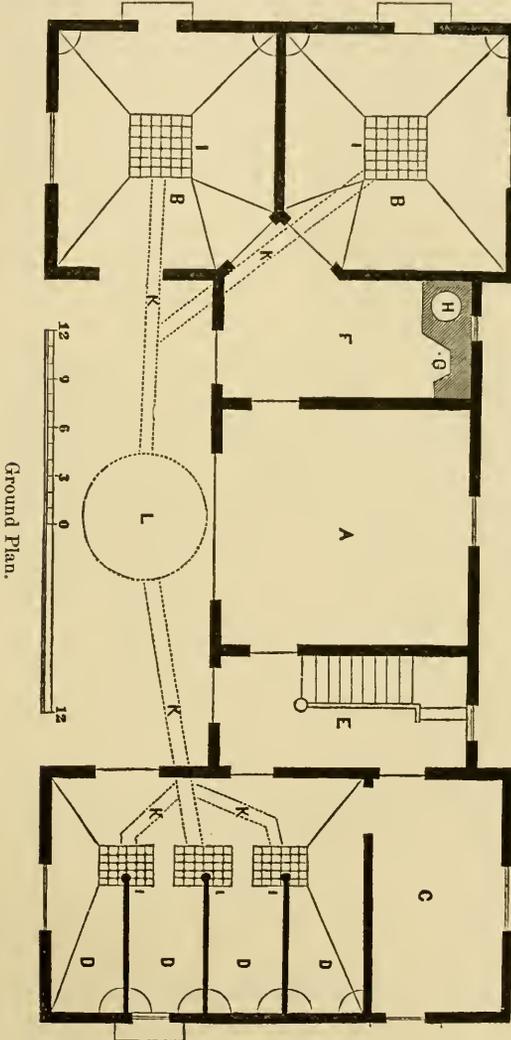
Annexed is the estimate of its cost in detail.

125 Yds. excavation, at	\$0 18	\$22 50	2 Partition windows -	6 00	12 00
2790 Cubic ft. stone work	0 18	502 20	2 Outside doors -	10 00	20 00
50 Lin. ft. Stone drain -	0 60	30 00	2 Inside " -	10 00	20 00
46,000 Bricks laid in the			2 Pairs stall " -	7 50	15 00
walls - - -	9 00	414 00	Step ladder -	-	6 00
336 Super. ft. paving, in			Mantle -	-	3 00
concrete - -	0 25	84 00	746 Super. ft. 1½ floor -	0 08	59 68
21 Super. ft. channelled			532 " " oak wain-		
flagging - -	0 75	15 75	scoting - -	0 12	63 84
206 Super. yds. plaster-			Painting wood work		
ing - - -	0 25	51 50	only - - -	-	60 00
12 Window sills -	2 50	30 00			
2 Door " -	4 50	9 00	Whole cost, with brick walls and		
4 Window lintels -	3 50	14 00	partitions - - -	-	\$2139 33
2 Door " -	5 00	10 00			
42 Lin. ft. air pipe -	0 90	37 80	With wood outside uprights and stud par-		
4 Racks and mangers	21 00	84 00	titions inside, instead of brick walls and		
1308 Super. ft. shingle roof	0 12	156 96	partitions, the cost will be:		
70 Lin. " gable cor-			1182 Ft. timber (added)	\$35 00	\$41 87
niche - - -	0 30	21 00	2068 " 3 x 4 studding -	35 00	72 36
96 Lin. ft. eave cornice	0 25	24 00	2088 Super. ft. siding and		
2 Ventilating cupolas -	30 00	60 00	battens - - -	0 08	167 04
442 Super. ft. ventilator			Additional painting	-	70 00
lining - - -	0 06	26 52			
3286 Feet timber - -	0 03	98 58			350 79
8 Ventilator brackets	0 75	6 00	Balance, deducting 46,000 bricks,		1725 33
6 Attic windows -	7 00	42 00			
4 First story windows	21 00	84 00	Whole cost -		\$2076 12
2 Gable " -	20 00	40 00			
1 Shed " -		12 00			

III.

LARGE COUNTRY STABLE.

The following plans represent a far larger and more ambitious establishment; consisting of a *corps de logis*, or main body,

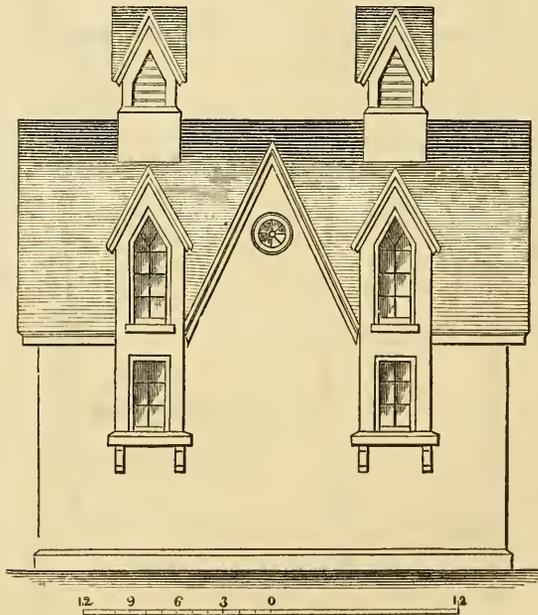


of sixty feet in the clear inside length, with two wings, projecting anteriorly, measuring internally thirty feet in the clear, in depth, by fifteen in width.

The right wing contains a four stalled stable, D, D, D, D, with stalls six feet by nine, fitted in all respects as those described in the other stable plans already given, and behind it a harness-room, C, with a fire-place of fifteen feet by eight.

The left wing contains two loose boxes, B, B, exactly similar to those described heretofore, of fifteen feet each square.

The stable and loose boxes are both entered by doors opening exactly as previously described into two outer gangways, E and F, of eight feet width; in the rear of one of which is a stairway to the lofts; and of the other a fire-place, G, and boiler, H, for cooking vegetables, warming water, and the like.



End Elevation.

In the centre of the main building is a carriage-house, A, sixteen feet by fifteen in the clear.

In the middle of the paved court between the wings, is a cesspool, L, covered with a solid movable lid, like that of a hay

scale, into which all the drains, K, K, K, from the gratings, I, I, I, discharge themselves.

Above the stables and loose boxes are lofts for hay and feed, through which rise the domes or air passages to the ventilating cupolas on the roof.

And over the centre building are servants' rooms, lighted with dormer windows, and having a place for a clock in the centre, if desired.

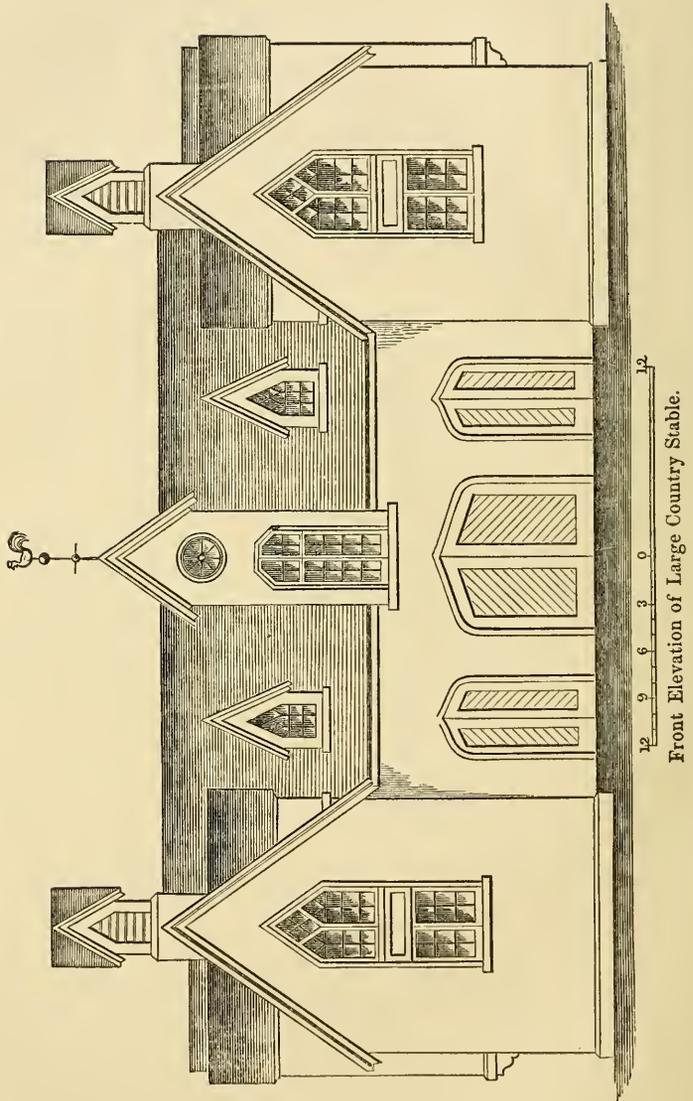
This building may be either plainly made of timber, or erected with great architectural ornament and beauty, if desired.

It is to be understood that one description of the interior arrangements will answer for all, as I hold that these are invariable; and, without desiring to be vainglorious, I believe that these plans, with the air-tubes and ventilating apparatus, are the best that have ever been designed, while perfectly practical and easy of application to any situation in town or country.

The plates on pages 388 and 389, show the form of the racks, mangers, and closets recommended under them, for the stowing away of implements and apparatus, which it is believed will be found both convenient and of real utility; and that on page 390, shows the transverse section of the air-pipe and perforations for leading the air into all the stables above described and represented, at the heads of the horses and contiguous to their nostrils.

I have bestowed much thought and time on the construction, arrangement, and ventilation of these plans, which are, in all senses, purely my own; though I have been ably seconded by the skill of my friend Mr. Ranlett, whose beautiful and artistic drawings and elevations cannot fail, I think, to give general satisfaction.

I have the pleasure of knowing that one or two stables, according to some of these plans, will be erected this summer, and I shall be more than amply recompensed if they meet sufficient approbation to be largely adopted, as I feel confident, beyond a peradventure, that they will do much for the comfort, health, well-doing, and relief from sufferings to which he is too often needlessly subjected, of that excellent friend and servant of man, the good and noble horse.



Front Elevation of Large Country Stable.

The following is the probable estimate of cost in detail;—

79 Cubic yds. excavation - - at \$0 15	\$11 87	4 Outside single doors	12 00	48 00
1420 Ft. stone work - 0 15	213 00	3 Pairs stall doors -	8 00	24 00
4600 Bricks in chimney and cistern - - 12 00	55 20	9 Inside doors - -	8 00	72 00
682 Super. ft. paving in concrete - - 0 60	409 20	4 Large gable windows	9 50	38 00
68 Super. ft. channel flagging - - 0 75	51 00	1 Large front dormer -		32 00
60 Lin. ft. stone drain - 0 60	36 00	4 End lower dormers -	9 00	36 00
11 Mangers and racks - 21 00	231 00	4 " upper " -	12 00	48 00
10,113 Ft. timber - - 30 00	303 39	8 Dormer windows -	8 00	64 00
5840 " studding - - 30 00	165 20	3 Circular " -	6 00	18 00
4130 Siding - - - 0 08	330 40	3 Ventilating cupolas -	40 00	120 00
3390 Super. ft. shingle roof 0 12	406 80	720 Super. ft. ventilator lining - - -	0 06	43 20
312 Lin. ft. gable cornice 0 45	140 40	12 Ventilator brackets -	0 75	9 00
104 " " eave " 0 40	41 60	674 Super. yds. plastering	0 25	368 50
1920 Super. ft. floors - 0 08	153 60	140 Lin. ft. 12 in. base -	0 10	14 00
Stairs - - -	25 00	Painting all the wood work, except floors and roof - - -		320 00
62 Lin. ft. air pipe - 0 25	15 50	Whole cost - - -		\$4067 34
216 Super. ft. stall divisions - - - 0 13	38 88	With brick walls and partitions, instead of wood — whole cost - - -		\$4643 30
1330 Super. ft. oak wainscoting - - 0 12	159 60			
1 Pair large double doors	25 00			

STABLE MANAGEMENT,

GROOMING, FEEDING, CONDITIONING.

THE step is natural and immediate from the dwelling and quarters of the horses to the manner of lodging, bedding, clothing, feeding, caring for and conditioning the animals for which we have provided habitations.

All the instructions under this head are taken from one or two English works of the highest authority ; Stewart's *Stable Economy*, Harry Hieover's *Practical Horsemanship*, and *The Pocket and the Stud*, and the diseases and medical treatment of the animal, from the latter author, and from the Appendix, to *Youatt on the Horse*, with such modifications, as experience has suggested to me as expedient to adapt them to the circumstances of this climate and country, and as are needed to correct errors and misappliances, here, of not unfrequent occurrence.

It will, perhaps, at first appear surprising to my readers, that I should have preserved, unaltered, all that relates to the feeding and conditioning of hunters, when, with few exceptions, no such class of animals exists in America ; but the fact is, that the condition required for the hunter is precisely that necessary for the fast, high-bred, hard-worked trotter, to put him in his best form for doing severe work as to speed and distance ; and the method by which to put both animals into that condition is identical.

All, therefore, that needs to be added, is this, that wherever the hunter is mentioned, the directions are to be held to apply

to the fast or match trotter ; when the hackney is named they will be taken as applying to the slower horse of all work.

In regard to grooms and stable servants, a few words are necessary.

This is the rarest and most difficult class of servants to obtain, in any country, and in this difficult above all others.

In fact, unless the horse owner is himself capable of directing and enforcing the performance of his orders, the chances of his stables being well regulated, are small, indeed.

The ignorance or the knowingness of stable servants are equally annoying, but the latter is probably the more dangerous ; since close watching may prevent slovenly grooming, teach the right way of doing things, and enforce cleanliness and industry, but when a self-conceited, opinionated blockhead takes to giving nostrums, in secret, and playing the veterinary surgeon, there is no end to the mischief he may do, and no easy means of detecting or arresting it, until the evil is done and irretrievable.

Of all grooms, probably, the American is the best, when he will condescend to accept the condition of a servant ; for he is naturally fond of the horse, and inclined to bestow pains on him ; he is not apt to be lazy, or to spare his labor ; he is intelligent, ready, quick to learn, and rarely opinionated, or obstinate. However, the case is so very rare of a native American being found willing to enter service, that he may be considered out of the question.

The Englishman, who has been brought up in racing or hunting stables, is, if steady, sober and industrious, an undeniable groom. But the best men can command such good situations and high wages at home, that they rarely emigrate. When they do, the fatal cheapness of liquor and the prevalent custom of dram-drinking, to which in their own beer and porter-loving country, they are not generally used, too often corrupt them, and they become slovenly, idle and worthless. It must be added, that if they be really good men, they are frequently so conceited, opinionated, and fond of their own way, that they will not obey their employer, unless they have come to the irresistible conclusion that he knows more about the horse, than they do themselves.

Of Irishmen—I have heard tell that, in their own country,

they make good grooms. If so, they keep all that are made good at home. I never saw a passable one, and consider them of all nations the least apt to the horse. They never possess methodical habits—than which no one thing is so indispensable to a well-kept stable—they are almost always slovenly, untidy, and quick, almost to a miracle, in concealing faults, shirking duties, and escaping blame. Generally ignorant, they are as generally obstinately conceited, and resolute in doing what they choose to consider best, in spite of remonstrance or positive orders. They are, moreover, too often cruel, and almost always rough and brutal to the beasts under their charge. For whatever else I might take an Irishman, I would have him, as a groom, at no price.

Frenchmen and some Germans—Hanoverians and Prussians, especially, make good stable servants, though they have not the intelligent quickness of the American, or the natty knowingness of the English groom. They are patient, industrious, very methodical, and the Germans, especially, exceedingly fond of and attentive to the beasts in their charge. One may do worse than have a French or German groom.

There is another class, here, the negro, who makes in some respects, a good stable servant. He will probably not be free from the national defects of his race; he will, likely enough, be lazy if not closely looked after, will lie a good deal, do some small pilfering, and, now and then, get drunk. But he habitually loves the horse, and is proud of his appearance; and will, perhaps, work more faithfully on him than on any thing else. He is almost invariably good-natured, and I have observed that horses become more attached to negroes, than to any other servants.

If a master is willing to look after his horses a little, and after his man a good deal, he may do many more unwise things than to get a smart, steady, cleanly and intelligent man of color in his stables.

If he will not look after things himself, but expects them to go on rightly without him, he will soon find that they will go one way only, and that way is to the bad—from whatever country he may select his groom, in the United States.

The duties of the groom, considered in relation to time,

usually commence at half-past five or six in the morning. Sometimes he must be in the stable much earlier, and sometimes he need not be there before seven. It depends upon the time the stable is shut up at night, the work there is to do in the morning, and the hour at which the horse is wanted. When the horse is going out early and to fast work, the man should be in the stable an hour before the horse goes to the road. In general he arrives about six o'clock, gives the horse a little water, and then his morning feed of grain. While the horse is eating his breakfast, the man shakes up the litter, sweeps out the stable, and prepares to dress the horse, or take him to exercise. In summer, the morning exercise is often given before breakfast, the horse getting water in the stable, or out of doors, and his grain upon returning. In winter, the horse is dressed in the morning, and exercised or prepared for work in the forenoon. He is again dressed when he comes in; at mid-day he is fed. The remainder of the day is occupied in much the same way, the horse receiving more exercise and another dressing; his third feed at four, and his fourth at eight. The hours of feeding vary according to the number of times the horse is fed. Horses for fast and hard work should be fed five times a-day during the hunting season. The most of saddle-horses are fed only three. The allowance of grain for all working-horses should be given in at least three portions, and when the horse receives as much as he will eat, it ought to be given at five times. These should be distributed at nearly equal intervals. When the groom is not employed in feeding, dressing, and exercising the horse, he has the stable to arrange several times a day, harness to clean, some of the horses to trim, and there are many minor duties which he must manage at his leisure. The stable is usually shut up at night about eight o'clock, when the horse is eating his supper.

DRESSING BEFORE WORK.—To keep the skin in good order, the horse must be dressed once every day, besides the cleaning, which is made after work. This dressing is usually performed in the morning, or in the forenoon. It varies in character, according to the state of the skin and the value of the horse. The operation is performed by means of the brush, the currycomb,

and the wisp, which is a kind of duster, made of straw, hay, matting, or horse-hair.

The brush, composed of bristles, and varying in size to suit the strength of the operator, removes all the dust and furfuraeous matter lodged at the roots of the hair, and adhering to its surface. It also polishes the hair, and when properly applied, the friction probably exerts a beneficial influence upon the skin, conducive to health, and to the horse's personal appearance.

The currycomb is composed of five or six iron combs, each having short small teeth; these are fixed on an iron back, to which a handle is attached. There is also one blade, sometimes two, without teeth, to prevent the combs from sinking too deep. The currycomb serves to raise and to separate the hairs that are matted together by perspiration and dust, and to remove the loose mud. Like the brush, it may also stimulate the skin, and have some effect upon the secretions of this organ; but except among thick, torpid-skinned, long-haired horses, it is too harsh for this purpose. In grooming thoroughbred, or fine-skinned horses, its principal use is to clean the dust from the brush, which is done by drawing the one smartly across the other.*

The wisp is a kind of duster. It removes the light dust and the loose hairs not taken away by the brush; it polishes the hair and makes the coat lie smooth and regular. The brush penetrates between the hairs and reaches the skin, but the wisp acts altogether on the surface, cleaning and polishing only those hairs, and those portions of hairs, which are not covered by others. Applied with some force, the wisp beats away loose dust lodged about the roots. It is often employed to raise the temperature of the skin, and to dry the hair when the horse is cold and wet. In many stables the currycomb and the wisp form the principal, or the only instruments of purification.

Valuable horses are usually dressed in the stable. The groom tosses the litter to the head of the stall, puts up the gangway bales, turns round the horse, to have his head to the light, removes the breast-piece, and hood, when a hood is worn; he takes away the surcingle and folds back the quarter-piece, but does not remove it entirely. It keeps the dust off the horse.

* See Note 1, p. 475.

With the brush in his left hand, and the currycomb in his right, he commences on the left side of the horse, and finishes the head, neck, and fore quarter; then his hands change tools, and he performs the like service on the right side. The head requires a deal of patience to clean it properly; the hairs run in so many different directions, and there are so many depressions and elevations, and the horse is often so unwilling to have it dressed, that it is generally much neglected by bad grooms. The dust about the roots, upon the inside and the outside of the ears, is removed by a few strokes of the brush, but the hair is polished by repeatedly and rapidly drawing the hands over the whole ear. The process is well enough expressed by the word *stripping*. Having finished the fore part of the horse the groom returns his head to the manger, and prepares to dress the body and the hind quarters. A little straw is thrown under the hind feet to keep them off the stones; the cloths are drawn off, and the horse's head secured. The cloths are taken to the door, shook, and in dry weather exposed to the air, till the horse is dressed. After the brushing is over, every part of the skin having been entirely deprived of dust, and the hair polished till it glistens like satin, the groom passes over the whole with a wisp, with which, or with a linen rubber, dry or slightly damped, he concludes the most laborious portion of the dressing. The cloths are brought in, and replaced upon the horse. His mane, foretop, and tail, are combed, brushed, and, if not hanging equally, damped. The eyes, nostrils, muzzle, anus, and sheath, are wiped with a damp sponge; the feet are picked out, and perhaps washed. If the legs be white, and soiled with urine, they require washing with warm water and soap, *after which they are rubbed till dry*. When not washed, the legs are polished partly by the brush and the wisp, but chiefly by the hands. The bed and the stable being arranged, the horse is done up for the morning.

Is is not an easy matter to dress a horse in the best style. It is a laborious operation, requiring a good deal of time, and with many horses much patience and dexterity. Ignorant and lazy grooms never perform it well. They confine themselves to the surface. They do more with the wisp than with the brush. The horse when thus dressed may not look so far amiss, but

upon rubbing the fingers into the skin they receive a white, greasy stain, never communicated when the horse has been thoroughly dressed.

All horses, however, cannot be groomed in this manner. From strappers, carters, farm-servants, and many grooms, it must not be expected. Such a dressing is not of great service, at least it is not essential to the horses they look after, nor is it practicable if it were. The men have not time to bestow it.

The horse may be dressed in the stable or in the open air. When weather permits, that is, when dry and not too cold, it is better for both the horse and his groom that the operation be performed out of doors. When several dirty horses are dressed in the stable at the same time, the air is quickly loaded with impurities. Upon looking into the nostrils of the horse, they are found quite black, covered with a thick layer of dust. This is bad for the lungs of both the horse and the man. I suppose it is with the intention of blowing it away that stablemen are in the habit of making a hissing noise with the mouth. The dust, besides entering, and probably irritating the nostrils, falls upon the clean horses, the harness, and every thing else. Racers and other valuable horses are almost invariably dressed in the stable, and there they are safest. They have little mud about them—and from frequent grooming and constantly being clothed, little dandruff in, or dust on their hair—to soil the stable.

Inferior stablemen sometimes dress a horse very wretchedly. That which they do is not well done, and it is not done in the right way. They are apt to be too harsh with the currycomb. Some thin-skinned horses cannot bear it, and they do not always require it. It should be applied only when and where necessary. This instrument loosens the mud, raises and separates the hair; and when the hair is long, the comb cuts much of it away, especially when used with considerable force. It is not at all times proper to thin a horse's coat suddenly, and, when improper, it should be forbidden. Having raised and separated the hair, the comb should be laid aside. To use it afterward is to thin the coat; and in general, if the coat be too long, it should be thinned by degrees, not at two or three, but at ten or twelve thinnings. Then, the currycomb has little to do about

the head, legs, flanks, or other parts that are bony, tender, or thinly covered with hair. When used in these places it should be drawn in the direction of the hairs, or obliquely across them, and lightly applied. The comb is often too sharp. For some horses it should always be blunt. The horse soon shows whether or not it is painful to him. If the operation be absolutely necessary, and cannot be performed without pain, the pain must be suffered. But it is only in the hand of a rude or unskilful groom that the comb gives any pain. Some never think of what the horse is suffering under their operations. They use the comb as if they wanted to scrape off the skin. They do not apparently know the use of the instrument. Without any regard to the horse's struggles, they persist in scratching and rubbing, and rubbing and scratching, when there is not the slightest occasion for employing the comb. On a tender skin, the comb requires very little pressure; it should be drawn with the hair, or across it, rather than against it, and there should be no rubbing. The pain is greatest when the comb is made to pass rapidly backward and forward several times over the same place. It should describe a sweeping, not a rubbing motion.

For some tender horses even the brush is too hard. In the flank, the groin, on the inside of the thigh, there can be little dust to remove which a soft wisp will not take away, and it is needless to persist in brushing these and similar places when the horse offers much resistance. In using it about the head or legs, care must be taken not to strike the horse with the back of the brush. These bony parts are easily hurt, and after repeated blows the horse becomes suspicious and troublesome. For thin-skinned, irritable, horses the brush should be soft, or somewhat worn.

Where the currycomb is used too much, the brush is used too little. The expertness of a groom may be known by the manner in which he applies the brush. An experienced operator will do as much with a wisp of straw as a half-made groom will do with the brush. He merely cleans, or at the very most polishes the surface, and nothing but the surface. The brush should penetrate the hair and clean the skin, and to do this it must be applied with some vigor, and pass repeatedly over the same place. It is oftenest drawn along the hair, but some-

times a cross and against it. To sink deeply, it must fall flatly and with some force, and be drawn with considerable pressure.

When the horse is changing his coat, both the brush and the currycomb should be used as little and lightly as possible. A damp wisp will keep him tolerably decent till the new coat be fairly on, and it will not remove the old one too fast.

The ears and the legs are the parts most neglected by untrained grooms. They should be often inspected, and his attention directed to them. White legs need to be often washed with soap and water—and hand-rubbed—and all legs that have little hair about them require a good deal of hand-rubbing. White horses are the most difficult to keep, and in the hands of a bad groom they are always yellow about the hips and hocks. The dung and urine are allowed so often to dry on the hair that at last it is dyed, and the other parts are permitted to assume a dingy, smoky hue, like unbleached linen.

DRESSING VICIOUS HORSES.—A few horses have an aversion to the operations of the groom from the earliest period of their domestication. In spite of the best care and management, they continue to resist grooming with all the art and force they can exert. This is particularly the case with stallions, and many thoroughbred horses not doing much work. But a great many horses are rendered vicious to clean by the awkwardness, timidity, or folly of the keeper. An awkward man gives the horse more pain than ought to attend the operation; a timid man allows the horse to master him; and a mischievous fellow is always learning him tricks, teaching him to bite, or to strike in play, which easily passes into malice.

Biting may be prevented by putting on a muzzle, or by tying the head to the rack, or to the ring outside of the stable. When reversed in the stall, the head may be secured by the pillar-reins. A muzzle often deters a horse from attempting to bite, but some will strike a man to the ground though they cannot seize him. These must be tied up. Many harness-horses are perfectly quiet while they are bridled, and it is sufficient to let the bridle remain on, or to put it on, till they be dressed. Others again are quite safe when blindfolded. Kicking horses are more dangerous than biters. A great many strike out, and are apt to injure an awkward groom; yet they are not so bad

but an expert fellow may manage them, without using any restraint. A switch held always in the hand, in view of the horse, and lightly applied, or threatened when he attempts to strike, will render others comparatively docile. A few permit their hind quarters to be cleaned while their clothes are on. Some there are, however, that cannot be managed so easily. They strike out, those especially that lead idle lives, so quickly and so maliciously, that the groom is in great danger, and cannot get his work properly performed. There are two remedies—the arm-strap and the twitch. Where another man cannot be spared to assist, one of the fore legs is tied up; the knee is bent till the foot almost touches the elbow, and a broad buckling-strap is applied over the forearm and the pastern. The horse then stands upon three legs, and the groom is in no danger of a kick. Until the horse is accustomed to stand in this way, he is apt to throw himself down; for the first two or three times the leg should be held up by a man, rather than tied with a strap. The horse should stand on a thick bed of litter, so that he may not be injured should he fall. In course of time he may perhaps become quieter, and the arm-strap may be thrown aside. It should not be applied always to the same leg, for it produces a tendency to knuckling over the pastern, which, in a great measure, is avoided by tying up each leg alternately, the right to-day, the left to-morrow. Even the arm-strap will not prevent some horses from kicking; some can stand on two legs, and some will throw themselves down. The man must just coax the horse, and get over the operation with as little irritation as possible. Upon extraordinary occasions the twitch may be employed, but it must not be applied every day, otherwise the lip upon which it is placed becomes inflamed, or palsied. When restraint must be resorted to, the man should be doubly active in getting through his work, that the horse may not be kept for a needless length of time in pain. He may, in some cases, give the horse a very complete dressing when he is fatigued, and not disposed to offer much resistance.

Irritable, high-bred horses, often cut and bruise their legs when under the grooming operations. They should have boots, similar to those used against speedy cutting.

UTILITY OF DRESSING.—It improves the horse's appearance; it

renders the coat short, fine, glossy, and smooth. The coat of a horse in blooming condition is always a little oily. The hair rejects water. The anointing matter which confers this property is secreted by the skin, and the secretion seems to be much influenced by good grooming. Slow-working horses often have skins which a fox-hunter would admire, although they may be receiving very little care from the groom. But the food of these horses has a good deal to do with the skin, and their work is not of that kind which impairs the beauty of a fine glossy coat. They drink much water, and they get warm boiled food every night. They do not often perspire a great deal, but they always perspire a little. Fast-working horses have hard food, a limited allowance of water; and every day, or every other day, they are drenched in perspiration, which forbids constant perspiration, and which carries off, or washes away the oily matter. Hence, unless a horse that is often and severely heated, be well groomed, have his skin stimulated, and his hair polished by the brush, he will never look well. His coat has a dead, dim appearance, a dry, soft feel. To the hand the hair feels like a coarse, dead fur; the most beautiful coat often assumes this state in one or two days. Some horses always look ill, and no grooming will make them look well; but all may be improved, or rendered tolerably decent, except at moulting time. Dressing is not the only means by which the coat is beautified. There are other processes, of which I shall speak presently.

Among stablemen, dressing is performed only for the sake of the horse's personal appearance. They are not aware that it has any influence upon health, and therefore they generally neglect the skin of a horse that is not at work. In the open fields, the skin is not loaded with the dust and perspiration which it contracts in the stable, or loose box; and all the cleaning it obtains, or needs, is performed by the rain, and by the friction it receives when the horse rolls upon the ground, or rubs himself against a tree. He comes home with a very ugly and a very dirty coat, but the skin is cleaner than if the horse had been all the time in a stable.

Want of dressing, whether it affect the general health or not, produces lice and mange. Mange may arise from causes independent of a neglected skin, but it very rarely visits a well

groomed horse. Bad food or starvation has something to do in the production of lice; but the want of dressing has quite as much, or more. It is the business of the stableman to prevent mange, so far as prevention is possible. Its treatment belongs to the veterinarian, and need not be here described. But it is the groom's duty both to prevent and cure lousiness.

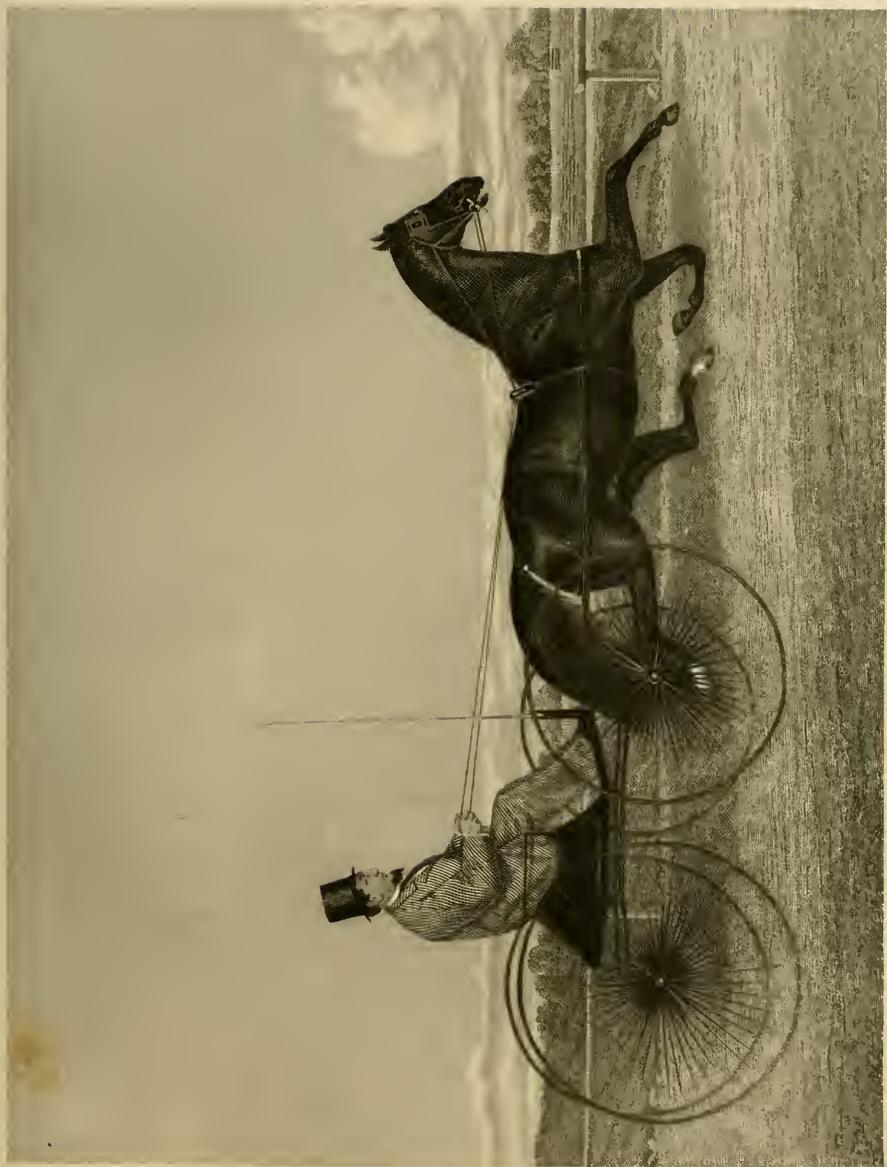
Lice may accumulate in great numbers before they are discovered. Sometimes they are diffused all over the skin; at other times they are confined to the mane, the tail, and parts adjacent. The horse is frequently rubbing himself, and often the hair falls out in large patches. There are many lotions, powders, and ointments, for destroying lice. Mercurial ointments, lotions of corrosive sublimate and decoctions of tobacco, are so dangerous that they never should be used. Refuse oil or lard, rubbed on a lousy beast of any kind, immediately destroys the vermin, and there is no danger to be apprehended from this application. It merely occasions the hair being shed earlier in the spring, and requires a little extra attention in housing such animals as have been affected. Vinegar, mixed with three times its bulk of water, is also a good application, and not dangerous. It is more irritating, but the irritation soon subsides and does not sicken the horse; tobacco often will. Next day the skin should be examined, and wherever there is any sign of living vermin, another application should be made. Two days afterwards the horse should be washed with soapy water, warm, and applied with a brush that will reach the skin without irritating it.

In many cases, none of these remedies are necessary. It is sufficient to wash the horse all over with soapy water. Black soap is better than any other. It need not, and should not be rubbed upon the skin. It may be beat into the water till it forms a strong lather, and that should be applied with a brush and washed off with clean warm water. Care must be taken that the horse do not catch cold. He should be thoroughly washed, but dried as quickly as possible, and get a walk afterwards if the weather be favorable.

The cloths should be dipped into boiling water, and the inside of the saddle wet with the sublimate lotion. The litter should all be turned out, and burned, or buried where swine,

dogs, or poultry, will not get among it. If it cannot be easily removed without scattering it across the stable or yard, a solution of quicklime may be dashed over it, before it is taken from the stall.

DRESSING AFTER WORK.—This operation varies according to many circumstances; it is influenced by the kind of horse, the state and time in which he arrives at the stable. Slow-working horses merely require to be dried and cleaned; those of fast work may require something more, and those which arrive at a late hour are not usually dressed, as they would be by coming home earlier. The principal objects in dressing a horse after work are to get him dry, cool, and clean. It is only, however, in stables tolerably well regulated, that these three objects are aimed at or attainable. Carters, and other inferior stablemen, endeavor to remove the mud which adheres to the belly, the feet, and the legs, and they are not often very particular as to the manner in which this is done. If a pond or river be at hand, or on the road home, the horse is driven through it, and his keeper considers that the best, which I suppose means the easiest, way of cleaning him. Others, having no such convenience, are content to throw two or three buckets of water over the legs. Their only way of drying the horse is by sponging the legs, and wiping the body, and this is generally done as if it were a matter of form more than of utility. There are some lazy fellows who give themselves no concern about dressing the horse. They put him in the stable, wet and dirty as he comes off the road; and after he is dry, perhaps he gets a scratch with the currycomb, and a rub with the straw wisp. Fast-working horses require very different treatment. The rate at which they travel renders them particularly liable to all those diseases arising from or connected with changes of temperature. In winter, the horse comes off the road, heated, wet, and bespattered with mud; in summer, he is hotter, drenched in perspiration, or half dry, his coat matted, and sticking close to the skin. Sometimes he is quite cool, but wet, and clothed in mud. The treatment he receives cannot be always the same. In summer, after easy work, his feet and legs may be washed and dried, and his body dressed in nearly the same manner that it is dressed before work. The wisp dries the places that are moist with



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perspiration, the currycomb removes the mud, and the brush polishes the hair, lays it, and takes away the dust. The dressing in such a case is simple, and soon over, but it is all the horse requires. When drenched in rain or perspiration, he must be dried by means of the scraper, the wisp, and evaporation; when heated, he must be walked about till cool, and sometimes he may be bathed, that he may be both cooled and cleaned.

SCRAPING.—The scraper is sometimes termed a sweat-knife. In some stables it is just a piece of hoop iron, about twenty inches long, by one and a half broad; in the racing and hunting stables it is made of wood, sharp only on one edge, and having the back thick and strong. When properly handled, it is a very useful instrument. The groom, taking an extremity in each hand, passes over the neck, back, belly, quarters, sides, every place where it can operate; and with a gentle and steady pressure, he removes the wet mud, the rain, and the perspiration. Fresh horses do not understand this, and are apt to resist it. A little more than the usual care and gentleness at the first two or three dressings, render them familiar with it. The pressure applied must vary at different parts of the body, being lightest where the coat and the skin are thinnest. The scraper must pass over the same places several times, especially the belly, to which the water gravitates from the back and sides. It has little or nothing to do about the legs; these parts are easily dried by a large sponge, and are apt to be injured by the scraper. This operation finished, the horse, if hot, must be walked about a little, and if cool, he must be dried.

WALKING A HEATED HORSE.—Every body knows that a horse ought not to be stabled when perspiring very copiously after severe exertion; he must not stand still. It is known that he is likely to catch cold, or to take inflamed lungs, or to founder. By keeping him in gentle motion till cool, these evils are prevented. This is all that stablemen can say about it, and perhaps little more can be said with certainty. We must go a little deeper than the skin, and consider the state of the internal organs at the moment the horse has finished a severe task. The action of the heart, the blood-vessels, the nerves, and perhaps other parts, has been greatly increased, to correspond with the extraordinary action of the muscles, the instruments of motion.

The circulation, once excited, does not become tranquil the moment exertion ceases. The heart, and other internal organs which act in concert with the heart, continue for a time to perform their functions with all the energy which violent muscular exertion demands, and they do mischief before they are aware that their extraordinary services are no longer required. An irregularity in the distribution of the blood takes place; some part receives more than it needs, and an inflammation is the result. Motion prevents this, because it keeps up a demand for blood among the muscles. The transition from rapid motion to rest is too sudden, and should be broken by gentle motion. If the heart and nervous system could be restrained as easily as the action of the voluntary muscles, there would be no need for walking a heated horse, since it would be sufficient to render all the organs tranquil at the same time.

This brief analysis of what is going on internally, may be useful to those who would know exactly when it is safe to put a heated horse to perfect rest. It is needless to keep him in motion after the pulse has sunk to nearly its natural number of beats per minute, which is under 40. Stablemen go by the heat of the skin, but on a hot day the skin will often remain above its usual heat, for a good while after the system is quite calm. The state of the skin, however, in general indicates the degree of internal excitement with sufficient accuracy.

The object, then, in walking a heated horse, is to allay the excitement of exertion in *all* parts of the body at the same time, and by degrees, to keep the muscles working because the heart is working. The motion should always be slow, and the horse led, not ridden. If wet, and the weather cold, his walk may be faster than summer weather requires.

When the state of the weather, and the want of a covered ride, put walking out of the question, the horse must either go to the stable or he must suffer a little exposure to the rain. When much excited, that is, when very warm, it is better that he should walk for a few minutes in the rain, than that he should stand quite still. But a horse seldom comes in very warm while it is raining. If he must go into the stable it should not be too

close. To a horse hot, perspiring, and breathing very quick, a warm stable is particularly distressing. Some faint under it. Till somewhat calm, he may stand with his head to the door, but not in a current of cold air, at least not after he begins to cool.

WALKING A WET HORSE.—Gentle motion to a heated horse is necessary, to prevent the evils likely to arise from one set of organs doing more than another set requires. But in many cases motion after work is useful when the horse is not heated. He may come in drenched with rain, but quite cool, and there may be no one at hand to dry him, or his coat may be so long that one man cannot get him dry before he begins to shiver. In such cases the horse should be walked about. Were he stabled or allowed to stand at rest in this state, he would be very likely to suffer as much injury as if he were suddenly brought to a standstill when in a high state of perspiration. Evaporation commences; the moisture with which the skin is charged is converted into vapor, and as it assumes this form it robs the horse of a large quantity of heat. If he be kept in motion while this cooling and drying process is going on, an extra quantity of heat is formed, which may very well be spared for converting the water into vapor, while sufficient is retained to keep the skin comfortably warm. Every body must understand the difference between sitting and walking in wet clothes. If the horse be allowed to stand while wet, evaporation still goes on. Every particle of moisture takes away so much heat, but there is no stimulus to produce the formation of an extra quantity of heat; in a little while, the skin becomes sensibly cold, the blood circulates slowly, there is no demand for it on the surface, nor among the muscles, and it accumulates upon internal organs. By-and-by the horse takes a violent shivering fit; after this has continued for a time, the system appears to become aware that it has been insidiously deprived of more heat than it can conveniently spare; then a process is set up for repairing the loss, and for meeting the increased demand. But before this calorifying process is fairly established, the demand for an extra quantity of heat has probably ceased. The skin has become dry, and there is no longer any evaporation. Hence the heat accumulates, and the horse is fevered. I do not pretend to trace

events any further. The next thing of which we become aware is generally an inflammation of the feet, the throat, the lungs, or some other part. But we cannot tell what is going on between the time that the body becomes hot, and the time that inflammation appears. I am not even certain that the other changes take place in the order in which they are enumerated; nor am I sure that there is no other change. The analysis may be defective; something may take place that I have not observed, and possibly the loss of heat by evaporation may not always produce these effects without assistance. It is positively known, however, that there is danger in exposing a horse to cold when he is not in motion; and, which is the same thing, it is equally, indeed more dangerous to let him stand when he is wet. If he cannot be dried by manual labor, he must be moved about till he is dried by evaporation.

WISPING A WET HORSE.—When there is sufficient force in the stable, the proper way to dry the horse is by rubbing him with wisps. After removing all the water that can be taken away with the scraper, two men commence on each side. They rub the skin with soft wisps; those which absorb moisture most readily are the best, and should be often changed. None but a bred groom can dry a horse expeditiously and well in this way. The operation requires some action, and a good deal of strength. An awkward groom cannot do it, and a lazy fellow will not. They will wisp the horse for a couple of hours, and leave him almost as wet as at the beginning. They lay the hair, but do not dry it, and they are sure to neglect the legs and the belly, the very parts that have most need to be dried quickly. The man must put some strength into his arm. He must rub hard, and in all directions, across, and against the hair, oftener than over it. His wisp should be firm, yet soft, the straw broken. Some cannot even make this simple article. A stout fellow may take one in each hand, if only two are employed about the horse; and a boy must often take one in both his hands. Two men may dry a horse in half an hour, a little more or a little less, according to his condition, the length of his coat, and the state of the weather.

CLOTHING A WET HORSE.—When the horse can neither be dried by the wisp nor kept in motion, some other means must

be taken to prevent him catching cold. He may be scraped, and then clothed, or he may be clothed without scraping. This is not a good practice, nor a substitute for grooming; it is merely an expedient which may be occasionally resorted to when the horse must be stabled wet as he comes off the road. I am aware that a horse is apt to perspire if clothed up when his coat is wet or damp. But this takes place only when the clothing is too heavy, or the horse too warm. In the case under consideration, the clothing, unless the horse be cold, is not intended to heat him, but to prevent him from becoming cold. In hot weather, a wet horse requires less care; he need not be clothed, for evaporation will not render him too cold; and if his coat be long, it will, without the assistance of clothing, keep the skin tolerably warm even in weather that is not hot. In all cases the cloth should be of woollen, and thrown closely over the body, not bound by the roller, and in many cases it should be changed for a drier, and a lighter one, as it becomes charged with moisture.

TO REMOVE THE MUD.—There are two ways of removing the mud. One may be termed the dry, and another the wet mode. The first is performed by means of the scraper and the currycomb, or a kind of brush made of whalebone, which answers much better than the currycomb. In most well-regulated stables, the strappers are never allowed to apply water to a horse that has come muddy off the road, and in no stable should the mud be allowed to be removed from the horse by washing, except he be hand-rubbed dry. The usual practice is to strip off the mud and loose water by the sweat knife; to walk the horse about for ten minutes if he be warm or wet, and the weather fair, otherwise he stands a little in his stall or in an open shed; then the man begins with the driest of those that have come in together. Much of the surface mud which the scraper has left about the legs is removed by a straw wisp, or a small birch broom, or the whalebone brush; the wisp likewise helps to dry the horse. The whalebone brush is a very useful article when the coat is long. That, and the currycomb, with the aid of a wisp, are the only implements coaching-strappers require in the winter season. It clears away the mud and separates the hairs, but it does not polish them. A gloss such as the coat of these horses requires,

is given by the wisp. The whalebone brush is sometimes too coarse, and many horses cannot bear it at any time, while others can suffer it only in winter. After the mud has been removed with this brush, the matted hair parted by the currycomb, and the horse dusted all over with the wisp, his feet are washed, the soles picked, the shoes examined, the legs and heels well rubbed, partly by the hand and partly by the wisp, and the mane and tail combed. In the best stables he is well dressed with the bristle brush before he goes to work. In other stables the usual mode of removing the mud is by—

WASHING.—When the horse is very dirty he is usually washed outside the stable; his belly is scraped, and the remainder of the mud is washed off at once by the application of water. Some clean the body before they wash the legs; but that is only when there is not much mud about the horse. They do so that he may go into the stable quite clean. He soils his feet and legs by stamping the ground when his body is being cleaned. It matters little whether the dressing commence with the body or with the legs, but when the legs are washed the last thing, they are generally left undried. In washing, a sponge and a water-brush are employed. Some use a mop, and this is called the lazy method; it is truly the trick of a careless sloven; it wets the legs but does not clean them. The brush goes to the roots of the hair, and removes all the sand and mud, without doing which it is worse than useless to apply any water. The sponge is employed for drying the hair, for soaking up and wiping away the loose water. Afterward, the legs and all the parts that have been washed, are rendered completely dry by rubbing with the straw-wisp, the rubber, and the hand. Among valuable horses this is always done; wherever the legs have little hair about them, and that little cannot be properly dried after washing, no washing should take place.

WET LEGS.—It is a very common practice, because it is easy, to wash the legs; but none, save the best of stablemen, will be at the trouble of drying them; they are allowed to dry of themselves, and they become excessively cold. Evaporation commences; after a time a process is set up for producing heat sufficient to carry on evaporation, and to maintain the temperature of the skin. Before this process can be fully established,

the water has all evaporated; then the heat accumulates; inflammation succeeds, and often runs so far as to produce mortification. To avoid these evils, the legs must either be dried after washing, or they must not be washed at all.

Among horses that have the fetlocks and the legs well clothed with long and strong hair, it is not necessary to be so particular about drying the legs; the length and the thickness of the hair check evaporation. This process is not permitted to go on so rapidly; the air and the vapor are entangled among the hair; they cannot get away, and of course cannot carry off the heat so rapidly as from a naked heel. But for all this, it is possible to make the legs, even of those hairy-heeled horses, so cold as to produce inflammation. And when these horses have the legs trimmed bare, they are more liable to grease than the lighter horse of faster work. But the greatest number of patients with grease occur where the legs and heels are trimmed, washed, and never properly dried. There is no grease where there is good grooming, and not much where the legs are well covered with hair. It is true that fat or plethoric horses are very liable to cracks and moisture of the heels; but though it may not be easy, yet it is quite possible for a good groom to prevent grease even in these horses.

I am not objecting to washing under all circumstances. It is a bad practice among naked-heeled horses, only when the men will not or cannot make the legs dry. In a gentleman's stable the legs ought to be washed, but they ought also to be thoroughly dried before the horse is left. It is the evaporation, or the cold produced by evaporation, that does the mischief.

I greatly approve of washing the legs with warm water, hard rubbing them for a few moments so as to strip out the superfluous water, and then instantly applying dry and warm flannel bandages from the fetlock to the knee. The legs next morning come out beautifully dry and clean.

BATHING.—This name may be given to the operation of washing the horse all over. Where possible, and not forbidden by the owner, a lazy or ignorant groom always performs it in the neighboring river or pond. Some take the horse into the water till it is up to his belly, and others swim him into the depths,

from which man and horse are often borne away with the stream, to the great grief of the newspaper editor, who deploras their melancholy fate; by which, I suppose, he means melancholy ignorance.

These river bathings ought to be entirely prohibited.

In cold weather it is an act of madness. During some of the hottest days in summer, a general bathing is wonderfully refreshing to a horse, who has run a stage at the rate of ten miles an hour. It cleans the skin more effectually than any other means, and with less irritation to the horse; it renders him comfortably cool, and under certain conditions, it does him no harm. Those employed in public conveyances are almost the only horses that require it. During very hot weather they suffer much from the pace at which they travel. They come off the road steeped in perspiration, but in a few minutes they are dry. The coat is thin and short, and the hairs glued together by dirt and sweat; to raise and separate them with the currycomb is productive of much pain, greatly aggravated by the fevered condition of the horse. The best way of cleaning a horse in this state, is by washing him. The operation is performed by the water-brush and the sponge. The horse should stand in the sun. The man, taking a large coarse sponge in his hand, usually commences at the neck, close to the head; he proceeds backward and downward till he has bathed the horse all over. This may be done in two minutes. Then, dipping his brush in the water, he applies it as generally as the sponge, drawing it always in the direction of the hair, without any rubbing. The sponge merely applies the water; the brush loosens and removes the dust and perspiration which adhere to the hair. The sweat-knife is next employed, and the horse being scraped as dry as possible, he is walked about in the sun for half an hour, more or less, till he be perfectly dry. During the time he is in motion the scraper is reapplied several times, especially to the belly, and the horse gets water twice or thrice. When quite dry, he is stabled, and wisped over, perhaps lightly brushed, to lay and polish his coat, and when his legs are well rubbed he is ready for feeding.

OPERATION OF DECORATION.

THE USES AND PROPERTIES OF THE HAIR.—That which forms the general covering is intended to keep the horse warm. It conducts heat very closely, and is therefore well adapted for retaining it. It absorbs no moisture, and when the horse is in good health, every hair is anointed with an oily sort of fluid which imparts a beautiful gloss, and repels moisture.

The hair is shed every spring and every autumn. The short fine coat which suffices for the summer, affords little protection against the severities of winter; it falls, and is replaced by another of the same material, though longer and coarser. It is not very obvious why the horse should moult twice every year. We might suppose that a mere increase in the length of the summer coat would render it sufficiently warm for the winter. Without doubt there is some reason why it is otherwise ordered. The hair perhaps is not of the same texture; that of the winter coat certainly appears to be coarser; it is thicker, and it requires more care to keep it glossy than the hair of a summer coat.

The hair is not cast all at once. Before losing its connection with the skin it assumes a lighter color, and becomes dim and deadlike. On some warm day a large quantity comes away, which is not missed, though its fall is very evident. The process seems to stop for several days and to recommence. Though a little is always falling, yet there are times at which large quantities come out, and it is said that the whole is shed at thrice. Moulting, and the length and thickness of the coat, are much influenced by the stable treatment and the weather. Horses that are much and for a long time out of doors, exposed to cold, always have the hair much longer than those kept in warm stables, or those that are more in the stable than in the open air. If the horse be kept warm and well fed, his winter coat will be very little longer than that of summer, and it will lie nearly as well. Moulting may even be entirely prevented; heavy clothing and warm stabling will keep the summer coat on all winter. The horse, however, must not be often nor long exposed to cold, for though he may be made to retain his summer

coat till after the usual period of changing it, yet it will fall even in the middle of winter, if he be much exposed to winter weather. Grooms often hasten the fall of the winter coat by extra dressing and clothing, in order that the horse may have his fine summer coat a little earlier than usual. This, especially when the spring is cold and the horse much exposed, is not right, for it generally makes the summer coat longer than if it had not appeared till the weather was warmer.

The long hair which grows on the legs of some horses, is doubtless intended to answer the same purpose as the short hair of the body. It is longer and stronger, because the parts are more exposed to cold and to wet. On the legs of thoroughbred horses, the hair is not much longer than that on the body, with the exception of a tuft at the back of the fetlock-joint. This is termed the foot lock. It defends the parts beneath from external injury, to which they are liable by contact with the ground. When very long, good grooming, good food, and warm stabling, always shorten the hair of the legs.

The hair of the mane has been regarded as ornamental, and it is so; but to say that any part of an animal was conferred for the sole purpose of pleasing the eye of man, is almost as much as to say that all were not created by the same Being. Had the mane been superfluous to the horse, we could have been made to admire him without it. God has made it pleasing to us, because it is useful to him. In a wild state the horse has many battles to fight, and his neck, deprived of the mane, would be a very vulnerable part. It is likewise a part that he cannot reach with his teeth, and not easily with his feet. The flies might settle there and satiate themselves without disturbance; if the mane cannot altogether exclude these intruders, it can lash them off by a single jerk of the head. I believe that in wild horses the mane falls equally on both sides of the neck.

The long hair of the mane, the tail, and the legs, is not shed in the same manner as that on the body. It is deciduous, but it does not fall so regularly, so rapidly, nor so often as the other. Each hair, from its length, requires a much longer time to grow; if all were shed at once, the parts would be left defenceless for perhaps more than a month. Some of the hairs are constantly losing their attachment and falling out, while others are

as constantly growing. It is not possible to say what determines the fall of these hairs in horses not domesticated. It may be some circumstance connected with their age or length more than with the change of season. When brushed and combed many of them are pulled out.

DOCKING.—In this country the horse's tail is regarded as a useless or troublesome appendage. It was given to ward off the attacks of blood-sucking flies.

In this country, for several months of the year, thin-skinned horses suffer excessively, and many accidents happen from their struggles or their fears. At grass, in certain districts, they are in a constant fever.

It is surely worth while inquiring, whether all that is gained by docking balances the loss. In comparing the two, it ought to be remembered that lockjaw and death are not rare results of the operation.

The operation of pricking, after the old fashion, is barbarous in the extreme. As practised here, it is much more simple, effectual, and less painful. If the tail is to be docked, let that first be done, and then permitted to heal perfectly. Perhaps this operation may make the horse carry his tail so well as to prevent the necessity of pricking. But if it does not, then let him be pricked.

OPERATION.—The tail has four cords, two upper and two lower. The upper ones raise the tail, the lower ones depress it, and these last alone are to be cut. Take a sharp penknife with a long slender blade; insert the blade between the bone and under cord, two inches from the body; place the thumb of the hand holding the knife against the under part of the tail, and opposite the blade. Then press the blade toward the thumb against the cord, and cut the cord off, but do not let the knife cut through the skin. The cord is firm, and it will easily be known when it is cut off. The thumb will tell when to desist, that the skin may not be cut. Sever the cord twice on each side in the same manner. Let the cuts be two inches apart. The cord is nearly destitute of sensation; yet when the tail is pricked in the old manner, the wound to the skin and flesh is severe, and much fever is induced, and it takes a long time to heal. But with this method, the horse's tail will not bleed, nor

will it be sore under ordinary circumstances more than three days ; and he will be pulleyed and his tail made in one half of the time required by the old method.

DRESSING THE TAIL.—Sometimes the hair of the tail grows too bushy. The best way of thinning it is to comb it often with a dry comb, having small but strong teeth. When the hair is short, stiff, almost standing on end, it may be laid by wetting it, and tying the ends together beyond the stump. Sometimes the whole tail is moistened, and surrounded by a hay-rope, which is applied evenly and moderately tight, and kept on all night. It makes the hair lie better during the next day, but seldom longer. Square tails require occasional clipping. The tail is held in a horizontal position by the left hand, while it is squared with scissors. The hair at the centre is rendered shorter than that at the outside, and the tail, when elevated, resembles the feathered extremity of a pen. Horses of the racing kind have long tails with the hair cut off, square at the end of the dock ; this is termed the long tail.

A switch tail is taper at the point, not square. It is of varying length, according to the taste of the rider. It sometimes requires to be shortened without squaring it. The man seizing it within his left hand, cuts off the superfluous length with a knife not very sharp. He does not go slap-dash through it as a pair of scissors would ; but, holding the knife across, with the edge inclined to the point of the tail, he draws it up and down as if he were scraping it ; the hairs are cut as the knife approaches the hand that holds the tail ; in this way he carries the knife all round, and reaches the central hairs as much from one point of the outer circumference as from any other. The hairs are thus left of unequal length, those at the middle being the longest.

The hair of the tail is usually combed and brushed every day, and when not hanging gracefully, it should be wet and combed four or five times a day. White tails, especially when of full length, require often to be washed with soap and water. On many horses the hair is very thin. When the hair is wanted exuberant, it should have little combing.

DRESSING THE MANE.—In general the mane lies to the right side, but in some horses it is shaded equally to each. On some

carriage horses it is made to lie to the right side on the one, and to the left on the other, the bare side of the neck being exposed. From some, especially ponies, it is the custom to have the mane shorn off nearly to the roots, only a few stumps being left to stand perpendicularly. This is termed the hog-mane. It is almost entirely out of fashion. To make a mane lie, the groom combs and wets it several times a day; he keeps it almost constantly wet; when thick, short, and bushy, he pulls away some of the hair from the under side, that is, from the side to which the mane inclines, or is wanted to incline. When that is not sufficient, he plaits it into ten or fifteen cords, weaving into each a piece of matting, and loading the extremity with a little lead. After remaining in this state for several days, the plaiting is undone, and the mane lies as it is wanted. When it becomes too long or too bushy, a few of the hairs are pulled out. This is often done too harshly, and some horses have a great aversion to it. In harness horses, that part of the mane which lies directly behind the ears is usually cut away, that the head of the bridle may sit fast.

Heavy draught-horses should seldom have either the mane or the tail thinned, and, to hang gracefully, it should be long in proportion to its thickness.

TRIMMING THE EARS.—The inside of the ear is coated with fine hair, which is intended by nature to exclude rain, flies, dirt, and other foreign matters floating in the air. When left to itself, it grows so long as to protrude considerably out of the ear, and to give the horse a neglected, ungroomed-like appearance. It is a common practice to trim all this hair away by the roots. But it is a very stupid practice. The internal ear becomes exposed to the intrusion of rain, dirt, and insects; and though I know of no disease arising from this cause, yet every horseman is aware that it gives the horse much annoyance. Many are very unwilling to face a blast of rain or sleet, and some will not. In the fly-season, they are constantly throwing the head about as if they would throw it off, and this is an inconvenience to either rider or driver. The hair on the inside should not be cut from any horse. It is easily cleaned by a gentle application of the brush. When the hair grows too long, the points may be taken off. This is done by closing the ear, and cutting away the hair

that protrudes beyond the edges. Among heavy horses even this is unnecessary.

TRIMMING THE MUZZLE AND FACE.—All round the muzzle, and especially about the nostrils and lips, there are long fine hairs, scattered wide apart, and standing perpendicular to the skin. These are feelers. They perform the same functions as the whiskers of the cat. Their roots are endowed with peculiar sensibility. They warn the horse of the vicinity of objects to which he must attend. There are several grouped together below and above the eyes, which give these delicate organs notice of approaching insects or matters that might enter them and do mischief. The slightest touch on the extremity of these hairs is instantly felt by the horse. They detect even the agitation of the air.

It is usual with grooms to cut all these hairs away as vulgar excrescences. They can give no reason for doing so. They see these hairs on all horses that are not well groomed, and perhaps they are accustomed to associate them with general want of grooming. They are so fine and so few in number, that they cannot be seen from a little distance, and surely they cannot be regarded as incompatible with beauty, even though they were more conspicuous. The operation ought to be forbidden.

TRIMMING THE HEELS AND LEGS.*—The hair of the fetlock, the hollow of the pastern, and the posterior aspect of the legs, is longer on heavy draught-horses than on those of finer bone. It is intended to keep the legs warm, and perhaps in some degree to defend them from external violence. It becomes much shorter and less abundant after the horse is stabled, kept warm, well fed, and well groomed. The simple act of washing the legs, or rubbing them, tends to make the hair short and thin, and to keep it so. Nevertheless, it is a very common practice, especially in coaching-stables, to clip this hair away almost close to the root. Cart-horses very rarely have the heels trimmed; well-bred horses seldom require it. The hand-rubbing which the legs and heels of these horses receive, keeps the hair short, and it is never very long even without hand-rubbing.

* The word heel is applied to the back and hollow of the pastern. In this place all that is said of the heels is applicable to the leg.

HAND-RUBBING THE LEGS.—This is not altogether an ornamental operation, but as it is performed chiefly or only where decoration is attended to, this seems to be the proper place for taking notice of it. I have said that the hair of the body is anointed by an oily kind of matter, which serves in some measure to repel the rain. The long hair of the heels is anointed in the same way, but these parts are more liable to become wet, and the oily or lubricating fluid is secreted in greater abundance here than elsewhere. It is produced by the skin, and has a slightly fetid smell, which becomes intolerable when the skin is the seat of the disease termed grease. This fluid is easily washed off, but it is soon replaced; the greater part of it is removed by brushing and washing the hair, especially with soapy water, and it is some time ere the hair and skin are again bedewed with it. Dry friction with the hand or a soft wisp stimulates the skin to furnish a new or an extra supply. This is one good reason for hand-rubbing, an operation seldom performed by untrained grooms. “Take care of the heels, and the other parts will take care of themselves,” is an old saying in the stable, and a very good one, if it mean only that the heels require more care than other parts. In some horses, particularly those that have little hair about the legs, the hollow of the pastern is very apt to crack; the anointing fluid is not secreted in sufficient quantity to keep the skin supple; it is always dry, and whenever the animal is put to a fast pace, the skin cracks and bleeds at the place where motion is greatest. Lotions are applied which dry the sore, but do not prevent the evil from recurring; hand-rubbing must do this. The legs of some horses are apt to swell or to itch, particularly when they stand idle for a day or two. Others, cold-blooded, long-legged horses, are troubled with cold legs while standing in the stall. These things are generally disregarded among coarse horses; if they disappear, it is well, if not, they are neglected till they become more formidable. But little evils of this kind often produce much annoyance to those who own horses of greater value. It is difficult to avoid them altogether among horses that are not in good condition, loaded with fat, or plethoric; yet, frequent hand-rubbing does much. Some grooms give it five or six times a-day; so much is seldom required, indeed never, except under disease; but it does no

harm that I know of, if it do not make the heels too bare. To be of any use, it must be done in a systematic manner and in good earnest. If the horse be perfectly quiet, the man will sit down on his knees, and, with a small soft wisp, or cloth-rubber in each hand, he will rub upward and downward, or he will use his hands without the wisp, particularly if the hair be fine and short; much force is not necessary, indeed it is pernicious. In coming down the leg the pressure should be light; and in passing upward, it must not be so great as to raise or break the hairs.

Singeing, shaving and clipping are so rarely used and are so little needed in this country, that I do not care to insert the methods.

THE HORSE'S FOOD.

This should be oats and hay of the best quality; beans for hard-working horses, occasionally varied with carrots or Swedish turnips; bran mashes; and, under some circumstances, old Indian corn or maize; linseed gruel. Many persons are not aware, that the price of musty oats and bad hay is vastly dearer than that of the same commodities of good quality—and that the worse the quality the higher the cost. It is so nevertheless—for, whether the purchaser of inferior articles bargain for it or not, he always purchases with them indigestion, foulness of blood, looseness of the bowels, general debility, and glanders; all of these being too costly to be purchased into any stable.

Much has been said of late respecting the advantage of bruising oats, and various machines are much in vogue for the purpose. Mr. Spooner says of them, "they are apt to produce diarrhœa, especially if the animal is worked hard." It is further alleged that many horses will not eat them with an appetite; and the opponents to the system go further, urging that unbruised oats excite a flow of saliva, necessary to perfect digestion, which is not the case with those which are bruised. The explanation to the first of these questions supplies a very strong recommendation. The stomach having derived a sufficient quantity of nourishment from a moderate portion, does

not require more. With reference to the flow of the saliva, without entering upon the question how far it is necessary to assist digestion, no animal can swallow its food without a sufficiency of saliva to assist the act of deglutition; and it is not recommended to reduce the oats to flour, but merely to bruise them. Many persons fancy that by giving oats in small quantities, and spreading them thinly over the manger, the horses will be induced to masticate them. Those who have watched their operations will find that a greedy-feeding horse will drive his corn up into a heap, and collect with his lips as much as he thinks proper for a mouthful.

Little, if any, advantage arises from cutting hay into chaff, especially for the most valuable kind of horses. It is done in cart stables to prevent waste, which is often enormous in those departments where horses are permitted to pull the hay out of their racks, and tread it under foot.

The state of perfection to which the higher classes of the horse have been brought in this country, is attributable to the great attention devoted, during a long period of time, to the selection of the best descriptions for the purpose of perpetuating the species; the treatment they have received, under the influence of a propitious climate; and the nature of the food with which they have been supplied; greater improvements are capable of being realized by judicious management.

With reference to treatment, and the climate of this country, practical experience assures us that the atmosphere is suitable to the constitution of the equine tribe; but the vicissitudes of the elements are so great, that protection is necessary to guard against their effects. This is found to apply, not only to the horse, but to all others of our domesticated animals. Warmth, in connection with a pure and uncontaminated air, is of the utmost importance; but it is not necessary to enter into the details by which that desideratum is to be accomplished. The subject of food requires more minute observations, especially as it is too frequently disregarded, except by breeders of race-horses.

The great perfection of the physical powers of the horse is obtained by the due proportion and constituent elements of muscular fibre, bone, and sinew; and the more these substances

are respectively condensed, so to speak, the greater the amount of power will there exist in a given bulk. Every description of food which is said to contain nutritive properties, abounds more or less, and in various proportions, with elements calculated for the construction of the different substances of which the animal frame is composed. It is therefore important to select those kinds of food which contain the most of these particles convertible into substances which render the animal of the highest value. The growth of animals, the development of their muscles, the texture of their bones, and sinews, depend greatly upon the quality of the food with which they are supplied. That which is conducive to the production of fat must be rejected; for, although there is not any kind of food which is convertible into muscle which will not at the same time produce fat, there are many circumstances which render different kinds more abundant with the elements of either substance. This is a wise ordination of nature, for, to a certain extent, fat is essential to the health and the motive powers of the animal, but in excess it is detrimental. On this point circumspection and experience are valuable acquirements to regulate the condition. When a horse is in a manifest state of plethora, it is a certain indication that the food which he receives abounds too copiously with elements conducive to the production of the adipose substance. It will sometimes happen that a horse does not generate a sufficiency of fat; this may arise from indisposition, the bad quality of the food, or its not being given in sufficient quantities.

There are certain laws of nature indispensable to animal life, certain functions which must be supported. Physiologists inform us that the nourishment of the body is derived from the ingredients of the blood, two of the principal of which are serum and fibrine. The serum, when condensed or coagulated, forms albumen, the restorative element of fat and muscular fibre; the fibrine contained in the blood contributes largely to the formation of muscle or flesh. Animal and vegetable fibrine and albumen are precisely similar, and unless they form component parts of the food the animal will waste away. Fat, muscular fibre, and certain other substances, composing the animal frame, are constantly undergoing the process of exhaustion,

through the effect of oxygen, which is taken into the system every moment of life by means of the organs of respiration. But no part of that oxygen remains in the body; it is expelled in the form of carbon and hydrogen, by exhalations from the skin, and the ordinary evacuations. The expenditure of carbon and hydrogen is increased by labor or exercise in an equal ratio as the number of exhalations are accelerated by that exercise. By this process the fat and muscular fibre are constantly in a state of exhaustion and renewal, and are supposed to be thoroughly renewed in the course of six or seven months; dependent, however, upon the amount of labor, and the uninterrupted health of the animal. The more expeditiously this renovation of the system takes place, the more perfect will be the condition of the subject. It is therefore evident that the nutritive matter supplied by the food must exceed the exhaustion which takes place in young animals, to occasion their growth and increase the development of muscle and other tissues, and with adults it must be equivalent with the exhaustion to maintain the animal in a normal state.

It has been ascertained that such vegetable food as affords nourishment to animals abounds most with nitrogen; and that they require the least of those kinds which contain the largest quantities. But here it must be observed there is a limit to the presentation of food abounding too profusely with nutritive properties, which will speedily affect the animal partaking thereof. The blood-vessels will become distended, and other channels overcharged with an excess of their fluid; and upon the slightest appearance of the symptoms which indicate a disordered state of the circulation, unless medicines are presented which are calculated to relieve the system from the accumulation, aided by temporary abstinence, and indeed change of food, the health of the animal is sure to suffer.

Professor Playfair, who has made experiments on the quantity of nutritious matter contained in different kinds of food supplied to animals, found that in one hundred lbs. of oats, eleven lbs. represent the quantity of gluten wherewith flesh is formed, and that an equal weight of hay affords eight pounds of similar substance. Both hay and oats contain about sixty-eight per cent. of unazotised matter identical with fat, of

which it must be observed a vast portion passes off from the animal without being deposited. By this calculation it appears that if a horse consume daily four feeds of oats and ten pounds of hay, the nutriment which he derives will be equivalent to about one pound eleven ounces of muscle, and thirteen and a half pounds of superfluous matter, which, exclusively of water, nearly approximates the exhaustion of the system by perspiration and the various evacuations.

Superficial judges of horses do not mark the difference between the appearance of a fat and of a muscular-formed animal. If the bones are covered, the points filled out, and the general contour looks pleasing to the eye, they conceive that every requisite is accomplished. A more fallacious impression cannot exist. A horse of very moderate pretensions, if in perfect condition, will prove himself infinitely superior in the quality of endurance or capability to perform work, than one of a higher character which is not in condition. If two horses are ridden side by side, at the moderate pace of seven or eight miles in the hour, on a warm day in the summer, one of which has been taken out of a grass field, and the other fed on hay and corn, the difference will be very soon detected. The grass-fed horse will perspire profusely, yet the other will be cool and dry. This propensity to perspire likewise proves that the system of the former is replete with adipose deposit, and fluids destined to produce that substance an unnecessary encumbrance, and in such quantities opposed to freedom of action.

Under an impression that an abundance of luxuriant grass will increase the flow of milk, it is frequently given to brood mares, but, if it have the effect of producing relaxation, it is exceedingly prejudicial. A moderate portion of good milk is far preferable to that which is weak and poor. Thoroughbred mares are not unfrequently deficient in their lacteal secretions, more so than those of a common description. It is obviously necessary that either class should be supplied with good and nutritious food, for the purpose of augmenting it when insufficient, but the nature of the food requires to be regulated by the constitution of the individual.

GENERAL MANAGEMENT OF HORSES.

The *watering* of the horse is a very important but disregarded portion of his general management. The kind of water has not been sufficiently considered. The difference between what is termed *hard* and *soft* water is a circumstance of general observation. The former contains certain saline principles which decompose some bodies, as appears in the curdling of soap, and prevent the decomposition of others, as in the making of tea, the boiling of vegetables, and the process of brewing. It is natural to suppose that these different kinds of water would produce somewhat different effects on the animal frame; and such is the fact. Hard water, freshly drawn from the well, will frequently roughen the coat of the horse unaccustomed to it, or cause griping pains, or materially lessen the animal's power of exertion. The racing and the hunting groom are perfectly aware of this; and so is the horse, for he will refuse the purest water from the well, if he can obtain access to the running stream, or even the turbid pool. Where there is the power of choice, the softer water should undoubtedly be preferred.

The temperature of the water is of far more consequence than its hardness. It will rarely harm, if taken from the pond or the running stream, but its coldness when recently drawn from the well has often been injurious; it has produced colic, spasm, and even death.

There is often considerable prejudice against the horse being fairly supplied with water. It is supposed to chill him, to injure his wind, or to incapacitate him for hard work. It certainly would do so if, immediately after drinking his fill, he were galloped hard, but not if he were suffered to quench his thirst more frequently when at rest in the stable. The horse, that has free access to water, will not drink so much in the course of a day as another, who, in order to cool his parched mouth, swallows as fast as he can, and knows not when to stop.

A horse may, with perfect safety, be far more liberally supplied with water than he generally is. An hour before his work commences, he should be permitted to drink a couple

of quarts. A greater quantity might probably be objected to. He will perform his task far more pleasantly and effectively than with a parched mouth and tormenting thirst. The prejudice both of the hunting and the training groom on this point is cruel, as well as injurious. The task or the journey being accomplished, and the horse having had his head and neck dressed, his legs and feet washed, before his body is cleaned he should have his water. When dressed, his corn may be offered to him, which he will readily take; but water should never be given immediately before or after the corn.

CONDITION.

It would be incompatible with the limits of this work to enter into voluminous details of the racing stables; but some leading remarks on the condition of hunters and all other kinds of working horses are requisite. The treatment of hunters has been vastly improved since it was discovered that turning them out to grass during the summer months was highly prejudicial to their future performances. When the hunting season has terminated, rest is acceptable to most horses, and that cannot be conceded to them more conveniently than in a loose box, with a yard into which they may be enlarged daily. The state of each animal will determine the necessity for physic, or any applications in the way of blisters or counteractants to the legs. A moderate allowance of corn is indispensable, with a sufficiency of hay, but not so much of either as to occasion plethora. Water should always be at hand. Enough has been introduced in these pages on the ill effects of green succulent herbage; those who desire to have their hunters in first-rate condition, will reject it, except in very small quantities for certain purposes. Towards the latter end of August, one or two doses of mild physic will render the subject in a proper state for gradually increased exercise; and very few which have been treated in this manner will require the abuse of sweating—imperative with those which have been fattened with grass. Thus the legs and constitutions are exonerated from much injury and inconvenience. Two or three hours' walking, and occasional trotting exercise daily, with a steady gallop from two to three miles

twice or thrice a week, as the season approaches, will complete the purpose. Clipping or singeing has now become so general, that it is scarcely necessary to make a comment upon the advantages they afford; and to a certain extent, dependent upon the length of coat, one or other of the operations is indispensable. It enables the servants to dress the horses with so much more expedition when they return home after the fatigues of the day. When the country is very deep and wet, and the horse's coat is covered with clay, or other adhesive soil, the plan of washing the animal all over with warm water immediately on his return to his stables is recommended. It is a great object to dress a tired hunter as expeditiously as possible, and two men should always be employed for that purpose. The ordeal, which the hunter undergoes preparatory to his work, is often inconsistent. On the previous day the hay should be moderately apportioned, regulated by the constitution of the animal. On the morning of hunting he should be allowed from six to eight go-downs of water, according to the distance he may have to travel to the place of meeting, and two feeds of corn is as much as he will require. On his return to his stable, he should have, immediately that the bridle is removed from his head, half a bucket of gruel, prepared with linseed, oatmeal, or wheat flour, which requires to be boiled, and a plentiful allowance of bran mash.

The preparatory work and treatment of hacks and carriage-horses scarcely varies, if the owner desires to have them in first-rate order. The most extraordinary notions prevail concerning the hardihood of horses, and the best means of securing that valuable faculty. It is alleged that those which are bred in the mountainous districts of Wales and Scotland are highly gifted with this property. It is true they bear exposure to great inclemency of weather, and live on scanty food. Thus, reasoning by analogy, persons fancy that by demi-starvation and exposure to inclemency a hardy animal may be reared. There cannot be a more palpable error. The mountaineers are not able to work in their native state; they must be well supplied with good nutriment, when their active services are required, and that, with dry shelter, in a well-ventilated building, is the key-stone to physical power and endurance.

MANAGEMENT OF FARM HORSES.

Agriculturists find it to their advantage to keep their horses in the stables and yards throughout the summer, in preference to turning them out into the pasture-fields. The manure which they make more than compensates for the expense of bringing their food to them. In the winter, an allowance of turnips saves a vast quantity of hay and oats, and keeps the animals cool; they are preferable to carrots. Bran is useful, but it should never be given to them, or to any other horses, without being previously scalded. Carters have a most reprehensible practice of driving their horses into ponds to drink, while attached to each other by their gearing or harness; many have been drowned in consequence. This class of men have also a most abominable propensity for giving drugs of various kinds; a stern injunction should be laid against it. The plan of cutting their hay into chaff is to be recommended, as it saves waste; where this is not done, the quantity of food destroyed, but not consumed, in cart stables is enormous.

NEW MODE OF SUMMERING IN THE STABLES.

This plan, first suggested in England by the celebrated sporting writer known as Nimrod, with a view to retaining hunters in condition, and bringing them back to their work with less trouble than under the old method of turning out to grass, is strongly recommended to horse keepers in this country.

The extreme heat of the summers, which parches and destroys the pastures and renders the soil almost as hard as pavement, except in marshy situations where the myriads of flies and mosquitoes torment a horse's very life out, renders it, in my opinion, highly inexpedient and even dangerous to turn horses out to grass during the hot weather. In ninety-nine cases out of a hundred, they are brought up again in worse plight than they went out, and with their systems debilitated, not reinvigorated.

SUMMERING.—Until within the last thirty or forty years, hunters were almost always turned out as soon as the first grass

showed itself, and this kind of food was considered a panacea for all their complaints. After being kept in a warm stable all the winter, and their coats made as fine as possible, they were stripped of their clothing as rapidly as their owners dare, and turned out, often without any hovel to run into in cold and wet weather. The result was frequently that in the autumn they came up broken-winded, or sometimes they died in the seasoning; and in all cases, if healthy, they were fat, pury, and unwieldy, and required nearly the whole of the hunting season to fit them for the work they had to do. Certainly, for the pace our forefathers rode, a grass-horse, if fed with corn also, as was often done, was capable of keeping his place through a run, though with a liberal display of lather; but as it is notorious that a horse in training requires six months, after leaving the grass-field, to prepare him even for a moderate race, and as it is also well known that a fast thing with hounds is still more trying than a race, so it is evident that this fast thing will require something more than grass-fed horseflesh to carry the possessor safely through it. Hence, the plan has been almost universally abandoned, in great measure owing to the writings of "Nimrod"—Mr. Apperley—on the subject, and the hunter is now almost always summered in a loose box. Besides, there are other objections to turning a hunter out at this season of the year. It is generally the case that his legs and feet—sometimes one or the other, sometimes all—are inflamed and require rest, blistering, firing, &c. Now, if this be the case, the turning out only aggravates the mischief, because these horses are, of all others, the most excited by liberty, from their associating it with their usual occupations, and gallop about, battering their legs on the hard ground, until the original mischief is made ten times greater. If legs or feet are to be mended by turning out, this ought either to be done in the winter, or into marshes, which are objectionable, because they are peculiarly opposed to the future hard condition of the horse. Upland grasses make the horse flabby enough, but marsh grass is ten times worse. I have turned out many horses in the summer myself, when lame, but I never found them to be improved by it, and some have been utterly ruined by their galloping over the hard turf. If they must go out they should be fettered, which stops their gallops,

and is a very good preventive at this season of the year. The Nimrodian plan is as follows;—The horse is gradually cooled down, by taking off his clothing by degrees, and by abstracting his corn, partially or entirely, giving physic, &c., &c.; all which will require nearly a month, or until the middle of May; he is then to be put into a large, roomy, and airy loose box, with the upper half of the door capable of being constantly left open, or with a strong chain put across the door posts, the door being left entirely open, which is better still, because it allows of a free circulation of air. When thoroughly cooled down, the legs may be blistered or dressed with any of the numerous applications which will be hereafter described. Tan is the best material for the floor of the box, and if thickly spread, serves all the purposes of litter, whilst it keeps the feet cool. Italian rye or Lucerne, or ordinary grass, may be given, at first mixed with an equal quantity of hay, but when the horse is accustomed to them, forming the entire food. Vetches I am not fond of for horses doing no work. If young, they are irritating to the bowels, and do nothing but scour them; and if old, they are strong and heating. For coach-horses at work, when given with corn, they answer better than grass, especially when the pods are fully developed; but for summering the hunter, I prefer some of the grasses or clovers, which are not nearly so heating as vetches. The shoes may be taken off, and the feet pared out nicely, removing all broken pieces of horn, and cutting out any sand cracks, seedy toes, &c., to the quick, so as to allow them to be radically cured at this time of complete rest. If the horse is tolerably young and hearty, he will do better for a month or two without any corn at all; and during that time he will have recovered from the inflammatory condition of the system which high feeding inevitably produces. The blistering, firing, or other remedies, have now done their work, and the legs are reduced in size, with all their old lumps and bumps almost entirely gone. This will be accomplished by the end of July, or sometimes, when the legs are very stale, a month later; until which time the corn is still forbidden, or only given in small quantities, and the whole attention is turned to the removal of the effects of the thorns and battering blows which the legs and feet have sustained during the previous season. But it is by this

time necessary to begin to restore the corn, and to leave off partially or entirely the green food. By the end of August, at latest, hay should form the principal kind of fodder, with two feeds of oats, or thereabouts, according to the fleshiness of the horse. If he is much wasted, more must be given, and if the reverse, one feed a day will be enough. The shoes may now be tacked on, and the horse walked out regularly every morning on the grass for an hour or two. In the middle of September the training for the hunting season begins, and at that time the summering may be considered at an end. Water should be constantly supplied during the whole summer in the box, so that the horse may drink when thirsty. The coat is left entirely undressed. Physic will be required two or three times, or oftener if the stomach is much upset by the long-continued work and fasts of the previous winter. Nothing tries the constitution of the horse more than these long fasts, which are not suited to his small stomach; this, from its size, requires to be replenished every four hours at most, yet it is often six, eight, or ten before the tired hunter gets even a bucket of gruel, and no wonder, then, that he requires a fortnight to come round for a similar day's work. Condition balls, &c., &c., will rarely be required; but sometimes, in spite of all the green food and other adjuncts, the stomach remains obstinately out of order, and the food seems to do no good. Here a stimulus or stomachic is required, and a warm cordial stomach-ball, once or twice a week, will be of great service. See Diseases of the Horse.

EDITORIAL NOTES.

¹ (P. 440.) We are satisfied that the curry-comb is one of the most cruel and barbarous instruments ever used in cleaning the horse. The horse's skin is more sensitive than man's, and in proof of this spirits of turpentine applied to the horse's skin will blister, while applied to man's it is comparatively harmless. Still this cruel instrument is applied without stint to the horse's coat, to the great pain of the horse, and often to the destruction of his temper.

RIDING, DRIVING, AND ROAD MANAGEMENT.

It cannot be expected that a novice can be instructed by any written rules, how to become a practical rider and driver, any more than he can how to sail a boat, or to kill double shots, to a certainty, on the wing.

The mere skill in managing and controlling the animals, under the saddle, or before a vehicle of any kind, can be acquired only by beginning young, under good instructors, and persevering attentively until habit and experience have become second nature.

Even thus, there are some men so constituted, that, whether from constitutional nervousness and timidity, want of temper, tact, judgment, or of the peculiar talent which enables others at once to acquire command over the fears and affections of animals, they can never, either in the saddle or on the driving box, become more than the most moderate performers, awkward in manner and appearance, alike, ungraceful, and, to a great extent, inapt to the task they have undertaken.

Others, again, have a faculty, or gain a power from the first, so easily that it seems like instinct, which they never lose, even by desuetude or neglect, and which, one might almost say, constitutes them at once horsemen, so soon as they come in contact with a horse.

In some sort, genius of a particular kind is necessary to the attainment of great excellence in this, as in many other arts; and a man, to be a pre-eminent rider, or a first-rate whip, as to be a poet, a musician, a crack-shot, or a general, must be born such, first, and, then be led on step by step, *ab ovo*.

What I have thought it advisable to say, myself, or to compile from the works of others in relation to riding, has been given under the heads of Breaking, of Baucher's Horsemanship, &c., and will, I believe, be found to contain all that is needed on the subject. In regard, however, to driving, nothing similar can be written or taught; and though I might tell a man how to hold his reins, on which side to mount his driving seat, and on which hand to take his place, all would be to no effect; and it may be said in a few words, that there is no way of learning to become an excellent driver, except by sitting, often, alongside of a first-rate whip, listening to his instructions, and watching his manipulation of both whip and ribbons for many a day before attempting to assume either, and, when that is done, by working patiently under his instructions, until such time as he shall pronounce his pupil capable to go alone.

In no other pursuit is it so necessary for one to learn how to stand, before he can go, and to go before he can run, as it is in driving.

With regard, however, to management on the road, some advice may be given, which will be advantageous to all novices, and to many of those, even, who consider themselves horsemen, and whips of no common standing.

It is so common, that no person who has seen much of travelling on roads, either in the saddle or in vehicles, can fail to observe it, that one man will get his hackney, his wagon-horse, or his team, over his ground, to any given distance, at a rapid rate of travelling, say ten or twelve miles an hour, without distressing him, or them, at all; while another, at an inferior pace, will have his animals worn out before half the distance is accomplished.

This arises from several causes; the possession by the one of judgment of pace, judgment of ground, quick perception of the manner of his horse's or his team's working, sufficient skill in driving his horses to avoid worrying them, and, if he be using two, or four, to make all work evenly and alike; keeping the slow and lazy animal well up to his collar, and the willing, eager animal, hard on his bit; add to this, the knowledge how to nurse, comfort and care for a horse on the road, and we have all that is necessary to constitute a good horse-master.

The first thing towards accomplishing a journey well, and in good style and good time, is to start well ; and, in order to do that, the horse or horses to be used, being presupposed to be in good condition, should have been fed and watered long enough before the hour of starting to have digested their food ; that is to say, to have passed it from the stomach into the intestines, so that there shall be no danger of foundering the horse, or breaking his wind, by driving him when he is in nowise fit to be driven.

When this is all right, it is still advisable that the driver should, on first taking his horses in hand, let them jog along gently for the first mile and a half of their journey, and he will generally see the animals clearing their bowels and throwing off the digested remains of the last meal ; by the appearance and consistence of which he will readily judge of the fitness of his horse, or team, for the work, which he or they, has, or have to perform.

While on the road, the first thing and the most necessary to inculcate, because generally unknown or misunderstood, is that, next to a continual ascent, the hardest road on which horses can possibly travel, is a long dead level—for the reasons, first, that there is a necessity for a constant pressure into the collar, in order to keep the traces tight and the vehicle in motion, since the friction will prevent the best running carriage, that can be built, from following ; and second—this being applicable as much to working under the saddle as to going in harness—that the same set of muscles are kept continually at work, instead of one set being relieved by another, which is brought into play alternately in the ascent and descent of hills.

There having been a long standing dispute on this question, it was solved, some years since, by the officers of one of her Majesty's regiments, quartered at Fredericton, New Brunswick, who instituted a series of experiments with a number of horses, on two tracks, each of fifty measured miles, one on the road covered with snow, undulating over hill and dale, parallel to the river St. Johns, and the other on the snow-covered, icy surface of the river itself ; in which trials, it was found that the horses, which had proved themselves victorious on the road, were invariably beaten on the river, by the very animals which had

failed against them with the circumstances reversed—and, that, by such considerable distances, and with such ease, as showed the cause to be indisputably the nature of the surface.

There is more reason for dwelling on this point, because it is exactly the reverse of what is generally believed to be the case, by tyros; and because nothing so common as to hear it said—“Oh! here is a nice stretch of ten or twelve miles, on a dead level; now is the time to make play”—and to see *the string* administered, and the horses put along at a spanking pace, over ground which is only less severe than a direct, up-hill dead-pull.

On a gently rolling road, by letting the horses go down the descent at a good fair trot, with their traces loose, a little faster than it is necessary in order to keep them well ahead of the carriage, the latter will have gained such an impetus that it will follow them over the bottom and up the first part of the next ascent, by its own previously acquired velocity; and up to, and even over, the top, by the mere tightening of the traces, without any thing like a hard collar-pull.

This is the way in which a good whip, by merely holding his horses sufficiently in hand to prevent their breaking away with him, or coming down in consequence of treading on a rolling stone, will get over a country with just one-half the distress which will be inflicted by another on his horses, who, seeming to be more steady and more cautious, by making his team hold back the carriage, when there is no occasion to do so, will give them the unnecessary double labor, first of holding back the descending, and then dragging forward the ascending, load, by dint of direct expenditure of animal power, when, if left alone, the same result would have been reached by almost natural causes.

In regard to watering horses, again, a great error is constantly made, in two ways—first, in letting a horse become partially cool, just enough to be half shivering, before giving it the pail, and then in allowing it to drink a bucket, or even two buckets full, at a draught.

Unless water is intensely cold and fresh from a very deep well, there is no danger in allowing a horse to take a few swallows, while he is in a glow of heat; provided that he is put in

motion again immediately after taking them; unless he be exhausted, and in a state of collapse, when cold water is almost certainly fatal; and when that which he requires is a drench of sherry, or of ale with a dash of spirits in it.

Once in ten or twelve miles, a horse travelling fast, say from eight to twelve miles an hour, ought to be watered, with from one to two quarts of water. And it is an excellent plan to put in a couple of stable spoonsful of salt and a handful of oatmeal or Indian meal. If very thirsty, any horse will readily drink this; but it is highly advisable to accustom them to it, as they will soon come to drink it in the form of thick gruel; by doing which, while apparently quenching their thirst only, they will take in a very considerable supply of nutriment, enabling them in some measure to dispense with a portion of their solid sustenance.

As the time of the mid-day halt, at which it is intended to feed, approaches, it is highly desirable to slacken and moderate the pace, when the latter end of the last stage is attained, so as to bring the team in reasonably cool, or, at all events, not reeking with sweat. Should the latter be their condition, it is absolutely and invariably necessary—in any case it is particularly advisable—to remove the harness at once, and to cause the horse or horses to be walked to and fro gently in the shade, where there may happen to be some slight motion of the air; but any place in which there is a thorough draft, or a strong cold breeze blowing, is to be avoided as actually dangerous. It is hardly necessary, I presume, to add, that the practice, too often resorted to by ignorant hostlers and helpers, in country tavern stables especially, of riding hot and weary horses, just as they come off a stage or journey, into a cold pond or river, up to their bellies, under the impression that they are washing off the dirt and sweat, is, in the last degree, prejudicial and dangerous.

When the horses are cool, they may be moderately watered, and led into the stable; where, if dry already, they should be currycombed and nicely wisped, and their legs brushed and hand-rubbed. If still wet, they should be rubbed till perfectly dry, and then, being slightly dressed, should be clothed according to the season, and fed according to their habit and capacity.



I have found a four-quart feed of *old* oats, with the addition of one quart of *old* Indian corn, an excellent noon feed for horses on hard work. At least half an hour should elapse after the horses have finished their feed, before they are again put to their work; and when they are on the road again, they should be driven moderately for the first five or six miles—if for the first hour, so much the better.

The time apparently so lost, is in reality gained, as the driver will perceive before he reaches the end of his journey, especially if it be one of many days' continuance. The same may be said of the duration of the noon halt, for feeding. It should never be less than an hour and a half; and if it be of two hours, so much the better. The risk is great of producing founder, if horses be full fed when hot and weary, and nearly as great of breaking their winds, if they be driven too soon after feeding, before their stomachs are empty.

If horses refuse their feed, it is a bad sign. Sometimes, especially if they be old travellers, and up to the tricks of the road, they may be cheated into eating up their oats by harnessing and bridling them, omitting only to put the bits in their mouths, as if to prepare for an immediate start; when, fearing to lose the end of their meal, they will often eat up, in a few minutes, a feed which they may have been tossing about, as if unworthy of their notice, in their mangers, for a couple of hours.

Delicate feeders and nervous horses will often be beguiled into eating thrice as much, by throwing only a few handfuls of oats into the manger at a time, and renewing it as fast as consumed, as they would do if a large quantity of food were heaped before them at once, which seems to disgust them and to cloy their appetites.

They can sometimes be induced, again, to eat by throwing a handful of salt into the oats, or by moistening them. If the latter plan be found successful, it is well to do it with a glass of ale instead of water, as it adds to the nutriment of the feed, and is generally grateful to the horse.

Most horses will drink ale, or porter, readily from the first. If not, they should be regularly educated to do so; for, at times, it is a most valuable quality in a horse to take it; as it is a

valuable remedy, in many sudden diseases, colics, sudden chills, &c. ; and is, at all events, an admirable plan for giving a stimulus in times of exhaustion and distress, whether from over work, or accident.

I have seen many horses which would greedily eat up a loaf of rye bread, or coarse brown bread—Graham's bread, as it is called with us—thrown into a bucket, with half a gallon of ale, or a couple of bottles of brown stout, poured over it, when they would not look at a feed of oats; and the nourishment being double in the former, the gain of having a horse which can be so fed on occasion, is immense.

The same system of watering may be followed in the afternoon, as in the morning; until the inn is reached where the night is to be spent.

There, the horses must be thoroughly cleaned, rubbed down, and honestly worked at, until they are not only perfectly clean, dry, and comfortable, but until their skins are in a glow, and their coats as fine as silk. Their legs and feet, especially, must be perfectly cleaned, and, above all, thoroughly dried; any neglect of the last point brings the certainty of grease, cracked heels, and what in America is called *the scratches*.

I have found it an excellent way, both as saving much time and labor, and as—which is more to the point—rendering the horse more speedily comfortable, to plunge his legs, after wiping off the dry mud, instantly into a bucket of water as warm as the hand will comfortably bear it; to brush off all the dirt with a harsh whalebone brush; to hand-rub them sufficiently to squeeze out the redundant moisture, and then to bandage them closely and tightly, from the fetlock joint upward to the hock or knee, with thick flannel rollers, which should be left on until the following morning; when, on their removal, the legs will be found as clear and as clean, besides being cool, comfortable, and free from fever, as those of a two-year-old.

When the horses are clean, dry, clothed, their beds well littered, and themselves made comfortable for the night, they should be watered, their racks supplied with, not to exceed, according to my idea, eight pounds of good, sweet, old hay, and from six to eight quarts of oats.

They should not be disturbed during the night; but, at least

two hours before it is time to start, they should be watered, dressed, and fed with from four to six quarts of oats, and the less hay the better; I should say a few mouthfuls only after the water.

If horses happen to be much exhausted in the evening, a hot mash of bran and oats is a sovereign remedy; and if prepared with ale instead of water, so much the better.

Where, in addition to exhaustion, from hot weather and hard driving, horses have been exposed to the danger of taking cold, from being drenched by a sudden storm of rain or hail, while heated, as will sometimes occur even in summer time, when among the hills, a cordial ball may be given with good effect.

Subjoined is an excellent formula.

- | | |
|--|----------|
| 1. R. Ground ginger | 1 dr. |
| Gentian | 1 dr. |
| Flour | 6 drs. |
| Essential oil of cloves | 6 drops. |
| 2. R. Carraway seed powdered | 6 drs. |
| Camphor | 1 dr. |
| Ginger | 1 dr. |
| Oil of cinnamon | 6 drops. |
| One clove of garlic bruised. | |

Add molasses, or honey, enough to form a ball.

The latter of these I consider the better formula. It must be borne in mind, however, that in order to be of service, the cordial must be given as soon as possible after the occurrence of the casualty, from which the evil result is expected. If cold be taken already, and fever have begun, when the cordial is exhibited, the consequences must be evil, may be fatal.

If horses do not take to ale readily, a few tea-spoonfuls of sugar, mixed with it, will soon induce them to swallow it, greedily enough.

By following, precisely, the above plan of driving, while on the road, of timing my halts, watering and baiting stoppages, and regulating my feeding and dressing, I have driven horses many thousand miles in the course of my life, and never have lost one, by any accident, on a journey, arising from over-driving, over-heating, over feeding, or the reverse, in all the time.

On one occasion, in the extremely hot summer of 1838, I drove a pair of horses, before a sporting wagon, which, loaded, with myself, my friend, my servant and a brace of setters included, weighed something over seventeen hundred weight, from the city of New York, to Niagara Falls and back, including excursions to shoot, and deviations from the route. We were forty-one days on the road, and averaged forty-seven miles a day, the horses not standing still, or resting, a single day; and, on the last day, having slept at Newburgh, we crossed the river to Fishkill landing, and thence by Fishkill village drove to the city, which we reached at ten o'clock in the evening, neither of the horses having been off their feed, or out of spirits for an hour, during the whole journey, and both being fatter and better—not to speak of their being in their hardest possible condition, and fit for any amount of work—than they were when we set out.

I feel, therefore, more than a little confidence in recommending, to my friendly readers, the foregoing few, brief hints, as equal to any for the keeping horses in health and condition, during a journey, by a simple and easy system of road management.

TREATISE ON HORSE-SHOEING.

THE following simply written and unpretending essay on horse-shoeing, by William Miles, Esq., is so infinitely superior in all respects to every thing I have yet seen on the subject, that I have eagerly availed myself of the opportunity of embodying it in my work.

His plan of shoeing is indisputably correct, founded on scientific principles, and proved by experience. There is no part of his instructions and conclusions which are not of great value ; but the method he advises of securing the shoe by five nails only, so as to admit of the contraction and expansion of the hoof, impresses me most favorably of all.

His language is so simple, his advice so lucidly expressed, and his explanatory cuts so plain, that the commonest country blacksmith, if he choose to discard obstinate and groundless prejudice, can work by them with certainty of success.

When it is considered how much of foot lameness is due to ignorant shoeing, the full importance of the subject cannot be questioned.

I will only add, that I have neither presumed to insert nor to erase a word ; and that, without a note or comment, I submit this system of Mr. Miles to my readers, as the best possible, and urge its adoption on all my friends, who are also friends of the horse ;—

“HORSE-SHOEING.—It has been suggested to me, by several correspondents, that a plain, practical treatise on horse-shoeing, divested of all other matters, connected with the soundness of the

horse's foot, would be very acceptable to many working smiths, who have neither the time nor the inclination to wade through a work where what they want to find is mixed up with other matters, which do not bear upon their vocation. To the production of such a treatise I now set myself, in the hope that, however much I may fall short of my wishes, I may still in some degree supply a want which has long been felt by many. The books at present in use are written in a style that most smiths find it difficult to follow; my aim, therefore, shall be to convey the information I have to offer in the simplest language I can command, and such as the least-informed among them are familiar with. But, before I enter upon the subject of shoeing, I must notice two things, which we must not only believe, but act upon, if we ever hope to arrive at really good shoeing; the first is, that nature has given to what horsemen call a good-shaped foot, the form best suited to the horse's wants; and the second is, that the hoof expands when the horse's weight is thrown upon it, and contracts when it is taken off again. But the mere belief in these things will be of no use, unless we make the shoe to fit the foot, and nail it on in such a manner as will allow the hoof to expand and contract; for we might as well not believe at all, as believe a thing to be right, and not do it.

Nailing an iron shoe to a living horse's foot is a very unnatural thing to do; but, as it must be done, it is our duty to see how we can do it with the least injury to the horse. To show this, I will suppose myself addressing a young smith, who is about to shoe his first horse.

PREPARING THE FOOT.—You must begin by taking off one of the old shoes, and I may say one, because the other should always be left on, for the horse to stand upon; he is sure to stand quieter upon a shod foot than he can upon a bare one; and it will prevent his breaking the crust. Raise every one of the clenches with the buffer, and, if the shoe will not then come off easily, loosen some of the nails with the punch; but never tear the shoe off by main force; it splits the crust and widens the nail-holes. The shoe being off, you should rasp the edge of the hoof all around, and take out any stubs that may be left in the crust. Then you must pare out the foot; and this re

quires both care and thought. If the horse has a strong, upright foot, with plenty of horn, you should shorten the toe, lower the heels and crust, and cut out the dead horn from the sole, and also from the corners between the heels and the bars; the best way of doing this is to pare the bars down nearly even with the sole, and then you can get at the dead horn in the corners more easily. The part of the bar which stands up above the sole would have been worn away, or broken down, if the shoe had not kept the hoof off the ground; therefore you had better always pare it down, but on no account ever cut any thing away from the sides of the bars, or what is called "open out the heels;" and be sure that you never tough the frog with a knife. Now remember that there are three things which you must never do in paring out a foot; you must never cut the sides of the bars, or open out the heels, or pare the frog; and I will tell you why you must never do them.

The bars are placed where they are, to keep the heels from closing in upon the frog; and if you trim them by cutting their sides, you weaken them, and they can no longer do it, and the foot begins to contract.

Opening out the heels does exactly the same thing, by weakening the very parts which nature placed there to keep the heels apart. Now it takes some time to contract a horse's foot so as to lame him, and, because the contraction comes on by slow degrees, no one notices it, until the horse falls lame, and then every one wonders what can have done it; but very few hit upon the right cause.

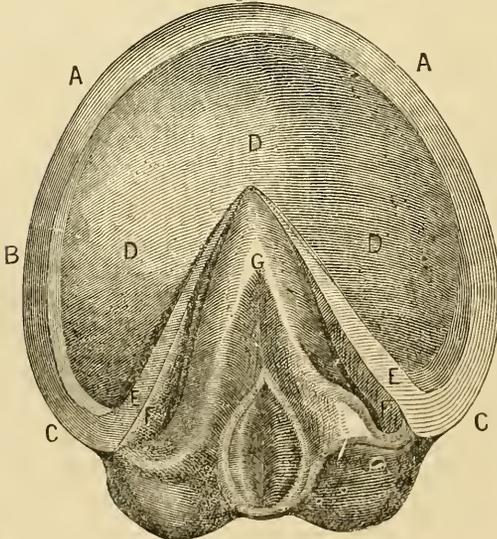
The frog is a thick, springy cushion, whose chief use is to protect a very important joint, called the navicular joint, and it is covered by a thin layer of horn, to keep in the moisture; and every time you slice off any of the frog, you lay bare a part that was never meant to be exposed to the air, and it dries, and cracks, and forms rags, which are cut off at every fresh shoeing, until the whole frog becomes as dry and hard as a board; and the horse gets an incurable disease, called "navicular disease;" therefore I say, leave the frog alone; it will never grow too large, for, long before that would happen, the outer covering will shell off, and a new horny covering will

be found underneath ; and as to the rags, leave them alone also, and they will fall off of themselves.

A weak, flat foot will bare very little paring or rasping ; the crust of such a foot is sure to be thin at the toe, low at the heels, and the sole thin and weak ; therefore, the less you do to it the better, beyond getting rid of the little dead horn there may be, and making the crust level where it is to bear upon the shoe ; this must be done to all feet, and, as the inner quarter, where there should be no nails, does not wear away as fast as the outer quarter, where the nails are driven, you should always place a rasp upon its edge across the foot, to be quite sure that the two sides are level. I have known shoes lost from the inside quarter being higher than the outside, and causing the foot to bear unevenly on the shoe.

Before you pare out a foot, you should always think of the state of the roads ; and if they are dry, and covered with loose stones, or have been lately repaired, you should take very little off the sole of any foot, because, if you thin it, the stones will bruise it ; but when the season is wet, and the stones worn in, you may pare out the sole of a strong foot until it will yield to hard pressure from your thumbs ; but you must never pare it thin enough to yield to light pressure.

Figure 1.



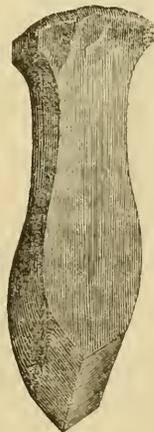
The annexed cut shows a good-shaped near fore foot, pared out ready for shoeing. I have introduced letters against the different parts. The toe reaches from A to A, the letter B shows the middle of each quarter, and C marks the heels. You will observe that the crust is thicker on the outer quarter,

where the nails should be, than it is on the inner quarter, where a nail must never be driven; and you will also see that the hoof is not a circle, as some suppose, but is straighter on the inside than it is on the outside. D marks the sole; E shows the upper part of the bars, pared down nearly level with the sole. F shows that part of the bars which must never be touched by a knife; G marks the frog, and is placed just over the situation of the navicular joint. I would advise you to examine this frog well, because it is what every horse's frog should look like,—plump, and full, and even, with a broad, shallow cleft, not split through at the back part; and, if you shoe your horses properly, and never pare the frog, it is what their frogs will come to in time.

THE SHOE.—Before I talk about the shoe, I must settle names for the upper and under surfaces; because I fear I should mislead those who are not smiths, if I call the part that rests upon the ground “the upper surface,” as smiths do; I shall therefore call that part of the shoe “the ground surface;” and the part which goes next the foot I shall call “the foot surface;” and then there can be no mistake as to which surface I mean.

In turning your store shoes “in the rough,” you should leave them longer at the heels than smiths generally do; we shall see the reason for it when we come to “fitting the shoe;” and you should make the web as wide at the heels as it is at the toe, and of the same thickness throughout from the toe back to the heels. The “fuller” should be carried quite round the shoe to the heels, and the fullering-iron should have both sides alike. It is a far better tool than the one-sided iron in common use, which is generally so narrow and sharp that it not only makes the groove too small for the heads of the nails to sink into, but it often splits the shoe. A narrow groove may look neater than a wide one; but you will find a wide one much more useful.

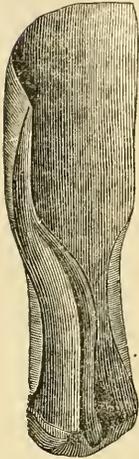
Figure A.



CHOOSING A SHOE.—The first thing to look to in choosing a shoe is the kind of foot you have to deal with. If the foot is a strong, good-shaped one, it will be an easy matter to find a shoe for

it; only take care that the web is not too narrow, and that the shoe is not too light. A light shoe is apt to bend before it is half worn out; and the pain caused by the pressure of the bent nails against the tender lining of the hoof throws the horse down, and most likely breaks his knees. If the foot should be flat, with a weak, brittle crust, you must still choose a stout shoe; for a horse with such a foot could not go at all upon a bent shoe; and the shoe must have a wide web, because the sole is sure to be thin and will need plenty of cover to protect it.

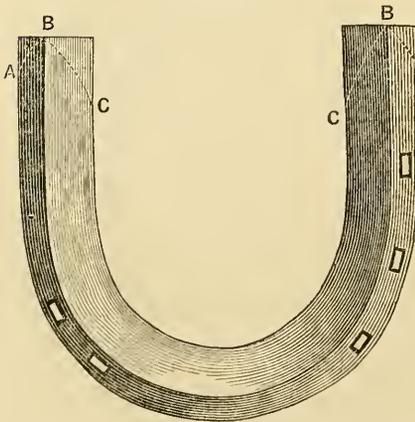
Figure B.



You must also look to the seating; for, if the foot is weak and flat, the shoe must be well seated out, to prevent its pressing upon and bruising the sole; but if the foot is strong, and the sole arched, there need not be more seating than will allow the point of a picker to pass freely round between the sole and the shoe; otherwise dirt and small stones will get in, and bruise the sole as much as the shoe would do if it pressed upon it.

CUTTING OFF THE HEELS.—Having fixed upon a shoe to your mind, begin by cutting off the heels; and you will find a half-round chisel a better tool

Figure 2.



for the purpose than a straight one, because you should never cut them off square; if you do, you will find it impossible to fit the shoe properly to the heels, and at the same time keep the web as wide at the heels as it is at the toe; for one of the corners of the shoe will be stick-into the frog, while the other stands out beyond the crust; but if you cut them off as shown in figure

2, you will have no difficulty in bringing every part of the

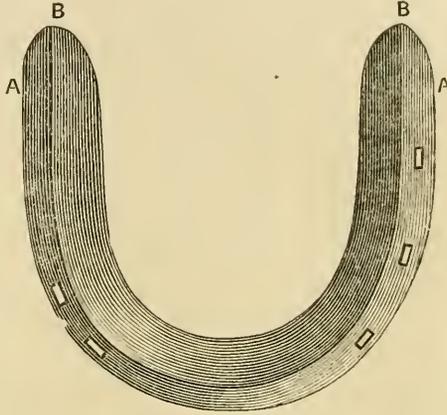
shoe into its proper place upon the foot. Figure 2 is a shoe turned in the rough; and the dotted lines show the direction in which the heels should be cut off. The side next the frog should be cut off from C to B, and the outer corner from A to B, and then the shoe will look like figure 3, which, with a little hammering over the beak of the anvil, will soon come like figure 4;

you will see that the points, marked A in figure 3, have disappeared in figure 4, and that the parts between A and B on each side have become a portion of the outer rim

of the shoe, whereby the inner rim is shortened; and there are no corners left to interfere with your following the sweep of the heels, and you are enabled to keep the web as wide at the heels as it is at the toe. I have introduced figure 4 in this place, because it gave me the opportunity of explaining the reason for cutting off the heels as I have directed; but at this stage of the business it is a good plan always to leave the quarters and heels rather straight, and wide apart, until you have fitted the toe; because it is less trouble to bring them in than it is to open them out after the front has been fitted.

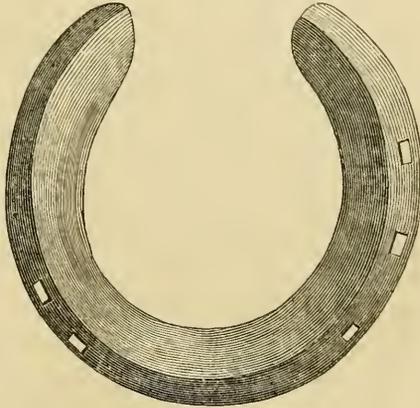
THE NAIL-HOLES.—You must next open the nail-holes; but

Figure 3.



outer rim is lengthened, and the inner rim shortened; and there are no corners left to inter-

Figure 4.



be sure that they have been stamped so as to pass straight through the shoe, and come out in the flat part of the web, and not partly in the flat and partly in the seating. It is a very bad plan to make them slant inwards, as most smiths do; for in driving a nail they have first to pitch the point inwards, then turn it outwards, driving it all the time *with* the grain of the crust, and at last they bring it out high up in the thinnest part of the hoof, and have the weakest part of the nail for a clinch. Now, instead of all this, if you make the holes straight through the shoe, you have only to drive the nail straight, and it will go through the shoe *across* the grain of the crust and come out low down in the thickest part of the hoof, and give you a strong clinch made out of the shank of the nail instead of a weak one made out of the point. The advantage of straight holing is that you are sure never to prick the foot in driving a nail, and you get a firmer hold for the shoe. Everybody knows that a short purchase *across* the line of the strain is stronger than a *longer* one in the direction of the strain.

The soundness of the horse's foot, as far as shoeing is concerned, depends more upon the number of nails and where they are placed than upon any thing else; for if the shoe is ever so badly formed, and the nail-holes are rightly placed, very little harm will happen to the foot beyond the loss of a shoe; but if the shoe is of the best possible shape, and fitted to the foot in the most perfect manner, unless the nail-holes are placed so that the foot can expand, it must in the end become unsound.

The portion of hoof that expands the most is the inner quarter and heel. You must therefore leave those parts free from nails; and the way to do it is never to stamp more than two holes on the inside of the shoe, one about an inch and a quarter from the *centre* of the toe, and the other about three-quarters of an inch behind it. It is quite clear that, if you nail both sides of a horse's hoof to an iron shoe, the hoof will be held fast, and cannot expand; and, when the horse's weight forces the bones of the foot down into the hoof, the tender lining of the hoof will be squeezed against the shanks of the nails, and cause pain to the horse at every step he takes. The whole number of nail holes should never exceed five; three on the outside, and two on the inside. I have proved, over and over again, that five

nails will hold on a fore-shoe at any kind of work, in any country and at any pace. If a shoe is properly fitted to the foot, and fastened by five nails, nothing but the smith's pincers can get it off.

Having cut off the heels and opened the nail-holes, you must next turn up a clip at the toe. Every shoe should have one at the toe; it keeps the shoe steady, and prevents its being forced back. But you never should put one at the side; for if it is put on the inside, it prevents the hoof expanding; and on the outside it is worse than useless, for the nails there are quite sufficient to keep the shoe from working across the foot, and the clip will interfere with the placing of one of the nails, and destroy more of the crust than two nails would do.

FITTING THE SHOE.—You must never forget that "fitting the shoe" means making the shoe fit the foot, and not making the foot fit the shoe, as I have often seen done.

It is a bad plan to try to fit the whole of the shoe at once; it is much better and saves a great deal of trouble to fit the toe first, then the quarters, and lastly the heels; but, before you begin to fit the toe, take a look at the old shoe, and see how much of the toe of it is worn away, because just so much of the new shoe should be turned away from the ground out of the line of wear.

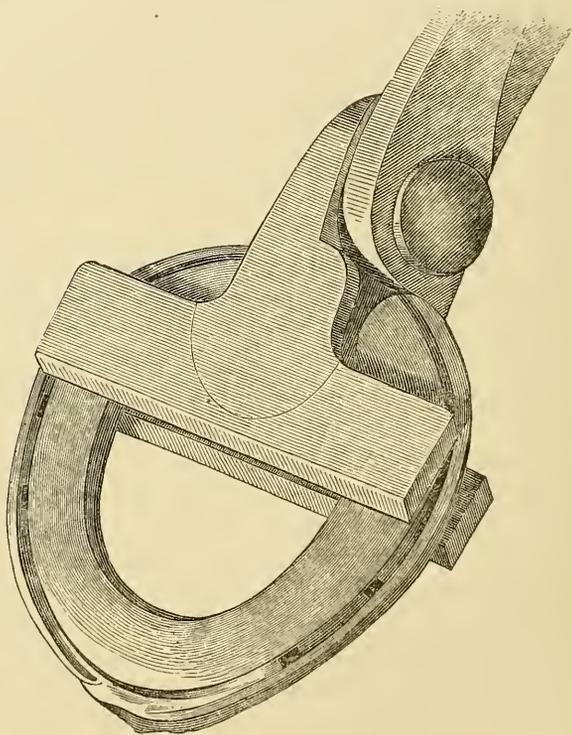
We all know that horses go better and stumble less in old shoes than they do in new ones; and the reason why they do so is because they have worn away the toe, and no longer jar the foot by striking the toe against hard substances in the road. A new shoe turned up at the toe is the same thing to a horse as an old one worn down, but with this great difference to his comfort—that he is easy upon the new one from the time it is first put on, whereas he was never easy upon the old one until he had worn the toe away.

When a horse wears his shoe hard at the toe, it is the custom of most smiths to weld a lump of steel on to it, to make him longer in wearing it away; but this only increases the jar to his foot, while turning up the toe makes the shoe last quite as long, and saves the horse from a great deal of unnecessary suffering. A strong foot will bear the toe to be turned up a good deal; but a flat foot is always weak at the toe; and will not

bear much. Still, the shoe should be turned up a little, so as to clear the ground; the horse will travel safer and better for it.

You can make a very handy tool for turning up the toe of a shoe by shutting a piece of iron, five inches long and one inch broad, crosswise on to each blade of a pair of smith's tongs; with this tool you will be able to grasp both limbs of the shoe

Figure 5.



at once, and not only turn up the toe over the end of the anvil, but restore the seating at the toe without bending the shoe or putting it out of shape, which you could not do by holding one limb at a time in a common tongs, without a great deal of trouble. The accompanying cut, figure 5, shows you this tool in use, with the ground-surface of the shoe uppermost for turning up the toe; and you have only to reverse it, keeping the same

grasp of the shoe, and the foot-surface will come uppermost, ready to have the seating made good.

I will now suppose that you have shortened the toe of the hoof, rasped away the crust to receive the turned-up shoe, cut a notch for the clip, and turned up the toe of the shoe; you had better next spring the heels to prevent their burning the back part of the crust while you are fitting the shoe to the fore part; but you must bring them down again before you fit the quarters and heels, and never leave them sprung when the shoe is nailed on.

You must now put the toe of the shoe in the fire, and make it hot enough to mark the uneven portions of horn, which should be rasped away until an even bed is left for the shoe to rest upon. You need not fear to burn the toe of a strong foot; it can do no harm; but a weak foot with a thin crust of course will not bear much burning. Still, the shoe should be made hot enough to scorch the horn and show where it fails to fit close.

When the toe is more properly fitted, there will be very little trouble in fitting the quarters and heels. You have only to bring them in over the beak of the anvil, until the edge of the shoe ranges with the edge of the hoof back to the farthest point of the heel on each side, and continue the same sweep until it nearly touches the frog. There must be none of the shoe left sticking out beyond the hoof, either behind or at the sides of the heels.

I know that a great many smiths are very fond of what are called "open-heeled shoes," which means shoes with straight heels, wide apart, and projecting beyond the hoof, both behind and at the sides; and the only reason I have ever heard in favor of such shoes is a very bad one,—viz.; that the horse requires more support at the heels than he gets from the hoof. But you may depend upon it that nature has made no mistake about it; and if the horse really wanted more support than he gets from the heels of the hoof, he would have had it. But I think I shall prove to you that this kind of shoe, instead of being a benefit to the horse, is a positive evil to him; it interferes with his action, and exposes his sole and frog to serious injury from stones in the road, and the projecting portions of the shoe

become ledges for stiff ground to cling to and pull the shoe off. More shoes are lost through these mischievous projections at the heels than from all other causes put together.

Let us see how it is that these projecting heels interfere with the horse's action. It is not necessary for this purpose to trouble you with the anatomy of the foot, but merely to state that all its parts are joined to each other in such a manner as to form one great spring, and that the foot is joined to the leg by the pastern and coronet bones in a direction slanting forward, which brings the foot a little in advance of the leg, and places the heels in front of a line dropped from the centre of the fetlock joined to the ground.

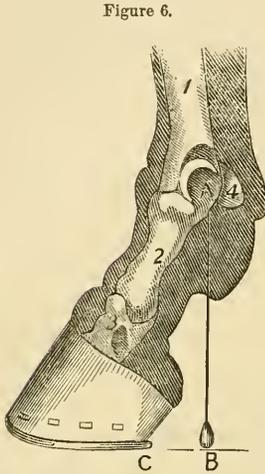


Figure 6.—1. The shank or canon bone. 2. The pastern bone. 3. The coronet bone. 4. The sessamoid bone. A. The point where the weight of the

horse would fall upon the upper end of the pastern bone. B. The point where a line dropped from A would meet the ground. C. The heel of the hoof.

Now, it is clear that the weight of the horse will fall upon the upper end of this slanting pastern bone at every step; and the bone, having a joint at each end of it, will sink to the weight thus thrown upon, it and break the force of the shock both to the leg and foot; but if the heels of the shoe are longer than the heels of the hoof, the projecting pieces of iron will meet the ground farther back than the natural heels would have done, and will check the sinking of the pastern bone, just as an upright pastern does, by bringing the heels too much under the centre of the weight, which causes the horse to step short and go stumpy.

If you wish to avoid these evils and keep the horse's shoes on his feet, you must bring in the heels, and let the shoe strictly follow the form of the foot, whatever that form may be.

The part of the foot that needs protection from injury, more than any other, is the "navicular joint," which rests upon the

frog about an inch or an inch and a quarter behind its point; and the only way to protect it is to keep the web of the shoe as wide at the heels as it is at the toe, and to bring in the heels until they nearly touch the frog. By so doing you lessen the opening of the shoe, and the web of one side or the other will strike upon the stones in the road and save the frog from coming with full force upon them. But open-heeled shoes leave the frog entirely exposed to very large stones, and cause many a bruise to the navicular joint, which lays the foundation of future incurable lameness.

I have often seen shoes so wide at the heels, that I have placed my clenched hand within the opening of the shoe without touching either side of it; and where my fist could go a stone as large could go.

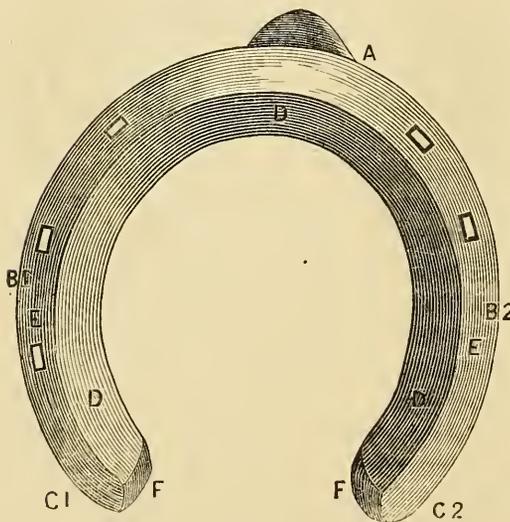
Another great advantage of bringing in the heels and fitting the shoe close, is the certainty that the horse will not cast his shoe; you leave nothing for stiff ground to lay hold of, and, if you slightly bevel the inside quarter and heel of the shoe from the foot downwards, no ground in the world can pull it off, for the foot, expanding to the weight of the horse, enlarges the hole made by the shoe, and leaves more space for the shoe to come out of than it made for itself to go in at; but if the shoe projects beyond the hoof at any part, and more particularly at the heels, the foot cannot fill the hole made by the shoe, and stiff clay will cling round the projection and pull the shoe off.

Having so far finished the shoe, place it on the face of the anvil with the toe hanging over the side, and see that the foot-surface of the quarters and heels are quite level; then make it hot enough to scorch the hoof all round and form a bed for itself; without this it would be next to impossible to ensure close fitting; for, after you have made the foot as level as you can with the rasp, and the shoe as level as you can on the anvil, the chances are very much against their fitting like two planed boards, as they ought to do; and the quantity of horn to be thus removed is so small as not to be worth thinking about. It is a mistake to suppose that a hot shoe injures the hoof; it does nothing of the kind; and you cannot possibly fit a shoe properly without making it hot. I would not have you burn a shoe into its place on the foot, before you had taken care to

make both the foot and the shoe as level as you could; but when you have done that, the small quantity of burning that is necessary to make them come close together can do no harm. I have said before that a weak, thin crust will not bear as much heat as a strong one, and that the shoe should be applied less hot to it; nevertheless, it must be scorched, that you may be sure the shoe fits properly.

When you have cooled the shoe, you should "back-hole" it,—that is, make a free opening in the foot-surface for the nails to pass through; but mind that in doing so you do not make the holes incline inwards, by breaking down the inner edge of the holes more than the outer edge.

Figure 7.



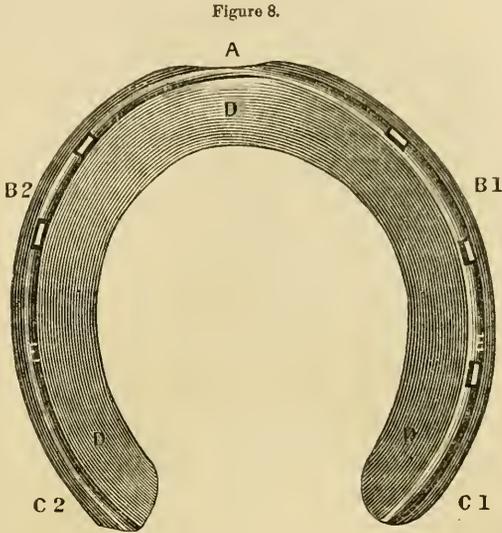
Before you "file up" the shoe, hold it firmly in its place on the foot with both hands, and examine carefully whether any light appears between the foot and the shoe, and if you should perceive any, alter the shoe at once; for the crust must bear upon the shoe all round before you can say that the shoe fits the foot as it ought to do.

FILING UP THE SHOE.—Much time is often wasted in polishing the shoe with the file before it is nailed on; but all that is really needed is to get rid of the burs about the nail-holes, remove the sharp edges of the shoe, and round off the heels; taking care to apply the file hard to that part of both heels which comes next to the frog, so as to slant it from the ground upward and away from the frog; but you must not narrow the *ground-surface* of the web at the heels in doing so. The ac-

companying cuts, figures 7 and 8, represent both surfaces of a near fore-shoe; Fig. 7 shows the foot-surface, and Fig. 8 the ground-surface.

In Fig. 7, A is the clip at the toe, B 1 the outer quarter, B 2 the inner quarter, C 1 the outer heel, C 2 the inner heel, D the seating, E the flat surface for the crust to bear upon, F the heels bevelled off away from the frog.

In Fig. 8, A is the toe, turned up out of the line of wear, B 1 the outer and B 2 the inner quarter, C 1 the outer and C 2 the inner heel, D the



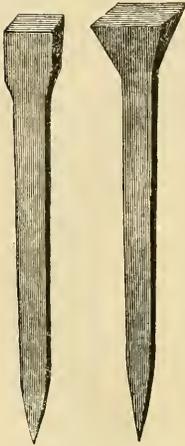
ground-surface of the web, as wide at the heels as it is at the toe, E the fullering, carried all round the shoe.

NAILS.—I must say a few words about the nails before we come to nailing on the shoe; because the nails in common use are as badly formed as they well can be. Their short wedge-shaped heads, wide at the top and narrow at the bottom, with shanks springing suddenly from the head without any shoulder, and ending in a long, narrow point, are most unsafe to trust a shoe to. The head of such a nail can never perfectly fill the hole in the shoe, for the wide top gets tied either in the fullering, or the upper part of the hole, before the lower part has reached the bottom, and when the head is about half worn away, the lower part is left loose in the hole and the shoe comes off. Now the nails I advise you to use—and you had better always make them for yourself—should have heads which are straight-sided at the upper part, and gradually die away into the shank at the lower part, so as to form a shoulder which will

block the opening made in "back-holding" the shoe, and keep the shoe firmly in its place until it is quite worn out.

If you compare the two nails I have drawn, you will at once see which promises the firmer hold.

Figure 9.



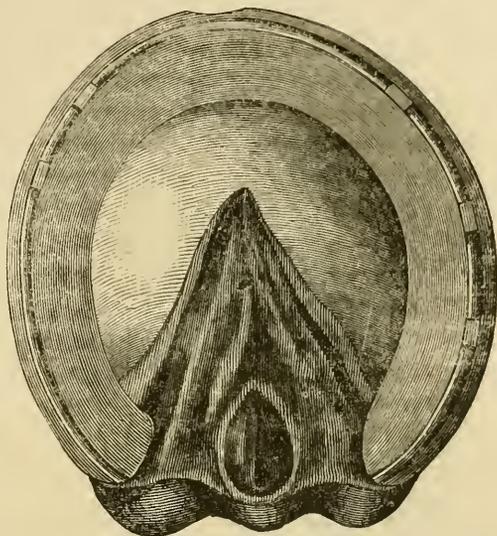
Your nails should be made of the very best nail-rods you can get, and they should not be cooled too quickly, but be left spread about to cool by degrees; the longer in reason they are cooling, the tougher they will become. They should not, however, be allowed to lie in a heap to cool; the mass keeps in the heat too long, and makes them almost as brittle as if they had been cooled too suddenly.

NAILING ON THE SHOE.—If the nails are of a proper shape, the holes straight through the shoe, and the shoe fits the foot, it requires very little skill to nail it on; only put the point of the nail in the middle of the hole, keep the nail upright and drive it straight; it must come out in the right place, low down in the crust, without the possibility of wounding the sensitive parts of the foot. The shank of the nail will pass straight through the substance of the crust and gain a good firm hold of it, leaving you the strongest part from which to form a clinch. The clinches should be short and broad, and not thinned by rasping away any of their substance, but hammered at once into a notch made in the hoof under each, and the rasp should never be allowed to go over them after they have been hammered down; for the sharp steel rasp is very apt to cut through the soft iron clinch just where it turns down, and leave the appearance of a clinch, when in truth it has been cut off at the bend, and the loose end only remains buried in the notch in the hoof. You will do good by rasping *below* the clinches, because you will remove the horn that has been destroyed by the former nails; but on no account ever use the rasp *above* the clinches. If you do, you will tear off the thin outer covering of the hoof, which is placed there for the purpose of retaining the natural moisture and keeping the horn tough; and if you rasp it away

you will expose the horn to the air, and it will soon become dry and brittle, and make the hoof difficult to shoe. This thin covering of the hoof is like the shining covering of a man's finger-nail; and most people know from experience how dry and brittle and easily broken a finger-nail becomes when by any accident it loses that covering.

The cuts, herewith, Figs. 10 and 11, represent the ground surface of a near fore foot with the shoe nailed on by five nails. Fig. 10 shows the shoe in its

Figure 10.

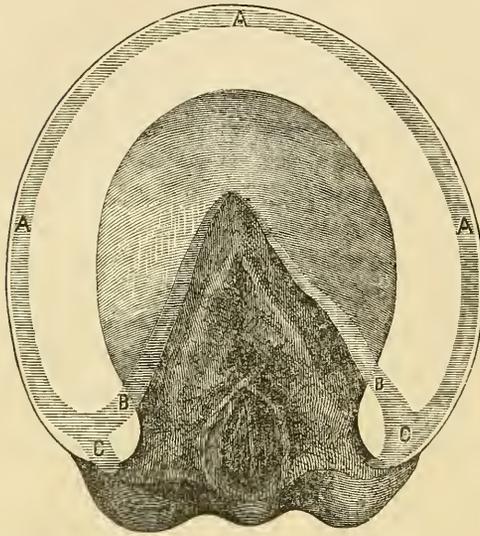


place on the foot, and Fig. 11 represents the same shoe made transparent, so that the parts of the foot that are covered by it are seen through it. A shows the crust, B the bars, and C the heels of the hoof supported by the shoe. I have invariably found that corns disappear altogether from a horse's foot after it has been shod two or three times in this manner, and that they never return while the same method of shoeing is continued.

SHOEING WITH LEATHER.—Many tender-footed horses travel best with a covering over the sole, and leather is commonly used for the purpose; but I think gutta percha a quarter of an inch thick, or waterproof felt of the same thickness, answer better, because they both resist wet and do not alter their shape as leather does. When leather is wetted it becomes soft, and heavy, and yielding; but in drying again it contracts and hardens, causing a frequent change of pressure on the frog, which does not happen with either of the other two substances. I have used felt for the last three or four years, and prefer it very

much. But whichever covering you use, it must be put on in the same way ; so I will at once tell you how to do it. You

Figure 11.



must fit the shoe to the foot with as much care as if nothing were to be put under it ; and when it is "filed up," and ready to be put on, lay it with the foot-surface downward on the covering, whatever it may be, and mark the form of the shoe upon it with the end of the drawing-knife ; then cut the piece out, put it in its place upon the shoe, and fix them both in the vice, which will hold

them close together, while you carefully cut the edge of the covering until it agrees with the edge of the shoe ; then turn them in the vice together, so as to bring the heels of the shoe uppermost, and cut out a piece slightly curved downward from heel to heel, that nothing may be left projecting for the ground to lay hold of. The next thing to do is to smear the whole of the under surface of the foot well with Barbadoes tar mixed with a little grease ; but be sure that you never use gas-tar instead of the other ; for it dries up the horn and makes it as hard as flint, while Barbadoes tar keeps it moist and tough. Then you must fill the hollow between the frog and the crust on both sides with oakum—which is better for the purpose than tow—dipped in the tar, pressing it well into the hollow until the mass rises above the level of the frog on each side ; but never put any oakum upon the frog itself, excepting a piece in the cleft to prevent the dirt and grit working in ; very little is ever wanted on the sole in front of the frog. The use of the oakum is to protect the foot, but more especially the navicular

joint, which lies above and across the frog, from being jarred by stones on a hard road; and the best way of doing this is to fill the space on each side of the frog with oakum in such a manner that it shall share the pressure with the frog, and prevent the full force of the shock from falling on the navicular joint.

The usual mode of stopping a foot is to place a thick wad of tow over the whole surface of sole and frog together, making bad worse, by adding to the projection of the frog, and causing it to meet the ground sooner, and receive the full force of the jar.

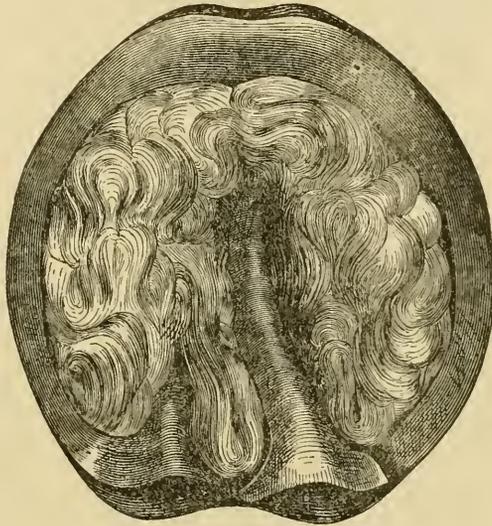
You must now nail on the shoe with five nails, exactly as you would do if there was nothing under it; and if you have attended to the fitting, there will be no fear of the shoe shifting or coming off.

The cut, Fig. 12, shows a foot stopped, ready for shoeing. The ends of the oakum placed in the cleft of the frog are collected together and carried across the body of the frog, to be mixed with the oakum on one side, which keeps it in its place in the cleft, and prevents it from working out behind.

Fig. 13 shows a foot properly shod with leather, and also the shape to which the leather should be cut between the heels of the shoe.

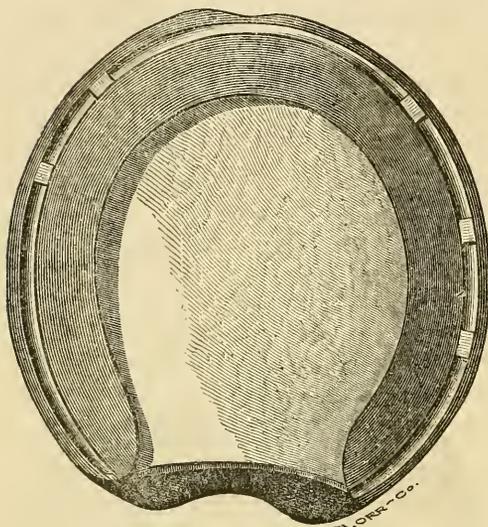
THE HIND SHOE.—The hind shoe, like the fore shoe, should be brought in at the heels, and be made to follow the exact

Figure 12.



shape of the hoof; but, as the weight of the horse falls differently upon the hind feet to what it does upon the fore feet, and

Figure 13.



as the rider often obliges the horse to stop suddenly and without any warning when he is least prepared to do so, it becomes necessary to guard against strains of the hock and back-sinews, by raising the heels of the shoe; but this should be done in such a manner as will give both heels an even bearing upon the ground. Calkins may be, and, I believe, are, useful to heavy draught-

horses, but they are objectionable for fast work; and turning down the outside heel alone should never be done; it throws the weight upon the inner quarter, which is the least able to bear it, and strains the fetlock joint. The plan I have adopted for many years is to have the last inch and a half toward the heel forged thicker than any other part of the shoe; the heels are then made red-hot, and the shoe is put in the vice with the hot heels projecting, which are beaten down with a hammer until they are about an inch long, and then the sides are made even and the foot and ground-surfaces level on the anvil. I have found horses travel pleasanter and receive less damage to their hocks, back-sinews, and fetlock joints, with these heels to their hind shoes, than they have with any others that I have tried.

The toe of the hind shoe is exposed to great wear, and should be made stout and thick, and rather pointed, with a small clip in the middle, to prevent the shoe from being driven backward; and the back edge of the web should be rounded

off, to guard against "overreach." The toe should rest fairly on the ground, to enable the horse to get a good purchase for throwing his weight forward. It is a bad plan to make the toe broad, and to place clips at the side of it; it is almost sure to cause the very evil it was intended to prevent, by making the horse "forge," as it is called.

Many persons think that "forging" is caused by the front of the toe of the hind shoe striking against the heel of the fore shoe; but that is a mistake. The sound is produced in this way; when the horse raises his fore foot from the ground, and does not instantly throw it forward, but dwells in the action, the hind foot, following quickly, is forced into the opening of the fore shoe before the fore foot gets out of the way; and the corners of the broad toe, made still broader by the clips at the sides, are struck against the inner rim of the web of the fore shoe on each side just behind the quarters, and cause the unpleasant clicking sound. The only way to avoid this disagreeable noise is to make the hind shoe narrow at the toe, and rather pointed, with the clip in the centre; and then the point of the toe, clip and all, will enter the opening of the fore shoe held up to receive it, and be stopped by the sole or frog before any part of the two shoes can come together, and the noise will cease.

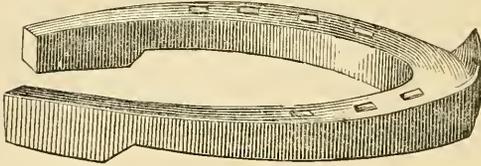
I have said that you should round off the back edge of the web at the toe to prevent an "overreach." It is commonly supposed that this also is done by the *front* of the toe; whereas, it is always done by the *back edge*, which in a well-worn shoe you will find is as sharp as a knife. Now, if the horse in galloping does not lift his fore foot from the ground, and throw it forward in time to make way for the hind foot, the hind foot overreaches it, and cuts a piece out of the soft parts above the heel, and produces a very troublesome wound.

The hind foot expands less than the fore foot; still, you should place the nail holes so as not to confine the foot. I have found four nails on the outside and three on the inside sufficient to hold any hind shoe firmly to the foot. The holes on the inside should be stamped closer together than those on the outside, and they should be placed forward toward the toe, so as to leave the inside quarter and heel free to expand. A small foot

may be shod with three nails on each side; but no foot requires more than seven altogether.

The two cuts, on this page, represent a near hind shoe. Fig.

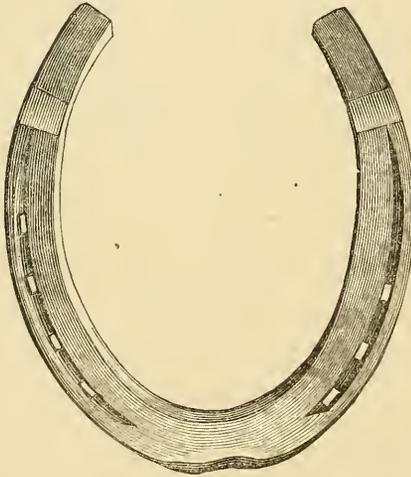
Figure 14.



14 shows a level surface for the foot to rest upon, the raised heels and the thickened toe, with a small clip in the centre.

Fig. 15 shows the toe rather pointed, the back edge rounded, and the nail holes properly placed.

Figure 15.



CUTTING.—Horses strike their feet against the opposite leg in such a variety of ways, both before and behind, that it is impossible to form a shoe that would suit every case of “cutting.” I therefore advise you, whether the horse cuts before or behind, to fasten something like a boot covered thickly with wetted pipeclay over the place where he strikes the leg, and then trot him along the road; he will soon pick off some of the pipeclay

with the opposite foot, and show you the exact part of the shoe he strikes with, which you can easily alter in the new shoe; and you will often be surprised to see how small a matter causes the mischief.

REMOVING.—The time at which a horse’s shoes should be removed must depend very much upon circumstances. If a horse wears his shoes out in less than a month, they had better not be removed; and horses with thin, weak horn, which grows slowly, are likewise better left alone between each shoeing, un-

less their shoes last six or seven weeks, in which case they should be removed once within the time; but horses with strong feet and plenty of horn, that wear their shoes a full month, should have them removed at the end of the first fortnight; and when horses are doing so little work, or wear their shoes so lightly that they last two months, they should be removed every fortnight, and at the second removal the shoes should be put in the fire and refitted, or the feet will outgrow the shoes; as the horn grows much quicker when a horse is idle than it does when he is in full work.

Having now gone carefully through all the circumstances necessary to good shoeing, and stated the reasons why certain things should *always* be done, and certain other things *never* done, I will repeat shortly the few things which *are to be done* in the order in which they occur; and you will find that they are really very few when separated from the reasons and explanations.

Raise the clinches with the buffer.

Have only one foot bare at a time.

Pare out the foot; but leave the frog alone.

Cut off the heels of the shoe as I have directed.

Open the nail holes straight through the shoe.

Form a clip at the toe, and turn up the toe of the shoe.

Fit the toe, then the quarters, and lastly the heels.

Heat the shoe, and apply it to the foot to see that it fits properly.

Cool the shoe, "back-hole" it, and file it up.

Nail it on with five nails, coming out low in the crust.

Hammer down the clinches without rasping them, and only rasp the hoof *below* them.

GENERAL OBSERVATIONS.—I have said that five nails are sufficient to hold on a fore shoe at any kind of work, in any country and at any pace; and I again advise you to employ that number, placing three on the outside of the shoe and two on the inside, because I know from experience that with the very commonest care on the part of the smith they will hold a shoe through any difficulty of ground or pace. But I am prepared to prove that they are *more* than sufficient for the purpose, and to show that many smiths *can* and *do* keep on a fore shoe by

three nails only—*two* placed on the outside and *one* on the inside.

It is very nearly seven years since I have had more than three nails in the fore shoe of any one of my six horses, and they are all shod with thick felt and stopping; some of them do not require the felt, but, having begun it as an experiment some years ago, and finding no inconvenience from it, I have gone on with it. In a former work I published several cases of horses having done a variety of work with only three nails in each fore shoe; and I may now add another, which happened to a horse of my own last year, and which ought to set the question at rest, supposing any doubt still to exist as to the capability of three nails to hold a shoe. The horse I allude to is twenty-eight years old; he is a high stepper, and impetuous in company, and has large flat feet, which grow horn very sparingly, so that it is quite necessary to protect his feet by a stout shoe with felt and stopping under it. He happens to be a particularly nice lady's horse for one who has plenty of nerve and can ride well; and I lent him to join in a large riding party of ladies and gentlemen, on a visit at a friend's house, who took long daily rides in a very hilly district, regardless of pace, over commons covered with heath, furze, and stones, through rough stony lanes, and in every variety of ground; and, although his shoes had been on ten days when I sent him away, he returned to me at the end of five weeks with his shoes worn out certainly, but firm on his feet, and the clinches all close. I mention this last circumstance because it is a proof that his shoes had been put on with proper care; for whenever you find a clinch rise you may be certain that you have done something wrong; either the crust did not bear upon the shoe all round, or the nail holes did not pass straight through the shoe, or the heads of the nails did not fill the bottom of the holes. Any one of these things may cause a clinch to rise; and a risen clinch is a sure sign of careless shoeing.

I may mention, as further proof of the sufficiency of three nails to keep on a shoe, that Colonel Key, who commands the 15th Hussars, at present stationed at Exeter, has four horses shod with three nails only in each fore shoe. Finding how my horses were shod, he was induced to try the plan upon his hack,

and felt so satisfied with the result that he immediately had the others similarly shod, and continues to do so; and an officer in the Prussian Hussars, who did me the honor to translate my book upon the Horse's Foot into German, and published it at his own expense at Frankfort-sur-Maine, writes me that *his* horses also are shod with three nails only in each fore shoe, and that he finds no difficulty whatever in keeping their shoes on.

I think I may consider, that I have now proved beyond dispute that a fore shoe *can* be kept on by *three* nails; therefore, *he* must be a sorry bungler indeed who cannot manage it with *five*."—MILES *on Horse-Shoeing*.

DISEASES OF THE HORSE.

It may be readily supposed that the animal doomed to the manner of living which every variety of the horse experiences, will be peculiarly exposed to numerous forms of suffering; every natural evil will be aggravated, and many new and formidable sources of pain and death will be superadded.

Interest and humanity require that we should become acquainted with the nature, and causes, and remedy of the diseases of the horse. Only a slight sketch of them can be given here, but sufficient perhaps to enable the owner to avoid their causes, to recognize their existence, and to induce him, without dangerous delay, to apply to the proper quarter for their removal or alleviation.

The principal diseases of the horse are connected with the circulatory system. From the state of habitual excitement in which the animal is kept, in order to enable him to execute his task, the heart and the blood-vessels will often act too impetuously; the vital fluid will be hurried along too rapidly, either through the frame generally or some particular part of it, and there will be congestion, accumulation of blood in that part, or inflammation, either local or general, disturbing the functions of some organ or of the whole frame.

CONGESTION.—Take a young horse on his first entrance into the stables; feed him somewhat highly, and what is the consequence? He has swellings of the legs, or inflammation of the joints, or perhaps of the lungs. Take a horse that has lived

somewhat above his work, and gallop him to the top of his speed; his nervous system becomes highly excited—the heart beats with fearful rapidity—the blood is pumped into the lungs faster than they can discharge it—the pulmonary vessels become gorged, fatigued, and utterly powerless—the blood, arrested in its course, becomes viscid, and death speedily ensues. We have but one chance of saving our patient—the instantaneous and copious abstraction of blood; and only one means of preventing the recurrence of this dangerous state; namely, not suffering too great an accumulation of the sanguineous fluid by over-feeding, and by regular and systematic exercise, which will inure the circulatory vessels to prompt and efficient action when they are suddenly called upon to exert themselves. This is an extreme case, but the cause and the remedy are sufficiently plain.

Again, the brain has functions of the most important nature to discharge, and more blood flows through it than through any other portion of the frame of equal bulk. In order to prevent this organ from being oppressed by a too great determination of blood to it, the vessels, although numerous, are small, and pursue a very circuitous and winding course. If a horse highly fed, and full of blood, is suddenly and sharply exercised, the course of the blood is accelerated in every direction, and to the brain among other parts. The vessels that ramify on its surface, or penetrate its substance, are completely distended and gorged with it; perhaps they are ruptured, and the effused blood presses upon the brain; it presses upon the origins of the nerves, on which sensation and motion depend, and the animal suddenly drops powerless. A prompt and copious abstraction of blood, or, in other words, a diminution of this pressure, can alone save the patient. Here is the nature, the cause, and the treatment of apoplexy.

Sometimes this disease assumes a different form. The horse has not been performing more than his ordinary work, or perhaps he may not have been out of the stable. He is found with his head drooping and his vision impaired. He is staggering about. He falls, and lies half-unconscious, or he struggles violently and dangerously. There is the same congestion of blood in the head, the same pressure on the nervous organs, but pro-

duced by a different cause. He has been accustomed habitually to overload his stomach, or he was, on the previous day, kept too long without his food, and then he fell ravenously upon it, and ate until his stomach was completely distended and unable to propel forward its accumulated contents. Thus distended, its blood-vessels are compressed, and the circulation through them is impeded, or altogether suspended. The blood is still forced on by the heart, and driven in accumulated quantity to the other organs, and to the brain among the rest; and there congestion takes place, as just described, and the animal becomes sleepy, unconscious, and, if he is not speedily relieved, he dies. This, too, is apoplexy; the horseman calls it stomach staggers. Its cause is improper feeding. The division of the hours of labor, and the introduction of the nose-bag, have much diminished the frequency of its occurrence. The remedies are plain; bleeding, physicking, and the removal of the contents of the stomach by means of a pump contrived for that purpose.

Congestions of other kinds occasionally present themselves. It is no uncommon thing for the blood to loiter in the complicated vessels of the liver, until the covering of that viscus has burst, and an accumulation of coagulated black blood has presented itself. This congestion constitutes the swelled legs to which so many horses are subject when they stand too long idle in the stable; and it is a source of many of the accumulations of serous fluid in various parts of the body, and particularly in the chest, the abdomen, and the brain.

INFLAMMATION is opposed to congestion, as consisting in an active state of the capillary arterial vessels; the blood rushes through them with far greater rapidity than in health, from the excited state of the nervous system, by which they are supplied.

Inflammation is either local or diffused. It may be confined to one organ, or to a particular portion of that organ; it may involve many neighboring ones, or it may be spread over the whole frame. In the latter case it assumes the name of fever. Fever is general or constitutional inflammation, and it is said to be sympathetic or symptomatic when it can be traced to some local affection or cause, and idiopathic when we cannot so trace it. The truth probably is, that every fever has its local cause;

but we have not a sufficient knowledge of the animal economy to discover that cause.

Inflammation may be considered with reference to the membranes which it attacks.

The MUCOUS MEMBRANES line all the cavities that communicate with the external surface of the body. There is frequent inflammation of the membrane of the mouth. Blain, or glysynthrax, is a vesicular enlargement which runs along the side of the tongue. Its cause is unknown. It should be lanced freely and deeply, and some aperient medicine administered. Barbs, or paps, are smaller enlargements, found more in the neighborhood of the bridle of the tongue. They should never be touched with any instrument; a little cooling medicine will generally remove them. Lampas is inflammation of the palate, or enlargement of the bars of the palate. The roof of the mouth may be slightly lanced, or a little aperient medicine administered; but the sensibility of the mouth should never be destroyed by the application of the heated iron. Canker and wounds in the mouth, from various causes, will be best remedied by diluted tincture of myrrh, or a weak solution of alum.

Foreign bodies in the gullet may be generally removed by means of the probang used in the hove of cattle; or the œsophagus may be opened, and the obstructing body taken out.

It is on the mucous membranes that poisons principally exert their influence. The yew is the most frequent vegetable poison. The horse may be saved by timely recourse to equal parts of vinegar and water ejected into the stomach, after the poison has been as much as possible removed by means of the stomach pump. For arsenic or corrosive sublimate there is rarely any antidote.

SPASMODIC COLIC is too frequently produced by exposure to cold, the drinking of cold water, or the use of too much green meat. The horse should be walked about, strong friction used to the belly, and spirit of turpentine given in doses of two ounces, with an ounce each of laudanum and spirit of nitrous æther, in warm water, ale, or gruel. If the spasm is not soon relieved, the animal should be bled, and injections of warm water with a solution of aloes thrown up, if constipation exists. This spasmodic action of the bowels, when long continued, is

liable to produce introsisception, or entanglement, of them ; and the case is then hopeless.

SUPERPURGATION often follows the administration of a too strong or improper dose of physic. The torture which it produces will be evident by the agonized expression of the countenance, and the frequent looking at the flanks. Plenty of thin starch or arrowroot should be given both by the mouth and by injection ; and, twelve hours having passed without relief being experienced, chalk, catechu, and opium should be added to the gruel.

WORMS in the intestines are not often productive of much mischief, except they exist in very great quantities. Small doses of emetic tartar or calomel, with a little ginger, may be given to the horse half an hour before his first meal, in order to expel the round white worm ; it must be worked off with linseed oil, or aloes, and injections of linseed oil or aloes will usually remove the ascarides, or needle-worms.

CATARRH, or cold, inflammation of the upper air-passages, should never be long neglected. A few mashes, or a little medicine will usually remove it. If it is neglected, and, occasionally, in defiance of all treatment, it will degenerate into other diseases. The larynx may become the principal seat of inflammation.

LARYNGITIS will be shown by extreme difficulty of breathing, accompanied by a strange roaring noise, and an evident enlargement and great tenderness of the larynx when felt externally. The windpipe must be opened in such case, and the best advice will be necessary. Sometimes the subdivisions of the trachea, before or when it first enters the lungs, will be the part affected, and we have bronchitis. This is characterized by a quick and hard breathing, and a peculiar wheezing sound, with the coughing up of mucus. Here, too, decisive measures must be adopted, and a skilful practitioner employed. His assistance is equally necessary in distemper, influenza, and epidemic catarrh, names indicating varieties of the same disease, and the product of atmospheric influence ; differing to a certain degree in every season, but in all characterized by intense inflammation of the mucous surfaces, and rapid and utter prostration of strength, and in all demanding the abate-

ment of that inflammation, and yet little expenditure of vital power.

COUGH may degenerate into inflammation of the lungs; or this fearful malady may be developed without a single premonitory symptom, and prove fatal in twenty-four, or even in twelve hours. It is mostly characterized by deathly coldness of the extremities, expansion of the nostril, redness of its lining membrane, singularly anxious countenance, constant gazing at the flank, and an unwillingness to move. A successful treatment of such a case can be founded only on the most prompt and fearless and decisive measures; the lancet should be freely used. Counter-irritants should follow as soon as the violence of the disease is in the slightest degree abated; sedatives must succeed to them; and fortunate will he be who often saves his patient after all the decisive symptoms of pneumonia are once developed.

Among the consequences of these severe affections of the lungs, are chronic cough, not always much diminishing the usefulness of the horse, but strangely aggravated at times by any fresh accession of catarrh, and too often degenerating into thick wind, which always materially interferes with the speed of the horse, and in a great proportion of cases terminates in broken wind. It is rare, indeed, that either of these diseases admits of cure. That obstruction in some part of the respiratory canal, which varies in almost every horse, and produces the peculiar sound termed roaring, is also rarely removed. Roaring is a malady of such frequent occurrence and such disastrous consequences that it will be found more discursively treated upon in the concluding pages.

GLANDERS, the most destructive of all the diseases to which the horse is exposed, is the consequence of breathing the atmosphere of foul and vitiated stables. It is the winding up of almost every other disease, and in every stage it is most contagious. Its most prominent symptoms are a small but constant discharge of sticky matter from the nose; an enlargement and induration of the glands beneath and within the lower jaw, on one or both sides, and, before the termination of the disease, chancrous inflammation of the nostril on the same side with the enlarged gland. Its contagiousness should never be forgotten,

for, if a glandered horse be once introduced into a stable, almost every inhabitant of that stable will sooner or later become infected and die.

The urinary and genital organs are also lined by mucous membranes. The horse is subject to inflammation of the kidneys, from eating musty oats or mow-burnt hay, from exposure to cold, injuries of the loins, and the imprudent use of diuretics. Bleeding, physic, and counter irritants over the regions of the loins should be had recourse to. Diabetes, or profuse staling, is difficult to treat. The inflammation that may exist should first be subdued, and then opium, catechu, and the uva ursi administered. Inflammation of the bladder will be best alleviated by mucilaginous drinks of almost any kind, linseed gruel taking precedence of all others. Inflammation of the neck of the bladder, evinced by the frequent and painful discharge of small quantities of urine, will yield only to the abstraction of blood and the exhibition of opium. A catheter may be easily passed into the bladder of the mare, and urine evacuated; but it will require a skilful veterinary surgeon to effect this in the horse. A stone in the bladder is readily detected by the practitioner, and may be extracted with comparative ease. The sheath of the penis is often diseased, from the presence of corrosive mucous matter. This may easily be removed with warm soap and water.

To the mucous membranes belong the conjunctival tunic of the eye; and the diseases of the eye generally may be here considered. A scabby itchiness on the edge of the eyelid may be cured by a diluted nitrated ointment of mercury. Warts should be cut off with the scissors, and the roots touched with lunar caustic. Inflammation of the hawk should be abated by the employment of cooling lotions, but that useful defence of the eye should never, if possible, be removed. Common ophthalmia will yield as readily to cooling applications as inflammation of the same organ in any other animal; but there is another species of inflammation, commencing in the same way as the first, and for a while apparently yielding to treatment, but which changes from eye to eye, and returns again and again, until blindness is produced in one or both organs of vision. The most frequent cause is hereditary predisposition. The reader cannot be too

often reminded that the qualities of the sire, good or bad, descend, and scarcely changed, to his offspring. How moon-blindness was first produced no one knows; but its continuance in our stables is to be traced to this cause principally, or almost alone; and it pursues its course until cataract is produced, for which there is no remedy. *Gutta serena*—palsy of the optic nerve—is sometimes observed, and many have been deceived, for the eye retains its perfect transparency. Here also medical treatment is of no avail.

The serous membranes are of great importance. The brain and spinal marrow, with the origins of the nerves, are surrounded by them; so are the heart, the lungs, the intestinal canal, and the organs whose office it is to prepare the generative fluid.

INFLAMMATION OF THE BRAIN.—Mad staggers fall under this division. It is inflammation of the meninges, or envelopes of the brain, produced by over exertion, or by any of the causes of general fever, and it is characterized by the wildest delirium. Nothing but the most profuse blood-letting, active purgation, and blistering the head, will afford the slightest hope of success. Tetanus, or locked-jaw, is a constant spasm of all the voluntary muscles, and particularly those of the neck, the spine, and the head, arising from the injury of some nervous fibril—that injury spreading to the origin of the nerve—the brain becoming affected, and universal and unbroken spasmodic action being the result. Bleeding, physicking, blistering the course of the spine, and the administration of opium in enormous doses, will alone give any chance of cure. Epilepsy is not a frequent disease in the horse, but it seldom admits of cure. It is also very apt to return at the most distant and uncertain intervals. Palsy is the suspension of nervous power. It is usually confined to the hinder limbs, and sometimes to one limb only. Bleeding, physicking, antimonial medicines, and blistering of the spine, are most likely to produce a cure; but they too often utterly fail of success. Rabies, or madness, is evidently a disease of the nervous system, and, once being developed, is altogether without remedy. The utter destruction of the bitten part with the lunar caustic, soon after the infliction of the wound, will,

however, in a great majority of cases prevent that development.

PLEURISY, or inflammation of the serous covering of the lungs and the lining of the cavity of the chest, is generally connected with inflammation of the substance of the lungs; but it occasionally exists independent of any state of those organs. The pulse is in this case hard and full, instead of being oppressed; the extremities are not so intensely cold as in pneumonia; the membrane of the nose is a little reddened, and the sides are tender. It is of importance to distinguish accurately between the two, because in pleurisy more active purgation may be pursued, and the effect of counter-irritants will be greater, from their proximity to the seat of disease. Copious bleedings and sedatives here also should be had recourse to. It is in connection with pleurisy that a serous fluid is effused in the chest, the existence and the extent of which may be ascertained by the practised ear, and which in many cases may be safely evacuated.

The heart is surrounded by a serous membrane—the pericardium, that secretes a fluid, the interposition of which prevents any injurious friction or concussion in the constant action of this organ. If this fluid increases to a great degree, it constitutes dropsy of the heart, and the action of the heart may be impeded or destroyed. In an early stage it is difficult to detect, and in every stage difficult to cure.

The heart itself is often diseased; it sympathizes with the inflammatory affection of every organ, and therefore is itself occasionally inflamed. Carditis, or inflammation of the heart, is characterized by the strength of its pulsations, the tremor of which can be seen, and the sound can be heard at a distance of several yards. Speedy and copious blood-letting will afford the only hope of cure in such a case. .

The outer coat of the stomach and intestines is composed of a serous membrane—the peritoneum, which adds strength and firmness to their textures, attaches and supports and confines them in their respective places, and secretes a fluid that prevents all injurious friction between them. This coat is exceedingly subject to inflammation, which is somewhat gradual in its approach. The pulse is quickened, but small; the legs cold;

the belly tender; there is constant pain, and every motion increases it; there is also rapid and great prostration of strength. These symptoms will sufficiently characterize peritoneal inflammation. Bleeding, aperient injections, and extensive counter-irritation, will afford the only hope of cure.

The time for castration varies according to the breed and destiny of the horse. On the farmer's colt it may be effected when the animal is not more than four or five months old, and it is comparatively seldom that a fatal case then occurs. For other horses, much depends on their growth, and particularly on the development of their fore-quarters. An improvement has been effected in the old mode of castrating, by opening the scrotum, and the division of the cord by the knife, instead of the heated iron.

Synovial or joint membranes are interposed between the divisions of the bones, and frequently between the tendons, in order to secrete a certain fluid that shall facilitate motion and obviate friction. Occasionally the membrane is lacerated, and the synovia escapes. This is termed open joint, and violent inflammation rapidly ensues. The duty of the practitioner is to close this opening as quickly as possible. Superacetate of lead one part, and water four parts, may be applied or injected into the cavity, frequently with success. A great deal of inflammation and engorgement are produced around the opening, partially, if not altogether, closing it, or at least enabling the coagulated synovia to occupy and obliterate it. Perhaps, in order to secure the desired result, the whole of the joint should be blistered. After this a bandage should be firmly applied, and kept on as long as it is wanted. If there is any secondary eruption of the synovia, the cautery must be had recourse to.

SPAVIN is an enlargement of the inner side of the hock. The splint-bones support the inferior layer of those of the hock, and as they sustain a very unequal degree of concussion and weight, the cartilaginous substance which unites them to the shank-bone takes on inflammation. It becomes bony instead of cartilaginous; and the disposition to this change being set up in the part, bony matter continues to be deposited, until a very considerable enlargement takes place, known by the name of spavin, and there is considerable lameness in the hock-joint. The bony tumor is

blistered, and probably fired, but there is no diminution of the lameness until the parts have adapted themselves, after a considerable process of time, to the altered duty required of them, and then the lameness materially diminishes, and the horse becomes, to a considerable extent, useful. Curb is an enlargement of the back of the hock, three or four inches below its point. It is a strain of the ligament which there binds the tendons down in their place. The patient should be subjected to almost absolute rest; a blister should be applied over the back of the tumor, and occasionally firing will be requisite to complete the cure. Near the fetlock, and where the tendons are exposed to injury from pressure or friction, little bags or sacs are placed, from which a lubricating mucous fluid constantly escapes. In the violent tasks which the horse occasionally has to perform, these become bruised, inflamed, enlarged and hardened, and are termed windgalls. They blemish the horse, but are no cause of lameness after the inflammation has subsided, unless they become very much enlarged. The cauterly will then be the best cure. Immediately above the hock, enlargements of a similar nature are sometimes found, and as they project both inwardly and outwardly, they are termed thorough-pins. They are seldom a cause of lameness; but they indicate great, and perhaps injurious, exertion of the joint. On the inside of the hock a tumor of this kind, but of a more serious nature, is found. It is one of these enlarged mucous bags, but very deeply seated; and the subcutaneous vein of the hock passing over it, the course of the blood through the vein is thus in some measure arrested, and a portion of the vessel becomes distended. This is a serious evil, since, from the deep-seatedness of the mucous bag, it is almost impossible to act effectually upon it. It is termed bog or blood spavin.

The cellular tissue which fills the interstices of the various organs, or enters into their texture, is the seat of many diseases. From the badness of the harness, or the brutality of the attendant, the poll of the horse becomes contused. Inflammation is set up—considerable swelling ensues; an ulcerative process soon commences, and chasms and sinuses of the most frightful extent begin to be formed. The withers also are occasionally bruised, and the same process takes place there, and

sinuses penetrate deep beneath the shoulder, and the bones of the withers are frequently exposed. These abscesses are termed poll evil and fistulous withers, and in the treatment of them the horse is often tortured to a dreadful extent. A better mode of management has, however, been introduced; setons are passed through the most dependent parts; no collection of sanious fluid is permitted to exist, and milder stimulants are applied to the surface of the ulcer.

An abscess of a peculiar character is found between the branches of the lower jaw in young horses. It is preceded by some degree of fever. It is usually slow in its progress, but at length it attains a considerable size, including the whole of the cellular tissue in that neighborhood. There is one uniform mass of tumefaction. This is strangles. It seems to be an effort of nature to get rid of something that oppresses the constitution, and the treatment of it is now simple and effectual. It is encouraged by fomentation and blisters. It is punctured as soon as the fluctuations of a fluid within it can be fairly detected; the pus speedily escapes, and there is an end of the matter.

FARCY.—While the arterial capillaries are engaged in building up the frame, the absorbents are employed in removing that which is not only useless, but would be poisonous and destructive. They take up the matter of glanders and of every ulcerating surface, and they are occasionally irritated, inflamed, and ulcerated, from the acrimonious nature of the poison which they carry; the absorbents are furnished with numerous valves; the fluid is for a while arrested by them, and there the inflammation is greatest, and ulceration takes place. This is the history of the farcy-cords and buds. Farcy is a highly contagious disease, whether or not it be connected with glanders. It, however, occasionally admits of cure, from the application of the cantery to the buds, and the administration of the corrosive sublimate or the sulphate of iron internally.

The skin of the horse is subject to various diseases. Large pimples or lumps suddenly appear upon it, and, after remaining a few days, the cuticle peels off, and a circular scaly spot is left. This is called surfeit. The cause is obscure, but principally referable to indigestion. A slight bleeding will always be

serviceable. Physic rarely does good, but alteratives composed of nitre, black antimony, and sulphur, will be very beneficial. Mange is a disease of a different character; it is the curse of the stable into which it enters, for it will almost certainly affect every horse. Thorough dressings with Barbadoes tar and linseed-oil, in the proportion of one of the former to three of the latter, will be the most effectual external application, while alteratives and physic should be given internally. Hide-bound is a very appropriate term for the peculiar sticking of the hide to the ribs when a horse is out of condition. The subcutaneous adipose matter is all absorbed. The alterative above recommended will be very useful here.

The legs, and the hind ones more than the fore ones, are subject to frequent, and great, and obstinate swellings, attended with great pain and considerable fever. It is acute inflammation of the cellular substance of the legs. Physic and diuretics, and tonics if there is the slightest appearance of debility, are the proper means of cure. Friction and bandages will also be useful occasionally. There are two causes, diametrically opposed to each other, which occasion the legs to swell; an inspissated or plethoric condition of the blood; the other, debility of the system. The remedy must depend on the cause; in the first case, moderate doses of physic, combined with diuretics, according to a formula given at the conclusion; in the other case, tonics, with good keep, are necessary.

GREASE is an undue secretion of the fluid which was designed to lubricate the skin of the heels; and that secretion is also altered in quality. The hind legs begin to swell—a fluid exudes from the heels—the hairs of the heels become erect like so many bristles, and the skin of the heel is hot and greasy. Soon afterwards cracks appear across the heel; they discharge a thick and offensive matter, and then deepen. They spread up the leg, and so does the tumefaction of the part. In process of time the skin, inflamed and ulcerated, undergoes an alteration of structure; prominences or granulations appear on it, assuming the appearance of a collection of grapes, or the skin of a pine-apple. They increase, and a fetid discharge appears from the crevices between them.

The cause is generally neglect of the horse. He is suffered

to stand in the stable with his heels cold and wet, which necessarily disposes them to inflammation and disease.

In the first stage of grease, bran, or turnip, or carrot poultices will be serviceable, with moderate physic. Then astringents must be employed; and the best are alum or sulphate of copper in powder, mixed with several times the quantity of bole Armenian, and sprinkled on the sores. These should be alternated every three or four days. The grapy heels are a disgrace to the stable in which they are found, and admit not of radical cure.

Splints are bony enlargements, generally on the inside of the leg, arising from undue pressure on the inner splint-bone; and this is either caused by the natural conformation of the leg, or violent blows on it. These excrescences will often gradually disappear, or will yield to a simple operation, or to the application of the hydriodate of potash or blister ointment. Sprains, if neglected, occasionally become very serious evils. Rest, warm fomentations, poultices, or, in bad cases, blistering, are the usual remedies. Windgalls, if they are of considerable size, or accompanied by much inflammation or lameness, will find in a blister the most effectual remedy. Sprains of the fetlock demand prompt and severe blistering; nothing short of this will produce a permanent cure. Sprains of the pastern and coffin-joints demand still more prompt and decisive treatment. If neglected, or inefficiently managed, the neighboring ligaments will be involved, more extensive inflammation will be set up, and bony matter, under the name of ring-bone, will spread over the pasterns and cartilages of the foot. Firing alone will, in the majority of cases, be efficient here.

INFLAMMATION OF THE FOOT, OR ACUTE FOUNDER.—In speaking of the structure of the foot, the laminae, or fleshy plates on the front and sides of the coffin-bone were described. From over-exertion, or undue exposure to cold or wet, or sudden change from cold to heat, inflammation of these laminae is apt to occur; and a dreadfully painful disease it is. It is easily detected by the heat of the feet, and the torture which is produced by the slightest touch of the hammer. The shoe must be removed, the sole well pared out, plentiful bleeding from the toe had recourse to, the foot well poulticed, and cooling medicines resorted to.

The bleeding should be repeated, if manifest benefit is not procured, and cloths dipped in dissolved nitre, which are colder than the common poultice, should be substituted. After this, a poultice around the foot and pastern should succeed. Little food should be given, and that must consist of mashes and a cooling diet.

PUMICED FEET.—This is one of the consequences of inflamed feet. The sole of the foot becomes flattened, or even convex, by the pressure of the weight above. There is no cure here, and the only palliation of the evil is obtained from the application of a shoe so bevelled off from the crust that it shall not press upon or touch the sole. This, however, is only a temporary palliation, for the sole will continue to project, and the horse will be useless.

CONTRACTED FEET.—By this is meant an increase in the length of the foot, and a gradual narrowing as the heels are approached; and, as the necessary consequence of this, a diminution of the width of the foot, and a concavity of the sole. In point of fact, the whole of the foot, including the coffin-bone, becomes narrowed, and consequently elongated. This change of form is accompanied by considerable pain; the action of the horse is altered; there is a shortened tread, and a hesitating way of putting the foot to the ground.

The frog and heel should expand when the weight of the horse descends and is thrown upon them, but the nailing of the shoe at the heels prevents it. Thence the pain and lameness. Mr. Turner, of Regent street, obviates this by a very simple method. He puts four or five nails in the shoe on the outside, and only two on the inside. There is then sufficient room for the natural expansion to take place, and the foot and action of the horse are little or not at all changed. This is an admirable contrivance, and recourse should always be had to it.

THE NAVICULAR JOINT DISEASE.—There are many horses with open and well-formed feet that are lame. In every motion of the foot, there is a great deal of action between the navicular bone and the flexor tendon which passes over it, in order to be inserted into the navicular bone. From concussion, or violent emotion, the membrane or the cartilage which covers the navicular bone is bruised or abraded, the horse becomes

lame, and often continues so for life. This disease admits of remedy to a very considerable extent; no one, however, but a skilful veterinary surgeon is capable of successfully undertaking it.

SAND-CRACK is a division of the crust of the hoof from the upper part of it downward. It bespeaks brittleness of the foot, and often arises from a single false step. If the crack has not penetrated through the horn, it must, nevertheless, be pared fairly out, and generally a coating of pitch should be bound round the foot. If the crack has reached the quick, that must be done which ought to be done in every case—a skilful surgeon should be consulted, otherwise false quarter may ensue.

FALSE QUARTER is a division of the ligament by which the crust is secreted. It is one of the varieties of sand-crack, and exceedingly difficult of cure.

TREAD, OR OVER-REACH, is a clumsy habit of setting one foot upon or bruising the other. It should immediately and carefully be attended to, or a bad case of quittor may ensue. Fomentations in the first instance, and, if much inflammation exists, poultices, to be followed by a mild styptic; tincture of myrrh, or Friar's balsam, will soon effect a cure.

QUITTOR is the formation of little pipes between the crust and the hoof, by means of which the purulent matter secreted from some wound beneath the crust makes its escape. The healing of this, and of every species of prick or wound in the sole or crust, is often exceedingly difficult.

CORNS are said to exist when the posterior part of the foot between the external crust and the bars is unnaturally contracted, and becomes inflamed. Corns are the consequence of continued and unnatural pressure. The cure of corns must be attempted by removing the cause—namely, the pressure.

THRUSH is the consequence of filth and unnatural pressure on the frog. It is the cause and the effect of contraction, whether it is found in the heels of the fore feet or the hinder ones. It is not difficult of cure when taken in time; but when neglected, it often becomes a very serious matter. Cleanliness, fomentations, dressing the part with tincture of myrrh, and frequent applications of tar, are the best remedies.

CANEER is the consequence of thrush, or, indeed, of almost

every disease of the foot. It is attended by a greater or less separation of horn, which sometimes leaves the whole of the sole bare. This also, like the diseases of the foot generally, is difficult of cure.

Few things are more neglected, and yet of greater importance to the comfort and durability of the horse, than a proper system of shoeing. It is necessary that the foot should be defended from the wear and tear of the roads; but that very defence too often entails on the animal a degree of injury and suffering scarcely credible. The shoe is fixed to the foot, and often interferes with and limits the beautiful functions of that organ, and thus causes much unnecessary inflammation and mischief.

The shoe of a healthy foot should offer a perfectly flat surface to the ground. The bearing or weight of the horse will then be diffused over the surface of the shoe, and there will be no injurious accumulation of it on different points. Too often, however, there is a convexity towards the inner edge, which causes an inequality of bearing, which breaks and destroys the crust, and pinches the sensible parts. Round the outer edge of the shoe, and extended over two-thirds of it on the lower surface, a groove is sunk, through which pass the nails for the fastening of the shoe. At first they somewhat project, but they are soon worn down to the level of the shoe, which, in the healthy foot, should not vary in thickness from the heel to the toe.

The width of the shoe will depend on that of the foot. The general rule is, that it should protect the sole from injury, and be as wide at the heel as the frog will permit.

The upper surface of the shoe should be differently formed; it should be flat along the upper end, the outer portion supporting the crust, or, in other words, the weight of the horse, and widest at the heel, so as to afford expansion of the bars and the heels. The inner portion of the shoe should be bevelled off, in order that, in the descent of the sole, that part of the foot may not be bruised. The owner of the horse should occasionally be present when the shoes are removed, and he will be too often surprised to see how far the smith, almost wilfully, deviates from the right construction of this apparently simple apparatus. The bevelled shoe is a little more troublesome to make and to

apply than that which is often used by the village smith ; but it will be the owner's fault if his directions are not implicitly obeyed.

Even at the commencement of the operation of shoeing, the eye of the master or the trustworthy groom will be requisite. The shoe is often torn from the foot in a most violent and cruel way. Scarcely half the clinches are raised, when the smith seizes the shoe with his pincers, and forcibly wrenches it off. The shrinking of the horse will tell how much he suffers, and the fragments of the crust will also afford sufficient proofs of the mischief that has been done, especially when it is recollected that every nail hole is enlarged by this brutal force, and the future safety of the shoe to a greater or less degree weakened ; and pieces of the nail are sometimes left in the substance of the crust, which become the cause of future mischief.

In the paring out of the foot, also, there is frequently great mischief done. The formidable butteris is still often found in the smithy of the country farrier, although it is banished from the practice of every respectable operator. A worse evil, however, remains. By the butteris much of the sole was injuriously removed, and the foot was occasionally weakened, but the drawing-knife frequently left a portion of sole sufficient to destroy the elasticity of the foot, and to lay the foundation for contraction, corns, and permanent lameness. One object, then, of the looker-on is to ascertain the actual state of the foot. On the descent of the crust when the foot is placed on the ground, depends the elasticity and healthy state of the foot ; and that may be satisfactorily determined by the yielding of the sole, although to a very slight degree, when it is strongly pressed upon with the thumb. The sole being pared out, the crust on each side may be lowered, but never reduced to a level with the sole ; otherwise this portion will be exposed to continual injury.

The heels often suffer considerably from the carelessness or ignorance of the smith. The weight of the horse is not thrown equably on them, but considerably more on the inner than the outer quarter. The consequence of this is, that the inner heel is worn down more than the outer, and the foundation is laid for tenderness, corns, and ulceration. The smith is too often

inattentive to this, and pares away an equal quantity of horn from the inner and outer heel, leaving the former weaker and lower, and less able to support the weight thrown upon it.

Mention has already been made of the use of the bars in admitting and yet limiting to its proper extent the expansion of the foot. The smith in the majority of the country forges, and in too many of those that disgrace the metropolis, seems to have waged interminable war with these portions of the foot, and avails himself of every opportunity to pare them down, or perfectly to destroy them, forgetting, or never having learned, that the destruction of the bars necessarily leads to contraction, by removing the chief impediment to it.

The horn between the crust and the bar should be well pared out. Every one accustomed to horses must have observed the great relief that is given to the horse with corns when this angle is pared out; and yet, from some fatality, the smith rarely leaves it where nature placed it, but cuts away every portion of it.

The true function of the frog is easily understood; it gives security to the tread, and permits the expansion of the heels; but the smith, although these cases come before him every day, seems to be quite unaware of the course which he should pursue, and either leaves the frog almost untouched, and then it becomes bruised and injured, or he pares it away, so that it cannot come into contact with the ground, and consequently is not enabled to do its duty.

The owner of the horse will therefore find it his interest occasionally to visit the forge, and, guided by the simple principles which have been stated, he will seldom err in his opinion of what is going forward there. He should impress two principles deeply on his mind; that a great deal more depends on the paring out of the foot than in the construction of the shoe; and that few shoes, except they press upon the sole, or are made shamefully bad, will lame the horse, but that he may be very easily lamed by an ignorant or improper paring out of the foot.

Where the owner of the horse has sufficient influence with the smith, he will find it advisable always to have a few sets of shoes ready made. Much time will be saved, in case of acci

dent, and there will not be, as is too often the case, the cutting, paring, and injuring of the foot, in order to make it fit the shoe. More injury than would be readily believed is done to the foot by contriving to get on it too small a shoe.

Clips are often necessary, in order more securely to fasten the shoe. They are little portions of the upper edge of the shoe hammered out, and turned up on the crust, and fitted in a little depression made in the crust. They prevent the shoe from being loosened or torn off, both in rapid action and heavy draught, and are therefore used on all heavy, and on many light horses. They are sometimes placed on the side of the shoe, and at the beginning of the quarters, and on all horses that are accustomed to paw violently with their feet. Necessity alone, however, will justify their use.

The calkin is a prolongation and turning down of the shoe at the heel, enabling the animal to dig his foot more firmly into the ground, and with more advantage throw his weight into the collar; but it is an abominable and most injudicious practice to place the calkin on one side alone, as is too often done; an unequal direction and distribution of the weight and bearing of the foot is often given, which is necessarily productive of mischief. Few are the cases which will justify the use of calkins on the fore feet, or even on the hind feet, except they are of equal height on each foot; and few things are more injurious to the foot of the horse than wearing the same shoe more than three weeks or a month, let the work be heavy or light. The shoe never should be heavier than the work absolutely requires. This is acknowledged in the shoe of the hunter and the racer, and will tell in the case of every horse after a hard day's work. The calkin is required on the outside of the hind shoes of hunters, to prevent them from slipping at their leaps; but the inside of the shoe must be made of a compensating thickness, to afford an even bearing for the foot.

The bar shoe is indispensable in most large stables. It is a very simple contrivance, being nothing more than the continuation of the common shoe over the heels. The bearing of the shoe may thus be taken off from every weak and tender part of the foot, and be either thrown on some other point which is better able to bear the pressure, or diffused over the foot. It is

useful in some cases of bad corns, which are thus protected from injury; in sand-crack, the pressure may be removed from either or both sides of the fissure; pumiced feet may be raised by this shoe above the possibility of injury; and in thrush and in canker not only is the weight thrown off the diseased part, but any kind of dressing may be easily retained on the sore. It is a shoe, however, that cannot be safely used for any considerable time, or, at least, it requires occasional or even frequent change, on account of its becoming gradually pressed down on the sore part beneath. Bar shoes are not safe for use when much speed is required, and they are dangerous when frost is on the ground.

The tip is a very different kind of shoe. It reaches but half round the crust. It is used when the horse is at rest; and, the quarters of this shoe being unfettered, the contracted foot is sometimes enabled to regain its natural open state. It has been tried for road-work, but, as might naturally be expected, it utterly failed when often or long used.

The leather shoe is principally useful when the foot has been injured or inflamed. It, to a considerable degree, breaks the shock, which would otherwise be painfully felt when the foot is put on the ground. It consists of a piece of leather or felt, about an inch in width, which is placed between the crust and the shoe; and this very materially obviates concussion. It must not, however, be long worn, for the nails cannot always be driven securely; there will be too much play upon them, and they will become loosened; also the holes which they accurately filled at first will be enlarged, and the crust will be broken away.

The sole is sometimes entirely covered with leather. This furnishes a temporary defence for the foot, but there is much insecurity of fastening; the tow or other dressing introduced between the sole and the leather, is not always equably distributed, and frequently the stopping produces a scaly spongy horn, or gravel and dirt will gradually accumulate between the leather and the horn, and the foot will be considerably injured. Gutta percha is substituted with good effect.

One other shoe, the invention of Mr. Percival, must be mentioned—the horse-sandal. It consists of a simple apparatus

sufficiently light even to be carried in the pocket, but is more frequently attached to the saddle, and which, on the loss of a shoe, can be applied to the foot in the space of a minute, and so securely attached to it that the sportsman may continue the chase to the end of the longest run. The same sandal has been repeatedly worn more than one hundred miles. It may be procured from any respectable harnessmaker.

ROARING.—The quality of soundness involves several questions of no mean importance, especially with regard to those maladies which are capable of being transmitted. It is very apparent to those whose practice among horses is extensive, and who are best able to form accurate opinions, that spavins and curbs are less frequent than they were five-and-twenty years ago. This may fairly be attributed to the fact, that considerable circumspection has been exercised in avoiding such animals for breeding purposes as, possessing peculiar conformations in their hocks, would render their offspring predisposed to those defects. Blindness is certainly less prevalent than formerly. Superior management in the stable has evidently assisted in averting this evil; insufficiently ventilated, dark stables, with an accumulation of dung to generate ammonia, are fortunately out of fashion.

There is an impression that roaring is more frequent; and among race-horses it is not without foundation. As an hereditary complaint, it may certainly be traced to several sources—to horses whose progeny have, in many instances, given unequivocal testimony of the infirmity. When the fact is seriously considered, it is surprising that gentlemen of known talent, owners of valuable studs, liberal in every item of expense calculated to promote the success of their young racing stock, should ever breed from sires or dams known to entail this malady on their progeny. A veterinary surgeon of great ability and observation, has stated that every stallion, when consigned to the stud, becomes a roarer. It is a startling assertion, and induced me to investigate the fact very minutely. The result does not corroborate the statement to the full extent of the declaration, although I discovered sufficient to lead me to the conviction that it is a very prevalent affliction. I must here, however, introduce a reserving clause, arising from the difficulty

which exists of positively deciding upon every case, which I shall enter upon more minutely as I proceed. In contradiction to the assertion of the professional, I must observe that at various times I had two hunters, which were used for stud purposes during the summer; one of them continued in my possession three seasons, the other two: most assuredly they were not either of them roarers. This might have been, and very probably was, prevented by the work they performed during the hunting season; for it is quite certain that very many stallions, especially those which belong to private breeding establishments, and are kept principally for the use of those establishments, do not enjoy that exercise which is absolutely necessary for the maintenance of their health. The country stallion, which travels from fair to fair, and from market to market, is infinitely more favorably treated in this respect, than his more highly distinguished brother who presides over a private and choice seraglio.

Roaring may be divided into two classes; that which must be pronounced, in opposition to all theory, as decidedly hereditary; and that which is produced in individuals in consequence of catarrhal disorders, strangles, influenza, or any other temporary cause which establishes inflammation, and a consequent thickening in the mucous membrane lining the trachea, or parts adjacent, which are the seats of the disorder. Some persons are skeptical respecting the hereditary transmission of roaring; for which little surprise can be entertained, when the difficulties which enshroud numerous equivocal indications are enumerated. To unravel the mystery, the primary cause must be ascertained; for it would be exceeding the limits of truth and experience to say that because a horse is a roarer himself, he will transmit it to his stock. Certain conformations, or rather malformations, of the limbs,—such as the legs, the hocks, and the feet,—are often transmitted from the parent to the offspring; from which splints, curbs, spavins, navicular diseases, and other infirmities, have their origin; and these are admitted in the category of hereditary complaints; yet it cannot be accepted as a rule without exception, that all the produce of malformed animals shall inherit the imperfections of their parents. Upon the principle of malformation in the parts immediately or indirectly

connected with the organs of respiration, roaring must undoubtedly come within the definition of an hereditary cause. But when a thickening takes place of the mucous membrane lining the parts which are the seat of the disorder, or ossification of the cartilages of the windpipe, in consequence of inflammation, resulting from bronchitis, influenza, colds, or such-like accidental occurrences, providing no malformation of the parts previously existed, roaring cannot with propriety be denominated hereditary. The difficulty in such cases is to determine whether that malformation of parts does exist. To assign to such accidental causes as the latter the ascription of hereditary transmission, is not consonant with reason.

There are as many degrees or intonations of roaring, as there are notes on the gamut; and those notes ascend from piano to forte. This renders it difficult in some slight cases to decide positively whether a horse is a roarer or not; and good judges may be mistaken. The state of the animal very frequently occasions an impediment to an accurate decision; if he be in very plethoric condition, he will not unfrequently give slight indications of roaring; but when he is divested of that superabundance of fat, all the disagreeable symptoms disappear. The usual test of startling the animal, is by no means an infallible criterion, neither is the stethoscope in all cases to be relied upon. There is but one positive mode of determining the question; the animal being in a proper condition, he must be ridden and tried in all his paces. With stallions this proof is not often practicable; and unless they are badly affected, it is often impossible to prove that they are roarers. There is no point upon which the owner of such a horse is so tenacious as that of an accusation that his favorite is a roarer. Tell the proprietor that his horse's legs are bad, insinuate that he broke down in consequence, he will receive your remark with complacency; tell him that his horse's hocks are bad, and point out to him an incipient spavin, or an unequivocal curb, he will receive your objection with indifference; point out to him a multitude of unsymmetrical proportions, he will listen to you with calmness; but only intimate to him that you think his horse is a roarer, and he will roar in your ear a challenge of defiance in proof of your allusion.

Large horses certainly have a greater tendency to become roarers than smaller ones, and irritable-tempered ones more frequently than those of a phlegmatic disposition. Several of the largest stallions might be enumerated as being predisposed to entail this malady on their issue. These are certainly valid reasons for not giving a preference to horses of large size, although public opinion predominates in their favor. Stallions are more subject to the complaint than geldings, and geldings more so than mares. Compactly-formed horses of moderate size seldom indulge their owners with music. It is very difficult to assign any reason for this; but it appears that there is a greater constitutional disposition in stallions to inflammation about the respiratory organs than there is in mares or geldings, and that inflammation, resulting in deposits of lymph and ossification of the cartilages, produces the disorder. This phenomenon may be explained in consequence of the sympathy which is well known to exist between various parts of the body.

A change in the atmosphere is a very frequent cause of inflammation in the respiratory organs, and severe frosts, such as we experienced during the winter of 1853 and 1854, are very likely to produce it. In order to preserve the blooming condition of their horses' coats, it is a common practice with grooms to keep the stables as warm as possible when a frost sets in; but it is a most dangerous observance. Of the importance of keeping horses warm in their bodies, there cannot be a question; but that is better regulated by extra clothing. If the atmosphere of the stable be raised to a temperature greatly exceeding that of the open air, the horses, when taken out to exercise or work, are liable to serious consequences, from the great increase in the amount of oxygen which rushes through the respiratory organs in the act of inspiration. The quantity of oxygen is regulated by the temperature of the atmosphere; and there are few persons who have not experienced the inconvenience attendant upon passing from an overheated ball-room into the open air; and they generally take the precaution of adopting additional clothing. The case of the horse is precisely analogous.

Although a very liberal premium has been offered by a no-

bleman as an additional stimulus to the profession, the cure for roaring has not yet been discovered. When it proceeds from malformation, it is impossible; or if the cartilages of the wind-pipe become ossified, no remedy can be found to reach those parts. An extensive deposit of lymph having taken place in the mucous membranes with which the respiratory organs are defended, comes within the same category. A strong stimulus applied to the sinews, joints, or muscles, in the event of lameness, may, and frequently does, impart a wonderful effect; but it is a different affair when internal organs, such as those of respiration, are disordered; those parts cannot be brought into immediate contact with any application. When a horse is affected with inflammation about those parts which are the seat of the disorder, if it be vigorously attacked in its incipient state with the usual stimulating preparations, providing there is no malformation to contend against, the malady may in very many cases be prevented; and a vast number of cases of confirmed roaring are to be attributed to neglect or delay at the important crisis of commencement. Those who would avoid breeding roarers must avoid breeding from parents whose progeny has evinced a predisposition to the complaint. So far every breeder has the remedy in his own hand; but with the utmost caution, all living creatures are subject to disorders; and if the results are unfortunate, in defiance of the most skilful treatment, breeders must console themselves with the reflection that their disappointments are the decrees of fate.

The following formulæ may be said to contain most of the remedies necessary for the use of the amateur: when disease prevails, the safest plan is to call in the assistance of a veterinary practitioner.

When calomel or emetic tartar is given for the expulsion of worms, it should be mixed in a small portion of bran mash, after fasting the animal five or six hours; two doses given at similar intervals will be most effective. They must be worked off with linseed oil or aloes, after an equivalent lapse of time; and as alkalis neutralize the effects of either of those medicines, soap must be excluded, if the form of ball is preferred.

As an external stimulating application for the throat in cases of inflammation arising from cold or other causes, com-

mon mustard, mixed with water as for the table, is an excellent remedy, and is equal, if not superior, to any of the more complicated nostrums.

When cooling remedies are required to the legs, cold water is the best. The introduction of nitre and sal-ammoniac will increase the evaporation; but great care is requisite to renew such medicated lotions very frequently; because, when the refrigerating process is over, they become stimulants: thus, on ordinary occasions, cold water constantly applied with very loose linen bandages is to be preferred.

Table showing the proportions of medicines to be given to horses at various ages,—

	Calomel or Tar- tarized Antimony. Grains.	Linseed Oil. Ounces.	Aloes. Drachms.
To foals,	10	4 to 6	$\frac{1}{2}$ to $\frac{2}{8}$
Yearlings,	15 to 20	6 " 8	1 " $1\frac{1}{2}$
Two-years-old,	20 " 25	8 " 12	2 " $2\frac{1}{2}$
Three-years-old,	25 " 30	12 " 15	$2\frac{1}{2}$ " $3\frac{1}{2}$
Four-years-old and upwards,	30 " 60	1 " 2 pts.	4 " 6 .

Common Aloetic Purgative.

Aloes finely powdered,	4 drachms.
Hard soap, } each,	2 drachms.
Ginger, }	

Mix and form a ball, varying the proportions according to the age and constitution of the horse.

Aloetic Purgative without Soap.

Aloes broken in pieces,	4 drachms.
Olive oil or lard,	1 drachm.
Ginger in powder,	2 drachms. .
Treacle,	$1\frac{1}{2}$ drachm.

The aloes and oil, or lard, must be melted in a jar placed in a saucepan over the fire; and when melted, the ginger and treacle are added. The aloes must not be boiled longer than to effect their solution.

Aloetic Alteratives.

Aloes in fine powder,	. . .	2 drachms.
Nitre,	. . . . .	2 drachms.
Soap,	. . . . .	2 drachms.

Mix and form one ball. To be given daily till a slight action of the bowels is produced.

Antimonial Alterative.

Sulphur,	} each 2 to 3 drachms.
Sulphuret of antimony,	

Treacle to form a ball. One of which may be given four, five, or six days in succession.

The preparation necessary before giving aloetic purges should be very scrupulously attended to. Bran mashes must be liberally substituted for hay during the twenty-four hours previous to giving the ball; and the horse requires to be walked out during its operation.

All the above admirable remarks on the diseases of the horse, with the formulas for all the more ordinary affections, are taken, without alteration, omission, or remark, from the excellent work by Youatt and Cecil on the Horse, as reprinted from "Knight's Store of Knowledge."

They are the best and most practical of any thing ever published within the same compass, and should be in the hands of every horseman.

RACING AND BETTING RULES OF THE AMERICAN JOCKEY CLUB,

AS ADOPTED TO JUNE 13TH, 1870.

DUTIES OF OFFICERS.

RULE I.—*Duties of Race Stewards.*—The Race Stewards shall have the entire management of the racing during the term for which they have been appointed, and, for all purposes connected with the races, shall have full control of the Course and Stands, and the grounds appertaining thereto; they shall appoint the Judges, Distance Judges, Handicapper, Timers and Starter, either from among themselves or not, as they may see fit; they shall exact compliance with all racing rules within their province, maintain the authority of the Judges and Starter, and enforce all penalties prescribed by the racing rules; they shall be charged with the police of the Course and shall have power to fine, suspend, rule off, or expel any person for misbehavior, or for violation of any regulation they may establish, which does not conflict with the racing rules.

RULE II.—*Majority to Govern.*—When the Race Stewards differ in opinion, the decision of a majority shall prevail.

RULE III.—*Power to Postpone.*—The Race Stewards shall have power to postpone races.

RULE IV.—*Substitutes for Absent Stewards.*—Should there be necessity on a race-day for prompt judicial action on the part of the Race Stewards, and less than three of them are on the Course, the Steward or Stewards present shall increase their number to three by selection from members of the Jockey Club who have previously filled the office; and the substitutes thus appointed shall, for the occasion, be clothed with the authority of official appointees.

RULE V.—*A Life Member may Object to their Acts.*—If a life member of the American Jockey Club shall object to any act or decision of the Race Stewards, he shall give notice, in writing, to the Clerk of the Course, who shall refer the same to a General Meeting of the Club, to be held at an early day.

RULE VI.—*Duties of Judges.*—There shall be three Judges—a Presiding Judge and two assistants. The Judges shall decide which horse wins, and assign their respective places in the race to as many

of the other horses as they may think proper; except, when in running the best of heats, it is necessary to place all the horses. When the Judges differ in opinion, the majority shall govern. If one of the Judges be in the stand during the running of a heat or race, it shall not be void. The Judges shall decide all disputes relative to the racing, and from their decision there shall be no appeal; they shall receive no *evidence* in regard to foul riding except from the racing officials; they shall have control and authority over the horses about to start, the jockeys, and all attendants on the horses. Any such person refusing to obey their orders shall be fined, suspended, or ruled off the Course, at the discretion of the Stewards; and if a fine be not paid within twelve hours from its imposition, the delinquent shall be ruled off the Course. The Judges shall not permit any person, whether an officer of the Club or not, to remain in the stand during the running of a race, except the Clerk of the Course.

RULE VII.—*Patrol Judges.*—The Judges may appoint Patrol Judges, whose duty it shall be to observe the running of the horses from places designated to them, and, if any foul riding or other irregularity come under their observation, to report to the Judges immediately after the heat or race.

RULE VIII.—*Distance Judges.*—During the running of the best of heats, the Distance Judge and his assistant shall occupy the distance stand, and, at the termination of each heat, shall report to the Judges the horse or horses that have been distanced.

RULE IX.—*Timers.*—There shall be one Timer and one Assistant Timer, who shall occupy the Timers' Stand, and mark upon the timing-board the time of each heat or race, which shall be the official time to be recorded.

RULE X.—*Starter and his Assistant.*—The Starter shall be removable by the Stewards. He shall select an assistant. The statement of the Starter and his assistant, as to incidents of the start, shall be conclusive.

RULE XI.—*Duties of the Clerk of the Course.*—The Clerk of the Course, or his deputy, shall attend the Judges during each race; he shall discharge all the duties, whether expressed or implied, required by the racing rules, and report to the Stewards or Judges, as the case may demand, all violations of those rules or of the regulations of the Course, coming under his notice; he shall keep a complete record of all races, and, at the close of each meeting, make a report of the races to the Secretary for publication; he shall receive all stakes, forfeits, entrance moneys and fines, and pay over all money

so collected by him to the Treasurer of the American Jockey Club.

RULE XII.—*Duties of Superintendent.*—It shall be the duty of the Superintendent to assign to applicants such stables as he may think proper, to be occupied only by horses in preparation for racing; he shall furnish straw for bedding, for all such horses, for three weeks prior to each meeting; he shall see that the Course is kept in order, at all proper times, for training and racing, and exercise such general control over it as may be necessary to protect its condition and the rights of all parties using it. He shall have general authority to preserve order and prevent improper conduct upon the Course and grounds connected therewith, and shall decide all conflicting claims of privileges between parties occupying them for any purpose.

RACING RULES.

RULE I.—*Of Age.*—Race-horses take their ages from the first of January.

RULE II.—*A Hand and a Stone.*—Four inches are a hand. Fourteen pounds are a stone.

RULE III.—*Untried and Maiden Horses.*—An untried stallion or mare, is one whose produce has never won a registered prize in any country. A maiden horse or mare, is one that has never won a registered prize in any country.

RULE IV.—*A Purse.*—A purse is a sum of money or other prize, offered for a race for which the horses entered are obliged to start. The owner of a horse entered for a purse and not started, shall be ruled off the Course, unless reasons satisfactory to the Judges of the race in which the default occurs, be given before the time appointed for weighing. In case of postponement of a race, all entries are cancelled.

RULE V.—*Sweepstakes.*—A sweepstakes is a race, the prize for which is the aggregate of the stakes which the nominators of the horses agree to deposit; and if an additional sum of money, cup, piece of plate, or other reward, is offered to the winner, the race is still a sweepstakes, whatever be the name given to such addition. Three subscribers make a sweepstakes; and if a stake has the required number of subscribers at the expiration of the time of closing, and the number is afterwards reduced by death (or, in the case of a produce stake, by failure of produce), the race is not void so long as there are two horses left, the property of different persons; and if the number is reduced to two, it is still a sweepstakes.

RULE VI.—*A Plate*.—A plate is a sum of money or other prize offered for a race, for which two or more horses may be entered by the same person, but in which no person can run, in his own name or in that of any other person, two horses of which he is wholly or in part owner on the day of the race, unless permitted to do so by a special clause in the articles. Entrance money to be paid at the time of naming. The rules governing sweepstakes do not apply to this race.

RULE VII.—*Post Match or Post Stake*.—For a post match or post stake, a subscriber is not obliged to declare the horse he intends to run until ten minutes before the hour appointed for the race.

Nevertheless, when any prize is added to the stakes, the horse must be declared to the Clerk of the Course at the usual hour of closing entries of the day previous to the race.

RULE VIII.—*Handicap*.—A handicap is a race in which the horses carry weight according to their merits, in the estimation of the handicapper.

RULE IX.—*Order of Starting*.—In purses, the places of horses at starting shall be determined by the order in which they are drawn from the box; in other races, the places at starting shall be determined by lot by the Clerk of the Course.

The horse to which the pole or inside is allotted shall take his place on the inner or left-hand side of the Course; the others shall take their places on his right, according to allotment. When, however, the starting point is so situated that the right hand side of the track is the *shorter*, the horse entitled to the track shall take his place on the right, and the others shall take their places on his left, according to allotment. The winner of a heat shall at the next start have the pole, and the others shall take their positions on his right or left, as the case may be, in the order in which they came out the previous heat.

RULE X.—*Omissions of Weight*.—When a match or sweepstakes is made, and no weight mentioned, the horses shall carry the established weight for age.

RULE XI.—*Omissions of Distance*.—When a match or sweepstakes is made and no distance mentioned, the distance shall be that which is usually run by horses of the same age as those engaged, viz.: If two years old, six furlongs; if three years old, one and three-quarter miles; if four years old, three miles; and if five years old, and upward, four miles; and if the horses be of different ages, the distance shall be fixed by the age of the youngest.

RULE XII.—*Omissions of Day.*—If no day is mentioned for a race, it shall be run on the last day of the meeting in progress; or should it be made between meetings, then on the last day of the next meeting.

RULE XIII.—*Of Dress and Colors.*—All riders must be dressed in jockey costume—cap and jacket of silk or satin, breeches of *white* corduroy, cords, flannel or buckskin, and top-boots. The colors selected by owners are to be recorded with the Clerk of the Course, and, when thus recorded, are not to be used by others. A list of all colors that have been recorded is to be posted in the Judges' stand.

RULE XIV.—*Nominations and Entries.*—In all nominations and entries, the horse, mare, or gelding entered must be clearly identified. The color, sex, name, age, sire and dam must be given; and if the dam has no name, such further pedigree and description must be added as will distinguish the horse intended to be named from any other of a similar pedigree. If the dam was covered by more than one stallion, the names of all of them must be mentioned. When a horse has run once over the Course of any recognized association, it will be sufficient afterward to give his name and age. If the name of a horse is changed, it is necessary in entering the said horse to give his old as well as his new name, until he has run once under it over a Course as above; and if his name is changed again, all his names must be reported for a like period.

RULE XV.—*Nomination of Foreign Horses.*—No horse foaled out of the United States, shall run for any race, until his owner has produced a certificate of some racing club of the country where the horse was foaled, or from the mayor or other public officer of the district, stating the age, pedigree, and color of the horse, and the marks by which it is distinguished, or has produced other evidence of identity satisfactory to the Stewards.

RULE XVI.—*Insufficient Description a Disqualification.*—If any horse be named, without being identified as before directed, he shall not be allowed to start in the race, but his owner shall be liable to pay the forfeit, or, if it be a play or pay race, the whole stake.

RULE XVII.—*Fraudulent Entry a Perpetual Disqualification.*—If a horse should fraudulently run, or be entered to run for any race by a false description, such horse is thenceforth disqualified for running in any race, and the owner shall be compelled to return any sum of money won in any race which the horse may then and thereafter have won.

When a horse has been struck out of an engagement by the person legally entitled to do so, if the horse be permitted to start by mistake for the said engagement, he shall not be entitled to receive the prize or stakes though he come in first.

If any horse has been allowed to start in consequence of fraud or misrepresentation on the part of the owner or other person having charge of the horse, that person shall be ruled off the Course, and the horse shall be disqualified for running for any race thereafter.

RULE XVIII.—*Qualification Dates from Time of Closing.*—In naming or entering for any race where there shall be any particular conditions required as a qualification to start, it shall be sufficient if the horse were qualified at the expiration of the time allowed for naming or entering, and he shall not be disqualified by anything which may happen after the expiration of that time, unless so specified in the article, or unless he become disqualified under the rules relating to defaulters. If a brood-mare engaged in a produce stake drops her foal before the first of January, the nomination is void; and if she has a dead foal, or is barren, the nomination is void.

RULE XIX.—*Nominations not to be Changed after Closing.*—No person who has once subscribed to a stake shall be allowed to withdraw his name; and no nomination shall be altered in any respect without the consent of all the parties in the race.

RULE XX.—*Exception to the Preceding Rule.*—When a person takes a nomination for a stake in which the forfeit is to be declared by a particular time, and does not declare forfeit by the time fixed in the article, he shall thenceforth be considered to have taken the engagement on himself, and shall be held equally liable with the original subscriber.

RULE XXI.—*Use of Fictitious Names.*—When any person enters a horse or subscribes to a stake under a fictitious name, or in the name of a person not fully identified at the time, he shall be considered in all respects as the owner of the horse and as the subscriber to the stake, and in the event of the forfeit not being paid, his real name shall be published in the Forfeit List. Every person who wishes not to engage his horses in his own name must adopt some name which must be registered with the Clerk of the Course, and he cannot enter in any other until the change is duly notified to him. No person who enters horses in an assumed name shall be allowed to adopt and register as such the same name as that of any gentleman who runs his horses in his own name.

RULE XXII.—*Unauthorized Nominations.*—Any person entering or nominating a horse for a race without authority from the owner, shall be responsible for the stake or forfeit; entrance money shall be retained and added to the prize; and the horse shall be disqualified for running in any race until the stake or forfeit is paid, unless the owner shall have promptly disavowed the act by letter addressed to the Clerk of the Course. Publication of the entry or nomination shall be held as notice to the owner. If it shall appear to the Stewards that the authority denied has been granted, the owner shall also be responsible for the stake or forfeit, and the horse shall be disqualified for running in any race until it is paid; and if the Stewards believe that any fraud was designed, all persons implicated therein shall be ruled off the Course.

RULE XXIII.—*Nominations not required to be made on Sunday.*—When the day fixed for the closing of, or naming for, any stake or plate, or for declaring forfeit or produce, shall fall on Sunday, subscriptions, nominations, or declarations for such stake or plate may be received on the following day; provided that there is an interval of one day between the day of closing naming or declaring and the day of running.

RULE XXIV.—*Allowance of Weight in certain cases.*—In every race in which there is an allowance of weight to the produce of untried horses or mares, or to maiden horses or mares, such allowance shall not be made unless claimed before the expiration of the time for naming.

RULE XXV.—*Nominations in Stakes in event of Death.*—All nominations in stakes are void by the death of the subscriber, except where a horse is sold with his engagements, and a written acknowledgment from both purchaser and seller has been delivered to the Clerk of the Course, previous to the death of the original subscriber.

If any of the parties to a joint nomination die, all its privileges and responsibilities attach to the survivors.

The death of a horse does not release the nominator or purchaser from liability for a stake or forfeit.

RULE XXVI.—*Entries in Plates not Void by Death.*—Entries in plates are not void by the death of the nominator, and are transferred to and become the privilege of the actual owner, unless the horse has been sold without his engagements.

Entrance money for a plate is not to be returned on the death of a horse.

RULE XXVII.—*Entries to Purses.*—All entries of horses to run

for a purse, shall be made under cover, and deposited with the Clerk of the Course, in a box kept for that purpose, at the Judges' Stand, between three and four o'clock p. m. of the day previous to the race, unless the races of the day be not finished by the first hour named; and in such case, thirty minutes after the close of the last race. No entry shall be received after the time specified; and the box shall not be opened except in the presence of an officer or life member of the Jockey Club.

RULE XXVIII.—*Respecting Stakes and Forfeits.*—All stakes shall be put in the hands of the Clerk of the Course before the riders are weighed. On the deposit of a stake, the right to forfeit ceases. When any person has more than one nomination in a stake, he shall not be allowed to start any horse for it unless the forfeits be paid for every horse which does not start, belonging to him, or standing in his name, or in the same name as the horse which runs, as well as the stakes for those which do.

RULE XXIX.—*Arrears of Owners and Namers to be paid before Starting.*—No person shall start a horse for any race, either in his own name or that of any other person, unless both the owner and namer of such horse shall have paid all former stakes and forfeits; and this rule shall extend to forfeits incurred on any Course under the control of any recognized association, provided an official notice of such forfeits being due shall have been received by the Clerk of the Course, and published in the Forfeit List.

RULE XXX.—*Arrears due for a Horse to be paid before he can start.*—No horse shall start for any race unless all former stakes and forfeits due for that horse be paid before starting, provided notice has been given as above.

RULE XXXI.—*The Forfeit List.*—A list of unpaid forfeits, with the name of the subscriber to the stake, and the name or description of the horse, with the name or sufficient description of the stake, and the amount of the forfeit due, shall be attached to the official summary of the meeting; and they shall continue to be published until paid. A similar list shall be posted in a conspicuous place in the Judges' Stand, in the office of the American Jockey Club, and, should there be a recognized "betting-room," there also.

RULE XXXII.—*Persons appearing in Forfeit List Disqualified.*—No person whose name shall appear in the published forfeit list shall be entitled to enter or run a horse for any race whatever, either in his own name or in the name of any other person, until he shall have paid up all the forfeits in respect of which his name appears in the list.

RULE XXXIII.—*Horses appearing in Forfeit List not qualified to be entered.*—No horse which appears in the published forfeit list shall be qualified to be entered or to run for any race whatever, until the forfeits mentioned in the said list, as due for such horse, shall have been paid.

RULE XXXIV.—*Suspected Nominations may be struck out.*—In order to prevent persons who are defaulters from evading these laws, and continuing to engage horses by the use of fictitious names, the Stewards shall have the power of calling upon the nominator to produce satisfactory testimony that the horse named is not the property, either wholly or in part, of any person whose name appears in the published list of defaulters, and, if the nominator shall fail to do so, the Stewards may cause the nomination to be erased.

RULE XXXV.—*Liability for Engagements of Horses Sold.*—When a horse is sold with his engagements, or any part of them, the seller has not the power of striking the horse out of the engagements with which he is sold; but as the original subscriber remains liable to the respective winners for the amount of the forfeits in each of these engagements, he may, if compelled to pay them by the purchaser's default, place the forfeit on the forfeit list, in the usual manner, as due from the purchaser to himself, and until this forfeit is repaid, both the purchaser and the horse remain under the same disabilities as if the purchaser had been the original subscriber. In all cases of sale by private treaty, the written acknowledgment of both parties that the horse was sold with his engagements is necessary to entitle the buyer or seller to the benefit of this rule; but when the horse is sold by public auction the advertised conditions of the sale are sufficient evidence, and if he has been claimed as the winner of a race of which it was a condition that the winner was to be sold with his engagements, this also is sufficient.

RULE XXXVI.—*Forfeits paid as above may be placed on Forfeit List.*—When a person has a horse engaged in the name of another person, and is entitled, by purchase or otherwise, to start the horse for such engagement, but is prevented by any of the preceding laws from starting his horse without previously paying up forfeits to which he is not otherwise liable, he may, if he pays these forfeits, start his horse, and have the forfeits, with the names of the horses for which they are due, placed on the forfeit list in the usual manner, as due to himself.

RULE XXXVII.—*Weights.*—The following weights shall be carried, viz.:

	lbs.
Two-year-olds shall carry	75
Three-year-olds shall carry	90
and after 1st September	95
Four-year-olds shall carry	108
Five-year-olds shall carry	114
Six-year-olds, and upwards, shall carry	118

In all races exclusively for three-year-olds the weights shall be one hundred and ten pounds, and in all races exclusively for two-year-olds, the weight shall be one hundred pounds. Except in handicaps and in races where the weights are fixed absolutely in the articles, three pounds shall be allowed to mares and geldings.

RULE XXXVIII.—*Feather Weights.*—Feather-weights shall be considered seventy-five pounds; the usual declaration must be made when the jockey carries above that weight.

RULE XXXIX.—*Welter Weights.*—Welter-weights shall be two stones added to the respective weight for age.

RULE XL.—*Of Names and Numbers.*—The name of every horse intended to start in any race except a purse must be notified to the Clerk of the Course, and his number be exhibited, ten minutes before the race; and if any alteration be made in the numbers after they have been exhibited, the Judges may call upon the owner, or trainer, or jockey, for an explanation. If this is not satisfactory, the owner or trainer may be fined, at the discretion of the Judges, in any sum not exceeding \$100, and the horse shall not be allowed to start in another race, until the fine is paid.

RULE XLI.—*To Weigh before and after Race.*—A jockey is required to show the weight his horse is about to carry, to the Clerk of the Course, at the usual place of weighing, at least 10 minutes before the race, unless excused by the Judges for some special reason, in which case the fact must be notified to the Clerk of the Course. A violation of this rule shall be punished by fine, at the discretion of the Judges.

Every rider shall, immediately after the race or heat, ride his horse to the usual place of weighing, then and there alight, after obtaining the consent of the Judges, and not before, and weigh to the satisfaction of the Clerk of the Course, before doing which he is forbidden to touch any thing beyond the equipments of his horse. Until ordered to dismount by the Judges, the rider must not suffer any person to touch or put cover on his horse. The person unsad-

ding the horse shall, as soon as the saddle and equipments are removed, hand them to the rider, who shall immediately carry them to the scale to be weighed. If the rider be disabled by an accident to himself or horse, which should render him incapable of riding lack, he may walk or be carried to the scale.

If the jockey dismounts without permission, or otherwise violates this rule, his horse is disqualified for winning the race at issue, unless he can allege extraordinary circumstances, the sufficiency of which must be decided by the Judges.

If a jockey riding a beaten horse does not return to weigh, he shall be fined not less than \$25 nor more than \$100 and shall not ride until the fine is paid; and if it can be proved that the owner or trainer connived at this violation of the law, they shall be fined \$100 each, and the horse shall be disqualified for running in any race, until all the fines are paid.

The jockey is to be weighed with all the equipments of his horse, except the bridle, which it is optional with him to weigh, unless required to do so by the Clerk of the Course; but nothing shall be weighed off that has not been weighed on. No whip, or substitute for a whip, shall be allowed in the scales in order to make weight, but if one has been carried by the jockey, its weight shall be reported to the Judges by the Clerk of the Course, in case the weight thus carried would be sufficient to disqualify the horse. An allowance of 1 lb. will be made for a curb or double bridle, but no weight is allowed for a snaffle bridle, unless it is put in the scale before the horse is led away.

Horses not bringing out the weight shown before the race, or within 1 lb. of it, shall be disqualified for winning the race; but the Judges may make allowance for overplus occasioned by exposure to rain or mud.

RULE XLII.—*Over-weight.*—Each jockey shall be allowed two pounds, and no more, above the weight specified for his horse to carry, (all allowances to which he is entitled being deducted,) unless a declaration of the extra weight the horse is about to carry has been made to the Clerk of the Course at least 10 minutes before the race; and the extra weight shall be announced or appended to the horse's number when it is put up; and the weight each horse actually carried, if more than 2 lbs. above his weight, shall be stated in the published summary of the meeting: but in no case shall a horse be allowed to start carrying more than five pounds over-weight, unless the Judges should be unable to decide before the race to what penalties the horse is liable or to what allow-

ances he is entitled, in which case he may start with any weight his owner may think proper to put up. No horse can be disqualified for winning on account of overweight with which he has been allowed to start.

RULE XLIII.—*Riders Falling*.—If a rider fall from his horse while riding a heat or race, and another person of sufficient weight ride him in, no penalty shall be exacted for over-weight, and the horse shall not be disqualified for winning, if brought back to the spot where the rider fell.

RULE XLIV.—*Over-weight for Purse*.—The owner of a horse entered for a purse and not allowed to start, owing to non-compliance with the rules relative to weights, shall be fined not less than \$100, nor more than \$250, to be paid within twelve hours, under penalty of being ruled off the Course; and if the Stewards believe that the violation was intended to evade the obligation to start, the horse shall be disqualified for running in any race until the fine is paid, and the owner shall also be ruled off the Course.

RULE XLV.—*Of Starting*.—The horses shall be started by a flag, unless otherwise ordered by the Stewards, and there shall be no start until, and no recall after, the Assistant Starter drops his flag, in response to the signal from his chief. The horses shall be summoned for each heat or race by the bugle-call or bell on the Judges' Stand.

RULE XLVI.—*Horses going to post considered Starting*.—When the riders of the horses brought out to run for any race are called upon by the person appointed to start them to take their places for that purpose, every horse which comes up to the post shall be considered as starting in the race; and when the start is ordered by the Assistant Starter's flag, any person refusing to start one of the horses, because of a bad start, or for any other reason deemed insufficient by the Stewards, shall be ruled off the Course.

RULE XLVII.—*Power of Starter*.—The Starter is prohibited from making a running start; the horses must walk up, and be started from a walk. He has authority to order the jockeys up in a line as far behind the starting-post as he may think proper, and any jockey disobeying the orders of the Starter, or taking any unfair advantage, shall be punished by a fine or suspension according to the nature or degree of the offence, at the discretion of the Starter, subject, however, to the revision of the Stewards; and any jockey who is fined and does not pay the fine within twelve hours from its imposition, shall be ruled off the Course.

RULE XLVIII.—*Of Aids*.—No person shall be permitted to turn

or lead a horse to the post; the horses shall be started by their jockeys, and no other person shall strike a horse to get him from the post, or during the running of a race, nor shall any person stand in the track to point out a path for the rider. A violation of this rule shall be punished at the discretion of the Stewards.

RULE XLIX.—*Of False Starts.*—When a false start is made, no horse making the false start, nor any horse remaining at the post, shall have clothes thrown upon him, or water given him, or his mouth sponged out; nor shall the rider be permitted to dismount; nor shall any delay be permitted; but the horses shall be started as soon as brought back to the post. Horses making a false start shall return to the post by the shortest way; and if the Starter perceive that a longer way is taken, he shall not delay the start for them; any infringement of this rule shall be punished by fine or suspension, at the discretion of the Starter, subject, however, to the revision of the Stewards. When a false start is made, and the horse refuses to return to the post, the Starter may permit him to be led back behind the post, and then let loose. Any person fined under this rule, who does not pay the fine within twelve hours from its imposition, shall be ruled off the Course.

RULE L.—*Of Accident.*—If an accident happen to a horse or rider, the Starter may grant a reasonable delay, not to exceed fifteen minutes, which, in extreme cases, may be extended by the Judges.

RULE LI.—*Of Bolting.*—If any horse shall run from the Course into the field, he shall be disqualified for winning the race, although he may come out ahead, unless he turn and again enter the Course at the point from which he swerved.

RULE LII.—*Foul Riding.*—If in running for any race, one horse shall cross or jostle another, so as to impede him, such horse is disqualified for winning the race, whether such jostle or cross happened by the swerving of the horse, or by the foul or careless riding of the jockey, or otherwise.

Although a leading horse is entitled to any part of the Course, if he swerves to either side when a horse is so near him that the latter is compelled to shorten his stride; or if a horse strikes another while running a race, so as to injure or impede him; or if a jockey strikes or does any act of violence to another jockey or horse, during the running of a race, it is foul riding, which in all cases, whether accidental or not, disqualifies the horse for winning the race; and if the judges are satisfied that the riding was intentionally foul, or that the jockey was instructed or induced so to ride, all persons guilty of complicity in the offence shall be ruled off the Course.

When a horse is disqualified for foul riding, the penalty attaches to every horse in the race belonging wholly or in part to the same owner.

Complaints of foul riding can only be received from the owner, trainer or jockey of the horse affected, and must be made to the Judges, either before or immediately after his jockey has passed the scales.

RULE LIII.—*When Heat is Void.*—If the start takes place on the wrong side of the starting post, or if no person officially appointed occupies the Judges' Stand, the heat or race is void, and must be run again—in 20 minutes, if the distance to be run is two miles or less, and in 30 minutes, if over two miles.

RULE LIV.—*Of Collusion.*—When a dead heat for a race not of heats is run, the owners of the horses making the dead heat may agree to divide the prize or stakes, and thus terminate the race; but an agreement between two or more persons not to oppose each other in any race, or to run jointly against any other person or persons, or to divide the prize or stakes after a dead heat, and allow one horse to walk over for a deciding heat, is illegal, and upon proof of such agreement satisfactory to the Stewards, the parties thereto shall be ruled off the Course, and their horses disqualified for winning in all races to which such agreement had reference.

RULE LV.—*Winner of a Heat or Race.*—The horse that first gets his head to the winning-post shall be considered the winner of the heat or race.

RULE LVI.—*Of Heats.*—In a race of heats, the horse that actually wins two heats, or distances the field, wins the race. When two horses have each won a heat, they only shall start for a third, and the preference between them shall be determined by it. When a race is won by two heats, the preference of the horses is determined by the places they get in the second heat; and when a race is won by three heats, the horses starting in a third heat shall only be placed. There shall be no distance in a third heat. Horses started and drawn before a race of heats is won, are held to be distanced.

RULE LVII.—*In Heat Races, only One Horse or One Rider in same interest can Start.*—No person shall start more than one horse of which he is the owner, either wholly or in part, either in his own name or in that of any other person, for any race of heats; nor shall two riders from the same stable be permitted to ride in such race.

RULE LVIII.—*Horses not to be Drawn during Race of Heats.*—

Any person who shall sell or draw his horse (if by the sale the horse be drawn) during the pendency of a race of heats, unless by permission of the Judges, shall be ruled off the Course.

RULE LIX.—*Of Time between Heats.*—The time between heats shall be—

In mile heats,	20 minutes.
In two mile heats,	25 minutes.
In three mile heats,	35 minutes.
In four mile heats,	40 minutes.

RULE LX.—*Of Dead Heats.*—If for any race not to be run in heats, the first two or more horses shall come in so near together that the Judge shall not be able to decide which won, those horses only shall run for such prize over again, after the last race on the same day, but at an interval of not less than thirty minutes. The other horses which started are deemed losers, and are entitled to their respective places, as if the race had been finally determined the first time.

If for any race of heats it cannot be decided which horse won, it is a dead heat; and if it be a first heat, the horses not distanced can start for the second; and in such case, only those making the dead heat and the winner of the second heat can start for a third heat; and if it be a second heat, the winner of the first heat and those making a dead heat, alone can start for a third.

RULE LXI.—*Effect of Dividing after a Dead Heat.*—When horses run a dead heat for any race not to be run in heats, and the parties agree to divide the stakes, such horses shall be liable to carry extra weight as winners of that race, whether one of the horses walk over for a deciding heat or not, and if there is any money for the second horse, they divide that also.

RULE LXII.—*Dead Heat for Second Place.*—When horses run a dead heat for the second place, they divide any money that may be payable to the second horse, and if there is any money for the third, they divide that also; and if any of these horses run for a race in which there is a penalty for having received a certain amount of money as second horse, they shall be considered as having received only the amount of their respective shares.

RULE LXIII.—*When entitled to Second Money.*—When it is a condition of a stake or plate, that the owner of a second horse shall receive a certain sum of money out of the stakes or entrance money, and the race is walked over for, or no second horse is placed, the winning horse is entitled to the whole. When the entrance money for a purse is advertised to be given to the owner of the second

horse, and the purse is walked over for, or no second horse is placed, the entrance money is to be retained. If the money advertised to be given to the second horse is a separate donation from the race fund or other source, and the race is walked over for, or no second horse is placed, the money is not given at all.

RULE LXIV.—*Of Distancing.*—All horses whose heads have not reached the distance-stand as soon as the leading horse arrives at the winning-post, are distanced, but as indispensable proof of the fact, the distance judge must have dropped his flag in response to the Judge's flag.

In heats of 1 mile, 40 yards shall be a distance.

In heats of two miles, 50 yards shall be a distance.

In heats of three miles, 60 yards shall be a distance.

In heats of four miles, 70 yards shall be a distance.

RULE LXV.—*Effect of Disqualification.*—In running the best of heats, horses disqualified for winning are to be held as distanced; and in other races are not to be placed. Whenever a horse which has come in first is disqualified, the heat or race shall be awarded to the next best horse which is qualified.

RULE LXVI.—*Of Selling Races. How the Winner may be claimed.*—When it is made a condition of any race that the winner shall be sold for any given sum, the owner of the second horse being first entitled, etc., no other person than one who ran a horse in the race shall be entitled to claim. The claim must be made to the Judges or Clerk of the Course within a quarter of an hour after the race. The horse claimed shall not be delivered until the amount is paid to the Clerk of the Course, and he must be paid for by ten o'clock at night on the day of the race, otherwise the party claiming shall not be entitled to demand the horse at any future period; but, nevertheless, the owner of the horse may insist upon the claimant taking and paying for the horse claimed.

RULE LXVII.—*Of Sales by Auction.*—When it is a condition of a selling race that the winner shall be put up at auction after the race, the half of any surplus which may thereby be obtained over and above the price for which the horse was entered to be sold, shall be paid to the owner of the second horse, and this shall not invalidate the privilege of the second horse as to the prior claim of any beaten horse, under Rule LXVIII.

RULE LXVIII.—*Claim of Beaten Horses.*—Any horse running for a selling race is liable to be claimed by the owner of any other horse in the race for the price for which he is entered to be sold and the amount of the stake—the owner of the second horse to be

first entitled to the claim, and the others in the order in which their horses are placed, and the winner to have the last claim.

RULE LXXIX.—*A person can Claim but one Horse.*—No person can claim more than one horse in the same race, and if two or more persons equally entitled wish to claim, they shall draw lots for the priority.

RULE LXX.—*Failure to Deliver or Pay for Horses.*—Any person, who refuses to deliver, or fails to pay for a horse purchased or claimed in a selling race, shall be ruled off the Course.

RULE LXXI.—*Extra Weight and Allowances.*—When it is the condition of any race that horses shall carry extra weight for winning a certain number of prizes during the year, or be allowed weight for having been beaten a certain number of times during the year, such winnings and losings shall date from the first of January preceding, and shall extend to the time of starting, unless otherwise specified.

RULE LXXII.—*Weight not Accumulative.*—Extra weight and allowances are not accumulative, unless so specified in the conditions. Horses do not carry extra weight for winning a match, and are not entitled to allowance for having been beaten in a match. Winners of hurdle races are not considered winners in flat racing. A horse walking over or receiving forfeit, except for a match, is deemed a winner.

RULE LXXIII.—*Value of Prizes, how calculated.*—In estimating the value of any prize, no deduction shall be made, except of the winner's own stake, or entrance money, and of any sum or sums required by the conditions of the race to be paid out of the stakes or entrance money to the owners of any other horse or horses in the race—the entrance for a purse not to be deducted; and every prize not in money shall be estimated at its advertised value in currency, and if such value is not designated, it shall be taken at its cost price.

RULE LXXIV.—*Objection to Qualification.*—When the age or qualification of a horse is objected to, either before or after running for any race, the Stewards, or those whom they may appoint, shall have power to order an examination of the horse's mouth by competent persons, and to call for all such evidence as they may require, and their decision shall be final. If the disqualification is made out, and they believe that the horse was entered fraudulently, all persons implicated in the fraud shall be ruled off the Course.

RULE LXXV.—*When Complaints must be made.*—All complaints of foul riding, or of horses not running the proper course, or of

any other irregularities occurring in the heat or race, must be made to the Judges by the owner, trainer, or jockey of a horse in the race, either before or immediately after his jockey has passed the scales. Objections to winning horses on other grounds cannot be entertained unless made to the Stewards before the conclusion of the race meeting, save and excepting charges of fraudulent entry, or of running horses under a false description, which may be investigated at any period within one year from the date of the offence.

RULE LXXVI.—*Objections to Qualification, when to be made.*—When the qualification of any horse is objected to by ten o'clock in the morning of the day of the race, the owner must produce evidence to prove the qualification, satisfactory to the Stewards or Clerk of the Course, before the race is run; and if he shall start his horse without doing so, the prize shall be withheld for a period to be fixed upon by the Stewards, at the expiration of which time, if the qualification be not proved to the satisfaction of the Stewards, he shall not be entitled to the prize, though his horse shall come in first, but it shall be given to the owner of the second horse. When the qualification of the horse is objected to after that time, the person making the objection must prove the disqualification.

RULE LXXVII.—*For the Protection of Owners, etc.*—No owner or trainer shall employ a rider, rubber, or helper, from another stable, who has not produced a written discharge from his last employer, or furnished satisfactory evidence of the termination of his engagement. On receiving complaint in writing, from the owner or trainer claiming to be aggrieved in this respect, the Clerk of the Course shall notify the person alleged to be in fault, either personally or by letter addressed to his usual post-office of the complaint against him, and of the penalty attached to the offence, and shall give him a reasonable time to appear before the Race Stewards to refute the charge. If he fail to exculpate himself, or to show that such rider, rubber or helper is no longer in his service, the Race Stewards shall rule him off the Course and he shall only be relieved from the disability when the Stewards, satisfied that he is no longer censurable in the matter, may think proper to do so.

RULE LXXVIII.—*For the Protection of Riders, etc.*—Any owner or trainer who shall owe any hired rider, rubber or helper more than three months' wages, payment of which has been demanded and refused, shall, upon proof of the fact satisfactory to the Stewards, be ruled off the Course. The Stewards shall not entertain any complaint, under this rule, unless it is attested by the affidavit of

the creditor before a magistrate and substantiated by evidence satisfactory to them, and shall not impose the penalty until they have given to the person owing such wages reasonable notice of the complaint, either personally or by letter addressed to his usual post-office; and they shall remove the disability upon proof satisfactory to them of the payment of the debt.

RULE LXXIX.—*Persons Expelled from other Courses.*—Every person who is expelled from, or ruled off the Course of any racing Association, recognized by the American Jockey Club, is necessarily ruled off every Course under its control.

RULE LXXX.—*Of Decorum.*—If any owner, trainer, jockey, or attendant of a horse use improper language to the officers of the Course, or be guilty of any improper conduct, the punishment of which is not otherwise provided for, he shall be ruled off the Course.

RULE LXXXI.—*Of Persons allowed on Course during Race.*—After the horses are ordered to the starting-post, and until the Judges direct the gates to be re-opened, no person, except the racing officials and the owners, trainers, and immediate attendants of the horses in the race, shall be allowed on the Course to be run over.

RULE LXXXII.—*Striking out of Engagements.*—No horse shall be considered as struck out of his engagement unless the declaration be made by the owner or some person authorized by him, to the Clerk of the Course or to the Secretary, who shall record the day and hour of its receipt, and give early publicity thereto in the subscription rooms.

RULE LXXXIII.—*Cases unprovided for.*—In all matters relating to the races, or running of a race, not provided for in these rules, the Stewards and Judges shall decide according to the best of their judgment and the usages of the turf, and from their decision there shall be no appeal.

ADDITIONAL RULE ADOPTED JUNE 21, 1869.—*Resolved,* That for all matches run under the rules of the American Jockey Club, at Jerome Park, the Secretary shall be paid by the winner one per cent. upon the amount of the stakes.

BETTING RULES.

RULE I.—In all bets there must be a possibility to win when the bet is made. “You cannot win where you cannot lose.”

RULE II.—Bets go as the prize or stakes go. If, however, an

objection be made and sustained, to the qualification of a horse on the ground of incorrect pedigree or nomination, *after the race is run*, the bets shall go to the horse that comes in first, provided he is of the right age, and in other respects has not transgressed the rules of racing; but if the owner of a horse, or a person on his behalf, succeed by fraud, or by culpable misrepresentation, in starting him for a race for which he is legally disqualified, making himself liable to the penalties in Rule XVII of Racing Rules, the bets will go with the prize or stakes, whether any objection be made either before or after the race.

RULE III.—All bets are play or pay, unless otherwise stipulated.

RULE IV.—All double bets must be considered play or pay.

RULE V.—Confirmed bets cannot be off, except by mutual consent, or by failure to make stakes at the time and place which may have been agreed upon, in which case it is optional with a bettor not in default to declare then and there that the bet stands. If at the time specified for making stakes, the horse or horses backed are struck out of their engagements, the bet is already lost, unless a start has been stipulated, and the winner is entitled to payment without depositing his stake. If there is no stipulation when the bet is made for the deposit of stakes, they cannot be demanded afterward. Bets between members of the betting-room are not governed by this rule where it conflicts with any regulation or practice there established.

RULE VI.—All bets on races depending between any two horses are void, if those horses become the property of the same person or his confederate, subsequently to the bets being made.

RULE VII.—All bets between particular horses are void if neither of them is placed in the race, unless agreed by the parties to the contrary.

RULE VIII.—If any bet shall be made by signal or indication after the race has been determined, such bet shall be considered fraudulent and void.

RULE IX.—The person who lays the odds has a right to choose a horse or the field; when a person has chosen a horse, the field is what starts against him.

RULE X.—If odds are laid without mentioning the horse before the race is over, the bet must be determined by the state of the odds at the time of making it.

RULE XI.—When a race is postponed, all bets must stand; but if the slightest difference in the terms of the engagement is made, all bets are void.

RULE XII.—Bets made on horses winning any number of races within the year shall be understood as meaning between the 1st of January and the 31st of December, both inclusive.

RULE XIII.—If a bet is made between two horses, with a forfeit affixed,—say \$100, half forfeit,—and both horses start, either party may declare forfeit; and the person making such a declaration would pay \$50 if the other horse won, but would receive nothing in the event of his horse winning the race.

RULE XIV.—Money given to have a bet laid shall not be returned, though the race be not run.

RULE XV.—Matches and bets are void on the decease of either party before the match or bet is determined.

RULE XVI.—Bets on a match which terminates in a dead heat are void.

RULE XVII.—When horses run a dead heat for any race, not a match, and the owners agree to divide, all bets between such horses, or between either of them and the field, must be settled by the money betted being put together and divided between the parties, in the *same proportion* as the prize or stakes.

If the dead heat be the first event of a double bet between either of the horses making it and the field, the bet is void; unless one horse received above a moiety, which would constitute him a winner in a double event.

If the dead heat be the first event of a double bet between the horses making it, the bet is void, unless the division was unequal, in which case a horse receiving a larger proportion would in a double event be considered as better placed in the race than one receiving a smaller sum.

If a bet is made on one of the horses that ran the dead heat against a beaten horse, he who backed the horse that ran the dead heat wins the bet.

RULE XVIII.—If a match be run by mistake, after the principals have compromised, it does not affect the betting or the result.

RULE XIX.—Pools sold shall not be pay or pay, unless so declared at the time.

RULES OF THE KENTUCKY ASSOCIATION,

Revised April, 1867,

WHICH HAVE BEEN ADOPTED BY THE WESTERN TURF CONGRESS.

RULE I.—*Members.*—No person shall be admitted as a member of this Association, unless nominated by a member, and admitted by a vote of the members, at a meeting of the Association. In voting upon the admission of new members, one black-ball in ten shall exclude the applicant.

RULE II.—*Expulsion of Members.*—To expel a member, two-thirds of the members present shall concur, and the number present shall not be less than fifteen.

RULE III.—*Regular Meetings.*—There shall be two Regular Meetings of the members in each year—one during the race week in the Spring, and the other during the race week in the Fall, at such times and places as may be fixed by the Association or its officers.

RULE IV.—*Called Meetings.*—A members' meeting may at any time be called by the President, or any three members. One month's notice shall be given of any called meeting, by publication in some newspaper published in Lexington, signed by the Secretary.

RULE V.—*Quorum.*—Ten members, including the President, or one of the Vice-Presidents, shall constitute a quorum for the transaction of business, but no alteration of the rules shall be made, or any new rule adopted, unless by a two-thirds vote, when at least fifteen members are present.

RULE VI.—*Privileges of Members.*—Every member shall have the privilege of introducing to the Course and to the Stands, the members of his family under twenty-one years of age.

RULE VII.—*Stock Transfers.*—No transfer of stock shall be authorized until the Certificate of Stock is surrendered, and a transfer thereof made on the Transfer Book, by the owner or his attorney, to the purchaser, when a new certificate shall be issued, sealed with the seal of the Corporation, attested by the President and Secretary.

RULE VIII.—*Officers.*—The officers of this Association shall be—a President, two Vice-Presidents, Secretary, Treasurer, Superintendent, and three Stewards; all of whom (except the Stewards, who shall be appointed by the President and Vice-Presidents),

shall be elected to serve two years, or until their successors are elected.

RULE IX.—*Elections*.—All elections shall be by ballot. Elections for Officers shall be held on the second day of the regular Spring Meeting, when a majority of the votes present shall elect, provided the members present be not less than fifteen.

RULE X.—*Vacancies*.—When a vacancy shall occur in any office, the appointment of which is reserved to the members, it shall be the duty of the President and Vice-Presidents to provide for the discharge of the duties until the next Spring Meeting.

RULE XI.—*Officers may make Rules*.—The President, Vice-Presidents and Secretary, three of them concurring, shall have power to make all useful rules for the preservation of good order and decorum on the Course, and shall decide all matters relating thereto not otherwise provided for.

RULE XII.—*President's Duties*.—The President shall preside at all meetings of the Association; shall act as Judge of all races run over its Course; shall appoint his Assistant Judges and Timers, and declare the result of each race. In the absence of the President his duties shall be discharged by the oldest Vice-President present.

RULE XIII.—*Secretary's Duties*.—It shall be the duty of the Secretary to attend the Judges in each day's race; keep a book in which shall be recorded the names of the members, the rules of the Club, the proceedings of each meeting, the entries of horses, the names of their respective owners, the color, name, age, sire and dam of each horse, with a description of each rider's dress. Also an account of each day's race, and the time of each heat; and after the races are over, he shall publish the result, with a description and pedigree of the winner.

RULE XIV.—*Treasurer's Duties*.—The Treasurer shall receive and disburse all the funds of the Association. He shall give bond with security, to be approved by the President, in such sum as he shall require for the faithful performance of his duties. At each Spring and Fall Meeting, he shall present, in writing, a statement of his receipts and expenditures during the year.

RULE XV.—*Stewards*.—The Stewards shall attend on the Course, preserve order, clear the track, keep the crowd from the horses when approaching the stand, and exercise vigilance to prevent disorder, and detect foul riding and other misconduct.

RULE XVI.—*Superintendent*.—The Superintendent shall, under the direction of the President and Vice-Presidents, exercise a general supervision over the grounds of the Association. He

shall have the outside track put in condition for trial runs two weeks before each race meeting, but no one shall go upon the same at any time without his permission, he being the sole judge of the propriety of its use.

RULE XVII.—*Judges and Timers.*—There shall be three Judges (the President and two Assistants) in the Judges' stand; no other person shall be admitted to the stand during the pendency of a heat. The Timers shall occupy a separate stand, to be erected opposite the Judges' stand, from which, in like manner, all other persons shall be excluded during the running of a heat.

RULE XVIII.—*Judges.*—The Judges shall decide all disputes that may arise, and no appeal shall be allowed without their consent. In all questions relating to the race, and not provided for by these rules, the Judges will decide according to their best judgment and the usages of the Turf in like cases.

RULE XIX.—*Judges may postpone a Race.*—The Judges for the day may postpone a purse race on account of bad weather, but for no other cause, and when postponed, the entries then made are to be considered void, and the race re-opened the day previous to its being run.

RULE XX.—*Entries.*—All entries of horses to be run for any purse shall be in writing, sealed and delivered to the Secretary, between the hours of 4 and 7 of the afternoon preceding the race. Each entry shall state the name, age, color and sex of the horse entered; the name of its sire and dam, and a particular description of the rider's dress. As soon as the hour of seven o'clock shall have arrived, the Secretary shall, at the Phoenix Hotel, proceed to open the entries, and make out a list of them, to be posted up in the Club Room.

RULE XXI.—*Entrance Money.*—Any member entering a horse to be run for his own benefit, shall be required to pay as entrance money seven and one-half per cent. on the amount of the purse; where the horse is run for the benefit of a person not a member, the entrance shall be 10 per cent.

RULE XXII.—*Entries in name of Members.*—No entry in the name of a member (not owning or controlling the entered horse) shall be valid, unless the signature of the member be written thereon in his own hand. No entry shall be made for a Jockey Club Purse but by a member.

RULE XXIII.—*Defaulters.*—No person shall be permitted to start in any race over this Course, who shall have failed to pay all forfeits due by him on account of stakes run over this Course. Nor

shall any horse be permitted to run over this Course, in the name of any person whatever, so long as forfeits incurred by the horse remain unpaid. No defaulter shall be permitted to make a nomination in any stake to be run over this Course. Nor shall a nomination be made by another person of a horse in which a defaulter has an interest; and all such nominations are hereby declared void. After each day's race, the Secretary shall make and record on the books of the Association a list of the defaulters, and if any person fails to pay any forfeit or subscription within 90 days after it is due, the Secretary shall declare him a defaulter, and notify all organized Clubs of the same.

RULE XXIV.—*Nominations by Persons other than the Owner.*—No person shall be permitted to nominate in any stake to be run over this Course any horse of which he is not the owner, unless by written permission of the owner, to be filed with the Secretary; but by such permission the owner shall not incur any liability for the forfeit, the liability and penalties for which shall attach only to the person nominating, and to the horse.

RULE XXV.—*No Negro to make a Nomination.*—No negro or mulatto shall be permitted to make a nomination in any stake to be run over this Course.

RULE XXVI.—*Several Nominations.*—Persons making several nominations in the same stake may, by *bona fide* sales of any one or more of them, confer the right upon the purchaser to run in the stake, and may also start himself from the reserved entry or entries.

RULE XXVII.—*Death of Entered Horse.*—If any horse nominated in a stake die, or the person nominating him die before the race, no forfeit shall be required, including Play and Pay races.

RULE XXVIII.—*Joint Nominations—Death.*—In joint nominations, if one of the persons nominating die, the survivor shall be liable for the forfeit, and entitled to the benefit of the nominations.

RULE XXIX.—*No more than one Horse to start from the same Stables.—Exception.*—No two riders from the same stables shall be allowed to ride in the same race, except by special permission of the Judges. Nor shall more than one horse from any stable be allowed to start in the same race, unless it be a single heat. Nor shall two or more horses, owned in whole or in part by the same person, be allowed to start in the same race, unless it be a single heat.

RULE XXX.—*Jockey Dress.*—Each member of the Association, before starting horses in races over the Association Course, shall be required to report to the Secretary the colors in which his Jockey will ride; but no member shall adopt the same combination of

colors previously selected and reported by another member. Persons not members of this Association, making entries in STAKES to be run over this Course, shall be required to report to the Secretary, at least ten days before the races, the colors in which their Jockeys will ride. The declaration that a rider's dress will be FANCY, is not a proper designation of colors. Jockeys' caps and jackets shall be made of silk, satin, merino or velvet; the pants of linen, cotton, or other appropriate material. For any violation of this rule a penalty of ten dollars shall be assessed by the Judges, and the amount added to the purse or stake of the occasion.

RULE XXXI.—*Age*.—A horse's age shall be reckoned from the 1st of January; that is to say, a horse foaled in 1858 shall be reckoned one year old on the 1st day of January, 1859.

RULE XXXII.—*Weights and Weighing*.—The following weights shall be carried:—2-year-olds, 86 pounds; 3-year-olds, 90 pounds; 4-year-olds, 104 pounds; 5-year-olds, 110 pounds; 6-year-olds and upwards, 115½ pounds. There shall be allowed to mares, fillies and geldings a deduction of 3 pounds from these weights. The Judges shall see that each rider has his proper weight before the start, and that he has within two pounds of it after each heat. Weight shall not be made by wetting the blanket placed on or under the saddle. At the close of each heat every rider must repair with his horse to the Judges' stand, and await their order to dismount; and no groom or other person shall be permitted to touch or cover any horse (unless to lead back a refractory horse, or the rider is disabled) until the rider shall have been dismounted by the Judges. The rider shall then repair to the scales with his saddle, to be weighed. For any violation of this rule, the horse involved shall be declared distanced.

RULE XXXIII.—*Placing*.—The places of the horses at starting shall be determined as drawn from the entry box; and in stakes they shall stand in the order in which they are nominated.

RULE XXXIV.—*Starting*.—In every race over this Course the mode of starting shall be this: The Judges of the day shall have the horses taken back at least thirty yards from the stand, under the care of one of the Stewards; from that point they shall, in the order of their placing, be led at a walk until the signal to start is given. The Judge may give the signal at any moment while the horses are approaching the stand, and should the signal not be given before reaching the stand, the horses shall be again taken back to the place whence they were led. Should any groom, while approaching the stand, fail or refuse to obey the orders of the

Stewards, or intentionally let his horse go so that he break away, the owner of such horse shall, for every such offence, be fined five dollars, which shall go to the Treasury of the Association. Unruly and vicious horses may be assigned any position, at the start, which the Judges may deem necessary to secure the safety of the other horses and riders. The signal for starting shall be the tap of the drum, after which there shall be no recall. In case of a false start the ringing of the bell shall be the signal of recall. The Stewards shall report to the Judges any disobedience or misconduct of the persons starting the horses.

RULE XXXV.—*Time between Heats.*—The time between heats shall be 20 minutes for mile heats; 30 minutes for two mile; 40 minutes for three mile, and 45 minutes for four mile heats.

RULE XXXVI.—*Foul Riding.*—A horse that has won a heat shall be entitled to the track in starting for the next heat; other horses taking position in the order of their placing in the previous heat. The leading horse, in any part of the race, shall have the right to select his ground, from which he shall not swerve, either to the right or left, so as to impede another horse. Should any rider cross, jostle, or strike another, or his horse; run on his horse's heels, or do anything else that may impede his adversary, he will be deemed distanced; and if INTENTIONALLY, the offending rider shall never be permitted again to ride over or attend a horse on this Course.

RULE XXXVII.—*Bolting.*—If any horse shall run from the track into the field, he will be declared distanced, although he may come out ahead, unless he return and again enter the Course at the point from which he swerved.

RULE XXXVIII.—*Of Aids.*—No person other than the rider shall be permitted to strike a horse, or attempt by shouting or otherwise to assist a horse in getting a start, or increase his speed in running any race. Nor shall any person stand in the track to point out a path for the rider, under a penalty of exclusion from the Course for either offence, and if such person shall be the owner, trainer or rubber of such horse, or instigated to the act by either of the said persons, such horse shall be declared distanced. But this rule shall not be construed to forbid the starter of any horse from striking him with an ordinary riding whip in order to get him off.

RULE XXXIX.—*Horses to run a Fair Race.*—Every horse started shall run a *bona fide* race. If any horse shall run to lose, the owner, trainer and rider shall forfeit all rights under the rules of this Association, and no longer be allowed to hold any connection with it.

No compromise or agreement between any two persons starting horses, or their agents or grooms, not to oppose each other upon a promised division of the purse, shall be permitted; and no persons shall run their horses with a determination to oppose jointly any other horse in the race. In either case, upon satisfactory proof of such agreement, the Judges shall award the purse to the next best horse, and the persons offending shall never be permitted again to start a horse over this Course.

RULE XL.—*Patrol Judges.*—The President is authorized and empowered to appoint any member or members as Patrol Judges, when by him deemed necessary, and upon refusal of any member to serve, to assess against him a fine of not less than ten and not more than twenty dollars.

RULE XLI.—*Winner and Dead Heats.*—In the race BEST TWO IN THREE, a horse that wins two heats or distances the field, wins the race; in the race BEST THREE IN FIVE, the horse that wins three heats or distances the field, wins the race. In heats best two in three, a horse not winning one heat in three, shall not be entitled to start for a fourth heat; and in best three in five, a horse not winning one heat in five, shall not be allowed to start for a sixth heat. When thus prohibited from starting, a horse shall not be deemed distanced, and all bets on his being distanced, shall be void. A Dead Heat shall be considered a heat, except as against the horses that make it.

RULE XLII.—*Forfeits.*—Upon the failure of any one to pay a forfeit before a race, he shall be compelled to pay the amount of the entrance, as if his horse had started.

RULE XLIII.—*Persons Ruled off.*—Any person ruled off by any organized Racing Association, shall be considered ruled off by the Kentucky Association, and if reinstated by that Association, shall be reinstated by this; and it shall be the duty of the Secretary of this Association to notify the Secretary of all organized Associations of any one ruled off.

RULE XLIV.—*Walk Over.*—In the event of a walk over for any purse advertised to be run for on the Kentucky Association Course, the entire purse will be given to the horse walking over.

RULE XLV.—*Of the Beaten Horses.*—He shall be declared the best horse that wins a heat. Of beaten horses that have each won a heat, that one which is best in the LAST HEAT OF THE RACE, shall be declared best in THE RACE. Those not winning a heat shall be placed, and bets decided accordingly as they come to the stand at the termination of the race. If the winner of a heat is after-

wards distanced, he is beaten by those who save their distance. A horse distanced in a second heat, is better than one distanced in the first, and so on through the race.

RULE XLVI.—Drawing. No person shall be permitted to draw or sell his horse during the race, except by permission of the Judges, under the penalty of being excluded from the Club and Course, and not being allowed any participation in its racing hereafter. A drawn horse shall be considered distanced.

All horses entered for a purse race shall be under the control of the Judges from the time they are entered until the close of the race.

RULE XLVII.—Distance.—There shall be two Distance Judges appointed by the President, who shall repair to the Judges' stand after each heat, and report the distanced horses and any foul riding, if any have been observed by them. A horse whose head reaches the distance as soon as the winner reaches the winning post, shall not be considered distanced.

A horse who fails to bring in his proper weight, or is distanced from winning by foul riding, is to be deemed distanced.

The distance in a mile shall be . . .	50 yards.
“ “ 2 “ “ “ . . .	60 “
“ “ 3 “ “ “ . . .	80 “
“ “ 4 “ “ “ . . .	100 “

In match races there shall be a distance, unless the contrary be expressly stipulated by the parties.

RULE XLVIII.—Doubtful Age, Ownership, etc.—On suggestion of any doubts as to the age, ownership, etc., of any horse entered for a race, it shall be the duty of the Judges to inquire into the facts, and if satisfied that any rule of the Association is about to be violated, to exclude such horse from the race, and if the horse is permitted to run, from a doubt not being sustained, and any doubt remains on the minds of the Judges, the purse, if won by such horse, shall be withheld until the doubt is confirmed or done away with. On being eventually sustained, the purse shall be awarded and paid to the next best horse in the race.

RULE XLIX.—If any Fraud shall be discovered, by which the winner shall have been improperly paid the purse, such as a deception as to weight, age, ownership, partnership, etc., the Judges shall demand its restoration, and it shall be paid over to the owner of the next best horse. If not restored, the illegal holder of the purse, if a member, shall be expelled the Club, and he shall not be allowed

to hold any connection with it. If not a member, no horse which has been trained by him, or in which he may be interested, shall be allowed to start on this Course.

RULE L.—*Matches*.—In match races, the rules of this Association shall govern, unless the contrary be expressly stipulated.

RULE LI.—*Sweepstakes*.—All Sweepstakes advertised to be run over this Course, shall be subject to the cognizance of this Association; and no change of nominations once made shall be allowed after closing, unless by consent of all the parties. The Secretary shall receive all forfeits, and enforce the rules against all defaulters.

RULE LII.—*Quarter Stretch*.—No person, except those attending the horses, shall be allowed in the Quarter Stretch during the pendency of a heat, nor until the riders are weighed after its conclusion.

RULE LIII.—*If any Owner, Trainer, Rider, Starter or Attendant* of a horse shall use any threats or other improper language towards any Officer of the Association in the discharge of his official duties, the person so offending shall never be permitted to start, train, ride, turn, or attend a horse again on this Course.

RULE LIV.—*Gambling*.—No Gambling shall be permitted on the grounds of this Association, and the officers shall see that this rule is regarded.

RULE LV.—*No Female* shall be admitted within the Course or upon the Stands, unless she be under the escort of a gentleman.

BETTING.

1. All bets are understood to relate to the purse, if nothing be said to the contrary.
2. A bet upon the purse or heat is void, if the horse betted on does not start.
3. Where a bet is made against the field, it is understood to be one horse against as many as start; but one other must start, or it is no bet.
4. When both parties are present, either party has a right to demand that the money be staked before the horses start; and, if one refuse, the other may, at his option, declare the bet void.
5. If either party be absent on the day of a race (the money not being staked), the party present may declare the bet void, in the presence of respectable witnesses, before the race commences; but if any person offer to stake for the absentee, it is a confirmed bet.

RULES AND REGULATIONS OF THE NATIONAL ASSOCIATION

FOR THE PROMOTION OF THE INTERESTS OF THE AMERICAN TROT-
TING TURF.



ARTICLE I.—All trotting and pacing over the Courses of this Association shall be governed by the following rules:

ARTICLE II.—*Entries.*—All entries for premiums must be made under cover, enclosing the entrance money for purses and forfeits in sweepstakes, and then sealed and addressed to or deposited with the Secretary, or some person authorized to receive the same, at such time and place as the Association may have prescribed. Notices of intention to enter will be received by telegraph up to the hour advertised for closing; and all such entries shall be eligible, provided the entrance fee specified shall be paid in due course by mail, or otherwise.

An accurate and satisfactory description of each entry will be required, and shall be in the following form, to wit:

1. *Color.*—The color and marks shall be accurately given.
2. *Sex.*—It shall be distinctly stated whether the entry be a stallion, mare or gelding.
3. *Name.*—Every horse shall be named, and the name correctly and plainly written in the entry; and if the horse has ever trotted in a race under a different name within two years, such former name or names must be given. If a horse has trotted in any race, without a name, mention must be made in the entry of a sufficient number of his or her most recent performances, to enable persons interested to identify the horse; provided that it shall not be necessary to furnish any one association or proprietor with the same record the second time.

It shall be the duty of the Secretary, or other person authorized, to prepare the list of entries for publication, comprising all such information in a comprehensive manner, for the enlightenment of the general public and parties to the race; and all entries, as aforesaid, shall be opened and announced at a public meeting, of which reasonable notice by advertisement or otherwise, shall be given to the parties in interest.

A horse having once been named, shall not again start in a race on any Course in the United States or Canadas, without a name or under a different name, unless the foregoing provisions have been complied with.

4. *Name and Address.*—The post-office address in full of the person or persons in whose name an entry is made, and if he or they be not the owner, then that of the owner or owners also, must accompany each nomination.

5. *Double Teams.*—In all double team races, the entry must contain the name and description of each horse, in the manner provided for entry of single horses.

CONDITIONS.

1. A horse shall not be eligible to start in any race that has beaten the time advertised, prior to the closing of the entries for the race in which he is entered.

Horses shall not be eligible if the time specified has been beaten by them at a greater distance; that is, a horse having made two miles in five minutes is eligible for a 2.30 race, but not eligible for a race slower than that time.

2. As many horses may be entered by one owner, or as many horses trained in the same stable as may be desired, but only one that has been owned in whole or in part by the same person or persons, or trained in the same stable within ten days previous to the race, can start in any race of heats.

3. In all purses, three or more entries are required, and two to start, unless otherwise specified.

4. No purse will be given for a "walk over," but in cases where only one of the horses entered for any premium shall appear on the Course, he shall be entitled to his own entrance money and to one-half of the entrance money received from all horses entered for said premium.

5. Time made in single or double harness, at fairs, and on any track, whether short or not, shall constitute a record; but time

made under the saddle, shall not be a record in harness or wagon races.

6. The entrance fee shall be ten per cent. of the purse, unless otherwise specified; and any person refusing to pay his entrance dues upon demand by the proper authority, shall, together with his horse or horses, be suspended until they are paid in full.

7. No person shall be permitted to draw his horse after said horse has appeared on the track, saddled or harnessed, after having been summoned to prepare for the race, or *during* a race, except by permission of the Judges, under penalty of being expelled.

ARTICLE III.—*In case of Death.*—All engagements are void upon the decease of either party or horse, so far as they shall affect the deceased party or horse; but forfeits or matches made play or pay, shall not be affected by the death of a horse.

ARTICLE IV.—*Fraudulent Entries, or Meddling with Horses.*—Any person found guilty of dosing or tampering with any horse, or of making a fraudulent entry of any horse, or of disguising a horse with intent to conceal his identity, or being in any way concerned in such a transaction, shall be punished by the forfeiture of entrance money and expulsion; and any horse that shall have been painted or disguised, to represent another or a different horse, or shall have been entered in a purse in which he does not belong, shall be expelled.

ARTICLE V.—*Reward.*—A reward of \$50 will be paid to the person who shall first give information leading to the detection of any fraudulent entry and the parties thereto, to be paid out of the funds of the National Association for the Promotion of the Interests of the American Trotting Turf, by the Treasurer, upon recommendation of the officers of the Course where such fraudulent entry was made, provided that this shall not be construed to extend to Courses outside of this Association.

ARTICLE VI.—*Decorum.*—If any owner, trainer, rider, driver or attendant of a horse, or any other person, use improper language to the officers of the Course or the Judges in a race, or be guilty of any improper conduct, the person or persons so offending shall be punished by a fine not exceeding \$100, or by suspension or expulsion.

ARTICLE VII.—*Selection of Judges.*—There shall be chosen by the proper authority, three (3) competent Judges for the day or race, who shall understand the rules of this Association, and shall be held accountable for their rigid enforcement, and all their decisions shall be in accordance therewith. Any person having a bet

upon, or an interest, either direct or indirect, in any or either of the horses in a race, shall not be entitled to judge that race. In all match races these rules shall govern, unless the contrary be expressly stipulated and assented to by the club, association, or proprietors of the Course over which the race is to come off.

ARTICLE VIII.—*Power of Judges.*—The Judges of the day or race shall have power to appoint distance and patrol Judges; they shall decide all questions and matters of dispute between parties to the race that are not provided for in the Rules and Regulations, and shall have full power to inflict all fines and penalties provided by these rules.

They shall have entire control and authority over the horses about to start, and the riders or drivers and assistants of the horses, and any such person refusing to obey their orders, shall be punished by a fine not exceeding \$100, or by suspension or expulsion. No rider or driver shall cause unnecessary delay after the horses are called up, either by neglecting to prepare for the race in time, or by neglecting to come for the word, or otherwise; and when, in scoring, the signal is not given, all the horses in the race shall immediately turn at the tap of the bell, or other signal given, and jog back for a fresh start. If this rule is not complied with on the part of any rider or driver, the Judges may give the word without regard to the offending party or parties, and they may be punished by a fine not exceeding \$100, or by suspension not to exceed one year.

When any horse or horses keep so far ahead of others in scoring that the Judges cannot give a fair start, they shall give the offending party or parties notice of the penalties attached to such offensive conduct, and should they still persist, shall enforce said penalties. When the Judges are prevented from giving the word by a horse or horses being refractory, or from any other cause, they may, after a reasonable time, give the word without reference to the position of the refractory horse or horses, or may give them any position they think proper to facilitate the start. In all cases the word shall be given from the Judges' stand, and in no case shall a standing start be given. If the Judges have reason to suppose that a horse is being or has been "pulled," to fraudulently prevent his winning, they shall have power to substitute a competent and reliable driver or rider for the remainder of the race, and if the result of the succeeding heat or heats shall confirm their suspicion, the rider or driver so removed shall be punished by suspension or expulsion. When disputes and contingencies arise, which are not provided for in the Rules, the Judges shall have power to decide in such cases;

but in no case can there be a compromise in the manner of punishment, where the Rules express or name what the penalty shall be, but the same shall be strictly enforced.

Judges may require riders and drivers to be properly dressed.

ARTICLE IX.—*Judges' Duty.*—The Judges shall be in the stand fifteen minutes before the time for starting; they shall weigh the riders or drivers, and determine the positions of the horses, and give each rider or driver his place before starting. They shall ring the bell or give other notice ten minutes previous to the time announced for the race to come off, which shall be notice to all parties to prepare for the race at the appointed time, when all the horses must be ready, and any party failing to comply with this rule, shall be punished by a fine not exceeding \$100; or the horse may be ruled out by the Judges and considered drawn; but in all stakes and matches they shall be liable to forfeit. The Judges shall not notice or receive complaints of foul from any person or persons, except those appointed by the Judges for that purpose, and owners, riders or drivers in the race. The result of a heat shall not be announced until the Judges are satisfied as to the weights of the riders or drivers, and sufficient time has elapsed to receive the reports of the Distance and Patrol Judges. When the Judges are satisfied that a race is being or has been conducted improperly on the part of any rider or driver in a race, they shall punish the offender by suspension not to exceed one year, or by expulsion. If a horse is purposely pulled or broken, to allow another horse to win the heat, the horse so pulled or broken shall be distanced, unless such decision shall be deemed to favor a fraud, and the rider or driver shall be punished by suspension not to exceed one year, or by expulsion; but in case the Judges shall deem such decision as the above to favor a fraud, they shall declare that heat no heat, and shall substitute another driver or rider for the offending one.

The presiding Judge shall instruct the riders or drivers in relation to scoring and breaking, prior to the commencement of the race.

ARTICLE X.—*Distance and Patrol Judges.*—In all races of heats there shall be a Distance Judge, appointed by the proper authority, who shall remain in the distance-stand during the heats, and immediately after each heat shall repair to the Judges' stand, and report to the Judges the horse or horses that are distanced, and any act of foul, if any has occurred under his observation.

The Patrol Judges shall repair in like manner to the Judges' stand, and report any act of foul, if any has occurred under their

observation; the reports of the Distance and Patrol Judges shall be alone received.

ARTICLE XI.—*Accidents*.—In case of accidents, ten minutes shall be allowed, but the Judges may allow more time when deemed necessary and proper.

ARTICLE XII.—*Judges' Stand*.—None but the Judges of the race in progress, and their assistants, shall be allowed in the Judges' Stand during the pendency of a heat, except members of the Board of Appeals.

ARTICLE XIII.—*Power of Postponement*.—In case of unfavorable weather, or other unavoidable causes, each Association or proprietor shall have power to postpone to a future time all purses or sweepstakes or any race to which they have contributed money, upon giving notice thereof. No heat shall be trotted when it is so dark that the horses cannot be plainly seen by the Judges from the stand, but all such races shall be continued by the Judges to the next day, omitting Sunday, at such hour as they shall designate.

In all matches and stakes, the above rule shall govern, unless otherwise especially agreed between the parties and the Association or proprietors.

ARTICLE XIV.—*Starting and Keeping Positions*.—The horse winning a heat shall take the pole the succeeding heat, and all others shall take their positions in the order in which they came home in the last heat. When two or more horses shall make a dead heat, the horses shall start for the succeeding heat in the same positions they occupied at the finish of the dead heat. In coming out in the home-stretch, the foremost horse or horses shall keep the position first selected, or be liable to be distanced; and the hindmost horse or horses, when there is sufficient room to pass on the inside or anywhere on the home-stretch without interfering with others, shall be allowed to do so, and any party interfering to prevent him or them shall be distanced. If a horse should at any time cross or swerve on the home-stretch so as to impede the progress of a horse behind him, he shall not be entitled to win that heat.

If a horse, rider, or driver shall cross, jostle or strike another horse, rider or driver, or shall swerve, or do anything that impedes the progress of another horse, he shall not be entitled to win that heat; and if the impropriety was intentional on the part of the rider or driver, the horse that impedes the other shall be distanced, and the rider or driver shall be punished by suspension not to exceed one year, or by expulsion.

Although a leading horse is entitled to any part of the track,

except after selecting his position on the home-stretch, if he crosses from the right to the left, or from the inner to the outer side of the track, when a horse is so near him that in changing his position he compels the horse behind him to shorten his stride, or if he causes the rider or driver to pull him out of his stride, it is foul; and if, in passing a leading horse, the track is taken so soon after getting the lead as to cause the horse passed to shorten his stride, it is foul.

ARTICLE XV.—*Loud Shouting.*—Any rider or driver guilty of loud shouting or making other unnecessary noise, or of making improper use of the whip, during the pendency of a heat, shall be punished by a fine not to exceed \$25 for the first offence, and for the second offence by suspension during the meeting.

ARTICLE XVI.—*Horses Breaking.*—When any horse or horses break from their gait in trotting or pacing, their riders or drivers shall at once pull them to the gait in which they were to go the race, and any party refusing or neglecting to comply with this rule, shall lose the heat, and the next best horse shall win the heat; and all other horses shall be placed ahead in that heat, and the Judges shall have discretionary power to distance the offending horse or horses, and the rider or driver shall be punished by a fine not to exceed \$100, or by suspension not exceeding one year. Should the rider or driver comply with this rule, and the horse should gain by a break, twice the distance so gained shall be taken from him at the coming out. In case of a horse repeatedly breaking, or of running or pacing while another horse is trotting, the Judges shall punish the horse so breaking, running or pacing, by placing him last in the heat, or by distancing him. A horse breaking at or near the score shall be subject to the same penalty as if he broke on any other part of the track.

All complaints of foul by riders or drivers must be made at the termination of the heat, and before the rider or driver dismounts or leaves his vehicle by order of the Judges.

ARTICLE XVII.—*Fraudulent Collisions or Interference.*—In any case where a driver is run into and his wagon or sulky broken down without fault on his part, the heat shall be deemed no heat so far as the horses not in fault are concerned, but he who causes the breakdown may be distanced; and if the Judges find that it was done wilfully, the driver in fault shall be forthwith suspended or expelled, and his horse shall be distanced.

If by any outside interference or obstruction a vehicle is broken

down and the horse prevented from winning a heat, that heat shall be deemed no heat.

ARTICLE XVIII.—*Relative to Heats, and Horses eligible to start.*—In heats, one, two, three or four miles, a horse not winning one heat in three shall not start for a fourth unless such horse shall have made a dead heat. In heats best three in five, a horse not winning a heat in five shall not start for a sixth, unless said horse shall have made a dead heat. But where eight or more horses start in a race, every horse not distanced shall have the right to compete until the race is completed.

A dead heat shall be considered a heat as regards all excepting the horses making such dead heat, and those only shall start for the next heat that would have been entitled had the heat been won by either horse making the dead heat. A horse prevented from starting by this rule shall not be distanced, but ruled out.

A horse must win a majority of the heats which are required by the conditions of the race, to be entitled to the purse or stakes, unless such horse shall have distanced all others in one heat, except when otherwise provided in the published conditions.

ARTICLE XIX.—*Placing Horses.*—Horses distanced in the first heat of a race shall be equal, but horses that are distanced in any subsequent heat shall rank as to each other in the order of the positions to which they were entitled at the start of the heat in which they are distanced, and in deciding the result of any race between the horses contending in the last heat thereof, the relative position of each horse so contending shall be considered as to every heat in the race; that is, horses having won two heats, better than those winning one; a horse that has won a heat, better than a horse only making a dead heat; a horse winning one or two heats and making a dead heat, better than one winning an equal number of heats but not making a dead heat; a horse winning a heat or making a dead heat and not distanced in the race, better than a horse that has not won a heat or made a dead heat; a horse that has been placed "second" twice, better than a horse that has been placed "second" only once, etc.

When two or more horses shall be equal in the race at the commencement of a final heat thereof, they shall rank as to each other as they are placed in the decision of such final heat.

In case these provisions shall not give a specific decision as to second and third money, etc., the Judges of the race are to make the awards according to their best judgment and in conformity with the principles of this rule.

ARTICLE XX.—*Time between Heats.*—The time between heats shall be twenty minutes for mile heats; and for mile heats, best 3 in 5, twenty-five minutes; and for two-mile heats, thirty minutes; for three-mile heats, thirty-five minutes; and should there be a race of four-mile heats, the time shall be forty minutes.

After the first heat, the horses shall be called five minutes prior to the time of starting.

ARTICLE XXI.—*Heats in which the Time is null and void.*—If for any cause a heat shall be taken away from a horse that comes in ahead, the heat shall be awarded to the next best horse, and no time shall be given out by the Judges, or recorded against either horse, and the Judges may waive the application of the rule in regard to distances in that heat, except for foul riding or driving.

ARTICLE XXII.—*Weights and Weighing.*—Every horse starting for purse, sweepstakes or match, in any trotting or pacing race, shall carry, if to wagon or sulky, 150 pounds, exclusive of harness; and if under the saddle, 145 pounds, the saddle and whip only to be weighed with the rider.

Riders and drivers shall weigh in the presence of one or more of the Judges previous to starting for any race, and after each heat shall come to the starting stand and not dismount or leave their vehicle without permission of the Judges. Any party violating this rule may be distanced. But a rider or driver thrown or taken by force from his horse or vehicle, after having passed the winning-post, shall not be considered as having dismounted without permission of the Judges; and if disabled may be carried to the Judges' stand to be weighed, and the Judges may take the circumstances in consideration and decide accordingly.

ARTICLE XXIII.—*Handicaps and Miscellaneous Weights.*—In matches or handicaps, where extra or lesser weights are to be carried, the Judges shall carefully examine and ascertain before starting, whether the riders, drivers or vehicles are of such weights as have been agreed upon or required by the match or handicap; and the riders or drivers who shall carry during the race and bring home with them the weights which have been announced correct and proper by the Judges, shall be subject to no penalty for light weight in that heat, provided the Judges are satisfied of their own mistake, and that there has been no deception on the part of the rider or driver who shall be deficient in weight; but all parties thereafter shall carry the required weight.

ARTICLE XXIV.—*Size of Whips.*—Riders and drivers will be allowed whips of the following lengths: for saddle horses, 2 ft. 10 in.;

sulkies, 4 ft. 8 in.; wagons, 5 ft. 10 in. Double teams, 6 ft. 6 in.; tandem teams and four-in-hand, unlimited.

ARTICLE XXV.—*Distances*.—In heats of one mile, 80 yards shall be a distance. In heats of two miles, 150 yards shall be a distance. In heats of three miles, 220 yards shall be a distance. In heats of one mile, best 3 in 5, 100 yards shall be a distance. Except in heats where eight or more horses contend, then the distance shall be increased one-half.

All horses whose heads have not reached the distance-stand as soon as the leading horse arrives at the winning-post, shall be declared distanced, except in cases of unavoidable accidents, when it shall be left to the discretion of the Judges.

ARTICLE XXVI.—*Purse or Stake Wrongfully Obtained*.—A person obtaining a stake or purse through fraud, shall return it to the Treasurer on demand, or be punished as follows:—He, together with all the parties interested, and the horse or horses, shall be expelled until such demand is complied with.

ARTICLE XXVII.—*Protests*.—Protests may be made verbally before or during a race, and shall be reduced to writing, and shall contain at least one specific charge and a statement of the evidence upon which it is based, and shall be filed with the Judges, Association or Proprietor before the close of the meeting. The Judges shall, in every case of protest, demand that the rider or driver and the owner or owners, if present, shall immediately testify under oath, in the manner hereinafter provided; and in case of their refusal to do so, the horse shall not be allowed thereupon to start in that race, or any heat thereof, but shall be considered and declared ruled out.

But if they do comply and take the oath, as herein required, then the Judges shall allow the horse to start, or continue in the race, and the premium, if any is won by that horse, shall be retained a sufficient length of time (say three weeks), to allow the parties interested a chance to sustain their protest.

Associations or Proprietors shall be warranted in retaining the premium of any horse in the manner herein mentioned, if at any time before it is paid they shall receive information in their judgment tending to show fraud.

Any person found guilty of protesting a horse without cause, or with intent to embarrass a race, shall be punished by a fine not exceeding \$100, or by suspension not to exceed one year, or by expulsion.

The required oath shall be in the following form, to wit :

I,
of _____ in the county of _____
State of _____
on oath depose and say,
that I am the _____ of the _____
called _____ the same entered in
a purse for horses that have never trotted better than
minutes and _____ seconds, to be trotted this
day on this Course, and the same that has been protested, and to
which this affidavit is in answer, hereby declare and affirm that *to
the best of my knowledge and belief*, said before-mentioned horse is
eligible to start or compete in the race aforesaid, according to the
Rules of this Course; and that I fully believe all the provisions and
conditions required in the Rules and Regulations for the govern-
ment of trials of speed over this Course, were fully and honestly
complied with in making the entry aforesaid.

Given under my hand, at _____ day of _____
this _____

A. D. 187

Subscribed and sworn to before me,
day of _____ A. D. 187

Justice of the Peace.

ARTICLE XXVIII.—*A race “to go as they please.”*—When a race is made to go as they please, it shall be construed that the performance shall be in harness, to wagon or under the saddle; but after the race is commenced no change shall be made in the mode of going.

ARTICLE XXIX.—*A race “in harness.”*—When a race is made to go in harness, it shall be construed to mean that the performance shall be to a sulky.

ARTICLE XXX.—*Trotting Horse and Running Mate.*—A race wherein a trotting horse goes with a running mate shall not create a record for time as a trotting performance.

ARTICLE XXXI.—*A race made and no distance specified.*—When a race is made and no distance specified, it shall be restricted to the following distances, viz. : one mile and repeat; mile heats, best 3 in 5; 2 miles and repeat; or 3 miles and repeat; and may be performed in harness, to wagon, or under the saddle.

ARTICLE XXXII.—*Matches against Time.*—When a horse is matched against time, it shall be proper to allow any other horse to

accompany him in the performance, but not to be harnessed with, or in any way attached to him.

In matches made against time, the parties making the match shall be entitled to three trials, unless expressly stipulated to the contrary, which trials shall be had in the same day; the time between trials to be the same as the time between heats in similar distances.

ARTICLE XXXIII.—*When Matches become Play or Pay.*—In all matches made to come off over any of these Courses, the parties shall place the amount of the match in the hands of the stakeholder one day before the event (omitting Sunday) is to come off, at such time and place as the Club, Association or Proprietor, upon application may determine, and the race shall then become play or pay.

ARTICLE XXXIV.—*Age of Horses—how reckoned.*—The age of a horse shall be reckoned from the first day of January preceding the period of foaling.

ARTICLE XXXV.—*A Green Horse.*—A green horse is one that has never trotted or paced for premiums or money, either double or single.

ARTICLE XXXVI.—*Horses sold with Engagements.*—The seller of a horse sold with his engagements has not the power of striking him out. In case of private sale, the written acknowledgment of the parties that the horse was sold with engagements is necessary to entitle the buyer to the benefit of this.

ARTICLE XXXVII.—*Suspension.*—The words suspended or suspension, wherever they occur in these rules, shall be construed to mean suspension from entering, riding, driving, training or assisting on the grounds of any Course represented in this Association.

ARTICLE XXXVIII.—*Expulsion.*—The words expelled or expulsion, wherever they occur in these rules, shall be construed to mean unconditional expulsion from all the Courses represented in this Association.

ARTICLE XXXIX.—*Right of Appeal.*—Any person who has been subjected to any of the penalties provided by these rules, can appeal from the decision of the Judges to the Association or Proprietors, upon whose grounds the penalty was imposed, and from their decision can appeal to the Board of Appeals, provided they shall do so within one week from the announcement of such decisions, and provided also that where the penalty was a fine it shall have been previously paid.

ARTICLE XL.—*Fines.*—All persons who may have been fined

under these rules, unless they pay them in full on the day of assessment, shall be suspended until they are paid in full.

All fines shall be paid to the Association or Proprietor on whose grounds they were imposed, and by them shall be paid to the Treasurer of the National Association upon demand.

BY - L A W S

OF THE NATIONAL ASSOCIATION FOR THE PROMOTION OF THE INTERESTS OF THE AMERICAN TROTTING TURF.

1. *Name.*—This Association shall be known under the name of the “National Association for the Promotion of the Interests of the American Trotting Turf.”

2. *Object.*—This Association shall have for its principal object, the prevention, detection and punishment of frauds on the trotting turf of America, and to elevate the standard of trotting.

3. *Officers.*—The officers of this Association shall consist of a President, as many Vice-Presidents as there are associated Courses represented, Secretary and Treasurer. The duties of the Secretary and Treasurer shall be discharged by one and the same person.

4. *President.*—The President shall be a member of the Board of Appeals, and when present shall preside at all meetings of the Association and the Board of Appeals, and shall have the casting vote at such meetings.

5. *Vice-Presidents.*—It shall be the duty of the Vice-Presidents to see that the Secretary is furnished with a statement of all official acts of the executive officers of their respective Courses, relating to this Association; and at the end of the trotting season each year, to prepare a review of the whole, together with an official summary of all races upon their respective Courses; said summary shall contain the date, the amount or value of the purse, match or sweepstake, the full terms and conditions of the race; the name of the person nominating each horse, the name of each driver, and the color, sex and name of each horse entered; the position of each and every horse in each heat, the drawn, distanced and ruled out horses; the official time of each and every heat, the names of the Judges, and such notes and remarks as are necessary for a plain comprehension of the whole. They shall also furnish a list of all persons that have been fined, suspended or expelled, together with the amount of fines and

term of suspension ; and shall furnish a list of the officers of their respective Associations or Courses, with their Post Office address.

6. *Secretary and Treasurer.*—It shall be the duty of the Secretary, when present, to act as Secretary at all meetings of the Association and Board of Appeals. He shall keep a record, to be kept in a book for that purpose, of all the proceedings of such meetings, and by order of the President, call all meetings of the Association and Board, and attend to all correspondence relating to the affairs of the Association. He shall furnish each associated Course with a written or printed copy of the proceedings of all the meetings of the Association and Board of Appeals, and at the close of each year he shall compile and arrange an official record which shall contain the proceedings in detail of all meetings of this Association and Board of Appeals during the year ; a complete record of all races over each and all the associate Courses ; a complete list of persons and horses that have been fined, suspended or expelled, together with the amount of fines and term of suspension, and such other matters as may be of interest and service to the Association. Of the matter so collected, he shall have prepared at least one printed copy for each of the associated Courses, and as many more as the Board of Appeals may, in their judgment, deem expedient ; said last-mentioned copies to be disposed of by sale for the benefit of the Association, or in such other manner as the Board of Appeals may direct :

And in his capacity as Treasurer, he shall receive and take charge of all moneys that may be due to the Association, and make therefrom such disbursements in payment of demands growing out of the legitimate transactions of the Association, as may be sanctioned by the Board of Appeals. He shall keep full, accurate and distinct accounts of his receipts and disbursements, and shall prepare a statement at the end of each year (and as much oftener as the Board of Appeals may require), showing the receipts, expenses, and the financial condition of the Association.

7. *Board of Appeals.*—The Board of Appeals shall consist of nine (9) members, of whom the President shall be one, and shall have semi-annual meetings at the office of the Secretary, viz. : the second Tuesday in July and January. Special meetings may be called whenever deemed necessary by the President ; and at all meetings, whether regular or special, four (4) members of the Board shall constitute a quorum for the transaction of business. Due notice of all meetings, in manner provided for notice of Association meetings, shall be given by the Secretary to each member of the Board.

The Board of Appeals shall have the general management, con-

trol and superintendence of the affairs of this Association, subject to the Rules, Regulations and By-Laws, and to the Secretary must be addressed all charges against any member of this Association. They shall examine all evidence of fraud or other matters relating to the turf that is brought before them, and shall take such measures to ascertain the truth or falsity of all charges as in their judgment is deemed necessary and proper.

The Board of Appeals shall have power to call a new congress whenever deemed necessary to alter, annul, amend or add to these rules. They shall also be entitled to the privilege of honorary membership on the grounds and premises of all the associated Courses.

8. *Delegation.*—A delegation to a general congress shall consist of one or more persons, not exceeding three, duly authorized in writing by the President or Secretary of their respective Associations, or proprietor or proprietors of individual Courses.

9. *Admission of Members.*—All applications for admission to this Association must be made in writing, duly signed and addressed to the Secretary of the Board of Appeals, who alone are authorized to admit members. All new members shall abide by all previous action of this Association, a copy of which shall be furnished them by the Secretary.

10. *Fee of Membership.*—The fee of membership shall be determined by the Board of Appeals, and shall be payable on or before the first day of February, in each year.

11. *Forfeiture of Membership.*—An Association having once been admitted shall continue a member upon the prompt payment of dues for the succeeding year, on or before its commencement, unless expelled by vote of the Board of Appeals, for a disobedience of the Rules and Regulations or By-Laws of this Association.

12. *Duties of Members.*—It shall be the duty of each member to see that the Rules, Regulations and By-Laws of this Association are rigidly enforced upon their respective Courses.

Members shall in no case allow their Courses to be used for other than legitimate exhibitions, and they shall be held responsible for any violation of the rules of this Association.

They shall keep on file all letters, entries and communications relating to their respective Courses, for future reference.

They shall furnish each owner, trainer, rider or driver, with a copy of the rules of this Association, if so requested, and shall have at least one copy posted in some conspicuous place in the Judges' stand for the convenience of the Judges.

13. *Clerk of the Course.*—It shall be the duty of each member to provide the services of a competent person to assist the Judges in each and every race upon their respective Courses, who shall be styled the Clerk of the Course. He shall understand the rules of this Association, and be able to give any information in regard to them that may be required by the Judges.

He may assist in weighing riders or drivers, assigning the position of horses before the race, or other similar duties at the request of the Judges; and shall keep a book in which shall be recorded a description of the dress of each rider, and the weight carried; he shall note the time a heat is finished, and shall notify the Judges, or ring the bell at the expiration of the time allowed between heats; he may assist the Judges in placing the horses at the finish of a heat.

He shall record in a book to be kept for that purpose, an account of every heat, in the following form, to wit: First—all horses entered and the name of the riders or drivers; next, the starting horses and the positions assigned them; next, a record of each heat, giving the position of each horse at the finish, then the official time of each heat, and at the end, an official summary of the race, giving the drawn, distanced and ruled-out horses, if any there be. He shall record all protests, fines, penalties and appeals. This book shall be signed by the Judges and shall constitute the official record.

14. *Annual Meetings.*—The annual meetings of this Association shall be held the first week in February in each year, at such place as may be chosen at the annual meeting next preceding; a written or printed notice of each meeting shall be mailed, postage paid, and addressed by the Secretary to each member, at least thirty days prior to said first week in February, and only those Associations or Courses shall be entitled to be represented at such annual meetings as may, according to the books of the Association, have been members for six months next preceding such meeting. Each member shall be entitled to one vote, and they may vote by delegates duly authorized, or in writing, as they prefer.

15. *Special Meetings.*—Special meetings of the Association shall be called by the Secretary, whenever requested by the Board of Appeals, or in writing by a majority of the members, and fifteen days notice shall be given by the Secretary, to each member, of special meetings in the manner provided for notice of annual meetings; one-fourth of the members shall be represented to constitute a quorum for the transaction of business.

16. *Election of Officers.*—The President and Board of Appeals shall be chosen at the Inaugural meeting of the Association, and annually thereafter, and shall retain their respective offices until a successor is appointed. In case of the resignation or death of any of their members, the Board of Appeals shall have power to fill vacancies until the next election.

The Vice-Presidents shall be chosen annually by the executive officers of their respective Associations or Courses, in such manner as they may elect, and shall retain their office until a successor is appointed. Notice of all such elections shall be given to the Secretary of this Association within thirty (30) days thereafter.

The Secretary and Treasurer shall be elected by the Board of Appeals, and shall hold his office until a successor is appointed.

17. *Entries.*—The hour for closing the entries of all purses or premiums offered by any of the associated Courses shall be 9 o'clock, P. M. All letters or entries bearing postmark the date of closing, shall be eligible.

18. *Fines.*—All fines shall revert to the National Association, and shall be paid to the Treasurer upon demand.

19. *Length of Tracks.*—All members of this Association shall, upon demand, furnish the Secretary with the statement of a competent civil engineer, who shall certify under oath the exact distance of their respective tracks, measured just three feet from the pole, that is to say, the inside fence or ditch. These certificates shall be endorsed by the proper officer of the Course designated, and shall be placed upon the records of this Association.

20. *By-Laws.*—Each Association may be governed by its own By-Laws, provided they do not conflict with these, or with the Rules and Regulations adopted by this Association.

These By-Laws may be amended whenever required by two-thirds of the members, but notice of such amendment shall be given in the call of the meeting, at which they are to be submitted.

BETTING RULES.

In framing and organizing the Rules of the National Association for the Promotion of the Interests of the American Trotting Turf, the Convention omitted all reference to betting, but the committee appointed and empowered by the Convention have adopted the following rules which shall control all bets over the different Courses:

1. All decisions of purses, premiums, matches or sweepstakes,

or division thereof, and all pools and bets, must follow the decision of the Judges, from which there shall be no appeal; and no pools or bets shall be declared off except for fraud.

2. If a race is postponed, it shall not affect the pools or bets that may have been made on it. They shall stand until the race comes off, unless the contrary shall be agreed on between the parties betting; provided the race takes place within eight days of the time first named; after which time all bets and pools are drawn, unless play or pay.

3. When any change is made in the conditions of a race, all pools and bets made previous to the announcement of the change shall be null and void.

4. When a bet is made on one horse against the field, he must start or the bet is off, and the field is what starts against him; but there is no field unless one start against him.

5. In pools and betting, the pool stands good for all the horses that start in the race; but for those horses that do not start, the money must be returned to the purchaser.

6. In races made play or pay, outside bets are not play or pay unless so made by the parties.

7. All bets are void on the decease of either party, but in case a horse should die, play or pay bets made on him stand.

8. If a bet is made on any number of straight heats, and there is a dead heat made, the heats are not straight, and the party betting on straight heats loses.

9. If in any case the Judges declare a heat null and void, it does not affect the bets as in case of a dead heat as to winning in straight heats.

10. When a race is coming off, and a party bets that a heat will be made in two minutes and thirty seconds (2.30) and they make two thirty (2.30) or less, he would win. If he bets they will beat two minutes and thirty seconds, (2.30), and they make exactly two thirty (2.30), he loses; but if he takes two minutes and thirty seconds (2.30) against the field, and they make exactly two thirty (2.30) it is a tie, or draw bet. All time bets to be decided accordingly.

11. In a double event—where there is no action on the first race in order, in consequence of forfeit or other cause, the bet is off; but where there is an action on the bet, and the party betting on the double event shall have won the first, the bet shall then stand as a play or pay bet for the second event.

12. If a bet should be made during the contest of a heat that a

named horse will win that heat, and he makes a dead heat, the bet is drawn; but if after the horses have passed the score, a party bets that a certain named horse has won the heat, and the Judges declare it a dead heat, the backer or the named horse loses.

13. In races between two or more horses, of a single dash at any distance, which result in a dead heat, it is a draw between the horses making the dead heat, and bets between them are off; and if it is a sweepstakes, the money of the beaten horses is to be divided between the horses making the dead heat.

14. When a bettor undertakes to place the horses in a race, he must give a specified place as first, second, third, and so on. The word "last" shall not be construed to mean "fourth and distanced," if four start, but "fourth" only, and so on. A distanced horse must be placed "distanced."

15. Horses shall be placed in a race and bets decided as they are placed in the official record of the day; provided that where a horse comes in first and it is afterwards found that he was disqualified for fraud, the bets on him shall be null and void, but pool sellers and stake holders shall not be held responsible for moneys paid by them under the decision of the Judges of the race.

16. Bets made during a heat are not determined until the conclusion of the race, if the heat is not mentioned at the time.

17. Either of the bettors may demand stakes to be made, and, on refusal, declare the bet to be void.

18. Outside bets cannot be declared off on the Course unless that place was named for staking the money, and then it must be done by filing such declaration in writing with the Judges, who shall read it from the stand before the race commences.

19. Bets agreed to be paid or received, or bets agreed to be made or put up elsewhere than at the place of the race, or any other specified place, cannot be declared off on the Course.

20. Bets on horses disqualified and not allowed to start are void, unless the bets are play or pay.

21. A bet cannot be transferred without the consent of parties to it, except in pools.

22. When a bet is made on a horse's time, it shall be decided by the time made in a public race; he going single and carrying his proper weight.

23. When a horse makes time on a short track, it shall not constitute a record for the decision of bets, but only as a bar for entrance in races.

24. Horses that are distanced or drawn at the conclusion of a

heat are beaten in the race by those that start afterward. A horse that is distanced in a heat is beaten by one drawn at the termination of the same heat.

25. A person betting odds has a right to choose a horse or the field.

26. All bets relate to the purse, stake or match, if nothing to the contrary is specified at the time of making the bet.

27. Parties wishing all the horses to start for a bet, must so name it at the time the bet is made.

28. When the Judges declare a heat null and void, all bets on that heat shall stand for decision on the next, and it shall not constitute a record for any purpose.

29. All pools and bets shall be governed and decided by these rules, unless a stipulation to the contrary shall be agreed upon by the parties betting.

30. Should any contingencies occur not provided for by these rules, the Judges of the day shall decide them.

31. When a horse which has not been sold in the pools wins the race, the best horse sold in the pools wins the money.

32. Horses that are not placed in the race are equal.

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