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THE

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THIS Collection of Practical Works contains a mass of authentic and useful information on various departments of industry, illustrated with numerous explanatory woodcuts, and embodying in a cheap form the knowledge which young persons especially require to qualify them for their particular duties in active life.

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LONDON

HOULSTON AND WRIGHT, 65 PATERNOSTER ROW.

THE GROOM.

CHAP. I.

MANY years ago I was travelling from Hastings to Town, outside a stage, when the coach was hailed a few miles from Seven-oaks, by an elderly man, who inquired the fare to London; the coachman demanded seven shillings; the man offered six, and after much chaffering, which the patience of the passengers could ill brook, it was agreed that six-and-sixpence should be paid, whereupon the stranger took his place beside me. There was nothing very prepossessing in his appearance, and still less in his conversation. I therefore did not join in it, but continued to read a book which I had brought with me to beguile the journey, till my attention was arrested by some very strong and violent language that I could not help rebuking with severity; he felt the justice of my reproof, and was silenced; the whole conversation with our fellow-travellers was broken off, and by way of putting an end to the unpleasant pause that followed (for I felt that, however justly, I had interrupted a discussion that was interesting to others, though maintained in coarse and offensive language), I asked the stranger, who was the

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owner of a magnificent residence which we were then passing at Riverhead? I could not repress my astonishment when he answered that it belonged to himself! 'To you, Sir! why it is scarcely an hour since you detained us all, much against our inclination, while you bargained with the coachman for sixpence!'

'Very true, Sir! and had I not been very careful of every sixpence, I could not have even paid for a single handle on the locks of that house, for every one of them is made of crystal, and cost me a guinea.'

My impression was that the man was hoaxing me, and asserting the traveller's privilege of lying; it was not my business however to tell him so, and therefore I resumed my book; but I had given him a fair opening for loquacity, and he seemed resolved to take advantage of it.

'I see that you don't believe me, Sir; but though you did find fault with me for swearing just now, and I don't say you were wrong, I am not a liar, and should be sorry to be thought one.'

'Well, my friend, if you own to one fault, you have a right to maintain your innocence of another; the house is certainly not mine, and therefore it may be yours, for anything I know or care; but I should like to hear how you became entitled to it.'

'Very easily, Sir; I wish every body else had as good a title to his house; I built it on my own land, with my own money, and I got my money by my own industry.'

Accident had brought me into contact with

'a character as it is called, and the study of character is always more amusing than the description of it, though Shakspeare himself be the dramatist; so I closed my volume, and entreated my companion to tell me his history. He felt the request to be complimentary, and complied without hesitation:—

'Aye, Sir, sixpence is of more value than some folks think; I mean no offence, Sir, but you are a young man yet, and in return for your sermon about swearing, I advise you never to throw away sixpence. I never shall forget the first I earned. I wanted it very bad then, and sometimes I want it now, though I did build that great house, and it cost me near upon ten thousand pounds. But I earned my first sixpence easy enough. A gentleman gave it me for holding his horse for him, when I was only ten years old: it was a cross-grained brute, and the gentleman had given it to a beggar to hold while he went into a house: the beggar could not keep the animal quiet, and he broke away from him, for he had both reins in his hand and kept pulling at the curb till he made the horse rear bolt upright. I saw what was the matter, and when we caught him again, I asked the beggar to let me take him; he was too glad to do so, for he was afraid of him; so I took him softly by the snaffle, and coaxed him a little till I brought him quiet again. The gentleman saw it all from the window, and when he came out, he gave me sixpence and asked my name. I little thought what it would lead to. I told him my name, but I could not say

where I lived, for I had run away from my father's house only the day before, with nothing in my pocket but a bit of bread, and I had tasted nothing else for twenty-four hours. Father was a farmer near Deal, but he lived more by smuggling than farming: I used to work in his stable, so I was not strange to a horse, and that was the reason of my knowing how to hold the gentleman's; but I soon lost my mother, and when father married again, both he and his wife ill-treated me, so I determined to run away and shift for myself.

'When the gentleman found I was obstinate, and would not say where I lived, he gave me his card, and told me that if I came to London, he would find me some employment, if I behaved well. It was a long time before I reached London; for though it was my plan to go there, my sixpence was soon spent, and at the public house where I laid out the last penny for a glass of beer, I found that the pot-boy was leaving, and I asked them to take me in his place. I was so young that they did not much like it, but I begged hard, and they gave me a trial, and there I contrived to pick up a few shillings, and learnt a great deal more about horses than I knew before. I stayed with them more than a year, and might have been there still perhaps, but master died, and his widow could not go on with the business, so I was obliged to seek another place. But I was not long this time in getting one. Two Quaker ladies lived in the village, and I had often taken beer to their house. They were very kind, and I asked them

for a situation ; they kept a little chaise, but the gardener complained that he could not attend to the pony and the garden too, without help, and they took me on to help him. I should have done very well there, but when they wanted the chaise, the gardener wanted me in the garden, and when they told me to weed the flowers, the gardener set me to work to clean the stable; so between the one and the other, I gave satisfaction to neither, and I resolved to try my luck elsewhere. I acquired one habit here, however, which has served me in good stead all the rest of my life. I was very dirty and untidy in my ways till I became servant to these Quaker ladies, and I don't know well how I could be otherwise with the life I had led: they taught me to read and write, and were so particular about my being neat and clean, that I almost looked like a Quaker myself. I remained in this service more than a year, and was getting on for thirteen, with two decent suits of clothes, and nearly four pounds in my pocket, when I left them. I thought this a fortune, but it was by little care of mine that I saved it, for the good ladies would never let me have my money, except sixpence now and then, till I left them ; and I don't believe they would have let me go, if they could have helped it, for I was a greater favourite than the gardener, though they were so used to the old man, that they could not do without him, and always took his word against mine that I was idle, while in fact I did half his work. When I told them that I was going to London, they gave me another pound, and a letter to

some of their friends to find me a place; but I never used it. I had been given a Bible as soon as I could read it, and in this I always kept the gentleman's card. I was bent on finding him out, and I did so, but not for some time, as he was in the country when I arrived in town. I found work, however, as helper in a livery-stable, and had I stayed there very long, I should have lost all my money, for I was fool enough to boast of it. They did not rob me, yet one borrowed half-a-crown, and another five shillings, till it was reduced to between two and three pounds. I made up for this in another way, for I learnt to ride a horse, and to drive a pair, and to pick out my way about Town a little: so that when at last I found the gentleman at home, I was fit for work in his stables. He engaged me, after writing to the Quaker ladies—and to cut a long story short, I will only tell you that I remained with him as stable-boy, footman, and afterwards butler, for more than twelve years. It was many, many years after this, that one rainy day I took up my old master in my own carriage from Riverhead to London, having overtaken him walking on the road. I knew him, though he had forgotten me.

'Well! while in his service I did what was thought a very foolish thing. I married his cookmaid; it *was* a foolish thing, though it turned out happily for me in the end. I was obliged to leave my service, where both of us had saved a little money, and we employed it in opening a green-grocer's shop in Fleet Market; but we did not understand the trade, and soon

lost all our money; I never shall forget the heavy heart with which we quitted the shop to look out for some new means of subsistence, with scarcely a shilling in our pockets, and little more than the bed we slept in, and the clothes on our backs: but we were still young, light-hearted, and, better than all, we loved each other. In my late master's service I had learnt to clean glass, and I found employment in this way in the shop of a very eminent glass-man. While with him, I have cleaned the lustres and chandeliers in all the royal palaces, and in the houses of half the nobility in London. My wife occupied a small lodging at the back of the warehouse, where she opened a shop for grocery.

'There was a very extensive manufactory facing our lodgings, and my wife, who was a managing woman, observed that the workmen daily left at twelve o'clock, to go home to their dinners. Some of them occasionally bought tea, or sugar, or cheese, at our shop, and when she became a little acquainted with them and their ways, she found that many of them had to walk a distance of one or two miles to their homes, or else go to the expense of dining at public houses. It struck her, that if she could dress a little meat or pudding for them, it might obtain their custom, and increase our profits. We talked the matter over, and my master encouraged us to make a trial of it by lending us a few pounds to begin with. We succeeded beyond our warmest expectations; trade grew upon us so fast, that, saving as we were, we had

not capital to meet it, till my kind employer lent us two hundred pounds: that is the reason, Sir, why every handle in my house is made of crystal. When I built it, I ordered every one of them at his shop to show my gratitude, though I very soon repaid him all his money with interest. But we are drawing towards my journey's end, and I must be short; I remained in the glass trade for ten years, and then I again began trade for myself, though in an odd way. I opened a kitchen, where I had twelve fires, or rather furnaces, daily at work from morning till night, and night till morning. When the Emperor Alexander and the King of Prussia were here, they came with old Prince Blucher to see my kitchen, and took their luncheon there; and so large was my business, that in one day during the war, I took more than seventy pounds at my counters in copper alone! But I should never have done this, with all my good luck, had I not always saved sixpence where I could.'

The old gentleman then kindly invited me to take a luncheon at his kitchen, instructed me how to dress a ham, either for sale or my own table, and took his leave in such good-humoured self-complacency, that, notwithstanding his concluding advice, he actually gave sixpence to the coachman. I made a point of inquiring into the truth of his strange narrative, and I found, that though in a few particulars it was exaggerated, yet it was substantially correct. He had, indeed, suppressed a circumstance far more to his credit than even his energetic perseverance. He had educated his two sons with such

liberality and good sense, that one of them is a respected clergyman, and the other an eminent physician. Out of respect to them I conceal the name, because, though they are, doubtless, above such false shame as to despise their humble origin, the world is not so liberal, and the disclosure might be of professional injury to them. The tale, however, is too pregnant with instruction to those for whom I am writing, not to form a useful introduction to the following pages.

It cannot happen to all, nor is it desirable that it should, that they should thus be raised, even by their own talents and self-denial, above the sphere of life in which God has originally placed them; but it *may* happen to any, and it is a fair stimulus to virtuous industry, to find that there is no situation, however menial, or however apparently hopeless, which does not admit of improvement and great advance in wealth and station, if its duties are properly discharged, and performed with becoming zeal and prudence.

CHAP. II.

There is something very attractive to the eyes of lads in the smart, gay appearance of a spruce young groom: his neat riding frock, his clean white leathers, and jockey-boots, well set off by silver spurs, show him to great advantage; especially if mounted on a sprightly horse

that he is able to manage. Yet there are few departments of domestic service that require so much information, and so much address in making use of it, as the place of groom, if he understands and does his business as he ought to do. If he acquires a perfect knowledge of it, he has a better chance of improving his circumstances, like my travelling acquaintance whose story I have just given, than many of his fellows; but I must premise to my young readers, that though to dress tidily and ride well are no slight accomplishments for service of this kind, they are the very least part of what they have to learn, before they can be considered perfectly qualified for their duty.

It is not every boy of fifteen that is fit for the place of groom, and as no man can do his work properly if he labours under any natural incapacity for it, it is prudent to ascertain that point before we select our occupation for life. Two essential points are requisite to make a good groom: he must possess a fair share of personal courage combined with bodily activity, and not exceed the middle stature. A light weight is usually reckoned at nine stone and under: unless employment is sought in racing stables, which I cannot say is a good quarter in which to look for it, eleven stone would not disqualify a man for the service; but where his weight exceeds this, the stable is not his proper place.

By personal courage, I do not mean that reckless, bullying disposition which is fond of scenes of riot and quarrelling, merely to display indif-

ference to the pain of a broken head; there is very little of true courage in hardihood of this kind, and both at school and in the world, I have often witnessed it combined with much nervous timidity on occasions of real danger: I mean by courage, that manly presence of mind which is not only insensible to ordinary hazard, but readily devises the means of extrication and self-protection, when the person is unexpectedly exposed to serious risk. One example will illustrate the value of this quality, and the way in which a groom's occupation may particularly require it. I lately saw a gentleman driving a lady and child down Edward Street, in a phaeton with one horse; the animal took fright at some object, and bolted; the streets were crowded, but the gentleman retained sufficient command over the horse to guide him, though he could not stop him. When he arrived at Cavendish Square, he foresaw the imminent danger they would incur in crossing Langham Place, and entering the narrow streets at the terrific speed at which they were going; so, preparing the lady and himself for the shock, by grasping the rail of the phaeton, and placing his feet firmly on the slope of the floor, he guided the horse flush against the railing of the enclosure; the blow was so severe that it at once broke one of the iron rails and the horse's head, but it saved their lives, and even the phaeton sustained no further damage than the loss of the shafts. None of the party was in the least degree injured; yet had the gentleman's hand been unsteady, so as to have made the horse swerve

in the least degree to either side, the carriage must inevitably have been overturned, and the consequence would probably have been fatal.

This was a peculiar case, and I only mention it to illustrate the nature of that courage which I consider a requisite quality in a good groom; but even in his daily occupations, something of a kindred spirit is necessary: there is no animal so prompt in discovering the firmness and temper of those about him, as the horse: he can at once detect the least want of self-possession in his rider, or in his groom, and is very apt to take advantage of it; a vicious horse may often be safely and quietly dressed by a fearless man, especially if he is at the same time good-tempered, while a stranger who approaches him with apparent apprehension, will assuredly receive a kick or a bite. As respects riding, it is quite notorious that a timid horseman is exposed to all sorts of playful tricks from a horse of any mettle, which a child of twelve is perhaps in the daily habit of exercising with perfect safety. I believe the exhibition of this resolute spirit to be the real secret by which Mr. Van Amburgh, who lately appeared in London, obtained his absolute mastery over his lions and tigers; I never had any personal intercourse with such ferocious brutes, and therefore cannot speak from experience; but I am too conversant with horses not to have had ample proof of its power over them.

If a lad promises to be qualified for the duty of a groom in these particulars, he cannot be too early introduced to the stable, subject to

the appropriation of two or three hours daily to his education in reading, writing, and arithmetic; for without a little learning in this way, he never will be fit for more than putting on a saddle, or riding a steeple chase. A boy of the age of twelve will soon be able to exercise the stud up and down the ride, if he is first mounted on a quiet animal, and not allowed to go out of the walk till he has acquired confidence; but if he attains fifteen before he begins, the chances are that he will prove an indifferent rider all his life; nor is it less important to accustom himself to mount as many different horses as he can: every horse has a different action, and some variety in his playful habits. The sensibility of the mouth, too, varies considerably, and it is only by frequent changes and constant practice, that the young rider learns to adapt his seat and his bridle hand to his horse.

Stable boys have very little instruction given them by their seniors, and when it is given, it is too often in a scolding or jeering tone, accompanied perhaps by an oath: nothing is more likely to spoil a boy's riding than this: it deprives him of his coolness, makes him frightened and perhaps sulky, and these are the very worst dispositions in which to imbibe useful instruction in any subject, but especially in the command of a spirited horse. The beginner should find every thing pleasant and amusing, as far as it is possible to render it so. It is by no means unusual to set a boy on the bare back of a horse without

a saddle or even a cloth, by way of teaching him to balance himself fairly on his seat. So long as he does not quit the walking pace, there is no harm in this, but he should never be compelled to trot or even to canter without a saddle. Whatever art we may be learning, common sense tells us that the easiest parts are to be mastered first, and when we have accomplished these, it is time enough to grapple with difficulties. Of all the difficulties of horsemanship, I know of none greater than to sit a rough trotter without a saddle; by way of retaining his seat, the lad holds himself on with the bridle, which at once spoils his hand and irritates the horse, and clings with his heels and legs to the flanks, more like a monkey than a man: if often subjected to this rude discipline, his attitude becomes habitually ungraceful, and an awkward seat is very rarely a firm one. Let him have every advantage of saddle and stirrup, only being careful to avoid the dirty and dangerous trick of resting the feet in the stirrup-leathers, to save himself the trouble of shortening them. The manner in which he mounts should be observed, and corrected; a horse should be mounted with promptitude and decision; a slow and bungling mounter not only endangers himself but soon teaches the horse to be impatient, and then restive in mounting; this is a bad fault, and one that always impedes a sale. When mounted, there should be allowed no boyish excitement, or starting off at score; the horse ought to be temperately and quietly walked away for the

first fifty yards, till the rider has determined on the proper pace: no horse should ever be permitted to choose this for himself.

It is not superfluous to offer a suggestion as to the general bearing of the rider when mounted, for a good position cannot be acquired too early. His head and body should be erect, looking over the horse's ears, not down on the pommel of the saddle, the feet parallel with the sides, or inclining no farther outward, than is essential to make the inner and lower parts of the thigh slightly press the saddle flaps: the leg from the knee should be quite perpendicular, and the whole weight of the body must rest on the seat.

The reins are, of course, held in the left hand, but a good rider has either hand equally familiar with his horse's mouth, and finds it a matter of indifference on which side he mounts: he should accustom himself to either: the management of the bridle hand is a point of serious consequence: though the habit of rising in the saddle at the trot is a relief both to the rider and the horse, every man should acquire a perfect facility in sitting without rising, because in that position his hands are more at liberty, and his command over the mouth more perfect: this is the real reason why cavalry always ride in this way, when on duty. Where both snaffle and curb reins are required, they must not be all contained in the grasp, but separated by the fingers, so that either may be used at pleasure; and this is the more important, as many horses are made restive by needless play

on the curb; the bridle hand must not be raised to a level with the breast, but kept about an inch above the pommel of the saddle; with the reins sufficiently short to feel the mouth, but not to bear upon it. Some, perhaps most horses are urged more by a play on the bit, than either by whip or spur, and in trotting matches this aid is always put in requisition; but in common riding, a pressure of the calves of the legs to the flanks, with a very slight action on the bit, is quite sufficient to accelerate the pace, and beyond this the bit should not be pressed more than is necessary to feel the mouth: the right arm should fall easily by the side, unless a whip is carried, and then its position will be such as is most convenient for the purpose, being careful not to alarm the horse by any needless menace with it; a whip is rarely wanted with a good horse, and, except in hunting or racing, may as well be left at home.

Now and then it occurs with a young horse, or even an aged horse that does not settle readily into its paces, that both hands are required to the rein: it is quite sufficient in such a case to interpose the forefinger of the idle hand between the snaffle reins, so as to extend them a few inches from each other, and in this way a greater delicacy and firmness of touch are acquired; when the pace is formed, the finger may be disengaged, and the reins resume their ordinary position. With one more remark, I will conclude my suggestions for the proper attitude. The elbows should neither be pinned close to the sides like

the wings o a fowl for the spit, nor project from the body as if they were anxious to leave it. Young gentlemen of the present day are remarkably given to the latter fault, but it is a fault nevertheless, and a very ungraceful one too: the idea is, that the bridle is more under command, but that is a mistake: the control of the bit is managed properly by the wrist, like the foil in fencing: the arms have very little to do with it, and should always be left to take their natural and ordinary position. Whatever is constrained is ungraceful, and therefore constraint should never be placed on the attitude of the body, except to counteract some accidental infirmity, or to aid, by the mechanical advantage of position, some muscular exertion. Whether in gentleman or groom, I can conceive nothing more inelegant than riding with the arms a-kimbo, or moving up and down with every step of the horse, like a post-boy of the last century.

When the beginner has so far attained a proper attitude on horse-back, that at least he knows the faults that are to be avoided, and so much confidence that he is not afraid of taking him through his paces, he should be practised at the leaping bar. Nothing confirms his confidence so much as to find that he can sit his horse at a jump: no sooner does a youngster find out, that by some miracle he can retain his saddle while his horse tops a rail, than you see him quit the road wherever a ditch or quickset hedge offers itself, for the mere pleasure of finding himself on the other side of it, without parting

company. This is a certain proof that he has acquired all necessary confidence for a bold rider: all the rest will follow from practice. As much caution is requisite in bringing a lad to the leaping bar as in first beginning his riding lessons. The easiest way to take it is at a hand canter, where the horse is practised and does not refuse his leap: for then he will take it in his stride, and there is very little perceptible interruption of his pace. I may observe in passing, that this is the great excellence of the celebrated steeple chacer, Lottery. He has beaten many horses of superior speed and perhaps of superior bottom, because he is perfect in his fencing, and jumps with such certainty and precision, that Mason, who always rides him, is never at a loss: he knows what his horse can do, and is very rarely checked.

There are few beginners who will face the bar for the first time, at speed: they prefer walking up to it, though the consequence very often is, that if they escape a fall, they still meet with a black eye or bloody nose; not being prepared for the horse's rise, and naturally inclining their body forward as his fore-feet leave the ground, they receive an unexpected salute from his head that often tells tales of awkwardness for a week after. In the riding school, the master is kind enough to warn his pupil of this; but in the stable-yard, the boy must find it out for himself. To avoid such a disaster, he should place his feet home in the stirrups, and cling with his knees to the saddle just sufficiently to enable him to incline his body slightly back, and that

position should be preserved during the jump; otherwise, when he lands on the other side of the bar, he will find himself planted on the horse's neck, even if he does not measure his length on the ground. But the seat is never retained merely by the grasp of the knees. They assist materially, combined with the rest in the stirrups, to aid the rider in adjusting the balance of the body, at the same time that the flexibility of his body above the groin is not impeded: it is, however, by maintaining his balance, or, in other words, keeping himself in the centre of the saddle, that the seat is secured; and, therefore, it is very important to begin the lesson in jumping, upon a horse that is not only perfect in his business, but easy and uniform in his pace: generally speaking, it is more difficult to sit a pony at his leaps than a full-sized horse, though I have known many ponies that understood their business very well, and did it pleasantly. When a horse is leaping, his mouth should never be checked; he cannot do it properly if his head is not free and unrestrained; the bridle should be firmly held, so as to assist him immediately, if on landing he misses his step, or the ground is yielding and slippery, but there must be no bearing on the bit; if he is likely to swerve, or refuse to rise, a slight play on the bit will often keep him straight, and remind him of his duty, but there must be no pressure upon it. Almost every boy will do this to aid himself on the first two or three trials, but it is a serious fault, dangerous both to the horse and rider, and should instantly be checked.

If a horse refuses a fence which he certainly can do, he should be put at it again resolutely, and punished both by whip and spur; but this is impolitic as well as cruel, if he is at all distressed: a good horse that is fairly ridden does not often refuse a practicable fence, unless he is a stranger to the work; and if forced over one that he feels to be doubtful, it is ten to one that he is frightened and falls.

CHAP. III.

'Well, this is all very fine,' some of my humble readers will say, 'but how, in the name of wonder, am I to learn it? where am I to ride horses, or find teachers, and earn my bread into the bargain?'

You have a vast deal more to learn yet, I can assure you, before you are fit for a groom, unless to a stud of donkeys; and yet the answer to your question is not so difficult as you suppose. I am just old enough to remember a ploughboy who probably had not equal opportunities with you, but who acquired for himself a name that will be remembered as long as English poetry is admired. I know another who began life sixty-five years ago as a shepherd, and who has amassed a fortune as a surveyor, by his extraordinary judgment in the quality of land: he still lives, respected by all, within five-and-twenty miles of London. I am intimately acquainted with a third who fol-

lowed the tail of the plough for many a long year, and who is now a Fellow of the Royal Society, and a referee on every question of abstruse mathematical calculation: and all these men succeeded without patronage, and under great hardship and poverty at the commencement.

It was justly observed by an ancient poet and satirist, that nothing is made out of nothing; if a lad has nothing to offer in return, he cannot expect to be taught his business, as well as found in bread and cheese and lodging. A stable, however, is a place where a boy of thirteen, who can read and write, and cast up a bill, is always a valuable animal if disposed to work. There are many jobs to be done which a boy is just as competent to undertake as a man, after two or three days' instruction; there are carriages to clean; bits, and harness, and saddlery, to be cleaned and put by; and messages to be taken, all of which is work in which a very young lad, if active and cheerful, may be of great service, well worth the expenses of keeping him, and some weekly wages besides. In a private family there is, of course, much less of employment of this kind, than in a livery or sale stable; but even there, there is quite enough, where horses are kept, to make a boy's assistance valuable, and a steady boy has frequent opportunities of finding a comfortable and instructive place, if he makes himself useful in cleaning boots and shoes, or knives and forks, in the intervals of stable work. A well-disposed lad will always be more anxious to find a

situation in a private family than in public stables, for the latter are, after all, but indifferent schools for the far more valuable qualities of sobriety, honesty, and decent behaviour; but if he wants to qualify himself as groom to a stud of hunters, or race-horses, he must go into such a school, dangerous as it is to moral principle. The chapter of knowledge which I am about to explain will be useful to every groom, let his destination be what it will, though I write principally for the benefit of those who wish to qualify themselves as domestics in a private family.

Every well-regulated establishment where horses are kept, no matter whether public or private, ought to have much methodical arrangement in its details. Gentlemen are always more fidgetty and precise on matters that relate to their pleasures, than on other points of domestic economy. If the guns are not in order, or the kennel, or the billiard-room, and, above all, the stable, more dissatisfaction is expressed than if the dinner is spoilt, or the wardrobe deranged. I fear that even the study is too often an inferior subject of anxiety to the harness-room, and a set of a valuable work might have its imperfections exposed, with less peril to the owner's equanimity than a set of harness. Whether this is a folly or not, is no business of the domestics; their duty is to inform themselves of their master's wishes, and on all lawful occasions to promote them: but order and regularity cannot be maintained without system, and hence the work of the stable must be con-

ducted on a neat and uniform plan; to accomplish this satisfactorily, there ought to be, and generally is, in every horse establishment, besides the coach-house and stables, a harness and saddlery room, a loft, a granary, an office for the groom, and for the helpers also, if the stud is large, and a loose box for every four stalls. In breeding, hunting, or racing stables, these accommodations should be afforded on a much larger scale, and an infirmary, a dispensary, and a forge, should be provided; it would extend this work far beyond the limits of a homely and practical lesson, if I were to dwell on matters of this kind. I must, therefore, pass them over with the bare mention of them.

The first duty that will, as a matter of course, devolve on the stable boy is, in common language, to 'do the dirty work,' which means to remove all dirt and confusion, and keep the harness-room, the stable, the office, and all the appurtenances, neat, clean, and in order. The ease with which this may be accomplished will certainly depend, in some degree, on the convenient locality of the stables; but much more turns upon the diligence and neatness of the boy himself, and the cheerful obedience that he renders to the servants who are placed above him. I will begin with the stable.

The earliest duty of the day, and the day should always begin at six in the morning, is to dress the horses: I shall, hereafter, offer my suggestions on this point—at present I confine myself to the cleanliness of the stable.

Except in bad weather, nor even then if

there is a sheltered place in the yard, the dressing should never be allowed in the stall: there are many objections to this practice which I shall not notice at present; that to which I would now direct attention is, that the stables cannot be properly ventilated and purified while the operation is going on there. There are very few establishments, indeed, which afford the assistance of a helper to every horse, and, consequently, some must remain in their stalls while others are being dressed in the yard. This, however, is not productive of much inconvenience, as it is sufficient to clean one stall at a time, first opening every window and the door to its full extent, so as to allow of a thorough current of air. Horses will receive no injury from the draft when they are dry and cool, especially in their stalls. After opening the windows, the litter must be carefully sifted with the fork, so as to separate the dry and clean portion to be placed under the manger; there is great economy, as well as cleanliness, in this practice. In all London stables a contrary habit prevails, the dry straw being again spread out for litter during the day. If the paving of the stable is made on the vicious principle of an inclined plane, for the sake of drainage, it is as well to leave a day litter, because it makes the standing less painful and injurious to the horse's feet: but otherwise it is very wasteful, for as much straw is soiled during the day as during the night, though very few horses lie down in the day, unless they are weak, or just off a long journey. It is also objectionable on the score

of cleanliness, because the master's eye cannot discern whether the floor of the stall has been properly cleaned. This is the next duty after separating the unsoiled litter

The floor must be thoroughly swept, not leaving any particle of manure embedded and wedged in between the stones or bricks; once a week, at least, and much more frequently in warm weather, the floors should be well washed with a pail of water, and the manger and rack should undergo the same process. Wherever an accumulation of black dirt is found engrained, as it were, in the wood of the manger and rack, it is a proof that cleanliness is habitually neglected; yet few grooms are aware how offensive and injurious it is to the horse to find his manger in this filthy state. I believe it arises from the mucus that flows from the horse's nostrils, which is naturally adhesive, and as it dries on the manger, attaches to it, firmly, all the dust and dirt floating about the air; the neglected cakes of rotten soil, often allowed to remain beneath the litter, are also very injurious to the feet, and are sources of effluvia which make the atmosphere unwholesome. Every stall being cleaned out in the same manner, the manure must be carefully wheeled away in the barrow, and at once deposited in the pit, or carried to the garden if wanted for hotbeds. As soon as the horses are dressed, it is usual in fine weather to take them out for exercise; the opportunity of their absence must be taken to sweep away the dirt and dust from the walls, windows, and ceiling: this is a very

essential point, though I have rarely seen it practised. The coat of a horse, properly groomed, should be so clean as not to soil a cambric handkerchief, but all the trouble is thrown away if every little current of air brings with it a cloud of dust and spider's webs upon the back. The animal, too, is much annoyed by insects and vermin, which are bred in myriads in a dirty stable.

Having thus given a thorough cleaning to every corner, not forgetting the windows (and the labour is very trifling if done daily, so as to prevent an accumulation of dirt), the helper should carry out all the cloths, rollers, &c. into the yard, and having carefully dusted and cleaned them, replace them on the partitions, or the bales, to be ready for each horse on his return from exercise. Every horse that is kept habitually clothed, requires two suits of clothing, so as to admit of a cloth being washed whenever it gets too much soiled during the night. When this becomes necessary, care must be taken that the cloths are thoroughly dried, and kept in a dry place till another change is wanted.

The corner of a stable is the usual receptacle for all brooms, shovels, broken halters, oil bottles, dandy brushes, and similar articles. This is slovenly and untidy. Nothing of the kind should remain in the stable, after it has been cleaned in the morning, except a shovel and broom. These are required to be at hand, that all the manure dropt during the day may be instantly removed; but every thing else should

be deposited in its proper place, and that place is in the harness-room, a closet or corner of which should be appropriated to their reception, unless any more convenient spot can be found.

The work of cleaning a carriage more properly falls within the province of the coachman than the groom.

As a general maxim, the cleaning of a carriage should take place, not in the morning when the stable is set in order, but as soon as it comes in. The mud and dirt are easily removed by the mop, when wet, but if allowed to dry on, especially in frosty weather, the task is very difficult. At whatever time it is performed, the first step in the operation is to draw out the carriage to that part of the yard where the drain is open, so that the water may be quickly carried off: the windows should then be let down, and the blinds drawn up, all the squabs and cushions of an open carriage being removed to the coach-house to avoid being soiled by the splash, or if they have been exposed to the weather, they should be placed before a fire till dry. The rug of an open carriage should, in like manner, be removed, and well dusted; the lamps taken out of the lamp-irons to be separately cleaned and supplied with fresh lights; the whip hung up by a loop, for it is less likely to be warped when kept in a suspended position, and when the thong is dry it should be greased with a little tallow. After these preliminary arrangements are made, the leather aprons, or head, should be unfolded, not only to protect the inside of the phaeton, or Stanhope, from wet, but to receive

their share of the washing, and afterwards to be slightly oiled. The bucket and mop may now be used unsparingly, and the spoke-brush must be introduced between the spokes of every wheel, and on every part of the carriage; nothing is more unseemly than to allow a quantity of dirt to remain attached to the fore-carriage, and about the pivot wheel, merely because it is in some measure out of sight, and more difficult of access: it is, besides, very injurious to the wood and iron-work, and even dangerous; for any flaw or crack that may have occurred in rattling over the stones escapes detection, if all the coat of dirt is not daily removed. After the washing is effectually performed, the sponge should be applied to remove the water still hanging about the pannels and wheels, and then the whole should be gone over carefully with soft leather. The brass-work should next be polished with soft leather, and when much tarnished, with rotten-stone: the springs slightly oiled, the pivot greased, and if the boxes are not patent boxes, they must be greased after every twenty or thirty miles of work. The anti-attrition composition will stand much longer: where patent boxes are used, fresh oil should be put in, at least, once in six weeks, and the wrench ought to be kept in the carriage, for it is not always practicable in travelling, or in strange stables, to find the means of taking off a wheel that has a patent box, unless the wrench that fits it is at hand. After the exterior of the carriage has been thoroughly cleaned, it must be opened, and,

beginning with the windows, all the interior should be well dusted and brushed: a lady is justly offended if, in going out in her carriage, perhaps to a party, she finds her dress injured or soiled.

Before the carriage is replaced in the coach-house, a careful man will examine every bolt, screw and spring, to ascertain that they are sound; that no nut has fallen off, and no plate given way: the same examination should be made of every part; the steps should be taken down; the spokes, fellies, and tires of the wheels should be frequently tried, especially in an old carriage, and the shafts and splinter bars of a stanhope and phaeton frequently inspected; where they are morticed, the weather is apt to penetrate and rot the wood, the painting being less perfect there. The glass should always be noticed after every journey; for when broken, the accident is usually occasioned by children or careless persons within the carriage, but not being observed at the time, is sometimes unjustly ascribed to the coachman. The state of the pole and pole-pieces is a very important matter, for an injury to either the one or the other may be followed by the penalty of a broken limb, if the road happens to be hilly. When this examination is completed, return the carriage to the coach-house, carefully closing it to prevent dust and dirty particles of hay and straw from getting in, and then place its holland covering over it; for every carriage, and especially every open one, ought to be provided with such furniture; replace the jack, the mop, and

all the tools in the coach-house, and lock the doors to prevent the intrusion of children as well as poultry; all such animals are extremely skilful in providing extra work in the way of cleaning, wherever accident obtains them admission. The heads and aprons of open carriages should be occasionally oiled and blacked; this need not be done daily, but should always be remembered in wet weather after the leather becomes dry.—Though I have treated first of the cleaning of the carriage when it comes in, it is work that should always be postponed to dressing the horses after their journey; but I will defer my observations on that subject for the present; and will proceed to cleaning the harness, this too being work very often confided to stable boys, and which they are quite as competent to perform as their seniors, if once taught how to set about it.

A lad's first duty is to make himself master of every part of the harness by name, as well as of its peculiar use. It would be very easy to give him a whole catalogue of names, but if I were to enumerate the back-band, the belly-band, the breeching, the terrets, the tugs, &c. he would not be much the wiser, unless he saw them all in their proper places on the horse's back, and having once or twice carefully examined them in that position, he will learn more in five minutes by the eye, than if he were to study a description of them for a week. I will suppose therefore that my young pupil has thus informed himself sufficiently of the different parts of a harness to understand me.

Harness is very expensive; but when well made and of good materials, a set of double harness ought to stand the ordinary work of a gentleman's carriage for four or five years, if properly taken care of. The collars will need replacing during this time, perhaps more than once; the reins also will want repair; but every other part will last for the time I have mentioned, and even longer, provided that due attention is given to it. Harness should be kept clean, supple, and free from damp: yet being always exposed to weather and dirt, and the tendency of all leather being to become hard in drying, it appears a difficult matter to keep it in a proper state. There is however no real difficulty in the case. It would be unnecessary, were it in my power, to enter upon a scientific explanation of the nature of leather, but I may apprise my reader that it is made by infusing the hides or skins of animals in a substance called tannin, usually obtained from vegetable matter, and most readily from oak bark: when the skin is saturated with the tannin, a chemical change is effected in it. There is a gelatinous or gluey matter in skins, which when combined, as the chemists call it, with tannin, becomes what we know by the name of leather, being more tenacious than the skin itself, and though only partially capable of resisting water, still to a great degree impervious to it. This quality depends, more or less, upon the extent to which the leather is impregnated with the tannin: all good leather intended for harness is thoroughly saturated with it so far as is consist-

ent with pliability—and hence the policy and economy of having harness made of the very best materials. When that is the case, the harness, however wet it may be, will, on being hung upon a hook, allow the moisture for the most part to drain off from it, and become dry with very little trouble on the part of the groom. It is the same, however, with harness as with carriages, that the dirt is easily removed while still wet, but with great difficulty when dried on: consequently, it is prudent to scrape off the mud with a blunt knife or part of an iron hoop, as soon as it is hung on its hook: when the whole is thus removed (and a cleanly tidy groom will never do it in the stable or coach-house so as to occasion unnecessary litter there) it is best to allow the harness to dry gradually, and not before a fire or stove. The more gradually it dries, the less hard it becomes, and to keep it pliable, it should be frequently handled and bent during the process of drying. It may be observed that, even in the finest weather, harness always requires this close attention to its drying, for the sweat of the horse is not only sufficient to moisten it, but has a more penetrating and injurious effect on the leather than the heaviest shower of rain.

When thoroughly dried, the traces, saddles, tugs, back-band, belly-band, breeching, kicking strap, cruppers, and collars, should be well blacked; the reins, and coupling and bearing reins, and all the head gear except the blinkers, may be simply oiled, unless the whole is what is called black harness, and in that case the blacking should be extended to every part. Blacking

is commonly made of lamp-black and linseed oil; where a shining is wanted, stale small beer is substituted for oil, in the proportion of about a pint to an ounce of lamp-black, and a little brown sugar is added to the composition, with half an ounce of gum arabic or white of egg. Some persons very unwisely add a little vitriolic acid to it, but all additions of this kind are very injurious to the leather. Almost every coachman has his own peculiar receipt for harness blacking, but there is very little essential difference between them, though each man thinks his own the best, and is absurdly mysterious about the composition of it. The following is a very common paste: a pound and a half of buckskin or wash-leather cuttings, three quarts of stale beer, and a pound of logwood chips, are mixed and boiled up together till reduced to one quart; this should be strained, and a pound of glue, an ounce of the best indigo, and two ounces of stone black, be added to it; then boil the mixture till all the glue is thoroughly dissolved, and it may be put into a jar for use: when used, it should be applied with a sponge and polished off with a soft brush.

Another composition is sometimes made of twelve ounces of bees-wax thinly sliced, two ounces of best tallow or mutton fat, and three ounces of soft soap. Melt these ingredients over a slow fire, and then add two ounces of pulverised gum arabic, four ounces of ivory black, one ounce of blue indigo powder, two ounces of stone black, four ounces of oil of turpentine, two ounces of sweet oil, and four ounces of

Prussian blue. This makes a useful blacking ball, that may be rubbed on with a brush, using the same brush to polish it. After it has been regularly applied for some months, the damp leather and a little dry rubbing will often suffice to make the harness bright without any recourse to the blacking ball. A harness room may be easily kept dry, even if there is no stove, by burning a common candle in it.

Perhaps it should have been mentioned earlier that the bits ought to be taken off before any of the harness is touched; they require to be well washed and dried with equal care, and after drying, oiled; the saliva of a horse is very apt to bring rust on the iron, and few things are so indicative of untidiness in a groom as rusty bits; should rust have collected, it must be instantly removed by very fine sand or sand-paper aided by oil, or an oiled piece of soft leather: the same caution applies to trace-hooks and chains, pole-chains, curb-chains, &c. Rust is very easily avoided by cleanliness and oil, and very troublesome to remove, if of long standing. We all know the old proverb of a stitch in time; it is as applicable to every part of a harness, bits, buckles, or whatever it may be, as to an old woman's petticoat. All the brass or plated ornaments require the same attention; soft leather and plate powder, or common whiting if rouge cannot be got, will clean the latter, and a little rotten stone restores the former. I call it 'rotten stone' as the name by which it is generally known in the stables, and even the shops, but its proper term is Tripoli, from the town of that

name in Africa whence it was originally imported. I believe that it is now obtained from Derbyshire: it is a stone of a brittle and porous character formed by the action of water upon a soil of flint, clay, and iron, the latter substances being disengaged from the flinty particles, but not entirely, by the continued action of water upon the soil. It is very much used for polishing. Coachmen generally mix it, very finely powdered, with oil of turpentine and sweet oil, using a sufficient quantity of equal portions of each, to form a paste with the rotten stone.

The hints which I have given for cleaning harness are equally applicable to saddlery, with this exception; that blacking is never required either for the saddle or bridle, and oiling very slightly; the saddle girths should be washed with soap and water very frequently, and carefully dried: the saddle cloths, where used, which is very rarely the case in modern times, demand the same care. The groom of a cavalry officer will find his appointments require peculiar attention, but this branch of duty cannot be properly explained except in military stables. It must be borne in mind that much of the comfort, and even the quiet of a horse at his work, depends on the softness and fitting of the harness, or saddle.

Neither harness nor saddlery can ever be properly cleaned, and, what is of far more importance, it cannot be kept in a safe state for use, unless the coachman or groom will take the trouble of regularly and systematically undoing

every buckle, and separating it into all its different parts. I have often seen harness in such a condition, that, though apparently neat and tidy, it has been an affair of ten or twenty minutes to lengthen or shorten the traces, to take up or let down the back-band, or to adjust the crupper to a new horse. This is disgraceful; it shows that the groom has done his work in an idle and slovenly manner; just meaning to keep up appearances, and quite indifferent about his master's property or even his master's neck. When the tongues are allowed to rust in the leather, it is a proof that the leather itself is never properly cleaned, and of course it must become rotten and unsafe: every coachman knows that nine times out of ten the trace breaks at the tongue of the buckle, and it is for this very reason. If a servant habitually neglects one part of the harness, he is likely to pass heedlessly over another: but let him reflect on the dreadful consequences that might follow from the reins snapping at the bar; from the girths given way at a fence, or even the stirrup leather breaking, though that is comparatively a trifle to a good horseman; and even when no danger occurs, the delay, trouble, and inconvenience arising from faulty and defective harness are sometimes evils of no trifling magnitude. I have heard of a case where many thousand pounds were lost by the delay of an express, owing to his horse's throwing a shoe on the road. I remember an instance where a medical man arrived too late to save a patient who was probably within the reach of human

skill, from the giving way of a trace, when he had neither tug chain nor even a rope at hand to replace it! I once saw a man sustain a very dangerous fall by negligence of a kindred character; his groom had not tightened the girths, and the saddle turned round with the rider as he mounted, throwing him on his back with dreadful violence. I myself received a concussion of the brain from the neglect of my servant in passing over a broken shaft in my stanhope, that he daily cleaned. It is impossible to overrate the mischief that may follow habitual carelessness of a coachman or groom, whose duty is on every occasion to see that 'all is right,' and never to turn out horse or carriage without every security for safety that close attention can give. Whenever he perceives that either the harness or the carriage is in such a doubtful state that he cannot be responsible for it, or that it is painful to the horse, he should communicate the fact, not to the coachmaker or harness maker, but to his master; or in wealthy families where such domestics are kept, to the house steward, equerry, or other superior whose duty it is to attend to the matter. A horse may be permanently injured, by the padding of the saddle or the crupper being worn out, or by a defect in the collar.

CHAP. IV.

We have now cleaned the stable, carriages harness, and saddlery; by way of avoiding repetition, I have given full instructions for these operations, as much for the adult as for the stable boy, though I have not forgotten that it is to the latter I am more immediately addressing myself. The 'dirty work' is not yet over, though we have got through so much of the cleaning. If all the work that I have been describing is done *daily*, it will take less time to do it, than it has done to read what I have written. It is only when it is daily neglected, and put off from hour to hour, and day to day, that it becomes really difficult and tedious. I have observed that work should always begin at six in the morning. If only a single carriage, or a coach and a stanhope, and three horses are kept, the helper will find that he has got through the work I have as yet mentioned, by ten o'clock, allowing him half an hour for his breakfast. If the establishment is larger, there will of course be more assistance allowed, though this is unnecessary, where the three horses are chiefly used as pleasure horses, and the services of a coachman are seldom required to drive. I am quite satisfied that one man can do justice to three horses, and all the duty incidental to them, where he is not required to drive; and even in that case, if he is allowed the help of an active boy. Of course, in a hunting or racing stable it is a different thing. In the latter

case, every horse has his own groom, and in the former, much additional assistance is required during the season: but in a quiet family in the country, or in town where driving is not wanted except occasionally, no farther help is required by a man who understands his business.

At ten o'clock, then, the boy is at liberty to apply to other matters, such as cleaning boots and spurs, or brushing his own and his master's clothes; having seen before he leaves the stable-yard that every thing is put into its proper place, and that no brooms, forks, oil pots and blacking brushes, are slatternly left here and there. The stable and the yard ought by this hour in the day, whether the service is in town or country, to be in such neat order, that the master may view it with pleasure, or even take the ladies of his family to see his stud, without the fear of disgusting them by the sight of offensive and dirty confusion. Allowances must of course be made in London, where the carriage has been out at a late hour to the theatre or a party: nor is the stable a subject of much interest or curiosity, male or female, in a crowded town: the servant however should not the less consider it his pride, even in the dirtiest and most crowded metropolitan mews, to maintain it in the strictest order and decorum; fit at all times for the inspection of any body, without reflecting discredit on himself: and therefore every thing should be put by before other work is taken in hand.

Assuming that this has been done, my pupil may turn his attention to in-door duties and he

must not be too nice in considering whether they strictly belong to him or the footman. While he is learning his business, or rather while he is on the look out for opportunities of learning it, I have already told him that he must seek a maintenance by making himself 'generally useful;' he must be a kind of 'servant of all work;' but to relieve his mind from any distressing doubts on the subject, I will tell him, that it is unquestionably the province of a groom to take care that all such parts of his master's wardrobe are in order, as relate to riding; therefore his boots and spurs, and, if he hunts, his leather breeches, his scarlet coat, his Macintosh, his gloves, his whips, and every thing of this description, strictly and properly fall under his care, and he need have no words with the footman or the valet about it. If they are jealous about his interference, as probably they may be, if they have a reversionary interest in such articles as perquisites, he, as a youngster, must give way: but, except for the sake of peace, he must be content to undertake the duty, and make sure that when his master calls for his horse, he has every thing in readiness for him that he can possibly require, even to his cigar-case and German tinder, if he amuses himself that way when riding.

It can scarcely be requisite to explain to any lad the process of cleaning boots, but where tops are worn for hunting, some little caution is not superfluous even on such an every day affair. The boots, to retain their shape, should always be cleaned on a boot-tree, first covering the tops

with paper to prevent the blacking brush soiling them. It is not necessary nor desirable to clean the tops with 'boot-top liquid' every time they are used. This liquid has a great deal of oxalic acid in it, and the constant use of it, not only injures and cracks the leather, but leaves a white appearance, as if particles of flour had been sprinkled, not easily removed by washing. Unless the top is very much stained by dirt, a thorough washing with soft sponge and warm water will restore it, and if this fails, a little lemon juice may be mixed with the water: but where the stains are considerable, the boot-top liquid (or, if there is none at hand, a little oxalic acid in the proportion of half an ounce to a pint of water, with the addition of the juice of half a lemon) will be necessary: it should not be applied without washing the top as clean as possible, with pure water; and care should be taken to keep two sponges for the purpose, using the same sponge always for the liquid or acid.

After the top has become dry, it should be again passed over with clean water, and before it is worn, a soft and very clean dry brush should be used to remove that white appearance to which I have before alluded. Almost every servant has his own recipe for a boot-top liquid, as every coachman has for a blacking ball for harness; they may vary in slight particulars, or in their proportions, but oxalic acid and lemon juice are the basis of them all, and as the acid is a deadly poison, and, to an inexperienced

eye, very like Epsom salts, great care should be taken to mark the preparation as 'poison' and to lock it up, when not in actual use.

Spurs are of course to be cleaned in the same way as any other article of plate, but the groom should see that the rowels are in good order, and the spur leathers attached as soon as the spurs are cleaned. It is very annoying to have a general hunt for spur-leathers five minutes before mounting.

Leather breeches are a very difficult article to clean properly, and occupy so much time that no master can expect his groom to undertake the work habitually, except for his own riding; to a certain extent they may be cleaned dry by the breeches-ball and brush; but this is a sorry way of accomplishing the task, as it leaves them full of dust, and though it may conceal, it will not remove, a single stain. The only effectual way is by washing with hot water and soap, and then applying the ball as they dry: but here the great difficulty is found, for they must be dried very gradually indeed, and be constantly and dexterously stretched on the tree, and rolled by the hand, while in the process of drying; otherwise they not only shrink, but become so hard and stiff that they cannot be put on without difficulty, nor worn without discomfort. After they have been thus washed and dried, the dust should be carefully brushed out of them with a soft and clean brush: but I despair of teaching such work without practice: it is however desirable for every groom to learn it, for he may be

staying with his master at some remote country place, where he has no other resource than his own ingenuity. The same observations apply to hunting gloves.

Before a lad has learnt to ride, and to ride well, he will not be desired to follow his master on horseback; nor can he be prudently entrusted to accompany him in the stanhope, or cabriolet, till he has been a little used to the reins. I shall therefore proceed with an explanation of the duties expected from him, while he is seeking an opportunity of at once maintaining himself, and of learning those accomplishments that qualify him for his future occupation.

I have supposed that he will be able to begin his in-door work by ten o'clock in the morning: now as *all* the boots, breeches and gloves in the wardrobe, do not want cleaning every day, it is probable that, if the work is regularly done, there will not be more than one pair of boots that require attention, except occasionally: and as very few men hunt above once or twice a week, unless they keep a regular hunting establishment, the breeches and gloves will not require even dry cleaning, above once or twice a week. Consequently, it is quite sufficient to allow an hour each day for this part of the boy's occupation, and in that hour, while he is about it, he may clean half the boots and shoes in the house, for one boot may dry while another is blacked or washed. Allowing him an hour, we arrive at eleven o'clock, and this is usually the time when the stable lad's tribulation will begin;

for it is the hour when the coachman, the footman, the cook, and all the domestics, receive their 'orders' for the day, and set about executing them with plenty of noise and fuss. I may observe in passing, that wherever a fuss *is* made, it is a pretty certain proof that at least some one person in the household does not understand his business; when all do understand what they have to do, and are willing to do it, work goes on as steadily as in a barrack-yard: there is no disturbance—no confusion; each is at his post and discharges his duty quietly and effectually; such discipline however is seldom found in a private family, and Tom, the stable boy, is expected to be the fag of all, and to do ten times as much work as properly belongs to his place.

'Missus has ordered the carriage at twelve! who's to get it ready I should like to know? But some folks are never easy but on the move. Tom! did you fetch home that 'ere trace? No! then go and bring it, unless you want a hiding.'

But poor Tom is arrested before he has reached the street door.

'Tom! here, Tom! Tom Whipcord! Tom Bootjack! where the devil are you skulking, when all the bells in the house are ringing for Master Henry's boots and young Miss's shoes?' And thereupon John, the footman, collars him, and hauls him along to the yard-door: he is not so fortunate to pass it unmolested, still.

'Where's that idle young hemp-stretcher? He'll noose himself in the halter yet: what's done wi' them knives and forks as I give you

to clean this morning? You shan't have no dinner, I'm blest if you shall, if you take French leave in this way, without bringing 'em in!' and an angry cook is under no possible circumstances to be opposed: Tom leaves Master Henry's boots to start in search of the dirty knives, when once more the bell rings, and Tom hears his master's voice:

'Did Tom call for my pea-jacket this morning?' and Tom, who never received the commission, is summoned to the pleasant task of acquitting himself of negligence, by charging it on the housemaid; who in her turn salutes him on his exit from the breakfast parlour,

'You stupid little varmin, you might have guessed your master wanted his jacket in such weather, without bringing me into trouble; but I'll work it out of you, I will! Miss Helen desires you will go directly to the Library for Jack Sheppard, and not come back without it. We'll see who's to do the jobs!'

And in this way, though Tom were gifted with twenty pair of legs and as many hands, he will find demands enough upon him to employ them all, and leave half the claims unsatisfied; but as a beginner, who has to learn his business, and make his way in the world, he must bear it all with patience and good-humour, and do his best. Nor is this a hard matter: in the first place, good-humour is always well paid; it receives more in exchange, perhaps, than any other excellent quality; a cheerful disposition to oblige will gain so much cordial affection, that though Tom may have forgotten a trace, or left the

knives dirty, or passed over a pair of boots, all will be forgiven in ten minutes, and if really in fault, friendly exertion will be made to gloss it over, and allow him another trial without reproach. And an active intelligent lad has many opportunities of obliging his fellow-servants. The house-keeper wants her bills to be checked, the maid wants her bonnet home, the man wants help while he takes an evening's holiday, and in these and a hundred ways assistance may be given that secures good-will in return. But if, notwithstanding, work is unfairly thrown on the boy to the interruption of his proper duty, his course is to mind his own business first, trusting to his master's fairness and penetration to observe that it is always properly done; it will soon be noticed that whatever complaints may be made, the stable and the yard are clean, every thing in its right place and at hand when wanted, and Tom will be sure, in the long run, to obtain the credit of doing his business as it ought to be done.

CHAP. V.

When the daily orders for the horses have been received, they can be executed in ten minutes if every thing is in order: the lad will assist in getting down the harness, putting it on and putting-to the horses, while the coachman is dressing himself to go out; and he will then become familiar with the treatment of the horse in dressing him for the carriage or for

mounting: he will first pass the dandy brush, and then a light cloth over their coats; so as to remove all casual dust, bits of hay or straw. The wet sponge should be applied to the eyes, nostrils, and rump, to clean them from any soil that may have accumulated since their first dressing in the morning; the comb will be passed through the mane and tail, and a wet brush drawn lightly over the former to make it lie smoothly and *silkily* over the off-side; the shoes ought to be examined the first thing every morning; but they will be again examined before putting-to, or saddling, to ascertain that no stone has inadvertently been picked up in the yard, nor any nail broken or loosened. When all these precautions have been taken, the harness will be gently and quietly, but firmly put on, beginning with the saddle; this is done previously to removing the headstall, and should always be done with much coolness and decision; for I have known many horses that would resist the crupper, and even kick, where a timid man has endeavoured to raise the tail for the purpose, and that yet offered no opposition to one accustomed to the work, and who did it boldly as a thing of course. If a horse however is vicious about it, it is prudent not to stand directly behind him, and by moving him forward a pace he will raise the tail as a matter of course, the action of walking always compelling the animal to erect it: by promptly taking advantage of this, a crupper may easily be put on the most vicious horse, but in such a case another hand should assist by coaxing and

caressing him. The headstall should next be taken off, and the horse turned round in his stall to receive the collar. In doing this, the headstall and halter reins should be carefully placed in the manger, as some horses, before they have been accustomed to narrow stalls, will entangle their heels in the halter reins in turning round, and thus expose themselves to the risk of serious injury; for the same reason it is the duty of the stable boy to take care that the blocks are always so attached to the reins as to allow the halter a fair play through them. I have known many accidents occur from horses entangling their fore-legs in the halter at night, where they have been negligently fixed to the ring, without a block to keep them in a suspended and perpendicular position; the collar should be passed over the head with great care, avoiding as much as possible any rubbing of the frontal arch, as it is called, or the bone that projects over the eyes. Where the collar will not readily pass over this bone, in consequence of the neck being particularly thin, it is prudent to apply a little soft soap to the hair to assist it, as otherwise from frequent rubbing, the hair becomes removed, and this is very unsightly, and sometimes injurious to a sale. The horse should then have his head gear put on, not fretting the mouth when the bits are introduced. If he refuses the bit, by closing his teeth, or raising his head, it will be necessary, should coaxing fail, to take the ears in the hand, and force open the mouth by inserting the forefinger behind the tush where there are no teeth. He may now be

taken into the yard, for it is better to put the hames and traces on there, to avoid dragging the latter through the dirt, and risking their being trod upon by the horse in walking out of the stable. Where horses are used to it, it is right to drive them alternately on the near and off-side; every well-broken horse should be as much at home on the one side as the other, and the change keeps their paces straight and uniform; but if it should happen, as it sometimes does, that a horse is idle or vicious, or bears upon the pole, if placed on the side to which he is not accustomed, it is more prudent to indulge him, than to oppose him when ladies are in the carriage. Where a horse is obliged to wear boots, to prevent his feet from bruising or cutting the inside of the ancle joint, the helper will remember always to put the mon before the carriage leaves the yard: nothing of this kind should remain to be done when it is at the door: horse cloths or light blankets should always be put into the carriage, to throw over the horses while kept waiting in the street.

After its departure, the stable boy's duty is to get the stable and coach-house in readiness for its return; and this should not be delayed, as twenty accidents may happen to shorten the morning drive, and bring the party home sooner than they intended. In some families the work of the horses is so regular, that the length of their absence can be told to five minutes; as where the master is a physician, or engaged in other professional business, or daily carried to

his counting-house or to the Houses of Parliament: but there are few families in which, in London, and during the busy period of the year, the carriage is not taken out twice in the day; either to go to the Opera or Theatre, or to some evening party. In the interval between the first and second journey, the horses should be fed and dressed, and if possible the carriage, or at least the wheels, should be cleaned; there is often very little time for this, and consequently every thing should be ready to begin the work as soon as it comes home. Hence the curry-combs, the scrapers, the dandy brush and sponge ought all to be in readiness; the screw-jack to raise the axles, the bucket and mop, should all be at hand, that no time may be dawdled away in looking for them: after making these arrangements, the saddle horse, if he has not been wanted, may be taken out for exercise, and this is the opportunity for learning to ride. It will not do to take liberties with your master's horses, nor are beginners very apt to do this; but all horses require a good deal of exercise during the day, or they will not be capable of work; and therefore, when the master is not inclined or not able to ride, it is the groom's duty to give the saddle horse a gentle sweat, taking him through all his paces for about an hour, half at least of that time being spent in the walk, and not above ten minutes in two or three short gallops, or smart cantering. If there is no ride, or no convenient field for the purpose, choose the best and most open road, and if there is a green sward on the side of it, this is the place to

canter, for a horse should never be put beyond the trot on a hard dry road, unless it is a lady's horse, and then he should generally be exercised in a canter, whatever the road may be.

I have already given such full directions for a beginner, that I shall not say more on the subject of horsemanship, which after all is an art that is acquired far more by practice than instruction; but it cannot be too often repeated that thorough gentleness and good temper, wholly free from timidity, are the most certain means of mastering any horse; while anger and impatient punishment may for the moment restrain him, but are sure in the long run to generate vice, and lead to habitual tricks that spoil the horse for riding, and render him unsaleable when it is necessary to part with him. I scarcely know whether it is more dangerous, to let a horse know that he is your master, or to teach him to remember that you are his tyrant.

Unless the absence of the carriage will be *certainly* extended to a given time, the stable boy should never exercise the horses far from home, that he may return every ten minutes to be in the way when wanted: and for the same reason, if he has no horse to exercise, because his master is riding him, he will never avail himself of this interval to run on messages, unless it is in the same street, or at the express desire of his employer. Few things are more vexatious to the master than, on his return from his morning ride, when unattended by a groom, to find nobody in waiting to take his horse;

and few things are more injurious to the horse than to come in from a ride, warm and wet, and to stand half an hour in that state because no one is at hand to dress him and rub him down.

To rub down a horse properly on his return from work, is one of the most important duties of the stable. His comfort, his efficiency, his appearance, and his health, all depend on the way it is performed; yet of all duties it is the one most frequently neglected: and no wonder; for it is the hardest work that there is to be done, and always falls to the servant's lot, when he is himself tired, and anxious to get his dinner. It is a great advantage to have a horse clipt, when it is in regular work. I never knew a horse injured by it, but, on the contrary, it saves so much important manual labour that ought always to be bestowed, but is often withheld because it is so severe, that the animal is usually improved by clipping, both in appearance and condition. A boy desirous of being a good groom, will make a point of learning how to clip a horse; it is impossible to explain it on paper farther than by saying, that it is performed by very sharp bent scissors and a comb, much in the same way that a hair-dresser cuts our hair: the great point is to clip as close to the skin as possible, and to do this uniformly all over the body; if the lad begins by trimming the heels, and labours to do this very neatly, he will soon acquire dexterity: it is very fatiguing work, and for a time very painful to the fingers; but an extra guinea may be earned by it now and then, for the master ought to be ashamed of himself who

grudges such a gratuity for a well-clipt horse. Some horses will stand very quiet to be clipt or singed; others are very restive; coaxing is the best remedy in this case, but where it fails a helper is required, who must hold either the lip or the ear in a twitch. Few horses will then resist. To return from this digression.

Whether a horse is clipt or not, his heels should always be kept trimmed very close, and this alone will save an immense deal of labour in cleaning him after his work. The first thing that the groom or coachman commonly does when he brings his horses in, is to take the bucket and brush, and wash the legs thoroughly: this is a very mischievous practice at all times, and very hazardous if there is a huge bush of hair at the fetlock. 'Well; I don't know, but I've cleaned my horses so for these twenty years, and none of 'em took no harm.' Such was the reply of an old coachman to me the other day, when I read this remark to him; and the reply may be perfectly true; for animals, like men, will often get so accustomed to imprudent and even pernicious habits, that they become comparatively harmless: but I went on to ask the old coachman about cracked heels, swelled legs, sore pasterns, and such complaints, and I found he was quite familiar with them, and well versed in their treatment.

'Why, my friend,' I observed, 'how came you to be so knowing in such cases?'

'Sure, Sir, I couldn't be a coachman twenty years, and not know how to deal with a sore leg!'

'Then you have seen many, in horses under your care?'

'Many, Sir! aye hundreds I may well say.'

'And did it never once occur to you that they might come from washing the dirty legs of a heated horse?'

He scratched his head, looked wondrous silly, and sheepishly replied:

'Well, to think I should have worked man and boy in the stable for near forty years, come next Martinmas, and ne'er have thought of that afore!'

It is also a common practice to leave the harness on during the leg-washing; there is not the same objection to this, and in fact I have often heard it said by experienced farriers, that when the back or shoulder is tender, there is less risk of the skin being galled by the saddle or collar, if they are allowed to remain on till the horse begins to cool. I am not able to speak of this from my own experience, and still less able to assign any satisfactory cause for it, if the opinion is well founded: yet I feel diffident in contradicting a skilful, practical man. If this is a vulgar error, as perhaps it may be, there is certainly one very good reason for removing the harness, independently of the immediate relief to the wearied horse—for the process of scraping off the sweat and dirt cannot be sc well performed while it remains on.

The course that I advise to be taken when the horse comes off his work, is first to divest him of all his harness except the head gear, and

then to remove as much as possible of the sweat, and dust or mud, from every part, by the hoop scraper. The immediate comfort of this may be appreciated by comparing it with the familiar operation of wiping the face and forehead with a handkerchief, when we are heated by strong exercise. Let him be removed out of the wind or even any current of air, and if there happens to be a warm sun, it is the best way of cooling him gradually, to walk him up and down in the sunshine for about a quarter of an hour; but, under any circumstances, he should not be taken into the stable, unless it rains; for all London stables are close, and a horse that is sweating profusely, becomes faint if put into a close stable before he is partially cool. When you perceive by the action of the nostrils, that he has quite recovered his wind, and that the hair is beginning to dry on the back and flank, the rubbing down may begin, and I should commence with the feet and legs: the soles of the feet and the hoof may be washed, but not the legs; not only stones should be removed, but the dirt and sand be carefully extracted from the cleft of the frogs: after this is done thoroughly and all round, rub the legs well down with dry straw: the evil of washing them is this; the hair will remain wet for half an hour or more, and the process of evaporation goes on all the time; the cold occasioned by evaporation is extremely great. The truth of this may be proved in an instant; wet the back of your hand and blow upon it—you will then be sensible of the chill occasioned by a current of air on a wet

surface. The very reason why coachmen usually begin with the legs, is the common and perhaps just belief that, to prevent a chill, the extremities should first be made warm and comfortable ; but the effect of exposing them to this evaporation, is to keep them cold and uncomfortable for a much longer period than any other part of the body, and hence local disease is often produced. It is far better to allow the dirt to dry on the legs, so far as it cannot be removed by the hoop and the straw, and to wash them thoroughly in the morning when the horse is quite cool : but even then, no exertion should be spared to dry them as thoroughly as you wash them.

After rubbing down the legs, the head and shoulders should receive attention; the ears ought to be pulled as soon as the horse comes in, but they will have 'broken out' again by this time, and should now be pulled till they are dry : the nostrils should be slightly sponged, not deluged with water as some people are apt to do, but just cleaned from dust and no more: and now you may rub down the rest of the body as long and as hard as you please, not desisting from the labour while a single hair remains moist. After the lapse of half an hour, if the day's work has been severe, it is probable that the sweat will again show itself, or 'break out' as it is usually called, on the withers, the flanks, and other places; when this is observed, the rubbing should begin again, but much less will suffice this time, and then the horse may be clothed and fed, allowing him about a gallon of water, if he refuses his corn without it. If he

is quite cool, and has done his work for the day, he may be allowed almost as much water as he likes: this extreme thirst is not a good sign, but I shall have occasion to revert to this topic hereafter. There are occasions when for want of hands, or through urgent accidental calls on the coachman's time, this dressing cannot be fully and properly given. The only resource is then to throw on a light cloth as soon as the horse has been scraped, and when it becomes damp to substitute a dry one, and then let the horse cool as gradually as possible, till time can be found to rub him down: but the roller must not be put over the cloth, or the horse will continue sweating for hours.

After being fed and clothed, the legs should always be hand rubbed, for at least a quarter of an hour to each fore-leg, and almost as much time should be given to each hind-leg; they must then be bandaged up with flannel bandages, slightly and uniformly pressing all around the limb as high as the knees and hocks: and now the animal will do very well till he is 'made up' for the night. When it is remembered that all this time and labour (except hand rubbing the legs) is saved by clipping, and the same degree of comfort obtained in ten minutes that otherwise ought to occupy two hours with each horse, there are very few masters who will hesitate in adopting the system, even if the expenses were five times greater. I ought to have observed that the work of hand rubbing cannot be properly performed, unless the man actually sits or kneels down by each leg, and applies

both hands in the same way that he would use them to milk a cow.

While the coachman is thus engaged with the carriage horses, and the groom (if one is kept) with the saddle horses, the stable boy should hang up the harness, and employ himself in scraping off the dirt, washing the bits, cleaning and drying the girths, stirrup-irons and leathers, and washing the carriage wheels, apron and head of open carriages, as I have before directed. All this will occupy him almost as long as his fellow-servants are engaged about the horses; but if he is quick and active, he will still find time to lend them a hand, and inform himself of the way in which their peculiar duties ought to be discharged. By this time he will fairly have earned his dinner, and will probably find it ready.

My pupil will be somewhat surprised when I observe that, even on such a matter as his dinner, a hint may not be thrown away: this is not the proper place for advice as to his general conduct towards his fellow-servants; but as I am describing what ought to be his daily occupations and habits, I must not omit to remind him, that decency and good-breeding require that he should prepare himself for all his meals in-doors, by carefully cleaning himself and his dress: especially he should change his shoes; the smell of a stable is extremely unpleasant to those who are not used to it. While a man is at work in it, or in the open yard, he does not perceive it; but it will be perceptible even to himself, after sitting ten minutes in the kitchen, and all the female servants will be

greatly annoyed by it. The humblest meal is made agreeable by cleanliness, and the richest is rendered offensive by the want of it: this cleanliness should extend not only to the cooking and the dinner table, but to every thing and every body about it. He will therefore find five minutes, however busy he may be, to prepare himself before dinner, and make himself as neat and tidy as his stock of clothes, and plenty of soap and water, will permit.

After the servants' dinner (for which a full hour should be allowed, and I wish master and mistress were generally more sensible of the reasonableness of this allowance, and of the kindness of not interrupting it) the horses will often be again wanted, and of course all that I have before said about getting them ready and preparing for their return, will apply again: but there will be one essential difference; the evening work is shorter and cooler, so that they will seldom return in such a state as to require equal labour in dressing; still they must be scraped and rubbed down before they are made up for the night, and the dirt must again be washed off the harness and carriage while it is yet moist, or the morning's work will be more tedious.

It is not very often that the saddle horse is out late, unless in the summer time, so that the duty of making him up for the night will be disposed of early in the evening. I preface my remarks on evening stable work with a caution that should never be neglected. No lights ought to be allowed in any stable, except in a wire lantern: the lantern should be suspended

from the centre of the stable, and move by a pulley weight: it is extremely difficult and dangerous to extricate horses from a stable on fire. If an accident so serious should happen, which is scarcely possible if my caution is observed, the only chance of getting them out uninjured is by first throwing a horse-cloth over their heads so as to blindfold them, and then *cutting* the halters, caressing and coaxing them all the time.

The floor of the stall should be carefully swept out before the litter is laid, lest any stones, or old nails, or other mischievous substance should have found its way there during the day; then take out the litter that was stowed away under the manger in the morning, and spread it evenly over the floor; bring a fresh truss, and divide it equally over the two stalls; there ought to be enough for three, and even four, if the litter has not been wasted: the bed should then be made to the depth of about four inches, when trodden on, and carried up higher on either side, so as to prevent the horse rubbing off any hair by lying close to the partitions: it should also be extended about a foot beyond the pillar of the stall, to allow of the horse lying down at the full stretch of the halter's rein, which some animals are fond of doing. I have already observed that care should always be taken to allow the halter rein easy play through the block, so as to prevent the risk of the horse getting entangled with it in lying down or rising; a careful man will carry his caution farther, and frequently examine the halter, especially if there is only one rein, lest, by the constant friction

to which it is exposed, it should be worn out and break by the horse's movements in the dark: if a horse gets loose during the night, he may and probably will do great injury to himself and all the stud: for the same reason a horse that is apt to slip his halter, and some are so cunning that they will only do it when unobserved, should be put into the loose box; or if there is no box, it is easy to make one, by placing a bar from the pillar of the last stall to the opposite wall: a carpenter will fix this for half-a-crown, and it is a very convenient way of boxing up a kicking horse, should there unluckily be an 'intolerable nuisance' of that kind in the stable. In my own stable I have these bars put up between all the stalls. Another point that requires attention is, to remove any splinters that by kicking or otherwise may have been made in the wood. I once knew an instance of a horse rolling in his stall, and running a large splinter of the partition into his leg, to such a depth that he was lamed for weeks, and I doubt if he was ever effectually cured. Blame always attaches to the servant, and justly too, when an accident of this kind happens. At least three nights a week, unless the horse is shod with leather, his feet must be stopped. Cow dung and clay are the usual and the best stopping.

When the stable boy has made up all the beds, and removed to its proper place every implement that is not wanted by the coachman when he comes home, his business for the day is finished, unless the return of the carriage may be expected within a reasonable time, in

which case he should remain up to assist him: but I do not conceive it to form any part of his fair duty to defer his own sleep, because his fellow-servant is detained late; and young lads are less able to dispense with a full night's rest, than men accustomed to severe labour. At whatever hour the horses are made up for the night, and it should always be as early as is consistent with the master's convenience, they should never be disturbed afterwards. A good horse cannot have too much sleep.

Such, then, is the daily occupation of a young stable boy, who obtains a place in a respectable private family; and by diligence and activity in such a station, he may not only maintain himself and learn the elements of his business, but earn his clothing, that is, a stable dress and a decent livery, and some six or seven pounds per annum for wages. This is not much, but it is a good beginning, and ought to satisfy him well till he is master of his work. It is more by a great deal than he will get in livery or sale stables, though in such establishments he would become a better horseman, and perhaps a more perfect groom; still I do not recommend him to look out for such a place, for I fear he would not become a better man.

CHAP. VI.

Tom, however, has yet much to learn, and by way of improving himself he cannot do better than employ the occasional hours that he may have to himself before he goes to bed, in keeping up his reading and writing, and, more especially, that religious knowledge which he acquired at school; for, if there is one situation more exposed to the contamination of unprincipled and blackguard characters than another, it is that of a young man habitually employed in public stables, or in racing or hunting establishments. Gamblers, blacklegs, sharpers of all ranks and classes, are more or less to be found habitually frequenting such places, and a young man cannot take too much care to strengthen and confirm those steady principles of honesty and sobriety that may protect him, by God's blessing, from the seduction of such examples, when, in after life, and yet while still young, he will be a daily witness of them.

After he has spent two or three years in acquiring the art of making himself generally useful about a stable, my pupil will find that he is gradually entrusted with more responsible duties. He may now and then be entrusted by the coachman with the reins, to drive home the empty carriage; or sent on horseback on distant messages, or directed to show a horse for sale, or to try one about to be purchased, or, if his master hunts, to ride his horse to cover. Occasionally he may be wanted to

travel, or to wait on a shooting party. These latter occupations being only incidental, and not necessarily so to the place of groom, I shall not advert to them farther than by reminding him, that he will do well to pick up all the information he can gain from time to time, in his intercourse with the gamekeeper, the courier, or any other intelligent domestics, on their respective callings. But driving is essentially connected with a groom's daily work; so I shall briefly touch upon it before I enter upon the more complicated subject of the anatomy of the horse.

It is, undoubtedly, much easier to drive than to ride, for nothing more is requisite to do it well, than a firm but light hand, a quick eye, and a cool judgment; whereas these qualities, and a great many more, are necessary for the saddle: yet driving, simple as it is, does not come by instinct.

It would be out of place here to suggest the proper qualities of a draught horse, because the servant has very rarely any voice in the purchase or selection of them; but he ought to know when his horses do their work well and fairly, for masters are often very ignorant on such points, and yet a good horse may be speedily ruined, if due attention is not paid to the way in which the work is done. It is often the case that gentlemen in town job their horses, that is to say, they hire them for the season, or by the year. Careful job-masters will stipulate for the employment of their own coachman; but this is not always the case, and

it is for many reasons objectionable in a quiet family; hence it is doubly important that every groom, or coachman, should be a competent judge of the working of a horse, that he may be able to inform his master whether he is properly served.

A pair of carriage horses should be well matched, not only in size and general appearance, but in age, strength, and speed; where attention to this is neglected, the best horse does all the work, and wears himself out before half of it is done; dissimilar tempers will produce the same result; an eager, high-mettled horse should never be driven with a slug, for though punishment may rouse the latter to temporary activity, yet when he finds the carriage follow lightly, through the superior exertion of his mate, he will soon settle back again into the snail's pace, and leave the work to those who like it; if the coachman perseveres in the use of the whip, the notice of the ladies is soon attracted to it, and he is reproached for cruelty, when, in fact, he is only administering even-handed justice; the active horse speedily becomes poor and ill-conditioned, perhaps lame from his over-work; and thus another proof is given that the servant does not understand his business, and he loses place and character perhaps, for no other reason than that he has had the misfortune to sit behind a pair of badly matched horses. It should, therefore, be well noticed, whether each horse habitually keeps up to his collar; and if he fails to do so, whether the failure proceeds from want of strength,

speed, or courage: for sometimes the fault may only spring from temporary indisposition, or other accidental causes. When the coachman's judgment is satisfied that there is a fault, and that it is likely to be a permanent one, it is his duty to represent the case to his employers, or to the job-master, and get the faulty animal exchanged.

It is also important to ascertain that the carriage is not too heavy in draught for the horses, or the horses too light for the carriage and the work. Ladies are too often, from inconsiderateness, very merciless in this way. They will express the most lively indignation at the free use of the whip, and yet they will thoughtlessly pack a carriage with eight or ten women and children, and a van load of luggage, when the thermometer is at 80°, to be driven by the carriage horses the first stage to Brighton, or Tunbridge, or on a pleasure excursion to Richmond or Hampton Court. Once in a way this work may not be injurious, though severe; but if it is habitually done, the horses are laid up, and it is the duty of the coachman, with all respect in manner and language, to remonstrate.

But the carriage itself may be too heavy, without any extraordinary work, for a pair of light, free-going, blood horses: this will soon be detected if, in cool weather, and with a moderate load, the cattle show signs of distress. In modern times, carriages are constructed in a form that is much lighter than used to be common twenty years ago; but sometimes even now, when they are intended for occasional

travelling on the Continent, they have a quantity of iron work about them that makes them very heavy, and unfit for daily use; and even the lightest carriage may yet be too much for the strength of the horses that draw it: when this is the case, it should be made known to the master.

If the horses are properly matched to each other, and fairly proportioned to their daily work, the next duty is to ascertain that they are properly harnessed; that the harness fits them in every respect, and is put on and adjusted in such a way as to enable them to work with comfort; the bits must be adapted to their mouths and temper, and carefully maintained in the space between the tush and the grinders, by having the cheek-pieces of proper length; the bearing rein, where it is necessary to use one, should be kept very moderately tight; not so tight as to restrain the head in a painful position and lacerate the angle of the mouth, nor yet so slack as to leave the mouth insensible of the pressure; the collar should bear on the proper part of the shoulders, pressing evenly on the whole surface applied to the draught; the saddle well planted behind the rise of the shoulder; and the crupper and breeching so placed as to answer the ends for which they are designed, without dangling about at too great a length, or galling and rubbing the skin from being too short. No horse will go quietly, or pull well, if his harness is in any respect unfit for him—and of the harness, the bits and the collar are the most important parts. The lips of a horse are endowed

with great sensibility; he answers to the slightest touch, and, therefore, except under very special circumstances, the bits should not be needlessly sharp, giving pain for no good purpose, and sometimes causing cankers and wounds. A very high-mettled horse will rear the instant that the curb is pressed; yet many a young jackanapes, unconscious of the pain he is giving, and the mischief, perhaps, that he is causing, checks the curb rein the instant he mounts, to make his horse curvet, and shew off his own horsemanship. Where an animal is headstrong and restive, a curb may be necessary aid to the rider or driver, but a skilful man will seldom use it except in aid of punishment or restraint. It is usual, indeed, and almost invariable, to drive from the curb, but as the carriage horse bears upon the snaffle, and the curb bit is only used to guide him, the mouth is not perpetually worried by the hand; yet even in driving, horses will go more steadily, and work better, when the reins are buckled close to the cheek, or at the top bar, than when the full power of the bit is obtained by buckling them to the lowest bar.

I am no great advocate for the bearing rein; its object is to make the horse carry his head erect, and in a stately manner, and to give his action a grand and lofty character. It may, too, assist in some measure in giving the driver more control over a runaway horse; but a horse that is known to have this failing should never be driven in a gentleman's carriage, and moreover I incline to think, that when once he

takes the matter into his own hands, he will break the bearing rein before it will check him. However, very experienced coachmen contend for its necessity, and I will not go so far as to say, that it can in all cases be dispensed with, though I believe it may in very many: the objection to it is, that it restrains and cripples the horse's action: it deprives him of that prompt and smart activity that enables him instantly to recover a false step; and it calls the muscles of the neck and head into constant action in a painful posture—as if the horse had not enough work to do in rapid pulling. The pain of the constraint may be easily appreciated by observing the instant relief afforded to the animal on going up hill, or taking him out of the carriage, as soon as the bearing rein is unhooked. In fact, it is the source of a constant conflict between the poor creature's lips and muscles; if the latter ache, the corners of the mouth are painfully drawn down, and the only mitigation of the pain is by resuming the erect attitude which causes the aching of the muscles. It is like imprisoning a man in a cell six inches too short for his body, where he must choose between cramp in the legs, or cramp in the neck. If this constraint is unnecessary, it is cruelty; and that it *is* unnecessary may be reasonably suspected, for they rarely use bearing reins in France, though many of their horses are entire, and, therefore, vicious. All I can say is, that where, by long habit or bad carriage of his body, the bearing rein is indispensable, it should be most carefully adjusted, so as

to occasion no pressure on the mouth that can be safely spared.

Any defect in the collar tends to make a horse refuse his work, and 'gib,' as it is called, at starting; when he has started, he works in pain, and returns perhaps with a galled shoulder: the collar should be smooth, even, and slightly elastic, or the pressure will not be uniform: it never should be put on where there is any defect perceptible, and where the defect has not been detected before the mischief is done, breast harness must be temporarily substituted till the shoulder is quite well: breast harness being lighter would always be preferable, were it not that the draught ought to be from the shoulder; it is only, therefore, proper where the shoulder has been galled by the collar. The length of the coupling reins is important; they must be so measured as to allow fair room for action, yet reserving a sufficient control.

We have now matched our horses and harnessed them properly, so that we need anticipate no trouble if we know how to drive them; how is this knowledge to be acquired? I will begin, as my pupil ought to do, with a single horse. All the remarks that I have made respecting a pair of horses apply equally to the stanhope horse, but it is also desirable to be careful in this case, that the shafts are properly placed in the tugs: the back-band should be of that length that, in compass shafts, the convex part may be raised high enough to allow the trace to be nearly even with the straight part. Where the shafts are straight throughout, which only hap-

pens in very old-fashioned dennets, or in gigs, built very lofty for trotting matches, the back-band must be a few inches longer; if this is not attended to, the body of the stanhope will incline forward, throwing too much weight on the horse's back because it is not balanced on the axle, and proving very inconvenient to the driver.

In driving, whether a single horse or a pair, the position of the driver's body should be something between actual sitting and standing; that is, the feet should be firmly pressed on the floor of the stanhope, or dickey, while only some six inches of the seat are occupied. Even in a four-wheeled carriage this is desirable, but in a carriage on two wheels it is absolutely necessary; for otherwise a stumble of the horse, or a sudden check in his speed, will throw the driver forward, and deprive him for the moment of all command over the reins. I have, undoubtedly, now and then seen coachmen of the old school, dexterously poised in the depressed centre of a huge box, with their cocked hats, flaxen wigs, and milk-white stockings, whose legs depended soberly in front, unconscious of their owner's weight, and as perpendicular as snowy icicles from the ledge of the house-top. These odd specimens of former times may still be occasionally seen, on state occasions, when the Queen goes to Parliament, or the Lord Mayor visits the palace: but then they were generally staid and elderly men, of those portly dimensions, that when once placed on their centre of gravity, nothing short of an earthquake could

have stirred them from it, against their will; and, moreover, they drove cattle as sober, and stately, and unwieldy, as themselves; they furnish a bad example for modern whips, except as to sobriety, and in that respect they might be imitated with advantage.

When fairly and firmly seated, the driver, who has taken the reins in his right hand previously to mounting the box, (for he always mounts on the off-side,) shifts them to his left, and adjusting them to such a convenient length as enables him to feel, without pressing on the mouth, holds the near rein over the forefinger, and the off rein between that and the middle finger, so as to enable him promptly, when needful, to assist himself with the other hand upon the off rein: this is sometimes required to check or guide the horse abruptly, and with a pair of horses is always necessary: a horse well broken to single harness seldom requires more than one hand, when once you have found out his mouth.

The start should be invariably quiet and gentle; I hate to see a whip used at starting; if any stimulus is necessary, the voice is quite sufficient; the pace after starting should also be moderate—if speed is wanted, it ought to be obtained by gradually accelerating the pace. I am writing for the learner, and, therefore, I must occasionally give hints at which a practised Jehu will smile; but with this apology, I will observe, that it is not expedient to make a start till the road is clear for some twenty or thirty yards before you. It may be, that you

are taking up on the off-side of the road, which, of course, is the near-side to those who are coming in the opposite direction, and being the near side, it must be kept by all; a waggon or a dray is meeting you; the carman, perceiving that the carriage is waiting, and *not* perceiving that it is just about to move off, turns his horses towards the centre of the road to avoid it: and thus, if you start at the same instant, you are obliged to check your horse, abruptly, the very moment that he sets off: few spirited animals will bear this without much impatience, and you get involved in a dispute with them, and perhaps the carman too, before you have had more than time to adjust your seat and gather up the reins. A horse is scarcely amenable to control, if he is high-mettled, till he has settled down into his pace, and the most certain way of bringing him fairly to his work is, to give him head for a few yards before you let him feel a check.

When once fairly on your road, never use either the whip or rein unnecessarily; both must always be firmly in hand, but the hand should bear them lightly, as well as firmly; the whip is more for punishment in case of resistance, or for bringing your horse smartly up, when a sudden exertion is demanded to pass a carriage where there is just room to pass and no more, or to turn a corner when the horse is sluggish or awkward, and does not promptly answer the rein, than for constant excitement: perpetual teasing with the whip makes a horse timid, un-

even in his paces, and perhaps uncertain in his temper.

I need scarcely remind even the boy of fifteen, that the law of the road, and indeed it is now recognised as the law of the land, is that the carriage must always be driven on the near-side, and must pass another on the off-side: but it is not superfluous to remind even experienced coachmen, who, in their hurry to get on, will neglect this rule when they see an opening, that they neglect it at their peril; for it renders them liable for any damage that follows in consequence; and in London, or any crowded town, the risk is often serious, even where the road appears to be open; another carriage may suddenly fall into the line out of a cross street, so as to intercept the way; and that carriage, if proceeding in the opposite direction, will of course have the best right to be in the open space.

A beginner must be cautious to take plenty of room to turn, and, before turning, to check his pace; not only to avoid injury to the carriage by suddenly swinging it round, but danger to the foot passengers who may not perceive his intention: he must also be decided in his course; not hesitating to the last moment whether he shall turn up this street or the next, for a horse is not safely checked on the turn of a corner; it often throws him down on his side, and sometimes, where it stops short of this, perplexes him and makes him for a time unmanageable, because he does not know what he is expected to do.

In a stanhope, a horse must never be allowed to quit the walk and trot: it is very rarely expedient to gallop, even in a four-wheeled carriage, but in a two-wheeled chaise it is wholly inadmissible; nor should any challenge or provocation ever lead to racing on the road: if you are careless about your own limbs, you are not the less bound to regard the limbs of others; a racing horse cannot be pulled up within thirty or forty yards at the least, and that is quite space enough to kill half a dozen women and children in any crowded street.

The management of a pair of horses is very similar to that of a single horse, so far as general principles can govern us, but there is this peculiar difficulty—both horses rarely keep up to the collar with equal perseverance, and hence the one rein may be short enough to feel the mouth of the horse that is pulling, while the other is too long to retain any power over the horse that hangs back: this is the reason why both hands are so necessary in driving a pair of horses; when the bearing of the reins is rendered uneven by the inequality of speed, the reins must be promptly gathered up and shortened by the right hand, so as to recover the command over the mouth: it is always proper however to apply the whip, on such an occasion, to the lagging horse; and where it is really necessary to use it, it should be applied fearlessly and decisively, not by merely tickling or teasing him. A young whip, who has only been accustomed to a stanhope, feels some awkwardness, when he has a large four-wheeled carriage behind

him, in judging of the room that there is to pass or turn; very little practice will remove this difficulty: it may guide him to bear in mind, that the carriage can pass if there is room for the splinter bar, which always extends a few inches beyond the wheels on either side; as that is under his eyes when he is on the coach-box, he never can be at a loss, if it occurs to him to think of it.

It is very unseemly to see a pair of horses straggling away from each other at their work as if they were afraid of infection: this is a serious error; nor should they be allowed to 'hug' each other, materially impeding the action of each, and in warm weather greatly increasing the perspiration; the fault often arises from the coupling reins being either too long or too short, or the pole-pieces not being of proper length; but if the habit is inveterate, and cannot be cured either by rein or whip, they should have their places changed very frequently: if even this proves an insufficient remedy, a side rein will often prevent their straggling, and a blunt-pointed piece of wood attached to the collar by a pad, will in like manner keep them properly apart.

Horses should never be pulled up too sharply, unless to avoid running over an old woman; if it does not break the pole, as it often does, it may throw the animals on their haunches, and sometimes may cause a curb, or enlargement of the hind-leg, below the cap of the hock, a complaint which will be explained hereafter; there is a great momentum in a loaded carriage driven

at seven or eight miles an hour; and consequently the speed should be cautiously slackened a few yards before it is required to stop. This may render it necessary, in some cases, to back the carriage a little (an operation easily performed by keeping the pole straight); but though this is troublesome, it is far better than breaking the pole to pieces, throwing down the horses, frightening the ladies into hysterics, and angering your master.

A man who can drive a pair of horses skilfully, needs very little practice to drive a team of four: there are two or three additional cautions to be observed, but they only relate to minor points: the reins must be arranged thus; the near rein of the leaders is held over the fore-finger of the left hand, and the off rein between the fore-finger and middle finger, exactly as in the case of one horse, or a pair; and the near rein of the wheelers is held (with the off rein of the leaders) between the fore-finger and middle finger, while the off rein of the wheelers is held between the middle and fourth finger: the reins of all are thus kept distinct, so that the right hand can immediately lend its aid to any, where it is required; and in driving a team, it is required very frequently: for it must never be forgotten, that at a turning the wheelers alone are to do the work; if the leaders are allowed to give the least inclination to the pole, right or left, the chances are that the carriage is overturned: whenever a turn is to be effected, the leaders must be allowed to go free from their draught, and to allow this, they must of course be checked,

so as to allow the bars to drop. It is equally important to check the leaders in descending any declivity; for the descent of a heavy carriage, (and most carriages are well loaded that have four horses to draw them) is quite enough for the power of the wheelers to restrain, without the additional labour of contending with the leaders, who, if they work at all, must impel it forward, and cannot possibly assist in moderating its velocity. The action of the latter therefore must be quite free in going down hill: as they are thus relieved from work on many occasions during the journey, it is only fair dealing with the wheelers, to throw much of the burthen of ascending the hill on the leaders. On level ground the only duty of the coachman is to keep all the traces tight, making every horse do his share of work, unless one of the team should happen to be constitutionally less able than the others: in such a case, indulgence is necessary as well as merciful, but the sooner the incapable is got rid of, the better. Whether driving a pair or four, unless the load is very light indeed, the slipper or skid should always be put on the wheel in going down hill. Even if the horses have power to check the accelerated speed, the pole may give way, and the danger of such an accident, where it does happen in such a position, is most serious.

I have already adverted to the folly of racing: and foolish enough it is, even with a pair of horses, shackled and confined as they are by the pole-pieces and harness; but with a team of four the danger is greatly increased: the leaders

being, comparatively, unrestrained, take their own course, and overpowering the wheelers, who are generally of a larger and coarser breed, often throw them down; when this does not occur, one horse challenges the other, till all four are excited to a race, not with the rival, or the opposition coach, but with each other; and then let the dexterity of the coachman, or the power of his arm, be what it may, he loses all command over his team till by sheer exhaustion they are obliged to check their speed: in such cases, too, the reins, if old, are very apt to give way; for though they may be still sound enough for all ordinary work, it by no means follows that they can stand against the pulling of a powerful man (or two, as I have sometimes seen, when the coachman has asked the assistance of a stranger on the box) against the resistance of four high-mettled and self-willed horses.

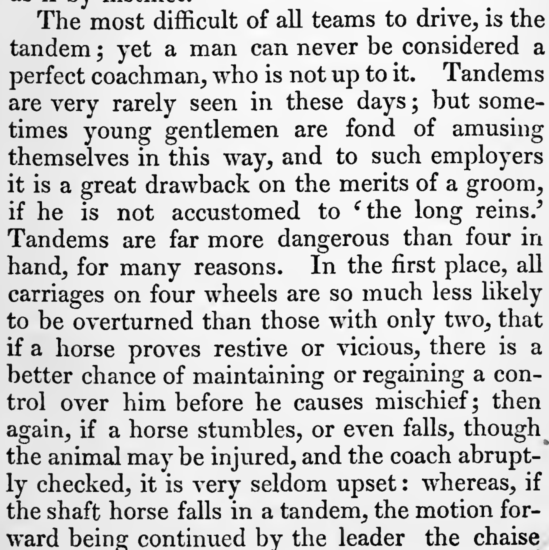
The aid of the whip is of more value in driving four in hand, because it is not so easy, as in the case of a pair, to keep every horse in his proper place by the reins alone; the whip, too, brings a refractory or sluggish horse up to his collar, and makes his traces tight, immediately, so as to recover the feel of the bit: but the long whip cannot be managed without frequent and early practice, and therefore a lad who aspires to the use of it, should begin by familiarizing himself to it in the stable-yard. I remember when I was a boy at school, now many years ago, I acquired such dexterity, that I could balance a sixpence on the edge of a wheelbarrow, and whisk

it off with the point of my long whip three times out of five.

Except in the particulars that I have mentioned, there is no caution to be observed in driving four horses beyond what I have before recommended in driving a pair, unless that in pulling up, and to a slight extent also on turning, the hand ought to press equally on all the reins, so that the speed of each may be simultaneously checked; when their mouths vary considerably in sensibility, the safest way of doing this is by pressing the right hand on all the reins together, still holding them firmly in the left: if it is an error, it is an error on the safe side to hold the reins short; the cattle go more freely, perhaps, when they are held long, and it is less fatiguing to the driver; but he has less command over his team, and is less able to avoid mistakes, or assist a tender-footed or a groggy horse.

There is much more anxious attention required however in matching the horses, and adapting their work to their power. The strongest pair should be placed at wheel, and unless really as well as comparatively strong, they are still unfit for their place: at times they have great weight to support, even when the drag is on, and a weak horse is sure to fall under it, sooner or later: for the same reason the wind and speed of the wheelers must be good, or whatever their strength may be, their 'work will soon be taken out of them.' A horse that swerves or shies, may be more safely put to

wheel than to the bars; he is a great nuisance anywhere, but he can do less mischief as a wheeler, because he has less power on the pole, when he is placed at the wheel than when driven as leader: the same may be said of one with a dull, heavy mouth, or 'a borer' as he is sometimes called; that is, a horse that carries his head and neck down, bearing hard on the bearing rein, and not readily answering to the whip. The lightest, most active, and best broken horses are the best to drive as leaders; in fact, a really good leader ought to require no driving, but to understand and do his business as if by instinct.



The most difficult of all teams to drive, is the tandem; yet a man can never be considered a perfect coachman, who is not up to it. Tandems are very rarely seen in these days; but sometimes young gentlemen are fond of amusing themselves in this way, and to such employers it is a great drawback on the merits of a groom, if he is not accustomed to 'the long reins.' Tandems are far more dangerous than four in hand, for many reasons. In the first place, all carriages on four wheels are so much less likely to be overturned than those with only two, that if a horse proves restive or vicious, there is a better chance of maintaining or regaining a control over him before he causes mischief; then again, if a horse stumbles, or even falls, though the animal may be injured, and the coach abruptly checked, it is very seldom upset: whereas, if the shaft horse falls in a tandem, the motion forward being continued by the leader the chaise

is inevitably overturned, and the shaft most probably broken. But the greatest risk arises from the entire loss of command over the leader's mouth, should he swerve, however slightly, from the straight line. This can scarcely happen with four in hand, because the chances are very great against both leaders taking it into their heads to swerve together, and in the same direction; the one, therefore, is recovered by the steadiness of the other; but if the leader in a tandem shies at a chimney sweeper, and turns round, the driver is wholly at his mercy, for the reins have lost their power, and even the whip may only urge him forward in a wrong direction. Moreover, the least difference in speed, power, or temper, between the two horses, greatly increases every one of these hazards.

Still, if horses are well matched, well bitted, well broken, and well driven, tandems may be used with safety. I was in the daily habit of driving my own for five years, through the crowded streets of London, as well as in the open country roads, and never had an accident till the end of that time, when I fairly broke my head, but my neck being mercifully spared, I laid down my tandem for ever.

The great art of driving a tandem is to have a perfect command of the whip; it should be light, long, and always well pointed: to use it more readily, it is desirable to raise the driving box so high as to leave the body almost in an erect position, and a fresh point should be put on every day: I once tried the experiment with great accuracy, and I found, though I was driv-

ing a very willing and well-broken team, that seven points were wanted between Portsmouth and London: whipcord is a bad substitute; it gets twisted and entangled in the harness as soon as it is saturated by wet weather, or the sweat of the horse: a good tandem driver, therefore, must take his first lesson at the whip-maker's, and acquire some skill in putting on a point.

The reins are, of course, held in the same way as they are with four horses, and are in fact more easily managed with a single leader, as the pressure on both the near and off rein is uniform, and not dependent on the equality of pace in two animals varying in speed and temper: but very little depends on the reins: the attention is principally to be given to keeping the long traces always tight, except down hill, and this can only be effected by the whip: the most lively attention is necessary: neither the leader nor the shaft horse can be allowed to flag for a moment, and as soon as ever the whip fails in keeping them to their work, it is time to bait; after any symptom of distress, it is no longer safe to drive them: but the leader must not only be kept up to the collar, but attentive to his business: if he is observed to look about him, to be staring at objects on the road, or pricking up his ears at the approach of another carriage, the whip must instantly recall him to his duty: the moment he indicates the least disposition to turn aside, he should be saluted on the side to which he turns, in a way to make him feel it and at the same time the shaft horse

should be urged either by the voice or bit, so that he may not be taken by surprise, by the sudden impulse given to his leader. I used to attach my long traces by a hook-and-eye to the short ones: but I am convinced that this is a bad practice; it is better to fasten them to hooks at the extremities of the shafts, which, in a tandem, should never be much bent. When the long traces are thus attached, the shaft horse has time to recover from a stumble, before the weight of the chaise is brought on him; for the shafts are still retained in their horizontal position, and the horse's back being free from pressure on the saddle, he too is more unrestrained and better able to retrieve a false step. It may be objected that the leader, if he swerves, will be apt to turn the chaise, as he turns round his own body. I doubt this, because, in turning round, the long traces become slack; but even if it were so, it is safer that the chaise and shaft horse should turn with him, if he cannot be recovered by the whip, than that they should be impelled forward in one direction, when he is bent on going in another.

If a man habitually drives a tandem, and only keeps a pair of horses, he should accustom each to go as leader, so that the work may be fairly divided between them: but otherwise the strongest horse should be placed in the shafts, and the best bitted one before him: for though little is done by the rein, yet when the horse is going steadily along the road, he is obedient to it, and it is of great importance that so long as he does obey it, it should be promptly and cheerfully.

In driving a tandem, no less than in driving four, the simultaneous pressure on the bits of both horses must sometimes be accomplished by the aid of the right hand bearing on all the reins together, while they are firmly retained in the grasp of the left.

CHAP. VII.

It has been most convenient to give all my instructions about driving, as I did about riding and stable duties, without interrupting them by any advice peculiar to the age of the lad who is learning his general business: but I have not forgotten that the tuition I profess to give is especially intended for his benefit, and, therefore, I will advert to some cautions, that he is bound in prudence to observe when he finds himself entrusted, for the first time, with work of this description.

I scarcely can say, whether it is of more consequence to make himself thoroughly acquainted with the tempers and habits of the stud, or with those of his master: a serious error on either subject may lead to serious mischief: yet it requires more tact and penetration to avoid mistakes of this nature, than most boys possess. The temper of a horse in the stable often differs materially from that which he exhibits at his work: sometimes a horse will kick in the stall, when he will never raise a foot in harness; and the opposite habit prevails quite as frequently.

There are two maxims, however, that may be safely taken for granted, and they give us some assistance in judging what we are to expect from a horse. If the animal is very quiet and dull in dressing, he is usually too quiet and sluggish at his work; a lively horse in harness, is almost always inclined to be playful when dressed. It may also be remarked, that where a horse is sly and cunning in his stall, we must not be surprised if we find him 'uncertain' on the road. A horse betrays cunning in many ways: he will slip his headstall, when unobserved; he will throw off his cloths by aid of his teeth; sometimes he will bite when being girthed, provided the groom's back is turned towards his head. He is jealous of the approach of strangers, and sometimes will show restiveness as soon as they enter his stall: he will resent the intrusion of a dog or a child; and horses of this character are noticed to have the eye constantly on the watch, and to exhibit much of the white of the eye-ball, in consequence of this distrustful vigilance; hence this peculiarity is considered by ostlers and grooms indicative of a bad temper, and I think justly so. It too often arises from a habit of playing with a horse; the groom pinches or tickles him in fun; the horse is teased by it, and retorts with the menace of a bite; the groom erroneously thinks this is good-humour, and persists, till the animal is fairly worried, and bites in earnest: the groom, being provoked, kicks or strikes him with the curry-comb, the fork, or whatever comes next to hand; and then, though he is subdued for the moment, the

horse feels alarm when any body comes near him, and endeavours to prevent it. I once had a country servant who had got into this foolish horse-play habit. I observed that the horse's temper had become irritable, and to confirm my impression, hoping perhaps that it would induce me to sell him, the man informed me that the animal had one day taken him up by the breeches-band between his teeth, and given him a good shaking! When I pressed for an explanation of what had led to such an extraordinary display of vindictiveness, the man admitted having struck him with the edge of the curry-comb, because 'he would not stand still;' the sagacious brute watched his opportunity, and paid him off in kind. I kept him for a year after, but his temper continued to grow worse.

When we find that a horse has an 'uncertain' or a cunning temper, it should be an inducement to great caution; the bridle should have a chin strap, for he often succeeds in getting the bit out of his mouth, or grasps the cheek of it, and thus becomes unmanageable; the reins should never be for a moment out of hand when standing at a shop-door; the kicking strap never be laid aside in warm weather: while he feels that he is thus minutely watched, he will not take liberties, but if in a careless moment he finds his head loose, or if the rein by any awkwardness gets lodged under his tail, or, as in the case of leaders, entangled round the terret, a scene is almost sure to follow, very amusing to every bystander, but very unpleasant to the coachman. Most particular care should be taken

with such horses, especially if in single harness, never to remove the bridle till the carriage is disengaged; this is a dangerous and careless habit at any time, and has often led to fatal accidents.

I have said enough upon the study of the horse's disposition, but how is a knowledge of the master's to be acquired? I must premise, to prevent all misunderstanding of my meaning, that it is no part of the servant's duty to be on the watch for his master's faults: most people have quite enough to do to detect and reform their own: the habit of observing upon those of others is apt to give us that sort of complacency, which throws a very thick veil over our own failings, and renders self-knowledge, that most valuable of all knowledge, wholly unattainable: but though the servant should not concern himself with his master's faults, it is his duty to study his peculiarities, and to familiarize himself with his habits, as soon as ever the nature of his employment brings him into close attendance upon him. The groom of a single gentleman is often required to act as his valet: and even in a family it is not unfrequently the case, when a lad's activity and intelligence have led to the employment of him in higher duties than cleaning the stable and the yard, that he is called upon to perform much in-door work, more immediately connected with the personal convenience of his master, than with his cattle. One very common occupation of this kind is to convey messages, execute commissions, call in, and perhaps in minor matters, pay the boot-maker's,

the tailor's, or the hatter's bills, and yet more frequently to meet him with his horse or tilbury, or attend him on his rides and visits.

There is not one of these duties, trifling and easy as they appear to be, that does not require some thought to discharge it well, and some knowledge of his master to give uniform satisfaction. A message, if verbal (which it never ought to be when important), should be delivered with strict accuracy, and a careful messenger will make a memorandum of it as soon as he receives it: if he is doubtful whether he clearly understands it, he will respectfully say so, even at the risk of being called a blockhead, or a fool: it is far better to get an angry word for too much care, than to return with a blunder, and receive a just reproach for too little. When the message is clearly understood, it should be delivered exactly to the person, and at the time, that is desired. It may appear to a thoughtless lad very immaterial, whether a message is delivered through a housemaid or a butler—to Mr. Smith the father, or Mr. John Smith the son—to the shopkeeper, or to the apprentice: yet an error may lead to great inconvenience; the butler may see his master the next hour, while the housemaid may not set her eyes upon him for a week; Mr. Smith, the father, may have been engaged in previous intercourse on the same subject, and understand a message which, to his son, is perfectly unintelligible; the shopkeeper may know at once where the article wanted is to be found, while his apprentice has never heard

of it, and returns for answer, that they have not got it.

The accurate delivery of letters is, if possible, of yet more moment. Some people, unaccustomed to business habits, open a letter as soon as their servant puts it into their hands, without looking at the address, and perhaps read it through before they discover that it was not intended for them.

I recollect a story that may illustrate the mischief thus occasioned, though the blunder in this case was committed by the writer, and not by his servant. He had received two invitations to dinner on the same day, from two ladies of rank; the one he was as anxious to decline, as he was to accept the other, and he wrote his reply to the first in the following terms:—

'The Rev. S. S. has the honour to acknowledge her Grace's kind invitation, but is under the necessity of declining it, having long been previously engaged to Lady B.'

To the second, he wrote as follows:—

'My dear Lady B.

I am doubly grateful for your invitation, which I joyfully accept; not only for the gratification which your charming parties always afford, but because it furnishes me with a decent excuse for refusing a similar honour from that wearisome old dowager the Duchess of A., whose card I have kept unanswered these two days, not knowing how to get off

Your's most truly,

S. S.'

The rev. gentleman in his hurry misdirected the letters, and then despatched his servant with them. I cannot say what might be her Grace's sensations on perusing the one intended for Lady B., but I hope they were converted into pity, on receiving within an hour the penitential apology of the witty though blundering writer, who on discovering his error by Lady B.'s return of the letter misdirected to her, again took up his pen, and wrote to the Duchess, with real or affected contrition—

'The Rev. S. S. presents his compliments to her Grace, and begs to inform her, that he shot himself through the head within an hour of her receiving his unfortunate letter of this morning.'

I suppose that his pistol missed fire, for he lives still, and though somewhat advanced in age, and a little changed in opinions, he is still the admired and the accomplished writer that he was thirty years ago: but had the same mistake been perpetrated by his groom in the misdelivery of two such letters, I could scarcely have answered for the failure of the weapon had it been immediately at hand.

The punctual and faithful execution of commissions, however trifling they may be, is a valuable quality in any servant, but one in which a little discretion must, of necessity, be sometimes exercised; if the commission is very simple, as to leave a parcel, or insert an advertisement of a horse, all that is necessary is to be prompt and accurate in executing it; but the

servant is often charged with more than this: to call at the library, perhaps, for a particular book or magazine, and if that is out, to bring another. He walks a mile or two to Ebers' shop—he can get neither the one nor the other, and has had no third alternative given to him. Now, if he has observed that his master is depressed, or ill, and wants the book for temporary amusement, he will not return empty-handed, but request the librarian to select some other work that may relieve his master's *ennui*. Or he may be despatched to engage a box at the theatre; he finds on his arrival that it is not vacant, and that in the course of another hour the whole tier may, probably, be bespoken: he will act prudently, in such a case, to select some other, without returning for fresh orders, and if he has informed himself of the usual habits of his master, he will be able to choose such as he is likely to prefer of those that are still at liberty. It is very usual, at great public dinners, for the principal guests to be attended by their own servants, and the groom is frequently the most convenient domestic to be taken: he will be careful that his master is supplied with any peculiar wine, or dish, that he is accustomed to take, or that his state of health may render necessary: if used to very simple diet, he will give a hint of it to the head-waiter, or one of the stewards; he will have the carriage in waiting punctually at the hour at which his master generally retires; and, where many are in attendance, he will ascertain the easiest approach to it, so as to get quickly and conveniently disen-

gaged from the crowd, and be ready with the hat and cloak the instant he is wanted.

If he is in the habit of following on horseback, he will always ride at such a distance as to arrive on the off-side, to take the bridle, the instant he perceives that his master is about to dismount; and yet he will never approach so near when not wanted, as to overhear his conversation with friends that he may chance to meet. Unless special directions are given to the contrary, the servant should follow at the distance of thirty yards; this is sufficient to prevent his horse challenging his master's, which often happens when they are not used to follow, and is very annoying when it does happen. If he follows at a greater distance, he may chance to lose his master in crowded streets. If roads, or streets, which his master is accustomed to frequent, are under repair, or otherwise impassable, an attentive groom will apprise him of it before they start, as it may induce him to take a different direction from the very door. Nor is it superfluous to remark, that an attentive groom will always touch his hat as a mark of respect to such of his master's friends as he may pass in the morning's ride.

In settling tradesmen's bills of small amount, and he is not likely to have any thing to do with others, he will invariably take a receipt, and, if his employer is careless in such matters, file it for himself—for it is, I am sorry to say, too often the case, that trifling debts are charged a second time, now and then from negligence, but often from roguery, and then the ques-

tion of honesty is sometimes raised to the servant's prejudice, especially if he has always shown himself too honest to accept gratuities, or favours, from the tradesmen. I have dwelt somewhat minutely on these matters, because it is by his dexterity and attention in such constantly recurring trifles, that the value of a servant is estimated; and though it is service that does not strictly fall within the department of a groom, yet it is of a kind that a young groom is very often required to understand. There are other points, however, to which the groom, in common with all domestics, is bound to give attention.

Whatever may be the servant's place, it is his duty, independently of obeying orders, to promote his master's comfort, and consult his inclinations, wherever he can discover them without impertinent inquiry. Every gentleman expects to be treated with civility and respect; as much as this is exacted even from his equals, and still more, of course, from his domestics. But this does not imply meanness and cringing servility; there is a manly humility, no less than a manly pride, and these qualities are usually found together: for a manly pride finds its gratification in maintaining ourselves respectably, by the faithful and upright discharge of our allotted tasks, whether tasks of the head or hand: the man who does his work well, will always set about it with cheerful humility, and thus a respectful deportment will become daily and habitual as much as the work itself: the disposition will show itself, not only

to the master, but to every member of his family, and all his visiting acquaintance; for if the master respects them, the servant is bound to respect them too.

Some gentlemen are remarkably fastidious about extreme cleanliness and quiet; dirt brought by the feet into the hall and passages, great-coats left dusty and unbrushed, and little negligences of this kind, give them much vexation; unmarried men, especially, often carry their band-box neatness to a ludicrous extent. I have seen a wealthy and precise old bachelor take a white cambric handkerchief out of his pocket, to rub a particle of rust off his stirrup-iron: this is folly and weakness, yet it ought to be indulged by an attentive servant, and even anticipated; where quiet is particularly desired, doors should not be slammed, but closed with gentleness; creaking shoes should not be worn; kitchen conversation should not be loud; work of all kinds is commonly done better when it is done in silence.

Yet more important is it to avoid irritating an angry, or even an unjust temper. It is much less common than it used to be many years ago, yet even I can remember the time, when to swear at a servant was as frequent as to give him orders. He was damned for a fool at every step he took. Vulgar people will occasionally do so still, but, on the whole, it is very rare in these days, to find men of any respectable station in society give into this coarse and profane habit; still, temper is too often shown, and sometimes in a way that is very trying. I

was once at the table of a very distinguished member of parliament, and a very respectable man too; when he called for bread, the footman, not having distinctly heard him, brought him some beer. The master made no remark, but waited for some time, and then, in a very distinct and audible tone, he asked for 'a plate:' it was immediately brought, when he looked up, with a stare of affected surprise, observing, 'I wanted a fork, and you have brought me a plate!' 'I thought you asked for one, Sir.' 'To be sure, I did; I called for bread and you brought me beer; of course, when I wanted a fork, I asked for a plate.' This vindictive plotting for a rebuke offended my taste, and obviously abashed poor John, who waited at table in a flurry all the rest of the dinner.

Servants should receive such reproofs in silent respect; they cannot but be hurt by them, but they must repress all feeling of pique and resentment, and this is the surest way of preventing a repetition of the offence. Where a man habitually does his duty, the most careless master cannot avoid observing it, and though he may be ill-natured, and seemingly unjust, and even use the most unjustifiable language, he will still appreciate his servant, and be very unwilling to part with him; more especially if he is fond of his horses, and finds that good care is taken of them. But even if he is perfect in his duty, as respects his work, but forgets it in his deportment, or his language, the servant can expect nothing less than immediate and disgraceful discharge. A servant that loses his situation

in this way has infinite difficulty in finding another, whatever his merits may be. When discharged for ignorance, or carelessness, a new master will hope that 'he may improve,' and, perhaps, give him a chance of doing so; but, if turned away for rudeness, or temper, very few are so indulgent as to allow a young man the opportunity of a second trial.

There are other faults to which private, and especially what are called sober families, are particularly averse—late hours when not engaged in necessary work, romping and flirting with the female servants, smoking, and yet more, intemperance, are offences that sober people will never tolerate; yet these sober people commonly make the kindest and most liberal masters. Young men are more indifferent on such points, and sometimes foolishly make a jest of them; but even very young men are not slow in discerning whether the work is properly done, whether their horses are in good condition, and their stables in good order; and an idle or drunken groom rarely is found to excel in these particulars. I have only dwelt upon the *impolicy* of such vices, for that is scarcely too strong a term for these faults: but I should not do my duty, nor do justice to my principles, if I did not remind my pupil, that he ought not to be restrained from indulging in them by policy alone, but by a conviction of the *sinfulness* of every self-indulgence that is opposed to the spirit of the Bible. An angry temper leads to violence—an intemperate habit leads to sen-

suality, and often to dishonesty—an idle disposition postpones the business of the day, and induces a profanation of the Sunday—and giddy levity in intercourse with young women, often terminates in the ruin of both parties—and where it stops short of this, is almost certain to end in an improvident marriage, that puts both out of place, and raises a young family for beggary and starvation. Gentleness, cheerfulness, and kindness, towards all the female servants, are the bounden duty of every young man; but when they are carried to the extent of low jokes and personal familiarities, they become criminal, because they tend to criminal consequences: it is impossible to foresee the result of the very first violation of decorum in such matters, however slight the breach of it may be: because it is slight, it is forgiven; forgiveness leads to a second indecorum of graver character: the first pardon has paved the way for a second, and at last no offence is taken at any rudeness; thus character is lost, sometimes before it is deserved, and when reputation is once gone, and the penalty paid, virtue soon follows.

I have yet another remark to make, also of a moral tendency, and then I shall proceed to the higher duties of a groom's situation. When he has become an occasional attendant on the family, his stable dress will be exchanged for livery, and his wages increased in proportion. He will, probably, be allowed a suit yearly, or such wages as will enable him to provide for himself. In families in wealthy circumstances,

or in the service of a single man, this allowance will be more liberal, and will include, perhaps, two coats, two pair of boots, and small-clothes, a hat, and a great coat, though the latter article is very rarely given more than once in two years. Whatever his allowance may be, it should be his study to make himself appear at all times as neat and as tidy as possible—and to accomplish this, he must be economical and careful; never using his best things in dirty work, or leaving them lying about the yard and stables. One coat, if well made, and of good materials, will look decent for a year, and even then will do very well, for common occasions and rough work, for six or eight months longer, so as to save his best dress for times when it is most required. A clean shirt will often pass off an indifferent coat; the hat, too, should not be thrown about on every chair of the kitchen, and sometimes in every corner of the yard; a groom's hat is necessarily much exposed to weather, but if carefully wiped when wet, or dried by a little blotting paper, and when dry, brushed with a soft brush, it will survive many a storm, and still look well. There are few things that a master likes less than to see his groom slovenly and shabby, unless it is being bothered every six months with a petition for a new livery, and a new hat.

Servants, and especially young servants, are too apt to suppose, because their master may happen to keep a carriage, and live in a good house, and display a good table, that there must be great wealth in reserve to manage all this, and

that an extra guinea or two a-year, or an additional livery now and then, can make no great difference; but they should remember, that these seeming luxuries are often actual necessaries to a man, whose professional standing, or commercial credit, requires him to maintain appearances beyond his means. A physician, or a counsel, would frequently lose many fees, if his style of living and liberal hospitality did not imply that he enjoyed a respectable business, and, in consequence, a safe experience. A merchant cannot prudently reduce his establishment, or lay down his equipage, lest his solvency should be suspected, even though he may have lost more money in the last week, than he has accumulated for the preceding twelve months. The expenses, too, of housekeeping, consist in a multitude of petty details; an occasional party, and expensive wines, may cost some twenty or thirty pounds; house rent and taxes between two or three hundred annually, and often more; but the real burthen of expenditure is found in the tradesmen's bills, and petty accounts of endless variety, for groceries, vegetables, wages, coals, books, medicine, and so many small etceteras, that it would fill a page or two to enumerate them; every item added to the list makes the burthen heavier, and *many* render it intolerable; hence even the addition of a single suit of livery may chance just to turn the scale, and give rise to the question, trifling as the favour seems to be, whether the groom and his liveries may not be dispensed with altogether. I do not say that it

is prudent, or even justifiable, for a gentleman to sail so close to the wind; but I wish to impress it on the servant, that inasmuch as he cannot possibly know the extent or nature of his master's resources, frugality is always his own duty, and he has no right to infer that his master is able to do more than keep his servants in decency and comfort: if this is not done, the servant is well warranted in looking out for another place; but so long as it *is* done, the man is a fool who quits a comfortable situation to seek a guinea or two more elsewhere, or to find a smarter hat for Sunday's wear.

I could easily extend these hints much farther, and suggest many cautions that a prudent servant would observe as respects his intercourse with those with whom he is daily brought in contact: he should guard himself against unbecoming familiarity with the young gentlemen of the family, prone as they are to seek amusement in the stable: he should avoid conversation with strangers on all domestic matters — all impertinent curiosity in things that do not concern him—all unsolicited intermeddling with his fellow-servants' work—all wondering, and guessing, and speculation, about the family movements—and especially all prying and peeping into family plans and secrets, and all presuming upon his acquaintance with private matters, and domestic squabbles of which he has accidentally acquired a knowledge, and in which he may even, unfortunately, be mixed up as a party.

But these are general topics, common to all domestic service, and therefore I pass them over,

as foreign to that branch to which these pages are devoted: there is one caution, however, very near akin to them, which is particularly useful to a groom. He may be required occasionally to escort the ladies of the family on their morning rides; and this is a duty to be performed with great delicacy and sobriety. I have never above twice in my life fallen in with a lady who was really a good rider: the natural timidity of the sex, and the awkward position which delicacy prescribes to them on horseback, are all but insuperable difficulties in the way of their acquiring a firm seat. The groom should bear this in mind, and be extremely vigilant while out with them, not only to avoid alarming them himself, by any frolics or excitement of his own horse, but to guard against their being in any way alarmed by the heedlessness or the rudeness of others. If no gentleman is at hand, he may be called upon to assist them in mounting; this should be done with great propriety; the right way is to incline the body forward, extending the right hand firmly by supporting the elbow with the knee, so that the lady may place her left foot in it securely, and spring from the hand into the saddle. If she is at all accustomed to this, she will mount her horse readily, however tall, and by a very gentle raising of her foot with the hand, while she is in the act of springing from it, the groom may materially assist her: if he does it roughly, he will, on the contrary, make her lose her seat, and perhaps fall over on the off-side. When she has attained the saddle, he must adjust the slipper, enclosing

in it a fold of the skirt over the left foot: most ladies like this to be done, because it retains the habit in its place: the skirt should then be drawn down with great delicacy, till it be felt to be conveniently arranged, and the brooch, or buckle, if the lady wears one, should be put on just below the slipper. When she dismounts, no other care is necessary than to observe that the foot is quite disengaged from the slipper, and the skirt of the habit from the saddle, and then to offer the arm for her to rest her hand on it as she springs to the ground. In doing this the groom will be careful to place himself at the croup of the saddle, as she generally grasps the pommel with her right hand to break her descent, in preference to availing herself of the servant's aid, which, though ready, must never be officiously obtruded. If the horse is in the least degree playful or uneasy, a lady should never be allowed to mount or dismount without somebody at his head, or till he is coaxed into quietness; for the most active female rider has but little command over the rein, except while she is firm in the saddle. In all cases too where her timidity makes her awkward, a chair or a stool is the best assistant, either for mounting or alighting

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CHAP. VIII.

I have now brought the beginner through the various stages of his business, from his first introduction into the stables of a private establishment, to learn it, till he has so far justified confidence by his conduct, that he is allowed to follow his master, drive his carriage, and attend on his family: very few grooms think of *learning* their work beyond this, or even imagine that there is much beyond this to be learnt; and hence there are not many who ever rise beyond the station of a menial servant: I shall astonish them, perhaps, when I observe that as yet they have acquired so very little knowledge, that they are scarcely fit even to be helpers in the stable; much less to have the charge and exclusive management of it. Unless, to use the common phrase, they *understand a horse*, they never can pretend to any higher post than riding to the next town with a letter, or following their master to hold the bridle, while he is measured for a new coat.

To *understand a horse*, is no trifle; and yet the mystery is not very great, nor the labour very alarming: a little patient reading, a little close observation, and a keen eye, will suffice to give every groom as much information as he indispensably requires, though he cannot possess too much; and if he were to devote his life to it, as in some sense he ought to do, he will not find that he knows more than is useful. Many a

man, in every class of life, has made a fortune by '*understanding a horse.*'

To understand any thing, implies a correct knowledge of the purposes to which it is applicable; its aptitude and sufficiency for such purposes; its defects, where insufficient or unfit; and the remedy for such defects. A man may be very capable of using many things that he does not clearly understand, as a watch or a gun: but if he can understand as well as use them, he will be able to keep them fit for use, and will know how to buy or sell them as occasion may require.

In this sense of the term, to understand a horse, implies a full knowledge of his work, and of his capability of performing it in point of strength, make, and speed—a correct judgment of his health, and temporary as well as permanent infirmities, or, in other words, of his soundness—an acquaintance with all the ordinary remedies for accidental sickness or injury—and skill in the daily treatment and management of him as a domesticated animal.

I propose to address myself to all these points; not in a scientific manner, for that would require a thick volume, and not be very intelligible after all to any but professional readers, but in as simple and popular language as is consistent with accuracy.

The work of every horse varies according to the station and habits of his owner; we all know that either drawing or carrying will be the daily duty of his life; but we do not all know,

at least we do not bear constantly in mind, that there is an almost endless variety both in draught work, and in saddle work. It is because he does not think of this when he makes his purchase, that the buyer is so frequently disappointed when he becomes acquainted with his horse. A very different animal is required for a chariot and for a stanhope—for a light phaeton or britska, and for a heavy philanthum—for a gentleman's carriage or a stage-coach—a butcher's cart or a lady's park-chaise. Even where horses are required for business alone, without regard to pleasure, regard must be had to their intended occupation: a mail requires a faster and better bred team than a heavy coach: a London waggon would be badly served by cattle that would do very well for the plough, because the work demands more quickness and vivacity: a butcher or a baker wants an active horse, to save time in collecting and executing orders, while a traveller is better suited with one of less speed and more bottom; and I may add, that a physician or surgeon in extensive practice, will not take three months to ruin a pair of high-couraged and impatient horses, that would gaily do the work of the park for twice as many years.

The duties of a saddle horse are yet more diversified, for they depend on the weight, the taste, the pursuits, and especially the riding, of the owner. A man of fourteen or fifteen stone must be mounted on an animal of proportionate strength; but if he does not hunt or travel, speed is of little value in comparison with power, and a half-bred horse will answer his purpose best.

A young man, whatever may be his weight, is seldom satisfied unless his stud exhibits both speed and mettle, and of course it must combine breeding with power, unless he is very light. A bad rider will be uncomfortable on any horse that is not quiet and even tame in his temper, and well-bitted besides; a bold rider, on the other hand, will quarrel with the best, if not a little hot and 'spicy,' as well as very fast. A daily ride to the counting-house is the proper business of such horses as are 'suited to timid old gentlemen,' but a lounge in the park requires something 'out of the common way.' Even in the field, similar variety is found: many men hunt, who cannot ride at all; and yet more ride to hounds, who cannot hunt at all, and mistake it for racing; they should be mounted accordingly; the first class on tolerably good donkeys; the last on broken-down racers, whose legs will fail before they ride over the hounds: but every real sportsman should have a horse of power, activity, good bottom, quiet temper, and well trained.

It is not because the groom will be entrusted to buy horses that he ought to understand these matters; though even on a purchase, his opinion will frequently be asked, and he will yet more frequently be required to make trial of them: but the knowledge is important because the horse is sometimes over-weighted, or over-worked, or put to work for which he is not qualified; and every groom ought to be able to distinguish between injury, the result of such improper use,

and incapability, springing from actual disease. His first business then is to learn the points of a horse in reference to the work for which he is required.

The 'points' of a horse, using the word in a technical sense, refer only to the external peculiarities of his anatomical structure: as the form and character of his head, his shoulders, his body and legs, and the several parts of which they are respectively composed, so far as they are visible to the eye, or perceptible to the touch. But I shall give to it a more enlarged meaning, and include under this expression, all the qualities as well as the outward anatomy of the animal; reserving however all indications or symptoms by which unsoundness is detected, till I come to that subject.

The first point to be noticed is *the power* indicated by his make and size: it may be observed by way of introduction, that strength is indicated much more by shape than by stature: a large horse of sixteen hands is undoubtedly, where equally well-framed, more 'strengthy,' than one of fifteen or under. Power, whether in horse or man, always depends more or less upon weight; but great weight may exist with the feebleness of a child, if the muscles are not well developed, the joints well set, and the limbs well proportioned to the body: and on the other hand, where these advantages of form are combined, great strength is often found in very light weights. In judging therefore of the animal's power, the eye should be directed closely to the

symmetry, the prominence of the muscles, and the flat, well-knit appearance of the hocks, legs, and ancle joints.

The symmetry of a horse is not uniform, but depends on its breed, and sex; the stallion is more symmetrical than the gelding, and the gelding more so than the mare: the neck, crest, and loins of a stallion are thicker and broader: the arms are larger in proportion, and the chest is deeper: the gelding, especially if not gelt till he attains his second year, approaches much nearer to the stallion in these points, except the loins, than the mare; but still there is a very perceptible difference, and particularly in the crest, and shoulder. In the mare, the loin is often as broad as in the stallion; but the neck and shoulder are always lighter, and the head large and heavy in proportion to her size. Good judges will often tell a mare from a horse or gelding, by the appearance of the head alone. Subject to these differences, the relative size of the different parts of all horses, is very much the same, when they are well-framed for strength. A cart-horse is more heavy and unwieldy than a racer: but if both are powerful horses of their kind, it will be found that the leg of the cart-horse bears the same proportion to the girth of his body, as is found in the race-horse: the same lightness of head will distinguish both, and in both, the length of the body from the rise of the shoulder to the root of the tail, will bear a similar proportion to the height. In considering the symmetry of a horse as indicative of power, the length of the body is a matter of importance; if

a just proportion is wanting here, so obvious as to catch the eye, it is a pretty certain proof of debility; a want of compactness, or, as it is sometimes familiarly called, 'not being well put together,' is always a great defect: in very young horses it is difficult to judge on this point, because some are more backward in attaining their full stature than others; and if very early put to severe work, they never attain it at all: whether the defect proceeds from excess of work, or mal-formation, may be guessed in some measure, by the presence of other symptoms of having done too much; whatever may be the cause of it, an unusual length of the body is so connected with weakness, that it is a serious fault in a horse, where power is required. Another drawback from symmetry is great length of leg in proportion to the depth of the brisket, or, as ostlers express it, when 'too much daylight is seen under the belly.' Some years ago a gigantic brute was exhibited in London, and at many of the provincial towns, above twenty hands high. I examined him very attentively, and it was obvious that, even if his immense size had not disqualified him for all ordinary work, he was destitute of strength for it, from this very fault: his legs were not wanting in substance, but the light carcase which they sustained, bore no proportion to their length, and betrayed inherent weakness. The man who showed him, admitted to me that he was a very weak horse.

In considering the development of the muscles, the condition of a horse must be

taken into account: every ill-conditioned animal will exhibit the form of the muscle more prominently than one that is fat, and yet the muscular fibre may not be so firm; the very circumstance of a horse being poor in condition, unless very satisfactorily explained, warrants a distrust of his strength; or, at all events, that he has already been worked till his strength is exhausted. There is a wide difference, however, between the sleek, fat, comfortable appearance of a horse fed up for sale, and the fulness of muscle that denotes power. My young readers may not, perhaps, be perfectly aware of the nature and action of the muscles: I will briefly explain them. The muscles constitute what is known as the flesh of the body; they vary in size, form, and position, according to the duty they have to perform: they consist of a mass of fibrous threads, closely and firmly adhering to each other, and are usually attached at one extremity to a bone, while the other extremity is terminated by a tough, stringy substance, called a tendon; by the contraction of the fibres of the muscle, which in most cases depends on the will of the animal, the tendon is set in action, and draws up or extends the limb to which it is united. Thus the thick cord that every body feels descending down the back of his leg to the heel, is a tendon that is united to the heel-bone at one extremity, and at the other to a muscle in the calf of the leg: when that muscle contracts, the tendon raises the heel. So again the great mass of flesh at the top of the shoulder, is a muscle that terminates by a tendon that at-

taches itself to the middle of the upper bone of the arm, and by contracting this muscle, the whole arm is raised. The fibrous character of the muscles may be understood in an instant, by examining a sirloin of beef before it is put to the fire. These fibres are enlarged by frequent use, as may be noticed in the case of a blacksmith; who, by the daily use of his sledge hammer, has the muscle of the arm that I have been describing, swelled to nearly twice the size of an ordinary man's; and it will also be found so hard, compact, and tough, as to be scarcely more sensible to pressure than a deal board. This distinctness and prominence of muscle, is what is meant by being well developed.

Sleekness of condition is not occasioned by a healthy enlargement of the muscle, but by an increase of the fat which covers and lies between the muscles to protect the blood-vessels. When a horse is only fat, the softness of the body will show that his apparent condition is to be ascribed to that cause: but where the muscles are well developed, they will be found to be hard instead of pulpy to the touch. It is in the arms and legs that the character of the muscle is best ascertained, and the distinct and projecting form of it most perceptible.

The appearance of the joints is the third characteristic that I have given of strength. It is usual to consider a 'bony' horse, as one necessarily of great power: it is not altogether a mistake, for I have examined several of our most distinguished racers, Smolensko in particular, and I have generally found great size of bone in

the leg: but it is a great error to imagine that thick, clumsy, and prominent joints, imply power. They far more frequently show a tendency to disease. The hock should be broad and flat, and what the farrier describes as 'clean,' both to the touch and in appearance: the knees should bear the same character, though from their structure they must be circular rather than flat: for anatomical reasons, it is particularly important that the fore-legs should be broad, or deep, immediately under the knees. There ought to be in every joint a compactness and neatness of shape: none of the processes, as the points of the bones are called, should be too prominent and thick, though if the hind-bone of the knee is not sufficiently so, if the limb is 'tied in below the knee,' it is a bad fault: the shanks ought to be broad and flat, and free from all protuberance or excrescence: the head should hang lightly on the neck, as if flexible, and quick in its movements. The shoulder-blade should rather incline backwards, allowing fair room for the play of the shoulder.

These are the essential points to be observed about the frame of a horse, so far as it is connected with the joints and bones, and in reference to its power; though were it not necessary to condense my remarks as much as possible, it would be proper to enumerate several others of inferior moment.

My pupil may read this over and over again, till he has learnt it by heart, and he will remain about as wise as he was before, if he does not assist himself by attentively considering the

horse with his eye: it is also clear that he must not confine his observation to one or two only, that he may chance to find in his master's stables; for a man who had never seen but one in his life, though that would be enough to tell him the difference between a horse and a cow, would be quite incapable of judging whether it were well or ill made, even if its head were as large as a mule's, and its legs as slight as an antelope's! It is by comparing one horse with another that we are enabled to detect the difference of make and shape; and it is by choosing one that we have good reason to believe is excellent in all his qualities, as the standard of comparison, that a correct judgment is formed. When therefcre we happen to fall in with any celebrated racer, or hunter, or a fast-trotting cob, or any hackney that habitually carries great weight and carries it well, we should make a practice of studying it closely; we should examine it in detail; feeling his limbs and joints with our hands; measuring his bones with the span of the fingers; marking the distinctness of his muscles, and then, standing a little distance from him, we must take a view of his whole figure, and impress on the memory a correct idea of his proportions. If you can bring out a horse that you know to be weak and faulty, and place him by his side, the differences will be easily perceptible, and not easily forgotten; but if this direct comparison cannot be made, we must trust to our recollection to make it, as soon as the opportunity of seeing the other arrives.

I am at present only on the subject of

strength; when we come to activity and safety, there will be many other points to be noticed. It is a very good rule to have a horse above his work; that is to say, of greater power than is just sufficient to do the work. This may be carried too far at times, because it is needless extravagance to give a high price for a horse, merely because he can carry sixteen stone, when one fairly equal to twelve would equally answer the purpose, and probably cost thirty or forty pounds less: nor is there any wisdom in buying a huge lumbering horse because he is strong, when his pace is rough and heavy, and the seat uncomfortable in consequence. Avoiding these extremes, it is prudent to lean to the side of strength, for the work will be more safely done, and the health of the animal will be more certainly preserved.

For a barouche or other carriage of heavy build, horses not less than sixteen hands high should be selected, and about three-parts bred. It is not merely because the power is generally greater, at least for draught, in a horse not thorough-bred, but they are usually more quiet and temperate in their work: and heavy work will very soon ruin an impatient, fretful horse. Some delicacy of judgment is requisite to decide the limits beyond which 'eagerness to go' becomes a fault; but it *is* a fault, if carried too far, in heavy work. No work of any kind, whether of man or brute, should be done in a fuss; and very high-bred horses certainly do not often go through their work so coolly as they should do. Hence they come home in a

sweat, and a state of excitement that takes them off their feed, and soon spoils their condition, though the same work, quietly done, would hardly have caused them to turn a hair. Half-bred horses are very often high couraged and fretful, but it is much less frequently their case than with those of purer blood.

I may here notice that purity of breed can rarely be pronounced with certainty without an authentic pedigree, but there are many signs of it that enable us to make a pretty accurate guess. The lightness of the head, the springy activity of the limbs, the breadth of the arms, the perpendicular line of the leg from the hock to the heel, the full development of the root of the tail, the silky character of the mane, and small and sprightly ears, and, above all, the gay and showy character of the whole horse, which is rarely observable except when the symmetry approaches perfection, are decided indications of high breeding: to be 'thorough-bred' means, in strictness, that the horse is descended, both by sire and dam, from some stock of acknowledged Arabian or Barbary origin; and all these stocks are carefully recorded in the stud-book; but many thorough-bred foals are dropt that never are entered for the turf, and therefore do not find their way into the stud-book; so that the omission of the horse is no decided proof that he is not of pure descent. To return from this digression.

A light britska, or chariot, may be well served by horses of fifteen hands and a half in

height; especially if they are what are called 'short-legged' horses. This is not a correct expression, though commonly used. If a horse really were short-legged, that is, if his legs were disproportionately short for his body, I doubt if it would improve even his strength, while it would most assuredly injure his action: but when the limbs are very muscular, and the shank bone very strong, the legs do appear to the eye, substantial in proportion to the size of the horse, and this gives him the appearance of being short in the legs, though, in fact, they may be just as long as any other horse's of the same height and description.

A yet smaller class of horse will be sufficiently strong for a phaeton, where a pair is driven; fifteen hands, or even less, will indicate sufficient power for this work; and as it is usually driven at a faster pace, and often used for summer excursions, a phaeton is horsed better by active, trotting cobs, than by any other kind of horse: but they should be well-bred, for the daily journey in summer travelling is generally long enough to require bottom, and this is rarely found in a coarse horse.

Any carriage in which only a single horse is used, requires one of great power and high breed: the exertion in single harness is more unremitted; if it has only two wheels, the pace is always more severe and the journey commonly longer; and as a fall is always more or less dangerous to the driver, safety demands that the power of the horse should greatly exceed the duty imposed on him; a fall is more fre-

quently occasioned by being over-weighted, than by disease. In a four-wheeled carriage with a single horse, speed should never be considered a necessary, nor even a desirable quality: for let the carriage be as light as it may, I never yet saw one that was not overloaded by women, children, and luggage, to a degree that no horse could draw it with ease for more than a couple of miles at the rate of six miles an hour; a family one-horse carriage should never have a horse in its shafts capable of much greater speed; and then he cannot be killed before his time.

All draught horses ought to be full in the shoulder, and compact and inclining to a *trussy* form in the body; they should excel in the trot, and if wanted for state occasions, ought to have what is called grand action, that is, high bold action in the fore-legs, with a lofty carriage of the head: these latter points are unnecessary if they are only used for speedy travelling on the road.

A saddle horse's power should be equal to at least two stone more than he has to carry (the weight of the saddle and bridle being always reckoned at a stone), and this rule should be observed, whatever may be the nature of his work; but if he is hunted, it should be extended much farther: a horse cannot have too much power for the field, so long as it consists with speed. If a man is a bad rider, it is yet more important that his horse should not be over-weighted, for he will receive no assistance from the bridle hand at any accidental stumble.

But the activity of a saddle horse must in no

case be sacrificed for the sake of power, unless the rider exceeds seventeen or eighteen stone. In that event, he will so rarely find any horse that will long carry him safely, beyond the walk, that he must be content with what he can get.

CHAP. IX

The *action* of a horse is the next point to which the groom's attention should be directed: on action—speed, activity, and the ease of the rider, essentially depend: safety is also in some degree involved in it; but faulty action is much less frequently the cause of falls, than weariness and local disease. Horses vary extremely in their action, and as action may still be good, though of very different kinds, it is a matter of some difficulty to form a sound opinion upon it.

In draught horses, at least in such as are used for gentlemen's carriages, the trot is the only pace of much importance: but the kind of trot required must turn on the description of the work. If it is work in the nature of business, such as is wanted in the carriage of a medical man, or a merchant, or lawyer, who drives daily to his counting-house or chambers, a smart active trot of about eight or nine miles an hour is the most desirable pace: for a stanhope, it should be a trifle faster. A trot like this is usually found in horses that step short, and quick; raising the feet well from the ground, and bending the knee freely, but not elevating

it very high in the air, so as to throw the foot out to a distance: action of this kind appears to the eye, to belong rather to the leg than the shoulder.

I have just remarked, that grand action is required in horses used for state: similar action is always preferred in a cabriolet horse, because the carriage has a heavy appearance, and such action is in keeping with it: to a certain extent the same principle is applicable to all heavy carriages, such as coaches, landaus, or barouches: they are rarely, if ever, required to go fast, and a horse that has not lofty action, always has a dull, sluggish look when going at a slow pace. In lighter carriages grandeur of action is not coveted, and wherever speed is indispensable, grand action is rather objectionable than otherwise, for it is not common to find speed in connexion with lofty action: some trotters combine both, and I have rarely seen the action of any horse higher and grander than that of Phenomenon, the celebrated trotter of Mr. Theobald, which accomplished a mile in two minutes and forty seconds: but he would never have received his name had not his powers been extraordinary, and we must not judge of other horses by his performance. So far as my observation has gone, lofty action is rarely united with great speed.

In saddle horses, all the paces are of great importance; the walk, the canter, and the gallop, ought to be as perfect as the trot; yet there are very few animals indeed that excel in all: the first inquiry therefore to be made, when we criticise the action of a saddle horse, is whether

he is wanted for the road or the field. I put turf horses out of the question, as foreign to the subject. If his work is to be on the road, his trot is the most desirable pace for him to excel in, unless a lady rides him; and then he must be trained to the canter, and so perfectly that he should be able to restrain his speed at that pace, to six miles an hour. In judging of the trot for riding, appearance is of much less consequence than ease; and ease depends on the evenness with which the body is carried, and on the motion and form of the pastern: it is a very common habit to condemn horses as unsafe when the action is low: and this is correct, if it is of that *skimming* character that obtains for the animal the name of a daisy-cutter; such horses will often strike their toes, and though this may not bring them down, it wears away the crust of the hoof, makes the foot tender, and, of course, renders the horse unsafe. It is only however when this habit is carried to extremes, that it is objectionable on the score of safety; and where not unsafe, it is rather advantageous; for not only are such horses, as I have already observed, faster in the pace, but that pace is easier, because the body is more evenly carried. High action in a saddle horse is objectionable for another reason; it is often accompanied by the speedy cut, or a striking of the shank of one leg by the shoe of the other; this is a great fault in any horse, but in a saddle horse it is very dangerous; as, if the blow is severe, or the limb become tender by repeated blows, a fall, and a very sudden fall, is the al-

most certain result. It is extremely difficult to judge whether action is easy without mounting; therefore no man will trust entirely to his eye on this point, but much may be inferred from the form of the pastern; if very upright, the action will be rough; if very oblique, it will be easy, because elastic, but then the fetlock joint is weaker: a just medium is desirable.

The gallop is only necessary for the field; in all action, but more especially in the gallop, the hind-legs should be well gathered under the horse, and the fore-legs thrown out with boldness; the pace, too, should be effected more by the muscular exertion of the limb, and particularly the arms, than by the muscles of the back and loins, although they too have much duty to perform; the gallop is, in some sense, a succession of springs or leaps; in which the fore-feet and the hind-feet ought, in turn, to quit the ground together, as if by the same impulse, and the more nearly this is the case, the more perfect the gallop is. In this respect it differs from the canter; in which pace neither the two fore-feet nor the two hind-feet touch or quit the ground exactly at the same time.

The walk is a pace of great value to timid riders, or to ladies; it is performed by the successive movement of each foot, no two being raised exactly at the same moment; the short stepper is generally the pleasantest and fastest walker. In the walk or trot, the carriage of the head varies very much in different animals; in the gallop, most horses extend the head in a similar way, though some are found to possess

an awkward habit of carrying it high and wildly, so as to prevent all command of the mouth, if the bridle is not aided by a martingale; others again fall into the opposite fault of poking the head down between the knees, as if about to kick; both of these are decided faults in the galloping action; but most horses, especially such as are well bred, are free from them. In trotting, on the contrary, there is a very great variety in the carriage of the head, and the action of the legs is scarcely more deserving of minute attention; for all the gracefulness, and much even of the safety, of the horse depends upon it. The head should neither hang down as if the horse was picking out his road, nor yet be raised as high as if he were studying astronomy: even poking out the nose is an ugly fault, that extension of the head being peculiar to the gallop; the nearest description that I can give, by words, of the proper position, is that the line of the face should be nearly parallel with the slant of the shoulder, but, if any thing, rather above the exact parallel; the eyes should appear to be looking onwards in a straight line, and the ears should incline forward as if to catch a sound in advance: the neck is extended in the gallop to its full length; in the trot, it should be slightly curved, and inclined to the erect position, unless the pace is very fast; the tail should project from the body in a straight line with the spine.

In all the paces, the action must be carefully observed in one particular: it should be marked by a bold, free, resolute play of the shoulder.

blade, and to allow of this, the shoulder-blade should be well set back; good action is never seen with an upright shoulder; not even in short-stepping, active trotters, though in them the motion of the shoulder attracts the eye much less than the rapid motion of the legs; the feet cannot be thrown out fairly and properly, where the shoulder does not play freely. In the trot, the motion of each leg is similar, where the pace is well done; that is to say, each foot is equally thrown forward, and the hind-foot is planted in the impress of the corresponding fore-foot; the feet are raised and set down in a straight line, neither throwing the toes inwards nor outwards; the centre of the front of the hoof being, throughout the motion, in a line with the middle of the knee-pan: the hind-legs ought to maintain the same distance from each other between the hocks, that exists when the horse is standing still, though this is very rarely found to be the case; some horses are cat-hocked, or cow-hocked, that is to say, the hocks incline towards each other like a cow's, and when set in motion, the same awkward action is produced as is found in that animal; others again straddle with their hind-legs wide apart, and the appearance of this is scarcely less unpleasant to the eye: horses with this defective action, on whichever side the defect may be, are sometimes possessed of great speed in their trot, but the seat is usually uncomfortable and rough; and cow-hocked horses are more subject to curbs: such irregular action in the fore-feet does not much affect the pace, but it

often indicates a weakness in the pastern joint, and is yet more frequently the cause of 'interference,' as it is technically called; that is, brushing the inside of the ancle with the hoof or shoe of the opposite foot. If the tread of the hind-legs is not well adjusted to the tread of the fore-legs, a horse will overreach himself, and strike the fore-heel with the hind-foot. I never knew a horse throw himself on the road by overreaching, though I have often seen it in the field in taking his jump; but though it may stop short of mischief, the inconvenience is very considerable, as it occasions a constant 'clicking' by the iron of the hind-shoe striking against the interior rim of the fore-shoe; nobody is very fond of being accompanied during all his ride, by a pair of castanets keeping time with the pace. Farriers often profess to cure the evil, and horse-dealers yet more frequently do cure it for a time, but the remedy is worse than the disease; they undershoe the horse: that is, they allow the hoof of the hind-foot to extend beyond the shoe; and hence, as the horn and not the iron, strikes the fore-shoe, the noise is not heard, and the habit is supposed to be removed by the smith's ingenuity; but this is a mistake, as the rider soon finds to his cost; for the crust of the hind-hoof is broken away by the constant collision, the foot becomes tender, and the horse of course becomes lame!

The way to judge of a horse's action is to examine him in front, and behind, as well as from the side; the play of the feet is seen better

in front, though the action of the shoulder cannot possibly be observed except from the side, and still less the even and proper carriage of the body.

Very high action is more objectionable in a saddle horse than in a draught horse; not only for the reason before given, that it is often attended with 'speedy cut,' but because the foot strikes the ground with more vehemence, and hence inflammatory affections of the sole are occasioned; a quick trotter is almost always found to be tender in his feet at an early age, partly because more severe work is taken out of him, every body liking to put him to his speed, to show what he can do, whether in a gentleman's stanhope or a butcher's cart; but yet more, because, by the impetuosity of his pace, his feet are constantly employed in paviour's work, and are seldom without more or less of inflammatory action going on in one or the other.

There are some cases of bad action, arising from disease, such as short, stumpy, or *wooden* action, where a horse is foundered; and this is not unfrequently perceived in those that have been *nerved*, or had a portion of the nerve extracted to deprive the foot of its sensibility in chronic lameness; tenderness of the sole is generally shown by a hesitation in throwing out the fore-feet, as if the horse were afraid of striking the ground with force, or were walking on heated iron. A sudden 'catching up' of the hind-legs, particularly noticed at quitting the

stable, or at starting, indicates 'string halt,' which is supposed to be an affection of the nerves of the back.

Faulty action of this, or any similar kind, would more properly fall under my remarks on unsoundness, but I advert to such faults here, because it often occurs that both the fore-feet, and sometimes all the four, are equally affected, and then, there being no halt, or want of uniformity in the step, the examiner is at a loss to decide whether the action is diseased, or only naturally defective. It seems, therefore, expedient, while treating of action generally, to remind him of the attention that must be given to the distinction between the two kinds of faulty action; and, as a rule, it is a tolerably safe one to assume, that whenever the action is cramped, but apparently without pain or tenderness, especially in a young horse, it springs from natural defect, not from local disease. Where the latter is the cause, though the horse may appear to go uniformly and without halting for some time, especially on the turf, the ride, or a wet and soft road, he will, on close observation, be seen to give way every now and then on one foot that happens to be more tender than another; and to assist the observation, he should be made to trot at a slow pace over the stones; if it is a case of purchase, and the seller objects to such a trial, or makes any excuse to avoid it, or having, perhaps, readily assented, follows him briskly with the whip, to prevent his trotting leisurely, it is quite conclusive evidence that the horse is lame, and the

buyer need give himself no farther trouble in the matter.

CHAP. X.

We have now disposed of power, speed, and action; though in a more summary way than would be desirable, if we were not limited in space, for the groom has yet much to learn, before he can boast of even general knowledge of a horse. The age is the next point to which I shall advert.

The working period of a horse's life may be said to extend from five to fifteen. Many will work after fifteen, and almost all are worked before five: those, however, who are brought into daily and severe work before they are five years old, are rarely fit for any thing after thirteen or fourteen, unless it is the slow drudgery of a cart, or to carry 'mistress and the young ladies' to church on a rainy Sunday. It is a cruel necessity, arising from the expense and uncertainty of breeding and rearing, that horses must be sold at four years old, to allow the breeder a chance of profit: the difference of another year's keep and risk makes all the difference between profit and loss. A horse that has been fairly used, is in his prime from seven to ten, especially if wanted for hunting: and a good sportsman who knows how and when to spare him, will keep him in hunting order till fourteen. It follows, that it is a matter of much

importance to pronounce upon the age; this may be done with certainty till the age of seven, but after that age it becomes more difficult, and at eleven or twelve it is scarcely possible to do more than guess at it by general appearances.

Up to seven, a horse's age is indicated by his teeth; it would require several pages to detail, at length, the gradual changes that occur in the mouth from first foaling till maturity. I will endeavour, however, to explain them briefly, so as to convey a general but accurate idea, omitting the grinders, which are rarely examined, unless to assist in the detection of fraud.

A few days after birth the two middle front teeth (which, in common with the remaining four that afterwards appear, are called 'nippers' in popular language, and *incisors* by the anatomist) show themselves a little above the gum; about six weeks afterwards two more become visible, one on either side of the two first; and the growth of these is somewhat more rapid than the growth of the first pair, so that at the third month all the four will be level with each other. In the course of the seventh month, the remaining two teeth are found, one on each side of the second pair, and then the mouth is full; the same process going on in the upper jaw, but the tushes not appearing at all until the colt has attained four years. The teeth are covered with a very hard substance called the 'enamel;' and by the inversion of this enamel towards the interior of the tooth, a cavity is made in the centre which becomes discoloured and dark by the action or dyeing of the food;

this discoloured cavity forms 'the mark' of the horse's mouth: it never fills up, but the surrounding surface is gradually worn down to the level of the cavity, and then, becoming exposed to friction in the process of feeding, the dark colour becomes obliterated; this levelling of the rest of the teeth, and consequent obliteration of the mark, is an affair of time, and proceeds by regular gradation, so that in all horses of the same age, precisely the same advance is made; and thus, by the greater or less extent to which the mark has disappeared, we know, with accuracy, the age, so long as any indication of the mark remains.

At the age of twelve months, the mark in the two middle teeth is wide, and begins to disappear; in the two on either side of the middle teeth it is more distinct and less wide; in the remaining two, which showed themselves last, the colour is yet darker, and the cavity more narrow; the colt has also, at this age, four grinders, or molar teeth, in each jaw.

At two years old, the mark in the middle pair will be scarcely visible, while that in the remaining four, though very apparent, will be less distinct, and more extended than in the yearling, and all the six nippers will become nearly level.

At three years old, the colt begins to shed his teeth, as it is called, though the expression is not very accurate, for the process of changing them is carried on more by absorption than by expulsion; the central nippers first give place, and the teeth which supply them are larger

than the others, and have a deep black cavity in them extending nearly the whole width of the surface; the mark in the adjoining pair is nearly exhausted, though still apparent, and yet more apparent in the third pair; the jaw at this age contains six grinders.

At four years old, the second pair of permanent teeth will show themselves, on either side of the central or first pair (which will, by this time, have acquired their full size, and have their mark somewhat shorter and less black than it was on their first appearance); the second pair that are now coming forward will, on the other hand, have their mark similar to that which has been already described in the three-year old, longer and darker. The tushes too, as before noticed, now begin to protrude through the gum, in colts. Mares rarely exhibit any, unless at an advanced age.

At five years of age, the third pair of permanent teeth are developed; the central nippers begin perceptibly to lose their mark, and some alteration in it may be noticed in the adjoining pair, and the tushes become much higher, being about the length of the top joint of the finger, and of a conical form; the third, or new pair of teeth that now appear, have the same mark as the others had when they first showed themselves, though less regular in form.

The two central nippers are called 'gatherers;' the two adjoining them, being the second that appeared, are called 'middle teeth;' and the two next, being the last that appeared, are called 'corner teeth.' In prosecuting my de-

scription of them, it will be more convenient to use these terms.

At six years old, the mark of the 'gatherers' will nearly, but not quite, disappear; its place will be detected by a slightly brown spot, and the cavity will not have become perfectly level with the edge of the surface. The mark in the 'middle teeth' is less decided, both in colour and form, than it was in the preceding year, but the cavity will still be very perceptible; the corner teeth retain their cavity, and the colour of it, as described at five years old.

At seven years, the mark has disappeared from the 'gatherers' and 'middle teeth,' but remains, though faintly, in the 'corner teeth;' and the conical form of the tushes becomes more perfect, except that the tops of them are rounder, and the inside, which was rather the contrary up to this period, becomes rounded also.

At eight years old, the mark has wholly disappeared in the lower jaw, but not in the upper one; it is here, however, a very uncertain test of the age of a horse, because the cavity is not levelled in each successive pair of the upper teeth, year by year, as it is found to be in the lower jaw; a longer interval of time elapses between the alteration of the different pairs; though some anatomists have considered that the change proceeds in a similar way, and that at nine, ten, and eleven years of age, the mark is obliterated in the first, second, and third pairs of upper teeth in succession; it may help us in forming our judgment or other indications of

age, to refer to the upper teeth, but we cannot trust to their appearance as a sure criterion; if we have reason to suspect that the lower teeth have been artificially marked to deceive a purchaser (a trick which is called 'Bishoping,' and performed by a red hot iron), we may be enabled to detect the fraud by looking for the mark in the upper jaw, and its disappearance there will warrant our suspicions; after eight, however, we can only guess at age by the general appearance of the head and body, as well as the teeth: the latter become irregular and uneven, and gradually assume an oval form, which varies according to age, the extremities of the oval being yearly more and more flattened: it is difficult to explain this by words: about twelve or thirteen, the four middle teeth begin to project outwards, losing their upright position, and are much discoloured, while the corresponding teeth in the upper jaw overlap them; but the capability of the animal must now be judged of by other circumstances than age, though where we observe the sunken eye, the hanging lip, and gray hairs over the brow and face, we may fairly infer that whatever vigour the limbs may still display, a due regard to our own safety, even if we are insensible to the claims of humanity in his favour, should induce us to dispense with the horse's farther services. It is impossible to reprobate too strongly the selfish cruelty of those, to whom five or ten pounds are comparatively of little moment, who will sell a horse that has carried them well for years, and contributed largely to

their sport in the field, and, perhaps, to their gain on the turf, to be murdered by inches in a huckster's cart, or a London hackney coach. It is far more humane to shoot the poor animal at once, and a coachman, or groom, who has won his master's confidence and respect, may often by a kind word judiciously interposed, obtain for him this act of grace, if there is no slow drudgery about the country-house, at which he may still earn his keep.

CHAP. XI.

Every man about a stable, young or old, master or lad, flatters himself that he can detect unsoundness in a horse. I never came in the way of a dealer, a coachman, or a stable boy, that confessed to ignorance on this point; the affectation is yet more common in all young gentlemen; especially those who call themselves sporting characters, because now and then they get a fall at a fence, and soil a red coat sent home last week by the tailor; I have found some men so given to this juvenile folly, that they almost consider it a personal insult, if a doubt is respectfully suggested as to their accuracy; the decision with which they pronounce their judgment, is peremptory and infallible; they declare at once the seat of lameness—its cause and its cure—with as little apparent distrust of their knowledge, as if they had had a private conversation upon the subject with

the horse itself. It is very important to the groom, or coachman, to understand this common trait of character; for though I do not hold it necessary for a servant to swear by all that his master chooses to say, it is, undoubtedly, his duty, as well as his policy (and duty and policy always go together), to avoid any contradiction or discussion likely to give offence; if 'my young master likes to be thought knowing,' it is not Tom's business to intimate, however respectfully, that he is little better than an ass.

Though it is no accomplishment in a young gentleman to be 'knowing,' or at least a very vulgar one, it is a quality expected in a groom, and to attain it, he ought to be able, in any ordinary case, to form an opinion of a horse's soundness. This is no easy matter, for, strange as it sounds to say it, I can truly say, after many years' experience, that out of fifty men, of whatever class of life, excepting farriers by profession, I have rarely found half a dozen who possessed any scientific knowledge on the subject. I will explain how this occurs: the term 'unsoundness' is familiarly used to express every infirmity and ailment, and almost every defect, in a horse: but this is a very loose and inaccurate way of speaking, for there are three distinct meanings of the term, according to the circumstances in which it is applied. There is practical unsoundness, scientific unsoundness, and legal unsoundness. A horse may be practically unsound, that is to say, incapacitated for certain kinds of work, and yet be scientifically sound. Again, scientific men may condemn

him justly; and nevertheless, for most if not all practical purposes, the horse may be fairly considered sound: while courts of law will generally call every animal unsound, that has any defect or infirmity whatever. It is from this confusion of language that so many disputes constantly arise on the warranty of a horse; and, what is far worse, that so much perjury is found in the prosecution of these disputes. I will endeavour to make the word intelligible to my reader in each of the three senses. To do this effectually, would require much anatomical instruction, or 'demonstration,' as it is called in the dissecting rooms: I must, therefore, confine myself to those parts of the animal where unsoundness is principally found, and at the same time most difficult to detect; I allude to the foot and the eye, and I will give an explanation of the structure of each of these organs, in as simple language as will convey a just impression of it.

The foot of a horse is formed on the principle of combining great firmness with great elasticity: firmness, to sustain the heavy weight of his body; and elasticity, to diminish the pressure of that weight under the impulse of rapid or vigorous action; every part of the organ will be found to be constructed with direct reference to these important objects. The principal parts are known by the following names:—

The hoof.
The crust or wall.
The bars.
The frog.

The cleft of the frog.
The horny sole.
The sensible sole.
The heels.
The lamina.
The coffin bone.
The smaller pastern bone.
The navicular bone.
The coronet.
The coronary ring.
The coronary ligament.
The sensible frog.

are many ligaments, tendons, blood-vessels, and nerves, that enter into the construction of the foot, and which ought to be enumerated and explained in a scientific treatise; but for such general information as is required by the coachman or groom, it is sufficient to describe those which I have here named.

The hoof is that casing which includes and protects all the rest of the foot; it is hard and horny externally, and is constantly undergoing re-formation; the new hoof progressing from the hair downwards, in a very similar way to the human nail. The shape of the hoof is a point of importance, because it indicates the state of the internal foot; when properly formed, and no disease has occurred to alter the original form, the front of the hoof stands towards the flat part, or plane of the shoe, at an angle of about forty-five degrees; an angle easily measured by half opening the blade of a pocket-knife; when thus partially opened, the blade makes an angle of forty-five degrees with the

handle, at the end where the spring acts. A hoof may be properly shaped without coinciding exactly with this angle; but any considerable deviation from it is a fault: if the front is very upright, it implies that the sole is too much arched, and that the heels are brought too close together, or 'contracted,' as it is called; this is a proof that disease has at some time existed, and that the horse has been lame, and may speedily become so again. If, on the other hand, the front of the hoof is not sufficiently upright, but inclines considerably towards the level of the sole, it implies that the sole is a 'descending sole,' and indicates the disease known to farriers by the name of a 'pumiced foot.' The sole is intended to descend or yield with the descent of the foot, that by its elasticity it may break the violence of the descending foot in rapid action; it is obvious that if, by accident or disease, the sole projects towards the ground, even when the horse is standing, the space for its elasticity to act when the horse is moving is diminished; and the protection which that elasticity is designed to give to the foot, is so far gone; hence a 'pumiced foot' threatens lameness from the loss of its elastic power; and consequently a hoof not sufficiently upright ought always to be regarded as suspicious.

The crust or wall of the hoof is that external substance that covers the casing, and corresponds with the finger nail, not only in its constant re-production or 're-formation,' but in the gradual thickening of the horn from its root to its extremity; if the finger nail is attentively

examined, it will be found very thin and tender where it leaves the skin; and though it becomes gradually thicker as it advances to the top of the finger, the sensible or quick part continues as long as it adheres to the flesh below; when the adhesion ceases, the horn acquires more firmness, and at its extremity is so insensible, that we pare it with the scissors without feeling them. So it is with the crust or wall of the horse's hoof; where it joins the skin, that is, at the point where the hair terminates, it is very thin, and this thin portion is called the 'coronary ring;' the 'coronary ligament' being a thick folding of the skin immediately covered by this thin part of the crust; though the term ligament is improperly applied, as it is a mere integument, covering a mass of blood-vessels that supply the foot, and has neither the substance nor the use of that organ which anatomists call 'ligament.' The 'coronet,' is a circular line which marks the union of the pastern with the hoof: the crust becomes thicker after leaving the coronary ring, and where it descends to the sole, forming what is called the 'toe,' it is half an inch in thickness, and quite callous; this substance, however, does not extend equally all round the hoof, but is limited to the fore part; as the crust approaches the heel, it becomes thinner; a very important fact to bear in mind, as horses are frequently lamed by forgetting it in shoeing; the nails being driven into the crust at a part where there is not sufficient substance to receive them.

The crust, though horny, is not solid, but

fibrous in its texture; the design of it being twofold; to protect the quick or sensible foot from blows, and to aid the descent of the limb to the ground, by its elasticity; if the crust were solid, it would bind the foot like a tight ligature, and consequently would allow of no expansion, when the weight of the body presses the coffin joint downwards; being fibrous, it yields to the foot's expansion at every step.

The quality of the crust demands attention: if it appears brittle, the foot is liable to injury in hot weather, when the roads are dry and hard; and if, instead of being level and smooth, projecting rings appear, the horse has had some inflammatory disease in the foot, so severe as to affect the growth or re-formation of the horn: and in the same way any remarkable depression or indentation of the surface, is indicative of internal mischief; dark hoofs are less porous than white ones, and more unable to afford protection to the tender parts within.

The bars of the foot are formed by an involution of the crust on either side of the foot, before it reaches the heel, at that part which is called the quarters; the frog is a horny substance, projecting from the sole, and extending from the heels to the centre of the foot in the form of the letter V; the cleft of the frog is the triangular space between the two branches, or, to keep to my illustration, the two sides of the letter; the bars incline inwards towards the toe, between the frog and the quarters, but without meeting in a point like the frog. The common purpose of all these parts is to aid and regulate

the elasticity of the tread, and to assist and support each other in the expansion of the whole, when sustaining the pressure of the horse's weight. It follows, that they should never be pared away by the smith to such a degree, as to render them incapable of bearing their allotted share of duty. A moment's reflection will convince the most ignorant man of this; the horse in a state of nature is of course without shoes; he has no other protection for the foot than the horny crust with which nature has provided him; hence every part of the foot, thus protected, must be designed, more or less according to its form and position, to touch the ground. We put on iron to adapt the foot for a harder surface than he finds in his natural pastures, and so far we act wisely; but it is obvious that we ought not to interfere farther with his natural action, than the necessity of the case requires; as it is, the iron must to a considerable degree bind the foot, and deprive it of its elasticity and expansion; but that we may not bind it more than can be avoided, we should still allow every part to meet the ground, as far as is possible, without injury: if we pare away the frog and bars, so as to remove them from all contact with the soil, we must render them inoperative and useless, as regards their share in bearing the weight; and in consequence, throw their duty on some other part of the organ for which nature did not intend it. These observations must not be forgotten when I come to speak of shoeing, but notwithstanding their

direct bearing upon that subject, they appear more properly placed here, where we are considering the construction of the foot.

The sole is another horny substance, covering the bottom of the foot, and extending over the whole surface, from the edge of the crust to the frog; it is not of equal thickness, as it becomes thin towards the frog and centre: it is concave or arched towards the ground, that it may enjoy greater elasticity in resisting the pressure of the horse's weight from above; the nature of this elastic resistance may readily be conceived, by putting on the table half an India rubber bottle (similar in form to half an orange): when the convex side is uppermost, it will bear considerable pressure, which its elasticity distributes equally on every part of the edge; but if we invert it, the elasticity is lost, and pressure cannot be resisted: the concavity of the sole may lose its uniformity by disease; and sometimes disease will entirely change its form, and give it a convex, instead of a hollow appearance; now that the use of it is understood, there will be little difficulty in judging whether there is any palpable defect, either way

Immediately above the horny sole is found the sensible sole, consisting partly of a tendinous, and partly of a skinny substance, extremely vascular, and well supplied with nerves. It provides by its secretions for the renovation of the horny sole, and forms also a sort of pad or cushion, to intercept the pressure of the coffin bone on the elastic arch that I have just de-

scribed: the sensible sole is the part which is injured by corns, or, in other words, bruises of the foot.

The horny substance in which the two branches of the frog terminate at the posterior part of the foot, and there form two large protuberances, are called 'the heels;' they are cartilaginous, and partake of the elastic character of every other part of the organ. The heels ought to be open and expanded; neither raised too high, nor so depressed as to be flat on the ground: if too high, the sole is indicated to be too concave, and the foot is contracted; if too flat and low, it argues debility. I am by no means satisfied that contracted heels, or, to use the common expression, their 'wiring in,' is a proof of unsoundness; but it is almost universally so considered, and at the Veterinary College is enough to insure the condemnation of the horse: it is therefore of importance to understand the defect; this is not very easy where both feet are contracted, because, unless we have attained such an accurate notion of the symmetry of a good foot, as to detect by the eye a want of just proportion, we have no standard by which to guide our judgment: and even if we suspect that the expansion is less than it ought to be, we are still at a loss to decide whether this is the result of disease, or an original mal-formation. It seldom happens however where the heels are contracted by disease, that they are equally so: and if we find, on actual admeasurement with a piece of straw, that there is much difference between them, we

may fairly infer, that the contraction has been occasioned by local inflammation and attended by lameness that may return. I know however by experience, that the opinions of the most skilful are very arbitrary on this point; for I have known cases in which the most eminent Veterinary surgeons in London have differed as to the existence of any contraction, and I have had horses of my own rejected on this account, when I have worked them for two or three years without the least symptom of lameness: if therefore they were right in their opinion that the heels were contracted, they were wrong at all events in considering that the defect was of much consequence.

Where the heel is contracted, and has long been so, it does not admit of cure, because the internal parts of the foot adapt themselves gradually to the reduced and altered form. Many farriers will profess to cure the defect by shoeing, and possibly they may succeed where it is of recent date: a much better chance is afforded by turning out the horse into a soft meadow, without any shoes: if this is impracticable, the only alternative is to sell it for such work as may not be inconsistent with its lameness: farmers in the occupation of much ground can almost always find such work in sufficient quantity, to make it worth their while to buy a lame horse at his fair value, unless he is so lame as to be only fit for the knacker, and then it is mercy to kill him at once.

The construction of the coffin joint is an essential part of the study of the foot, as the

organic action cannot possibly be understood without it, but it is impracticable to explain it thoroughly by mere verbal description; and, indeed, on every other point as well as this, where I have endeavoured to convey an idea of the anatomy of the foot, I advise my reader to assist his consideration of it, by requesting some farrier to show him a dried preparation of the organ itself; a very slight inspection of it will give him a more accurate and lasting knowledge of the subject, than the study of a volume of information; my labour, however, will not be thrown away, if I fail in doing more than inducing him to look more closely into the matter than he has hitherto imagined to be necessary.

The interior of the foot, namely, those parts that are enclosed in the horny casing called the hoof, consists, besides the sensible sole already mentioned, of the sensible frog, the lamina, various nerves and blood-vessels, which, for our present purpose, it is unnecessary to describe, and three bones called the coffin bone, the small pastern bone, and the navicular bone; the articulation of these three bones forms the coffin joint. The coffin bone is in superficial form an irregular triangle, of which the point descends to that part of the hoof which is commonly called the toe, and the broad part ascends towards the coronet, where it is articulated to the small pastern. The coffin bone fills up about half the hoof in the fore-part, or front of the foot; the back-part of the hoof contains the quick, or sensible frog, which is a tendinous substance placed directly over the outward or

horny frog, and by its soft character forms a sort of pad, or pillow, somewhat elastic, to protect the tendon of a muscle that passes over the navicular bone in its action. When this tendon and the navicular bone are set in motion, the pressure of them upon the sensible frog, produces an expansion of the upper part of the foot, corresponding with the descent of the sole, and consequent expansion of the lower part.

The small pastern is short and thick in its form, having at its upper end two shallow cavities, in which the round ends of the upper, or larger pastern are received, and at its lower end two round protuberances, which are in like manner received into similar shallow cavities at the upper surface of the coffin bone.

The navicular bone is in shape not very unlike the crank of a bell wire, with the convex edge turned towards the heel; the use of this bone is principally to facilitate the action of the tendon before stated to lie between it and the sensible frog, by increasing the mechanical advantage of its position: the object of this tendon is to bend the pastern joint, and by passing round the navicular bone, the tendon acts somewhat in the same way that the wires attached to the crank act on the bell: it also assists the coffin bone in sustaining the horse's weight. All these three bones, namely, the coffin, navicular, and small pastern, are articulated or united together, by corresponding cavities and projections fitting into each other, and are retained in their proper position by several very

strong ligaments, binding them in all directions. This joint, known as the coffin joint, strong as it is, is very susceptible of injury from strains, or other violence to the foot; and though such injury may only prove temporary, if the seat of the lameness that attends it is accurately guessed, and the inflammation is speedily checked by bleeding, it most frequently becomes permanent and incurable, because an inexperienced groom, or farrier, ascribes the lameness to some other part, and directing his attention to that part, foments or bandages it, while the remedies proper for the part really affected, are neglected altogether.

I now come to the most curious part of the whole organ—the lamina, or, as they are sometimes called, the lamellæ. I have observed, that the coffin bone fills up half the fore-part of the hoof, its apex or point descending towards the toe, while the thick part of the cone rises towards the coronet in a slanting direction, corresponding with the outward inclination of the hoof. But it does not exactly fill this part of the cavity of the hoof: the coffin bone is hedged round, as it were, with little membranous plates or leaves that interlace with and firmly adhere to other fibrous plates, or leaves, rising from the interior surface of the crust; they have been very correctly likened to the dark part of a mushroom surrounding the stalk. These are called the lamina; they form a very strong and elastic support for the horse, when in a standing posture; his whole weight being sustained by them; but when he moves,

they assist the descent and ascent of the sole by their alternate expansion and contraction; the pressure of the horse's weight forces the sole downwards, and the lamina expand or lengthen themselves, to allow that descent; the foot is raised from the ground and the weight removed, and then the lamina, by contracting their length, restore the sole to its former concave position.

Before I proceed to the structure of the eye, I would direct attention to the anxiety with which the foot appears, in every part of it, to be framed with a view to elasticity. This quality is as essential to the ease of the horse no less than his rider, (for the absence of it would make every movement a rude shock to the bodies of both,) as it is to the protection of the feet themselves. When it is considered how great the weight is that the feet of a powerful horse have to sustain—how small, comparatively, the surface on which that weight is sustained, and how violent must be the concussion of the ground at every step, when rapid velocity is added to the weight, common sense tells us, that elasticity in every part is the only quality which can combine ease, protection, and security, with great power and speed. Yet smiths think so little of this, that by their usual mode of shoeing, one might be led to suppose that they considered elasticity a fault, to be remedied by all or any practicable means; and grooms are so ignorant, that they will stand by, and let the shoe be fastened on as firmly as if it never were to be again removed, except with the leg itself.

When I come to the subject of shoeing, I shall say more on this topic. I ought to have observed before, that the fore-feet of a well-made horse are a little larger than the hind-feet.

CHAP. XII.

It is quite sufficient for all practical purposes, for the groom to be able to detect a fault in the eye, without pushing his inquiry so far as to learn the nature and extent of the disease: for though many diseases of the eye are capable of mitigation, and even of cure, it is only in cases of bruise, or wound, from the whip, or similar accidents, that he will ever be called upon to interfere, and in all such cases the treatment is very simple; those of a more serious description will always be confided, by a prudent man, to the skill of a farrier. But even to detect a fault or defect in the eye, it is essential to have a sound knowledge of its structure, and I will describe this with as little of the language of science as consists with accuracy.

Every body that has seen an eye out of the socket (and this may be seen every day in a butcher's shop), is aware that externally it is of a globular form, with a nerve passing through the back part of it, called the optic nerve, and with a glassy transparent surface in the fore-part, surrounded by what is called the 'white of the eye;' it is also well known, that through this glassy surface is seen a coloured substance

called the iris, sometimes brown or black, and sometimes blue; that in the centre of this coloured substance, a dark spot appears, known as the pupil; and that this spot is larger, or smaller, according as the eye is shaded or exposed to a strong light. Thus far we are all equally well informed, but this is but a very scanty degree of information, though it may facilitate the comprehension of what I am going to explain. The anatomical names for the principal parts that combine to form the organ are—

The tunica conjunctiva.
The sclerotic coat.
The choroides.
The retina.
The cornea.
The iris.
The pupil.
The crystalline lens.
The capsula.
The optic nerve.
The aqueous humour.
The vitreous humour.
The membrana nictitans, or haw.

There are many other parts of the organ with which the anatomist ought to be familiar; such as the several muscles by which it is set in motion, the blood-vessels by which it is supplied, and the bones in which it is lodged; but it will be sufficient for the present purpose to explain those of which I have given the names.

The tunica conjunctiva, or, literally translated,

the uniting cloak, is a white membrane in which the globe of the eye may be said to float: the whole globe is surrounded by it, and it is then continued over the internal surface of the eyelids, or, to speak with technical accuracy, it is *reflected* from the eyelids, or doubled back on the eyeball: the tunica conjunctiva is vascular, but not uniformly so; the blood-vessels being abundant in that portion that lines the eyelids, slightly so where it passes over the sclerotic coat, and no vessels being at all apparent over the cornea, except when they are unnaturally distended by inflammatory disease.

The sclerotic coat is a hard membrane that encloses all the eyeball, and lies below the tunica conjunctiva; it forms the white part of the ball, and it extends all round from the optic nerve at the back, to the edge of the cornea in front; the several muscles that move the eyeballs are attached to this coat; besides this use, it retains in their proper form and necessary distension, all the interior parts of the eye, none of which are possessed of elasticity, but, on the contrary, will collapse as soon as they are detached from the sclerotic coat: the substance of which it is composed, is similar to that of the ligaments, or tendons.

The choroides is another coat lying immediately under the sclerotic; and it may assist my reader in understanding the precise position of all these coats, one above the other, by recalling to his mind the several rinds or skins with which the pulp of an orange is covered: there is the coloured skin, answering in its external

position to the sclerotic coat, and the white pithy substance lying between it and the thin transparent coat, that is immediately touching the pulp: this corresponds in position (though in no other respect) to the tunica choroides, while the third or transparent skin of the fruit also corresponds in position with the third coat of the eye, called the retina. The choroides is a highly vascular web; externally, of a uniformly dark colour; internally, variegated. It may in fact be called a net-work of blood-vessels.

The retina, or third coat of the eye, is an expansion of the optic nerve extending over the whole interior surface of the choroides, or, in other words, over the whole interior surface of the eyeball: it is transparent, allowing the colour of the choroides to appear through it.

Having removed these three orbicular coats, we come to the humours of the eye; but I shall first describe the external parts with which every observer is acquainted, though very few understand their structure.

The cornea is, in some sense, the only invisible, and yet the most prominent part of the eye; it is not visible, at least not easily perceptible in a healthy state, because it is perfectly transparent: it is that part from which we see the rays of light reflected, so as to give brightness and animation to the organ: the simplest way of making its position and extent intelligible by words, without the aid of demonstration, is to say, that in looking at any part of the iris or coloured part of the eye, you necessarily look

through the cornea; when looking at the eye of a horse or dog, you see nothing but the coloured part, unless the animal is throwing his eye back without turning the head, as a suspicious, ill-tempered horse will often do: when looking at the human eye, you see much of the white of the eyeball as well as the coloured part; so that in the first case, the whole surface of the eye in its usual position, is covered by the cornea, and its extent is co-equal with the visible part of the eye itself; in the case of the human eye, the extent is bounded by the external edge of the iris; the cornea is extremely tough and all but insensible; its texture is membranous.

The iris has been already mentioned to be the coloured portion of the visible eye; it is composed of muscular fibres, and its use is to diminish or increase the quantity of light thrown upon the retina; this is effected by the contraction or expansion of the fibres, so as to extend or reduce the size of the pupil: and it is extremely important to bear this in mind, because in some cases of blindness, arising from a paralysis of the optic nerve, the want of this sensibility of the iris, is the only sign by which the disease can be detected.

The pupil is not, as vulgarly supposed, a substance, but a perforation or hole, through which the rays of light reach the retina. The round black spot visible in the human eye, and which is oblong and bluish in the eye of the horse, is a kind of augur-hole bored through the shutter or door of a dark room; on looking

at this hole from the outside of the door, we in fact see through it, but yet it appears dark and black, simply because the inside of the room has no light thrown upon it; if the room were lighted within, we should at once perceive that we were looking *through* the hole, not at a black point; this is exactly the case when we look at the pupil of the eye: the pupil of a blind horse is often circular instead of oblong, when the optic nerve is diseased.

The crystalline lens is a solid body, perfectly transparent, that lies within the cornea, but not touching that membrane: and in describing the pupil as a perforation or hole, I must not be understood literally; because the crystalline lens does in fact occupy it, though, being transparent, its presence is not visible to the eye. There is a chamber or little box between the lens and the cornea, which is filled with a watery fluid called the aqueous humour; this fluid keeps the cornea distended so as to preserve its convex form: the crystalline lens is like a lens or magnifying glass in shape, and thence derives its name: it is enclosed in a capsula, or thin transparent cap, the use of which is to retain the lens in its proper position.

The vitreous humour is a fluid that occupies all the eyeball behind the crystalline lens; it is like thin jelly in substance, and very similar to the aqueous humour, in its character and appearance: it is perfectly transparent, and its use appears to be to keep the interior of the eyeball distended, so as to preserve its globular form, and admit the impression of external

objects on the retina, equally in every direction within the range of vision; if the globular form were lost, even supposing the sensibility of the retina remained uninjured, the perception of objects would, upon optical principles, be unequal, according as the impression of them, fell upon the compressed or the distended side of the retina. My readers must take this on my assertion, for to attempt an explanation of it would carry them out of their depth, and perhaps I should flounder about a little, myself.

The optic nerves proceed from the brain into the back part of the eyeball, and, as has been already stated, expand into the third coat, called the retina: it is needless to follow their course; all that is necessary, practically, for us to know, as matter of general information, being, that there are two such nerves, of very considerable size, by which the impressions of outward objects are conveyed from the eye to the brain: the nature of this process is one of those mysteries, on which human infirmity may ingeniously speculate, but which it can never satisfactorily explain.

The membrana nictitans, or haw, is a very singular membrane given to the horse: it is a kind of third eyelid; it is not peculiar to the horse; it is found in other quadrupeds, and also in birds, but there is nothing analagous to it in the human structure; it is situated behind the orbit, on a bed of fat; there is a muscle, called the retractor muscle, which can at pleasure depress the eyeball on this elastic cushion; for fat is fluid in the living subject, and therefore elastic.

By this pressure the haw is displaced, and forced forward over the cornea; when the muscle is relaxed, the eyeball resumes its position; the elastic action of the fat ceases, and the haw returns to its place; but in its transit across the eye, it clears it of particles of dust, flies, or other intruding substances, that would occasion much pain and inflammation, if not removed. It occasionally happens that the haw becomes inflamed and enlarged, and then it does not readily resume its natural position, but projects in an unsightly way from the corner of the eye. An ignorant groom takes the animal to some country farrier, as ignorant as himself; instead of reducing the inflammation by patient fomentations, he removes the membrane with the knife, and plumes himself on the success of the operation; for a time the horse appears sound, but ere long the eye is lost by this deprivation of an important member.—There is but one other circumstance about the eye which I shall notice; and I do so because, as I believe, it is peculiar to the horse; but it is a peculiarity which ignorant people sometimes mistake for a symptom of the disease called cataract.

There are little dark, pendulous bodies, that seem to fall over the upper line of the pupil, from the inner edge of the iris. I never could perceive them in the lower line, though veterinarians have told me that they exist there. I neither know their use, nor even their name or substance; but their presence is unquestionable, and it is important to notice it, as one of the indications of cataract is an irregularity in the

edge of the pupil, and of course we must learn to distinguish between this irregularity, and such as is occasioned by disease: for a similar reason I must observe, that the eyeball and the cornea, when in a healthy state, are moistened by tears; it is only when the flow is superabundant, that we are to consider them an indication of cold, or of organic affection.

CHAP. XIII.

I have thus particularly described the foot and the eye of a horse, as introductory to my explanation of the term *unsoundness*, in the different senses in which that word is applied. Most cases of unsoundness arise from some disease of the foot or leg; and though few, comparatively, are connected with the eye, yet defects in that organ, where they do exist, are so difficult to detect, that I have considered a slight anatomical description of it not to be out of place.

To return to the word 'unsoundness.' I have already observed, that there are three distinct uses of the phrase. Practical unsoundness, scientific unsoundness, and legal unsoundness, though essentially differing from each other, are all expressed by the common term unsoundness.

Practical unsoundness implies the existence of any disease, defect, or infirmity, that renders a horse less able to perform his proper work.

Scientific unsoundness goes farther, and means not only any such infirmity or disease as incapacitates a horse for his proper work, but even any symptom of infirmity or disease, that may possibly impede any of his organic functions.

Legal unsoundness is nearly the same, but it is always taken in connexion with the word 'warranty,' or guarantee, and, therefore, it distinguishes between concealed and visible defects; as, for instance, where a horse is *obviously* blind, it cannot be supposed that the seller means to guarantee the purchaser against the existence of such an apparent fault; and hence, though *obvious* blindness would be unsoundness in the judgment of a scientific man, it would be only a blemish in the judgment of a court of law, and being apparent, would not be included in the risks against which a warranty is given.

I may dispose of the two last heads by this short explanation of them, for a groom is not expected to be a man of science, or a lawyer; if accident should render it necessary for him to seek information on either topic, he cannot do better than consult Professor Sewell, of the Veterinary College, Camden Town, on the one, and a little book, called 'Adventures of a Gentleman in Search of a Horse,' on the other; Mr. Sewell stands at the head of his profession, and is, undoubtedly, the most scientific as well as experienced veterinarian of the day; and the author of 'The Adventures,' has collected all the cases that are considered legal authorities

on this subject. But a groom *is* expected, if he calls himself a master of his business, to be well versed in practical unsoundness, and, therefore, I must call his close attention to this point.

I may first observe, that any marked departure from the description I have before given of the proper form of a horse, more especially of his feet and legs, is an indication of weakness, or disease, or original malformation, that may reasonably warrant suspicion, and call for more rigid scrutiny than we should bestow on an animal that appeared perfect; but it does not follow that the horse is practically unsound, because his form is defective. I have noticed, that soundness may consist with contracted heels so far as the capacity for work is considered; and so it may also with puffed pasterns, or splents, or many other undoubted defects in the feet and legs. I remember a very excellent hunter that belonged to a friend of mine, and which he worked for many years, though his near foot turned inwards so much, that it appeared as if his leg had been accidentally twisted. Horses, too, will sometimes do their business safely and well, where the leg is actually crooked; and I once knew a good stanhope horse that had twice broken the same leg when a foal, retaining very visible traces of the fractures; all these are examples of what I mean by 'practical soundness,' as distinguished from soundness in its scientific sense. Though, therefore, any marked defect of form should excite distrust, the horse is not on that account

to be precipitately condemned, but his capacity for work, and especially for the work for which he is wanted, should be considered, whether we are parting with or purchasing him; though in the latter case, the defect, even if it is not serious, ought always to lower the price.

Subject to this general remark, the following are the cases of unsoundness, which usually amount to practical infirmity, or involve an incapacity for work. I have included in the list some diseases that are not precisely of this class, but wherever I mention them, I point out the distinction. To begin with the feet and legs.

Corns, or bruises of the sole; these generally proceed from bad shoeing, and are found at the quarter of the foot, between the bars and the heel, and generally on the inside; if this part of the foot appears to have been cut away to an unusual depth, it implies the recent extirpation of a corn; the horse is lame while the bruise remains, and of course is unsound; for all lameness is, in this sense, unsoundness; but the unsoundness is not permanent, unless the bad shoeing is continued; though it is so rare an occurrence with coachmen and grooms to change their smith, unless they chance to have some private quarrel with him, that four times out of five, the same system of shoeing is persevered in, and thus the disease recurs.

Thrush, or running thrush; this is a disease of the quick or sensible frog: the thrush may exist without any outward symptom of it beyond tenderness of the external frog, and then it is discovered by the flinching of the horse, when

the foot is pressed between the smith's pincers; but when the inflammation has been considerable, or of long continuance, matter is secreted which flows out of the cleft of the frog on being pressed with the fingers; and there is a strong and fetid smell about the foot, which will often discover a thrush, where the dealer has stopped the discharge of matter by vitriolic acid, or other astringents.

Inflammations generally are practical unsoundness: sometimes the part of the foot more immediately affected, cannot be ascertained; the injury may be deep seated; or it may arise from the prick of a nail, or from picking up a stone, and all outward marks may be obliterated, though much disease is going on internally; when this is the case, the horse will show lame on leaving the stable, but if he belongs to a dealer, this will be prevented by a smart application of the whip; it is therefore necessary to feel the feet, and ascertain whether one is more heated than the other, or if the warmth of both is unnatural; if the groom is examining one of his master's horses, he can apply the pincers to the sole, and where there is inflammation going on, the animal will shrink from the touch: he will also have the opportunity of feeling the feet in the morning, when the horse has been long at rest, and will perceive if, in washing them, one dries sooner than the other. Rings round the hoof, or places where the horn seems to rise in a ridge above the proper level, are indications that violent inflammation of the hoof has lately existed.

Pumiced feet, or an unnatural convexity of the sole; this is a frequent effect of great inflammation, and where it is the result of disease, it produces incurable lameness; but it sometimes is a natural malformation: I lately saw a stallion in the possession of Mr. Bain, a job-master at Brompton, which had been foaled with convex soles, and yet was in constant work: this case however is so rare, that wherever a convexity of the sole is apparent, it may be taken for granted, that the horse is permanently as well as practically unsound.

Contraction, or wiring in of the heels: when the circularity of the hoof at the quarters is lost, and the crust on either side becomes abruptly straight towards the heels, the foot is said to be contracted: a comparison of both the feet is a safe guide, where we are in doubt as to the fact; for though both may be contracted, they are rarely equally affected; contracted feet are always considered unsound by scientific men, and when attended with lameness, they undoubtedly are so; but a horse will often go well with contracted feet, and hence I should not necessarily class this defect with practical unsoundness, though it should lead the groom to pay great attention to the form of the foot, especially in shoeing.

Sand-cracks; this name is given to a perpendicular splitting of the hoof, from the coronet towards the shoe: in buying a horse a very close examination of the foot is necessary to detect a sand-crack, for dealers can very easily

close up the aperture by pitch, and, by oiling the whole surface, render the defect invisible: this is certainly practical unsoundness, even where lameness is not perceived, for in the first place, a decided sand-crack will not disappear for five months, till the hoof is completely renewed, during all which time the horse cannot be used; and independently of this, it indicates a brittle hoof, in which it is very liable to return: a sand-crack may not produce lameness at its first appearance, but it has always a tendency to extend itself till lameness follows.

False quarter, or an irregular secretion of the horn: this is often unattended by lameness, and in such cases scarcely amounts to practical unsoundness, but it is within the class, when accompanied by sand-crack, or indicative of that defect having existed.

Quittor, or fistula: this is produced by acrid matter collecting in the interior of the foot, in consequence of a puncture or other wound; the matter forces itself through channels of its own formation; and these irregular channels become, by the corroding character of the matter, fistulous sores, extremely difficult to heal: the horse is always disabled for many months, even under the most skilful treatment.

Canker is a parting of the horn from the sensible sole, in consequence of excrescences growing on the latter; it usually, if not always, springs from gross neglect of punctures or trifling wounds, which receive no attention, because they appear trifling: this explanation is sufficient to show that the disease, if curable,

is too long continued not to amount to practical unsoundness.

Ring-bone is a complaint, properly speaking, that belongs to the pastern rather than the foot, but it often extends itself to the hoof: it is an enlargement of the ligament of the pastern joint, and more commonly found on the hind-legs: it is often unattended by lameness, and therefore may scarcely be considered within the class of practical unsoundness; still, as the horse cannot be subjected to hard work so long as it continues, without imminent risk of extending the disease, I cannot omit it in this catalogue.

Lastly, all *wounds*, and extensive *bruises*, from whatever cause they arise, are to be considered as practical unsoundness, if they are sufficient to produce lameness, or threaten a tedious cure: more especially, if the cause of them is unknown: but where a horse has only over-reached himself in jumping, or been slightly pricked in shoeing, or cut himself with a sharp flint, all of which are accidents of daily occurrence in large stables, he cannot be condemned as practically unsound, though he is for a few days unfit for work.

CHAP. XIV.

The diseases of the pastern joint, and generally of the leg, are not so peculiar in their character, nor so difficult to detect, as those of

the feet. I shall therefore be much more brief in my notice of them.

It is sometimes not very easy to ascertain whether the foot or the leg, is the seat of the disorder that occasions lameness ; and now and then, when the inexperienced country farrier is at a loss, he throws the blame upon the shoulder, though that is a part which, comparatively speaking, is very rarely affected. When the sinews of the leg are found, on examination with the hand, to be free from swelling or tenderness, the probability is that lameness springs from the foot; but the best way of judging in a doubtful case is, by running the horse first on soft ground, and then on the hard road, or the stones. If the lameness is equally apparent in either case, we may conclude that the leg is in fault; if it is scarcely perceptible on the straw of the ride, or on the soft turf, we may infer that the foot is the part diseased; should the shoulder be affected, the horse will be equally lame on the road or turf, but then we may still form some judgment by noticing him in lying down, or rising from his litter; he will do both with difficulty, and though he will not be indisposed to lie down, that he may relieve the shoulder from his weight, he will show very little inclination to rise again. Where the shoulder is sprained or injured, the lameness is generally, if not invariably, far more severe than in any other case, and it is scarcely possible to induce the animal to quit the walk; on the other hand, he will trot readily in most cases of leg or foot lameness,

and the lameness itself will more or less disappear as the speed is accelerated: if a horse rests his leg in the stall, it is probable that the disease is in the leg; if he points his foot towards the manger, then we may suspect the foot rather than the leg.

Keeping in mind the distinction that I have made between practical and scientific unsoundness, I consider that

Sprains fall within both classes: if they are trifling, the lameness will disappear, and the swelling subside, after a week's rest; and thus far it may be said that the unsoundness is not practical; but still I consider it to be so, because I have very rarely indeed found a horse that has suffered a severe sprain, whether of the fetlock or the sinews of the leg, recover himself so decidedly, that the lameness has not returned when put to severe work.

Grogginess is a debility of the leg and pastern, produced by excessive work, habitually continued; it is detected by the tremulous movement of the limb, when the horse is standing; and even in slight cases where this is not perceptible, it is indicated by a want of uprightness, as if the knee bent forward, and by a prompt bending of the joint on the slightest touch of it behind; as it proceeds from wear and tear, it is incurable, though the limb may be partially restored by long-continued rest, but it does not produce lameness; in a saddle horse it should be considered a decided practical unsoundness, for a fall is sure to be the consequence, sooner or later: but in a draught

horse, where the carriage is light and the work easy, it cannot be called practical unsoundness, though it is a decided objection to purchasing, unless at a proportionately low price; because it shows that the horse has already 'done his business,' as it is called. I drove a groggy horse in my stanhope very safely for five years, though he would not have carried me five miles without a fall, and he was a very fast horse too. Cases do occur, though they are rare, where horses are foaled with legs that 'knuckle over:' if therefore we perceive this symptom in very young horses, that have very clean and good legs in other respects, we must not immediately set it down for grogginess.

Cutting or interference has been already explained; it is usually indicative of weakness in the joints, and sometimes of spavin; in some cases it only proceeds from bad shoeing, and most farriers will profess to cure it easily by altering the shoes; they very seldom succeed: if the shoe only is in fault, of course the remedy is to alter it; but when the debility of the joints occasions the mischief, an alteration of the manner of shoeing will only shift the cutting from one part of the leg to another; in very young horses, the habit of cutting will often prevail from their careless, unformed action; it will be cured by a little breaking in the riding school. In a draught horse, this cannot be considered to amount to practical unsoundness, unless it is in that part of the leg where it is known as the 'speedy cut;' that is, just below the knee joint: but it is quite enough to

condemn a horse for the saddle, let it appear in what part of the leg it may, though it is far less dangerous in the hind than in the fore-legs.

Swelled legs are usually classed by veterinarians as a specific disorder, though any enlargement of the limbs, is generally but a symptom of some sprain in a deep-seated part: where there is no reason to suspect an injury of this kind, we may infer that it arises from want of exercise, or over-feeding; though even the very opposite errors may induce it, and then it indicates constitutional debility: where want of exercise, or change or excess of food, is the cause, the swelling will subside as a better system is introduced, and in such cases it is not practical unsoundness: but if we cannot thus remove the swelling, though aided by hand rubbing and bandaging, the disease cannot be deemed temporary, and the horse is decidedly unfit for service, and unsound.

Grease, or cracked heels, as in the earlier stage of the disorder it is called, is a very tedious complaint; nine times out of ten it is caused by the carelessness of the groom, in neglecting to dry the heels after washing, or perhaps neglecting to wash them altogether; if taken in hand early, it may soon be removed by first cleaning the part thoroughly with soap and water; or, if there is found much tenderness and inflammation, by applying a poultice, (turnips boiled into a soft pulp and strained, make a very good poultice,) and then rubbing in an ointment composed of two ounces of lard and a drachm of sugar of lead. If it is thus removed, the com-

plaint does not amount to practical unsoundness, for the horse may be worked under such treatment: but if ordinary means will not work a speedy cure, and the horse falls lame, the disorder is fatal to his usefulness for months, and it is a decided case of unsoundness: a lotion of four or five drachms of alum in a pint of water, will often heal a simple crack, if applied in an early stage.

Splents are bony excrescences that appear on the inside of the leg; they proceed from the bone, not the integuments, and in the first stage of their formation, are often accompanied with lameness and great tenderness; they are often perceptible to the eye, and always to the finger; where they are found so far back in the leg as to interfere with the tendon's play, they amount to unsoundness, but not otherwise, in the practical sense of the term.

Wind-galls do not imply unsoundness, unless their size is so great as to impede the action of the horse: they are not an unnatural excrescence, but only an enlargement of a little sac or cavity in which a mucus is secreted to lubricate the action of the joints: this puffiness of the leg (though the term is not correctly applied, for the swelling is filled with the lubricating fluid, and not with air) indicates severe work, but is rarely followed by lameness. I may here supply a remark which I omitted in speaking of sprains; that all enlargement of the back sinews, and all elastic or pulpy feeling about them, is a fault that should be deemed practical unsoundness, even where no tenderness or lameness is

observable; a horse is unfit, even for ordinary work, whenever the tendons are not hard and cordy to the touch.

Thorough pin and *bog spavins* are complaints of the same character as wind-galls; but these names are given to them, when the mucus sac of the hock is the place affected: bog spavin is sometimes attended with permanent lameness, and then is, of course, unsoundness.

Curb is a strain of the ligament that binds down the tendons of the hind-leg just below the hock: it is *thrown* out by sudden and violent exertion; and the most certain way of detecting it is by viewing the leg in profile; lameness always attends a curb on its first appearance, though long rest will restore the action; for the same reason, however, that I have given under the head of sprains, it is decided unsoundness; there is always a liability to return when the horse is put to severe and continued work.

Spavin, or bone spavin, is a tumour arising on the inside of the hind-leg, just below the hock, where the shank bone is united to the splent bone: it is in fact a splent of the hind-leg, arising from the same cause as the splent of the fore-leg, namely, a deposit of bony matter, in the place of the cartilage which unites these bones together in the healthy subject; this substitution of bone for cartilage, is occasioned by the inflammation of the latter, and the effect of it is to destroy the play that ought to exist between the two bones, and which the elasticity of the cartilage promotes: the

presence of spavin cannot be detected with certainty (unless attended with lameness, which is not always the case), except by a close comparison of both hocks; for there is a natural projection of the heads of the bones at the point where they unite, which, though distinguishable by the anatomist, is often mistaken by inexperienced men for spavin: if one leg is found more prominent at this point, than the other, we may infer that the disease exists in one leg, at least. Where the spavined horse is not lame, he is not practically unsound: but he is not so fit for work as another, because the disease impedes his lying down, and so far deprives him of sound rest.

Capped hock, is a swelling of the nature of a wind-gall, at the angle of the hock; it is often the result of kicking in the stall, and is consequently indicative of vice; it does not necessarily produce lameness, though sometimes it attains a degree of prominence that makes it a very unsightly blemish.

String halt is an affection of the hind-leg, which is shown by the sudden catching it up, as though the animal wished to clear a large stone, or other obstacle; it is supposed to be connected with disease of the nerves; but, though unpleasant to the eye, and also to the rider, till exercise has checked it, as it generally does, it is not considered unsoundness, even by the veterinarian.

In this enumeration of the common diseases of the feet and legs, and particularly of those which imply practical unsoundness, it will be

observed that I have not considered lameness, unless chronic or permanent, to amount necessarily to unsoundness: a little explanation of this seems expedient. That all lameness is unsoundness, in whatever sense the word is used, cannot be doubted; for lameness is an incapacity to work without pain; but lameness is, after all, only a symptom of disease, not of itself a disease. If the disease indicated by it is so slight and temporary, that a night's rest, or a day or two of holiday, will remove it, it should not be sufficient to condemn a useful horse, unless at the same time it is in such a part, or of such a character, as to threaten frequent relapse. The same distinction may be made with respect to other complaints that I am about to mention; but it is more particularly in the case of the feet and legs, that it is important, because soundness in these parts is so immediately connected with the safety of the rider, that he is apt to take needless alarm at the very first hint of a fault in them, and to sell a really good horse for an old song, merely because he is unable to form a correct judgment of the extent of the mischief. Some years ago I knew a man who used to pique himself on his prudence—for 'no horse could ever make a *second* blunder' with him! He was a most convenient acquaintance to those who were occasional buyers, for his horse generally stumbled through his rider's fault, and the next friend at hand could always buy him on the spot for half his value! In such cases the groom who thoroughly understands *practi-*

cal unsoundness, as distinguished from that which is scientific or legal, may prove himself a most useful adviser, and save his master a year's regret as well as a year's wages. Nothing is more vexatious than to have precipitately parted with a good horse, and see your neighbour pass you on him every day, gallantly and safely mounted! more particularly if he cost you sixty pounds, and you have sold him for thirty!

CHAP. XV.

I shall now refer to diseases of the eye, but in a more cursory manner; and in fact the list of them is but short, so far as they are necessary to be understood by the coachman or groom.

In the high state of discipline in which the horse is always found as a domesticated animal, diseases of the eye affect him less, in point of practical soundness, than diseases of almost any other part. In harness, at least in double harness, his usefulness is but slightly diminished; the blind horse will do his work almost as steadily as one whose sight is perfect: for he is guided entirely by the mouth, and the level state of our roads renders his caution almost unnecessary, where the driver is himself awake. Yet defective sight, even in a draught horse, is a great fault, and in a saddle horse is decided unsoundness; though not legally consi-

dered such, if the blindness is apparent. A horse that is totally blind, is timid and slow in his action: he hangs upon his mate, and cannot be brought well up to the collar; if partially blind, he is apt to swerve and shy; a fault that renders him unpleasant at all times, and often unsafe. It is still worse in the saddle, for as the rider's eyes must supply the animal's deficiency, a perpetual and very inconvenient vigilance is necessary; and I need hardly observe that in a hunter, blindness amounts to actual incapacity for work; since, not to mention the impossibility of his going safely over rough ground, or ploughed land, it is quite out of the question to put him at a fence or ditch. It is therefore a very important matter to judge correctly of the state of the eye.

In its healthy state it should be full, prominent, lively and quick in its action, and above all, very clear and bright; if brightness is caused by an excess of moisture amounting to tears, it indicates weakness instead of health; a certain degree of fluid is necessary, to disperse the dust, flies, and other foreign substances that cause annoyance; but if this fluid is immoderately secreted, it is a pretty certain proof that the organ itself is affected.

Some little art is required to examine the eye properly; it ought to undergo a double inspection; it should be examined while standing directly in front of the animal, and again while standing at his shoulder; in the first position, the shape and sensibility of the pupil, and the presence of any scar in the cornea, will be appa-

rent; in the latter, the degree of convexity of, and the clearness of the aqueous humour behind the cornea, can best be perceived. In order to judge of the sensibility of the pupil, or rather of the retina, the horse should not be examined in the broad glare of light; for then the pupil will become contracted, if any portion of sight remains, and the degree of sensibility will still be doubtful; he should be led to the door of the stable, where the light is stronger than in the stall, and yet not overpowering; and if the contraction or expansion of the pupil remains doubtful, the eye should be covered by the hand for half a minute, and then suddenly exposed to the light by quickly withdrawing the hand; if no change in the pupil can be perceived on this sudden exposure, it is probable that the sight is permanently affected. I should say it is certain that this is the case, if the examiner is sure of his own capability of observing the action of the iris.

When satisfied that there is no marked deficiency in the form or size of the eye, and no exuberance of tears, the next point is to search for scars or marks on the cornea; the usual marks of past disease are faint white lines, which are proofs that recent inflammation has prevailed to a considerable extent: if there are no lines, but any fixed and well-defined speck, it is also an indication of inflammation, though not necessarily recent, for the speck is the scar of an ulcer produced by violent inflammatory action. Whether such specks amount to practical unsoundness, depends on their position in

the cornea. In draught horses they are of little consequence (except in single harness), wherever they may be; but in a stanhope horse, there is so much danger attendant on the vice of shying, that if the speck is so placed as to intercept his view of the ground, or of a passing object, I should consider it practical unsoundness; but not if it was confined to the upper part of the cornea. In saddle horses, all specks, wherever situated, must render them practically unsound.

A *cloudy, opake appearance of the cornea* is decidedly practical unsoundness in all cases, with the exception I have mentioned of double harness: if the horse is not actually blind, he will be so very shortly, and the degree of vision that he may still enjoy, is more likely to render him startlish and unsteady, than total blindness itself.

A *paralysis of the optic nerve* is always attended by total blindness, and yet in this case the eye may appear perfectly bright, and the cornea be free from all opacity: the only certain test is the contraction of the pupil, by exposure to light, in the manner just described; if this is partially seen, or supposed to be seen in one eye, and wholly imperceptible in the other, the judgment may be assisted by noticing the behaviour of the horse: where the sight is gone, or nearly so, the hearing becomes more acute, and the ears will be perceived in constant and rapid motion: his action will be high and cautious, and if put into a strange stall, he will, be shy in approaching the manger, drawing the

halter back, and carrying his head high and his nose extended, till he becomes familiar with his position. In this disease, both eyes are usually affected.

Cataract is an opacity of the crystalline lens, and is productive of incurable blindness; for the power of the retractor muscle, before described, cannot be controlled so as to allow of an operation; and even if the operation were both practicable and successful, the obliteration of the lens could not be supplied by glasses, as it is in the human subject: the existence of cataract is detected by a faint, yet distinctly visible whitish spot in the centre of the pupil; and in its more advanced stages, the internal edge of the iris is irregular in shape, and the oval form is perceptibly interrupted.

Inflammation in the eye is discovered by the swelling of the eyelids, their redness and vascularity when turned back, and often by a discharge from the corner of the eye where the coruncula lachrymalis is situated; in the latter case, it is commonly accompanied by cold and cough; in the former, it may arise from a blow of the whip, or perhaps the intrusion of a piece of hay: where caused by accident of this kind, it is of no practical consequence, and will be speedily removed by a collyrium of goulard extract, or laudanum, in the proportion of a drachm to a pint of water, frequently applied: but inflammation often assumes a very malignant form, and becomes what the surgeons call *ophthalmia:* this usually arises from habitual want of cleanliness in the stable, and allowing

the stalls to become so impregnated with the manure, as to emit a pungent, volatile essence, like hartshorn, very painful and injurious to the eyes: it is extremely difficult of cure, and very likely to return, after relief has apparently been given; it generally terminates in total blindness of one, if not both eyes. Ignorant smiths are very apt to be deceived by the capricious changes that occur in the progress of this complaint; for the opacity of the cornea varies rapidly and materially: hence they apply violent stimulants, and sometimes even glass, to rub away what they consider to be cloudiness: the eye may chance to appear clearer the next day; they ascribe it to the treatment, and continue it, not being aware that these temporary improvements are characteristic of the complaint, and that the disease being in its nature inflammatory, all such stimulants are more likely to aggravate than to relieve it. The best and the utmost that a careful groom can do, in the absence of a skilful farrier, is, by frequent fomentation and purgative mashes. to check the inflammatory action, and afford temporary ease to the horse.

I shall here quit the eye, reminding my reader, that, though I have pointed out how far blindness, whether partial or total, is to be considered practical unsoundness, in reference to the work in which the horse is employed, all blindness, like all lameness, is deemed unsoundness by scientific men, but not by the courts of law in questions of warranty, when it is decidedly visible to the eye: the purchaser is

held in such cases to have had fair opportunity of judging for himself, unless artful means have been taken to conceal it from observation, and he must take the consequence of his own ignorance or oversight.

CHAP. XVI.

I now proceed to affections of the wind. I need scarcely explain even to the most ignorant reader, that the full and free play of the lungs is essential to animal life; but it is often found deficient in human beings, and yet life is prolonged, and even in some measure enjoyed: for man can vary or limit his bodily exercise, and more or less adapt his habits to his infirmity; the horse must continue to work at his accustomed labour, and when that labour is violent it aggravates the disease, at the same time that the disease reduces the strength: hence all chronic or permanent affections of these important organs, amount to decided unsoundness, practical as well as scientific, for they have a direct and growing tendency to impair the power to work, even where they are not so acutely painful as immediately to threaten life. The use of the lungs is this: they admit at every inspiration a quantity of pure air into their cells, which expand on purpose to receive it: in pure air there is a property, or fluid, more correctly speaking, called oxygen. When the air comes in contact with the blood in its passage through the lungs, after

its circulation through the vessels of the body, this oxygen absorbs or detaches from it, by what the chemists call affinity, a noxious substance called carbon, which is acquired by the blood in the course of its circulation; when relieved from this injurious substance, the blood is purified, and restored to such a state that it can give fresh nourishment to the system, on repeating its perpetual journey through the arteries.

It follows from this explanation, that if the expansion of the cells of the lungs is impeded, the quantity of air that is requisite for this purification of the blood cannot be received; and if the restraint on their play is very considerable, so small a quantity of the blood is restored to a fit state for the nutrition of the body, that life is lost. Hence the symptoms of any impeded action of the lungs, become very important.

Cough is one of the most common and certain of these symptoms: where, by other signs, we are satisfied that this is only the effect of a sudden chill or cold, it is not of any great consequence; for a time the horse is disqualified for work, and hence it is unsoundness in the judgment of the veterinarian; but in a few days he will recover, if allowed to remain quiet, giving him a little opening medicine, and warm bran mashes.

Where cough is accompanied with much fever, and occasional shivering, and the horse is quite taken off his feed, it is more to be dreaded: there will, in this case, be a discharge

from the nostrils, a great heaviness and languor of the eyes, and a high pulse; the pulse is felt just below the angle of the jaw, by pressing the artery against the bone, with the finger; and in its healthy state, should never exceed thirty-five or forty. In severe cough, such as I am describing, it will probably rise to sixty or seventy, and then the assistance of the farrier should be immediately called in: the legs will often swell under this access of fever, and the animal will exhibit great debility: the glands under the throat will also swell. When cough and cold assume this form, the disorder is known as the *influenza*.

Inflammation of the lungs is also indicated by cough: but there are other symptoms by which it is distinguished from the cough of influenza; there are more unequivocal marks of pain; the pulse is harder and quicker; and the flanks heave at every inspiration, with obvious distress, as if the animal had just come off a journey of severe work: on turning up the eyelids, great vascularity and redness will be apparent: the legs and ears are unnaturally cold; and if the progress of the complaint is not speedily checked, it will become so rapid as to threaten death in a few hours.

Thick wind, and *broken wind*, are the usual effects of acute inflammation of the lungs, even when it has been successfully treated: whether this proceeds from an obliteration or a choking of the cells of the lungs, during the progress of the disorder, I cannot undertake to say: but in broken-winded horses, the cells are found

to be imperfect, and opened into each other, in a state quite incompatible with their free play: it sometimes happens that acute inflammation will produce an adhesion of the lungs to the membrane by which they are surrounded, and then their power of expansion is diminished. Thick wind is denoted by very laborious respiration; the horse breathes very rapidly, and seems to be oppressed. Broken wind is distinguished by the laboured expulsion of the air from the lungs, as if one effort could not accomplish it, and a second were absolutely necessary to clear them; yet the horse draws in the air with perfect freedom.

Roaring and *whistling* are also the consequences, in some cases, of severe inflammation of the lungs, or of the windpipe that leads to them: roaring is, usually, only perceived when the horse is put to his speed, or at least to a rapid pace; and then the loud and peculiar noise from which it derives its name, leaves no doubt of the affection: it is often difficult to detect in a dealer's stable, because the dealer will never allow him to be hurried in his paces so as to expose it: in such cases, however, it will sometimes be discovered, by a smart and abrupt blow on the flank with a whip, when he will utter a rumbling sound, as if the wind were rattling through his throat: coughing him, or compressing his windpipe closely with the finger and thumb, directly under the throat, will at times bring on a short hacking cough, that indicates a roarer. Though roaring is frequently the result of acute, inflammatory action, it still more frequently

springs from a deformity of the windpipe, occasioned by tight bearing up: carriage-horses are more subject to the complaint than others, for this reason. Whistling is very near akin to roaring, but the noise is less: it is in fact the same disorder, arising from the same causes, but it appears in a less aggravated form.

Strangles is another complaint accompanied by cough, but it is very distinguishable from all that I have been describing, because it is not only unconnected with the lungs, but so clearly limited to the throat, that it is known at once by considerable swelling under the throat externally: this swelling goes on till it suppurates and breaks, and then the horse will soon recover: blistering will advance this suppuration, and little more is necessary for the cure than opening medicine and diet: it is imprudent to bleed, because by lowering the horse too rapidly, the progress of the swelling to a head is retarded.

I class all pulmonary diseases in practical unsoundness; and for this reason,—though the patient may recover, and sometimes rapidly, and to all appearance thoroughly, it is impossible to judge what may be the degree to which the lungs are permanently affected in their structure. I certainly have known roarers capable of much work, and continue it for years: in such instances, the roaring has probably originated in distortion of the windpipe by tight bearing up, without causing inflammatory disease of the lungs; but as we never can be certain that this is the case, unless we have had the horse and

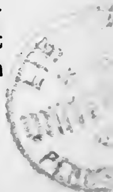
known him from the day he was foaled, we are bound, in prudence, to regard roaring, whistling, wheezing, and every similar defect, as an indication of pulmonary disease, and, therefore, to set the horse down as unsound in every sense of the word.

It cannot be too strongly impressed on the groom, that nearly all complaints of the lungs are caused by close, heated, and dirty stables: there is a very close sympathy between the lungs and the skin; when a horse is taken out of a hot stable, where he has been standing in his cloths all the night, and half the day, and brought, with no covering but the saddle, into a cold and perhaps frosty air, it cannot but frequently happen that he will take cold—cold produces cough—cough excites inflammation, and the horse, if not killed by it, is generally unsound for life. A groom should always regulate the warmth of the stable by a thermometer, and keep it so clean that he could eat his dinner off the floor in comfort.

I am obliged by want of space to pass over many diseases on which I should be glad to give a few hints, but there is one of such vital importance, that I must not altogether omit it. I mean *the glanders*. It is not only incurable, but most dangerous, both to horse and man. It is known by a constant discharge of a fetid mucus from the nostrils, and generally from the left nostril alone. This discharge may continue for a long time without any cough, or much apparent injury to the horse's strength, or general health, and this distinguishes it from the dis-

charge that often attends a common cold; but in the course of time, the jaw will become enlarged, and the glands below it considerably swelled; then the nose becomes affected, and on turning up the nostril, small ulcers will be visible within: then the animal, who may have gone on with little aggravation of these symptoms for many months, and even a year, becomes rapidly worse; the discharge increases; the ulcers extend; the cough becomes more distressing, and *farcy*, or a knotty enlargement of all the nerves of the body, will be perceptible; of course, death speedily follows. There is some little similarity between the strangles and glanders in the earlier stage, but the former will be distinguished from it by the greater severity of the cough, the vascular and inflamed appearance of the cartilage of the nose, and by the more extensive and protuberant swelling of the glands under the throat, as if they were all united in one large tumour. The glanders is a contagious complaint, communicable even to man, and therefore to be touched with caution, lest the virus should be absorbed in any wound or abrasure of the hand. Though the horse may continue to work for a time, it is utterly incurable, and, therefore, in every sense, unsoundness.

I must pass over entirely the chapter of vice, such as kicking, rearing, biting, bolting, shying, crib-biting, and a long catalogue of similar defects, with one general remark. Though many of these vices proceed from want of judgment and temper, in breaking, they are all of them



strengthened and confirmed, and very often entirely occasioned, by the bad temper or the silly play of the groom; horses do not understand playing, and will not endure repeated provocation. The business of the stable should always be done calmly, cheerfully, and kindly, and then the most vicious horses will be manageable; but the most gentle will become artful and resentful, if constantly subjected to alternate rating, striking, and swearing, and then tickled and trifled with, in child's play. A sensible groom will bear this doctrine steadily in mind.

It would not be out of place to advert to the tricks and roguery of horse-dealing; but this would fill a volume of itself; those who wish to be initiated in the mystery of the trade, may usefully consult the work that I have already mentioned, 'The Adventures in Search of a Horse,' where they are all explained in full detail, and in a lively manner; a servant who is employed by his master to purchase for him, ought to be perfectly aware of the villainy to which he is liable to be exposed in every horse-market; I must content myself with giving him a single hint for his guidance when employed to sell; and that is, to follow to the letter the instructions which his master gives him as to how far, and in what respects, he is to warrant the animal, and to acknowledge or suppress his faults; otherwise, though he may succeed in selling the horse, and at a good figure, he may chance to involve his master in litigation that will swallow up ten times the price. If gentlemen dealers would take my advice, they would

always tell the truth about their horses, and in the long run they would find it good policy. At all events, if they choose to tell a lie, they should sell for themselves, and not tax the conscience of their groom.

CHAP. XVII.

I shall now take up the higher duties of stable management, and as the most important of them, I will begin with the subject of feeding.

Great temptations are thrown in the way of a coachman's honesty, where the purchase of corn and hay is confided to him. The corn-chandler is seldom unwilling to bribe him, and the Christmas fee is, I am sorry to say, not often refused; it ought always to be rejected with indignation; to connive at an extravagant price for indifferent oats, or to buy four or five quarters every year more than can possibly be wanted, is no less a robbery of the master than pawning his plate or stealing his purse; and like all other pilfering, it rarely escapes eventual detection. The most ignorant and careless master will learn from some sporting friend, sooner or later, the quantity of corn that his horses require; he then keeps a book for orders, finds he has been systematically plundered, and turns off both his groom and his tradesman to find employ without a character! Honesty is

the best policy at all times, and more especially in dealings with the master's tradesmen.

Over-feeding is a far more common error in private stables, than stinting; yet it is a great error, for the horse is not kept in condition by the quantity that he eats, but by that which he digests; and his digestive powers depend on his health, his exercise, and his general comfort. Where he is severely but not over-worked, he will feed more heartily; but when not used as a slave, he cannot be over-fed without the risk of swelled legs and greasy heels being the consequence. Five feeds a day is sufficient for any carriage horse, or any hunter; and unless the duty is considerable, most will thrive upon four, with the usual allowance of half a truss of good hay. If on this quantity of corn (which may now and then be varied by half a quartern of split beans) a horse does not keep in condition, the corn being good feed oats, full and clean in the grain, and perfectly hard and sweet, he should be carefully observed by the groom, that he may ascertain whether he does not bolt it without mastication; if the grains are found whole in the droppings, it will be a proof of this; in such cases the feeds should always be mixed up with good clover chaff. A still better plan, and one which I have followed for many years with great success, is to grind the corn in a bruising mill; three feeds will go as far as four by this process; and it should be remembered, that all horses with ravenous appetites, and many aged horses with defective mouths, will be apt to bolt their corn; mastication being

tedious to the one, and painful to the other; if a horse refuses his corn without any other symptom of disease, it has probably become musty; should it be found free from smell, the state of his teeth and mouth should be minutely examined.

A horse's feed should be given at regular and equal intervals during the day, as nearly as the convenience of the family will permit, and he never should be cloyed by giving him two quarterns in one feed. The horse may pick it all up, perhaps, but it will not do him more real good than if he had only one. Oats vary of course considerably in price; but very good feed oats may be bought at all times from twenty-three to twenty-six shillings, and the higher priced corn is rarely necessary, except for horses that are very nice and dainty. A good servant will endeavour to practise as much economy as possible, both in the price and quantity of the corn; and he will succeed in saving much, if he is honest enough to keep himself independent of the chandler. The same remark applies to hay and straw, especially the former. Horses are sometimes addicted to the habit of playing with their hay, and will waste a great quantity by dropping it among the litter; when this is noticed, the rack should be cleared out, for it is evident that the horse has eaten as much as he wants for the time; if allowed to be trodden down, and soiled among the litter, it is effectually spoilt, and nothing is saved by picking it up again to replace it in the rack.

The water should always be given in moderation in the morning; in the evening, more indulgence may be allowed, if the horse is quite cool. I am no advocate for stinting a horse in his water, especially in hot weather, provided it is given in small quantities at a time, and never quite cold from the spring. It is always best to mix a little hot water with it, or, if that cannot be conveniently obtained, to let the pail of water stand filled in the stable all night. Most coachmen give water during the day, and there is no objection to the practice, if the quantity is limited to half a pailful; but it is never proper to give a horse as much as he will drink, if the day's work is not over. On journeys, where the time for baiting is limited, and the horse refuses his feed without water, it is best to coax his appetite by wetting the corn; if he still refuses it, then a pail half full with warm gruel may be offered him; as a general maxim, however, the day's work should always finish when the horse is taken off his feed.

Grooming is a most important point in stable management, but I need not revert to it here after having dwelt so long on the subject in my earlier pages; the careful coachman however will bear in mind, that if it is generally the duty of the young helper to rub down the horses, it is no less his own business to take care that this duty is properly discharged; and if the helper is a mere lad, he cannot do it effectually, because he is not tall enough to reach the back and loins of a full-sized horse.

the coachman will therefore do this part of the work himself. When the stopping has been removed from the feet, he will be careful to have the sole and frog well washed, and every particle of dirt should be removed from the heels. Some horses will not bear the curry-comb at all; this is very inconvenient, when it does happen, as nothing is so efficacious in removing the dust from the roots of the hair; the curry-comb therefore should not be abandoned too hastily; but if even a blunt and half-worn-out comb is found too much for the temper of the horse, then a dandy brush must be substituted for it, and applied with twofold patience; the hide will then require careful rubbing with a dry and rough cloth, or a piece of old but clean carpeting; after this nothing will be necessary but passing a soft wash leather over the whole head, neck, and body, and clothing him in the usual manner. Unless a stable is damp and much exposed to draught, the clothing of a horse cannot be too light. It is not an uncommon, but it is certainly an unhealthy, habit, to cover a horse with two or three stout blankets to hasten his new coat. I strongly deprecate all recourse to artificial means for such a purpose; for even when it is done to make up the horse for a speedy sale, it often defeats the object by making him particularly susceptible of cold, and thus ensuring his return by the purchaser for unsoundness.

I have often observed coachmen place a little dry litter between the back and the cloth of the horse, when he is brought in warm from work,

and they have told me that it assists in drying him. I own that I do not understand the principle on which this depends, and I am somewhat sceptical as to the fact; yet I do not object to the practice, especially where the stable is not well provided with a succession of dry clothing; by interposing the straw, the cloth becomes less damp from the sweat; and a yet greater advantage is, that the cloth lies more coolly on the back, the straw preventing it from pressing upon the skin; just as a man who is in a state of perspiration after running or cricket, finds relief by unbuttoning the waistcoat, so as to let his clothes hang loosely on his back, while the sudden chill occasioned by taking them off entirely, might be very dangerous.

There are some points connected with the return of the horses from work, that, though they have been already mentioned as falling within the proper duty of the helper, will never be allowed to escape the eye of a careful coachman; he will pass his hand slowly round the hoof to feel if any of the clenches of the nails are up, and if he finds them too high, he will have them rasped down before the animal is again used; he will see that the foot has not picked up a stone or a nail; that the shoes are neither broken nor loose, farther than they always ought to be; and he will scrutinize all the harness and bridles, especially the reins, with equal minuteness, so that he may not have to send them to the saddler's to be repaired, at the very moment that he is ordered

out again; all these are certainly the duties of the helper, where a helper is employed; but the coachman will very regularly look after the performance of them, for 'if a screw is loose,' *he* will be, and very properly too, the party blamed. The same remark applies to making up the horse for the night; the coachman's eye should be the last in the stable, and should extend to every thing; the halter reins, the headstalls should all be seen to be properly adjusted, particularly with a horse that is apt to slip his halter; the throat laces should be neither too loose to retain the headstall, nor so tight as to choke the animal; and above all, the corn bin should be locked and the light extinguished; or if allowed to remain, to remove damp, the lanthorn should be carefully drawn up.

Every man habitually employed about a stable should acquire some little skill in detecting the symptoms of disease; in treating of the more common and obvious cases of unsoundness, I have mentioned such symptoms as are peculiar to each, but there are many diseases, especially internal diseases, to which I have not even adverted, the limits of a work like this rendering it impossible to enumerate them; yet it is most important for both coachman and groom, and especially the former, to detect at once a horse's incapacity for work; the rider will always find it out soon enough, so that the groom has less responsibility thrown upon him; but if the coachman is at fault, nobody else will have any opportunity of setting him right, and the horse may be killed by want of

timely assistance, when lying by for four-and-twenty hours, might restore him to his work. The coachman, however, must inform himself correctly on such matters, and not be too apt to report his horse ill on every trifling occasion, or he will gain a reputation for being an idle fellow that often wants a holiday for himself, instead of a disinterested and fair judge of the indulgence required by his horses.

In a general way, there are two very obvious indications of disease: a refusal to work, and a refusal to feed. Whenever a horse that is generally disposed to keep the traces tight, hangs on the hand, and can only be kept up to the collar by fits and starts, relaxing his exertion as soon as he has answered the whip, it is a proof that something is wrong; if lameness is perceived, this speaks for itself; if there is no lameness, and the horse has left the yard with his usual sprightliness, it may prove to be only something amiss with the collar; if his temper is usually uncertain, and the load is unusually heavy, or the roads very bad, whipcord may be the proper medicine; but if it is impossible to account for his dulness in any of these ways, he must be indulged, and as much of the work as possible thrown on his mate till he arrives at his stables: on taking him out, his behaviour will assist in forming the judgment; he will, probably, betray much languor, and hang his head very low, as if without any consciousness of what is passing around him; if after this he shows indifference about his feed, or picks up a few grains with his lips and then lets them fall

again, it is unquestionable that he is ill. After taking his water, he will, perhaps, shiver a little, and his coat will sometimes become erect, or staring, as it is called; his eyes will drop, and be half closed; if the pulse is found to be much excited, and the white of the eyes or the membrane of the nose extremely red and vascular, the aid of a veterinary surgeon should be called in without delay; any degree of unnatural heat about the ears, and the inside of the mouth, is a frequent accompaniment of the symptoms I have described, and most of these symptoms betray inflammatory action that requires instant and copious bleeding, glysters, alterative medicine, &c. Inflammation may, in most cases, be checked by prompt and skilful attention, but if it gains beyond a certain point, relief is all but hopeless; the bowels then become costive; the dung, if any is voided, is hard, small in quantity and in size; the flanks heave violently; the horse shows unequivocal signs of extreme pain by his restlessness, and sometimes by gasping and groaning, and at last falls, as if unable to sustain his weight, for it is a curious characteristic of a horse in extreme sickness, that he will not spontaneously lie down. Very often only a few of these symptoms are exhibited, and sometimes none of them, except general dulness and loss of appetite: but I need not enter closely into pathological distinctions: it is sufficient for the coachman to know that his horse is ill, and requires rest and medical aid: if the latter is not at hand (though every good coachman ought to learn how, and generally

when, to bleed, or give a ball or glyster), all he can do is to remove the animal into a cool and open box, give him aperient mashes, and make him as comfortable as circumstances admit, till the veterinary surgeon can be brought.

There are many cutaneous complaints to which horses are liable, and which are contagious, and, of course, require prompt attention. Whenever it is observed that a horse rubs himself frequently against the posts, and sides of the stall, he should be immediately removed to a separate box; his stall and cloths should be washed with great care, and his harness, headstalls, &c. thoroughly cleaned, as well as all the brushes and rubbers with which he has been dressed; when any mangy complaint once finds its way into a stable, it is the greatest nuisance with which a groom can be visited in the course of duty.

Wounds, or sores, caused by the galling of the saddle, or collar, are also cases that require much vigilance; so do any accidental tumours that show themselves on the shoulder or back; they appear very unimportant at first, and it is so inconvenient to take the horse away from his work, that he is often continued at it for days after the first slight abrasure has appeared; hence a wound, originally of no consequence, becomes enlarged, and settles into an extensive and permanent sore; this is particularly the case in posting or jobbing stables, but it is cruel, as well as miserable economy, to blemish, and, perhaps, disable a horse for life, rather than lose the little profit derived from two or three

days of painful work; it will be found that a little strong brine, freely applied to a galled shoulder, will soon cure it, if work is suspended for two or three days, and if the padding of the collar is altered, so as to avoid bearing upon the wound.

There is only one more general hint that I shall give, relating to that surgical treatment which should be observed in all cases where the coachman is obliged, by circumstances, to act for himself. All wounds that are accompanied with bruises, should, in the first instance, be fomented; and fomentation is not the work of ten minutes, but of two hours together, several times repeated; this ought particularly to be done with broken knees; but in this case, and in the case of all wounds where the skin is cut through, either by a fall or by a stake in a hedge, the part should be closely examined to see that no gravel or splinters are lodged, for till such substances are removed, no cure can be expected; a broken knee should always be carefully and tenderly washed, till the wound is thoroughly clean; a soft sponge is the best for this purpose: fomentations should follow till all pain and swelling have subsided; and then, if the joint is not injured, a cure will speedily follow, aided by bran poultices at first, and afterwards by bandages, only moderately, but uniformly tight: I hardly ever knew a case in which the common, but absurd remedy of gunpowder, or alum and lard, did not do serious mischief: when the wound is healed, care should be taken, as the hair begins to cover it, always to rub

down, or brush the knee in the natural direction of the hair. By this treatment a wound, originally formidable, will often end in a scarcely perceptible blemish; where it does not, the fault belongs to the coachman, for he has usually far more to do with it than the farrier.

In cases of sprain, the same course of unwearied fomentation should be followed; and when all the tenderness of the limb has been relieved, bandages must be regularly applied; they should be removed and replaced as often as they become loose, and the leg should be rested by putting on a high-heeled shoe, so as to keep the tendons relaxed: the horse should be kept on low diet, and have occasional medicine, sufficient to open the bowels: rest is, after all, the best, and indeed the only effectual, remedy in such cases.

I offer these suggestions, not to enable the coachman to practise on his horses; he is a fool if he attempts it, and his master is not much wiser if he allows him: cases may arise when of necessity he must do his best, because he may find himself in some remote country place where no assistance can be found; but every man who keeps horses habitually, and resides at a convenient distance from it, should subscribe to the Veterinary College at Camden Town, where, for the trifling annual subscription of two guineas, he can command the best veterinary assistance in London, or perhaps in the world, and moreover get an opinion on a horse's soundness on which he can rely: where this distance is inconvenient, he will still find skilful veterinarians at hand, and no servant ought to assume

more than his proper share of responsibility in the management of a sick stable. Mr. Field of Oxford Street, or Mr. Mavor of Bond Street, are two very eminent men in their profession, in whom great confidence may be placed; nor should I do justice to Mr. Woodin, of Upper Park Place, Park Road, if I omitted him from the list of able and safe practitioners; for I have in many instances been largely indebted to him for practical as well as scientific information, more particularly in the observations which I am about to make on the subject of shoeing.

It should be borne in mind that the difficulty of treating a sick horse is not only as great, but in one respect greater, than that of treating a human patient: all the same skill in operating or exhibiting drugs is required, but with the disadvantage, that we have not the patient's assistance in guiding us to the seat of pain, or in informing us of the practical effect of the medicine: yet I apprehend there are few coachmen who would willingly undertake to prescribe for themselves, or their families, in any serious disorder! It is only a twelvemonth since the coachman of Lady Elizabeth W———, who had been forty-two years in her service, was rash enough to confide to his own judgment, in the management of two valuable young horses belonging to her Ladyship: he gave them some medicine to allay symptoms of inflammation, without knowing what he was about, and the consequence was that both the animals died within forty-eight hours! Less than forty years' service would hardly excuse such ignorant folly as this!

CHAP. XVIII.

After the elaborate description which I have given of the foot, it will be at once perceived that the manner of shoeing a horse is a subject of great importance; the difficulty that presents itself is, how to combine that protection which is essential to an organ, that never was designed by nature for stony streets, and hard gravelly roads, with the self expansion and elasticity that are indispensably requisite, to enable it to meet the ground with great force and without bruise: to meet this difficulty, the edge of the crust is defended by a plate of iron, extending all round the circumference of the sole till it meets the quarters: this is certainly a very sufficient guard to the crust, but the unyielding character of the metal tends always to prevent both elasticity and expansion, and, by preventing the action of these natural resources, to induce lameness, springing either from bruises or contraction of the foot. When these consequences show themselves, the smith will never allow that it is his own carelessness or want of skill that has occasioned them; and though he may be induced to remove the shoe for a time, he will obstinately replace it precisely as it was before, as soon as ever the lameness has subsided: then the same symptoms recur, and the horse is condemned and sold, as an unsound and incurable horse, while the smith ought rather to be condemned and discharged, as an obstinate and ignorant blockhead. Country farriers are far

more open to this reproach, than their brother tradesmen in town.

Hence it becomes very desirable for the coachman to be himself a good practical judge of the way in which horses should be shod, and of the principles on which good shoeing depends.

His attention should be first directed to the state of the foot: it ought always to be cool, moist, and, to a considerable degree, callous to pressure: if hot, it is indicative of inflammation, or fever, as it is sometimes called; if dry, the perspiration that should exude through the sole is checked, and this is productive both of febrile symptoms, and of humours and abscesses: if very sensible on pressure, it is a proof of internal injury, either by wound or bruise, or latent disease. It has been found by experience, that the moisture and proper sensibility of the foot, are preserved by frequent stopping with a mixture of clay and cow-dung; but though this is a very useful precaution, it by no means meets the whole mischief to be avoided; for it gives very little aid to the expansion of the foot.

Two methods have been devised for remedying this inconvenience, and securing to every part of the sole and frog, its due share of expansion: I have tried both, and have found them both answer. One is to have a padding made exactly corresponding to the form of the foot; it is retained in its proper place inside the web of the shoe, by small splints of wood; this padding may be often soaked in water during

the day, and will thereby be kept moist, pliable, and cool, and the foot will derive all these desirable qualities from it: this is found by experience to be the case, but as I have too often found old coachmen and grooms, very distrustful of any information that is new to them, (and I may observe in passing, that this is the common failing of ignorant men, in every rank of life,) I will explain to them a simple and practical means of proving the fact on their own persons: by constantly wearing shoes of stiff leather, and sometimes shoes that do not fit, most people become troubled with those painful, though callous swellings, that are known by the name of corns: the toes also often lose their proper shape and flexibility, and the nails become unnaturally hard, and at times seriously injure the foot: none of these inconveniences are found in those places where the poor habitually go without shoes, as is the case in many parts of Ireland and Scotland: and where they *are* found, the foot may be gradually, but certainly, restored to its natural and proper state, by daily bathing in water, and enlarging the shoe. The moist padding in the foot of the horse, produces the same effect, and by the same means: but like the bathing of the human foot, the system must be habitual and daily, if good is to be done by it. The only objection to these artificial soles (which I have been in the habit of buying from Mr. Woodin, the veterinary surgeon, I have just mentioned) is, that they are apt to be lost, or laid aside and forgotten: it is the duty of the master to check

such negligence as this, by occasionally examining his horses' feet for himself; if he finds his groom careless of reproof on this, or any other subject, connected with the comfort of his horses, he should discharge him: contumacious negligence is always a sufficient ground for discharging a servant.

The other method that has been practised to give equal expansion to the whole surface of the foot, and at the same time preserve its moisture and sensibility, is more expensive, but in other respects, I think, preferable: it is by interposing a thick plate of sole leather, between the iron and the foot in shoeing, fastening it on with the same nails that retain the shoe itself, and closing up the cavity between the leather and the sole, with a padding of tow and tar. This plan was first suggested to me by that very eminent veterinary professor, Mr. Sewell, of the college, who told me that he had adopted it for many years with great success. I have followed it now for more than thirteen years, and I never found any inconvenience arise from it—but in many cases, the greatest benefit. One or two friends, however, who have tried it on my recommendation, have not been equally satisfied; and it certainly does require regular attention, on the part of the coachman, to see that the tow has not forced its way out, before the leather is worn away; as in that case, dirt and gravel will insinuate themselves into the cleft of the frog, and remain there to the injury of the foot, the leather sole preventing the daily washing it out. The shoes too in this, and indeed

in every case, ought to be frequently removed. I feel convinced that where these little attentions are paid by the groom, nothing contributes so much to equalize the pressure on the foot, and preserve both its expansion and its elasticity, as shoeing in leather; it affords the nearest approach to the natural play of the foot, that we can expect in the domesticated state of the animal.

With the same view of preserving elasticity and expansion, another important principle must be observed in shoeing; the iron should be firmly attached to the thick crust in the front or toe of the hoof, but should not be allowed to unite closely to the quarters; there should be enough space between to allow a halfpenny easily to pass; when this is done, the expansion of the foot will be proved to the eye; for when the horse is standing on level ground, no space will be visible; yet when he raises the foot, it will be perceptible directly; the closing of it cannot be effected by the approach of the iron to the quarter, for if it were, the plate would become bent, which it is not found to be; it must therefore proceed by the approach or descent of the quarter to the iron; that is, by the expansion of the foot in the tread.

Having explained these general principles, I will proceed to the details of the art of shoeing.

The old shoe should be carefully removed by unclenching every nail or stub, and after giving the shoe a sudden wrench with the pincers, every stub must be successively drawn out, one by one; the hoof should be well cleared of all

dirt and gravel adhering to it, so that the farrier may be assured that no old stubs are left in; he must then use his drawing knife to pare away a very thin coat from all the sole and frog, to ascertain if any old nails are remaining that escaped notice at the last shoeing; or if any bruise, cut, or other injury, has happened to the foot; the next process is to lower the crust; and this must be done with great discretion; it is rarely the case that much paring of the sole and frog is required, the wear and tear of the horn being about equal to its natural growth; the bars ought never to be cut away; the corners between the heels and the bars may be freely cut away, and always ought to be so where corns exist; the heels should be allowed to grow, care being taken that they are perfectly level with each other, as the inner heel wears most rapidly. Any superfluous growth of horn at the toe, may be rasped down so as to give a uniformity of surface at that part where the plate is firmly attached.

When the groom observes that the horse flinches from the violence with which the smith wrenches off the shoe, he should interfere, for great violence is both needless and injurious, if the nails are properly unclenched; it sometimes brings away portions of the crust, and when the nails are thus forced out, the holes are enlarged, and less capable of retaining the shoe with firmness; he ought also to direct the smith's attention pointedly to any peculiarity of the feet, before he begins to pare the horn; as a concave foot will bear more paring than one that is flat, and if there is the least tendency to

convexity, any removal of the horn is mischievous: the frog should be left in such a state as to reach, but not strike the ground, if this distinction is intelligible; the contact of it with the ground should be brought about by the expansion of the foot, and not by the projection of the leg; to effect this, the surface of the frog should be a trifle more distant from the ground than the under surface of the plate; thus the iron will receive the first pressure of the tread, and the frog will immediately expand to share it.

The groom must be vigilant in observing the smith as he selects a shoe to fit on to his horse; to fit a shoe to the foot is a troublesome matter, but to fit a foot to the shoe, a very easy one; the former course however is very safe, and the latter equally injurious; for the foot is likely to be pared away beyond what it can bear: it is also not uncommon for an idle or unskilful smith, to heat the iron almost to redhot heat, and then to make it burn a proper fitting for itself: this is most mischievous, for the horn is hardened, and its porous character destroyed by the heat, beyond the limits of the crust, and thus it becomes impervious to the exudation which I have already said, ought to proceed from it. The groom should take care that, in choosing the shoe, one is adopted as nearly corresponding as possible to the old one, if that fitted the foot; if not, then the foot itself must be well measured, and compared with the new one that it is proposed to put on, without any unnecessary cutting away of the crust.

The shoe ought to bear a proper proportion

to the size, weight, and work, of the horse; it should be sufficiently strong to stand a month's wear, but never heavier than the work requires; the surface touching the ground should be flat; some farriers recommend it to be dropped at the toe, as a safeguard against tripping or stumbling: I do not say that instances of bad action may not be found in which this form may be useful, but I cannot conceive that it is generally so; for the weight of the tread cannot possibly, in such a case, bear equally on the whole width of the crust, as it ought to do. The web of the shoe should be uniformly thick, and at the heels, it should be sufficiently wide to protect that angular part of the hoof included between the crust and the bars; the best shoes are *bevelled* off, so as to make the concave form of the interior of the foot correspond with the sloping off of the shoe: this not only prevents the lodgment of dirt between the hoof and the shoe, but admits of the descent or expansion of the sole, without coming in contact with and being impeded by the iron. A bevelled shoe is more difficult to forge, and therefore more expensive than the common one; but these little extra expenses are never thrown away when the comfort of the horse is promoted. Some farriers are fond of throwing a great deal of iron into the heels, when the shoe is dropped at the toe; where the frog is tender or diseased, it may be prudent thus to relieve the pressure upon it, but in any other case, it is more likely to occasion disease than to prevent it, because it impedes its action, and prevents

its reaching the ground. In fastening on the shoe, care must be taken to avoid driving the nail too far, or too much inwards; the groom will not detect an error of the smith in this respect till the injury is done, for the smith only can perceive the exact direction which the nail is taking while he is driving it; but when it is clear from the pain exhibited by the horse that he has been pricked, the shoe should be immediately removed again, not only to apply some Friar's Balsam to the wound, but to observe whether the holes punched in the fuller, or groove, are so oblique as to give the same direction to another nail: some feet are deficient in the crust, and will not bear a nail so far in as others; a single prick should instantly draw attention to this point; a country farrier should never be allowed to introduce more nails than are necessary; nine is the usual number, five being on the outside and four on the inside, to avoid extending them too near to the inside quarter, where the crust is not equally strong; I believe that two out of the nine, may generally be dispensed with in saddle horses. I recommend carrying the plate as far over the quarters internally as can be done without impeding the frog: the contrary practice usually prevails in London forges, because it gives an open appearance to the foot; the course that I advise, is more effectual in protecting the feet from corns, and this is a positive advantage that will counterbalance any thing gained in the way of appearance.

When the shoe is fairly on, the groom will

be very careful to see that all the clenches are rasped down till they are quite smooth; horses are apt enough sometimes to bruise their ancles with their bare hoof; there is no occasion to arm them with steel. It will also be expedient to observe the horse attentively on his return from the forge (where by the bye he should always be taken to be shod, if the shoe is intended to fit), and on leaving the stable the following morning, for though he may have been pricked, the lameness may not appear till some hours after, when the wound has become inflamed and sore; I need scarcely observe that the smith must be instantly sent for, if any tenderness appears to follow the shoeing; an hour's delay in removing the iron, may make a month's difference in the horse's return to work.

I am compelled to pass over many topics connected with shoeing, such as the bar shoe, the hunting or turf shoe, the various forms contrived for lameness of different characters, and even the peculiarities of the hind-feet, as connected with shoeing; my space only allows me to give very general hints as to the principles of the art; but if these are understood, an intelligent servant will find no difficulty in extending his knowledge to every branch of the subject.

CONCLUSION.

I have scarcely reserved sufficient space for some concluding remarks in reference to the groom's domestic position, without which my little volume would be very imperfect. 'Tom' will naturally inquire, 'Am I to learn all this difficult duty, and to qualify myself to ride and drive, and groom a horse, and teach myself farriery and shoeing, and all the rest of it, for twenty pounds a year? What is to be the end of it?'

I can only answer, that all knowledge is valuable, and all practical knowledge sooner or later finds a price: the groom's or the coachman's opportunities of advancement are not frequent, I admit; for I do not consider the gaming of the racing stables, or the swindling of the horse-market, more profitable than they are creditable, as means of rising in the world: yet these are the common resources of enterprising men, connected with the business of a stable, though, eagerly as they are sought after, they ruin a hundred, for one fortune that they acquire: I have too often been admitted behind the curtain to be ignorant of this. There are legitimate, however, though not frequent opportunities of bettering his condition, that present themselves to a clever and experienced groom. Service in large hunting or breeding stables is always profitable, and often leads to independence. Livery stable-keepers and job-masters, nine times out of ten, have begun life in the same humble capacity, and I could with ease, quote

twenty or thirty instances of such men having accumulated wealth. It is the direct tendency of sound practical knowledge to create opportunities for itself; and when that knowledge is attended with right principle, and sobriety of character, and industry of habit, its happy possessor is, himself, an object of anxious search by many who would gladly receive him as a partner, or retain him as a manager. Years may roll over before this character is established, and publicly acknowledged: but when his merits are known, opportunity, in this busy and crowded world, will speedily follow. In every class of life, promotion is equally difficult of attainment: the lawyer, the physician, the clergyman, often fail to earn their bread, till they are too old to eat it; yet they spend money, and time, and labour, and too often sacrifice health and comfort, in unceasing pursuits of that learning by which alone they can hope for success: the naval or military officer, frequently becomes an exile from his country for all the best portion of existence, and returns, invalided by wounds or sickness, with a lighter purse and darker prospects than my lord's head-coachman! The merchant or the shop-keeper launches his capital in fifty speculations, sometimes successful, sometimes ruinous, and exhausts a life of anxiety in fruitless search after golden opportunities that never come! The humble domestic must not then suppose that his lot is more severe than others, or that his pains are more likely to be thrown away than those of his betters: the prizes of life are few—the blanks are many:

diligence, steadiness, and integrity, are, under the blessing of God, the qualities most likely to obtain the former, or make us indifferent to the disappointment of failure — they are, happily, qualities attainable by every class, and every individual, and carry with them, at least, the inestimable prize of an approving conscience, which, after all, exceeds, infinitely exceeds, in value, the honours of rank, the distinction of wealth, or the triumph of worldly success.

G. S.

POSTSCRIPT.

Some sporting friends, who have seen this work in sheets, have suggested to me the propriety of adding a short estimate of the expense of horsekeeping; this is extremely difficult to do satisfactorily, because the circumstances of every family vary much as regards the facilities of keeping a horse economically: some having stabling of their own; others growing their own hay and corn; or being obliged to keep supernumerary hands about their premises; in such cases the expenses are, of course, much diminished; many gentlemen only require their horses during the summer months, while others reverse this system, and turn their cattle out in the summer: the prices, too, of hay and corn fluctuate so

much, not only at different seasons, but in different markets at the same season, that no uniform standard can be found, to govern our calculations. I will endeavour, however, in a few words, to convey a general impression, such as may enable the master to check his accounts with the corn-chandler and his servant; but it must be borne in mind, that I have taken prices at their maximum, or, at least, at what ought to be their maximum amount.

	Per Week.	
	s.	*d.*
One truss of straw, at 42*s.* per load . .	1	2
One truss and a half of hay, at £4 10*s.* per load, (being 12 lbs. daily) .	3	9
One quarter of oats contains 128 quarterns, and allowing four feeds daily, will last 32 days, or four weeks and a half; this at 30*s.* per quarter, will give	6	8
Stable rent (for 2 stalls and coach-house)	10	0
Groom's board wages	12	0
Wages	7	0
Livery	5	0
Shoeing, medicine, &c.	2	6
Total per week £2	8	1

Or, omitting the pence, £125 per annum. It will be noticed, that in this calculation I have taken the servant's board at £31 4*s.* per annum, his wages at £18 4*s.* per annum, and

his livery at £13 per annum, while I have allowed £6 10*s.* per annum for shoeing and medicine. These are all very ample allowances, and largely exceed the usual amount in the country; but they are not unreasonable in the case of a town servant, who has two horses under his charge. As all the items except the three first and the last, are the same whether one or two horses are kept, it follows, that the annual expense of a pair ought not to exceed £161 12*s.* 4*d.* exclusive of the tax, and making no deduction for wear and tear. G. S.

THE END.

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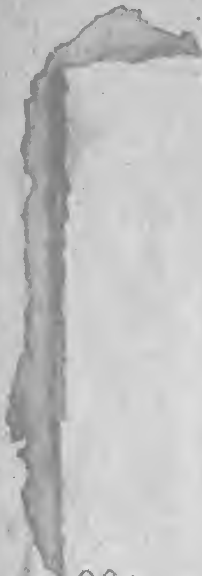
		1H	3H
50 pds straw	@ 1.20	.60	1.80
84 pds hay	@ 1.60	1.34	4.02
56 qts oats	@ 1.00	1.55	4.65
Wages	@ 35.00	8.80	8.80
Board	@ 5.00	5.00	5.00
Shoeing	—	.70	2.10
		17.99	26.47

17.99
52
35.98
8995
935.48

26.47
52
5294
13235
1386.44 pr. an.
200.00 harness tc
1586.44



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