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THE HARNESS HORSE

BY

SIR WALTER GILBEY, BART.

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BAROUCHE HORSES, 16.2 to 17 hands.

FOURTH EDITION.

THE HARNESS HORSE

BY

SIR WALTER GILBEY BART.

AUTHOR OF

Riding and Driving Horses ; The Great Horse or War Horse ; Young Race Horses ; Horses Past and Present ; Horses for the Army ; Thoroughbred and other Ponies ; Small Horses in Warfare ; Hunter Sires ; Horse Breeding in England and Army Horses Abroad ; Early Carriages and Roads ; Modern Carriages ; Animal Painters of England ; Life of George Stubbs, R.A.

ILLUSTRATED

VINTON & Co.,

9, NEW BRIDGE STREET, LONDON, E.C.

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1905

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I take it for granted that the readers of this Fourth Edition are at one with the writer in regarding preservation of the character of our English horses as a matter of national importance.

The desirability of breeding horses for harness, that we may render ourselves less dependent for these upon the foreign breeder, will also be admitted.

Since the Spring Shows in London this year, there has been, at all the Agricultural Societies' Shows, an unusually brisk trade in horses, including horses for harness. This fact would seem to furnish an answer to the assertion so often made of late, that the motor car will supersede the carriage drawn by one horse or a pair.

A stylized, handwritten signature in dark ink, likely belonging to J. H. P., positioned to the right of the main text block.

Elsenham Hall, Essex,

December, 1904.

THE HARNESS HORSE.

WANT OF CARRIAGE HORSES IN ENGLAND.

It cannot be denied that we as a nation devote our attention almost exclusively to the breeding of horses for sport. Having indulged to the full our preference for race-horses and riding-horses, we have hitherto rendered ourselves almost completely dependent upon Continental breeders for our supplies of high-class harness horses.

It will no doubt surprise many people when they are told that those beautiful match pairs of carriage horses, standing from 15'2 to 16'2, and the good-looking teams in private coaches which are among the greatest attractions of our West-end streets and fashionable resorts in the London season, are not the English horses they are fondly believed to be; they are, with few exceptions, importations from the breeding centres of France, Germany, Hungary, Austria, Italy and Holland.

The grand-looking bays and dark browns with which the Royal and Viceregal stables are stocked are not the English or Irish bred horses we would preferably associate with British royalty, but are, a large proportion at all events, importations from abroad. The same applies with equal truth to the animals with which the state carriages of our city magnates are horsed.

Enterprising and self-denying as our French neighbours have been in their exertions to obtain the best of our breeding stock to supply their military requirements, there is necessarily a limit to the price the Republic can pay her home breeders for young animals; and the French authorities view with impatience and dislike the trade which has been forced upon British dealers in high-class harness horses by the paucity of suitable animals in England.

In course of his most interesting and instructive evidence before the Lords' Commission on Horses in 1873 (popularly known as "Lord Rosebery's Commission"), Colonel Conolly, Military Attaché to the Embassy in Paris, said that the remount officers in France "complain very much of all their best Norman horses going to England for carriage horses. They say directly there is

a good promising young horse or mare, it is sure to go off to England." The special superiority of the Anglo-Norman breed will be noticed on a future page.

LONDON DEALERS PURCHASE ABROAD.

English dealers who make a speciality of horses for harness and general road use go abroad in search of the animals they require, knowing perfectly well that upstanding carriage horses, possessed of shape and action, are to be found in the breeding centres of the Continent. Visit the stables of any of the large London dealers who trade in the best description of harness horses, and if the owner see fit to disclose facts in connection with his business, this statement will be verified up to the hilt.

Enterprising London dealers now have in America and Canada, as well as in the countries mentioned on a previous page, their agents ever on the outlook for good-looking animals suitable for carriage use and for road work in London and other large cities.

It is important to note the evidence given by the two largest jobmasters in London before the *Royal Commission on Irish Horse*

Breeding, in 1897. Mr. Henry Withers, referring to a period ten or twelve years back, said, "We went abroad a great deal and for four or five years we had one buyer in Lexington and another in New York."

Mr. Withers proceeded to say, "We do not want to go to America or to go abroad if we could only buy in England or Ireland, but American horses at that time were very dear. I remember buying ten horses that just came off the boat at Liverpool, and gave £110 apiece for them. The week before last I went from London to Hanover, where I bought six horses; from there I went to Brussels; from Brussels I went to Ghent, where I bought four; from there I went to Lille. I went to Paris, where I saw a large quantity of horses. I bought two."

Mr. Wimbush, in course of his evidence, stated that he began to go to Normandy for horses about ten years previously. "The horses there are not very large, 15.3 or 15.2, and occasionally up to 16 hands; but they are horses of beautiful appearance, very handsome, and splendid goers, they not only step well, but go most excellently on their hind legs."

Had the Commissioners made enquiry into the breeding of these "splendid goers,"

LANDAU HORSES, 15.3 to 16 hands.

they would have discovered how large a part the Hackney had played in establishing the breed of Anglo-Norman carriage horses.

FOREIGN HORSES COMING TO ENGLAND.

The growth of our dependence on foreign countries for horses of the useful type has been dealt with at length elsewhere.* It will be sufficient to mention here that in the ten years, 1863-1872, we bought 29,131 horses, while in the ten years, 1893-1902, we bought 340,337 horses from foreign breeders. A proportion of these—the most valuable proportion if the smallest—consists of high-class carriage horses.

BREEDING STOCK SOLD TO FOREIGNERS.

America secured one of the horses to which all the best trotting blood in the United States is traced, in the year 1788, when Messenger was exported; and in 1822 another sire, Roger Jary's Bellfounder (55) out of Velocity by Stevens' Bellfounder by Moot's famous horse Pretender, was landed in Boston. Pretender was a dark brown

* *Horse Breeding in England and Horses for the Army.*
By Sir Walter Gilbey, Bart. Vinton and Co., Ltd.,
1904.

horse, standing 15'2 ; his first notable performance was to trot two miles in 5 minutes 54 seconds, under a heavy weight on grass.

His son Stevens' Bellfounder was matched to trot sixteen miles in an hour, carrying 14 stone on the road. Velocity was also a marvellous trotter ; and thus Jary's Bellfounder had in his veins the best blood in Norfolk ; at five years old he trotted two miles in 6 minutes, and the next year trotted nine miles in 29 minutes 38 seconds. The blood of both Messenger and Jary's Bellfounder, is found in Rysdyk's Hambletonian.

HOW TO BREED CARRIAGE HORSES.

A good Hackney stallion is the best horse in the world. It is not extreme speed at the gallop or trot which makes either a good harness horse or the horse required for military purposes ; it is staying power, strength, activity, quickness of perception, and docility ; and all these qualities are as prominent in the Hackney as swiftness is in the thoroughbred horse. He has been tried on his merits in European countries, and has been retained on his merits ; and on their merits alone, without enquiry into descent or pedigree, we pay high prices for

his progeny sent over to us as carriage horses.

The most valuable of the carriage horses received by us from the United States and Canada descend from the Hackney sires purchased in England. Breeders in both countries have learned the value of this strain of blood, and have been buyers of English Hackney sires for the past seventy years.

Fortunately for ourselves we still possess in our several breeds of horses material that cannot be equalled by those of any country in the world ; we still possess the very best of the old Hackney breeding stock, and though it is as yet more remarkable for quality than quantity its numerical strength increases yearly, under the fostering care of the Hackney Horse Society.

It is not, surely, too much to ask breeders to admit that the horses got in England by Hackneys from judiciously chosen mares are likely to be at least as good as horses got by Hackneys in France or Hungary ? The breeding grounds of those countries are not superior to ours, nor do they possess any great climatic advantages over those of England.

Granting, therefore, that our opportunities

are at least equal to those of our Continental neighbours, we can, without fear of challenge, assert that on the Hackney sire we must rely to breed the stock of which we stand in greatest need, namely, high-class upstanding carriage horses.

MARES SUITABLE TO BREED FROM.

It goes without saying that the Hackney sire must be used with discrimination and judgment; but if mated with sizeable mares of his own breed, with thoroughbred mares, with hunter mares possessed of size and substance, or with the big mares called in the trade *vanners* and having thoroughbred blood in their veins, his stock can be depended on to supply the class of animal we want.

Writing to the *Field* in June, 1896, Mr. Alexander Morton gave a striking instance of the good results obtained by using a Hackney sire on an Irish mare. He said:—

“A neighbour of mine bought a clean-boned clever Irish mare, one of the sort so common in Ireland that do not come to weight for a hunter, and are sold as this one was for about 25 gs. He had four gets from her by different thoroughbred horses, each of which was sold at four years old for less than £40. He then put her to a Hackney sire, and the first produce was sold at over £80. Another neighbour, Mr. Scott, of

Carl Luke, bought a light Irish mare for about £20. She was by Ascetic, and turned out too small for the hunting field. This mare he crossed with a Hackney sire, and the first produce is one of the best mares now in the country—No. 3856 Gillyflower, sold at Mr. Scott's sale for 150 gs., champion of all ages at the great Cardiff Show last year, and now valued by her owner at nothing short of four figures.

FAILURE IN PRODUCING CARRIAGE HORSES.

When it was thought that railways would take the place of coach-horses and post-horses, we almost ceased to breed them. This was a mistake which English breeders have never corrected: the old market for coach and post-horses is of course gone for ever; but there is now greater demand than ever existed at any period of our history as a country for high class harness horses. No stamp of horses sells more readily or brings a better price than a good up-standing carriage horse with shape and action.

Increased prosperity during the last 60 years, due to the spread of railways, the discovery of gold in our colonies and many other causes, has raised the general standard of living; and where one man kept carriage horses in early Victorian days, twenty or twenty-five keep them now.

Our failure to breed such animals has been

due to disinclination rather than inability. Thanks to the endeavours of the Hackney Horse Society, more attention has been devoted to the breeding of this our finest carriage horse during the last few years: and the export certificates granted by the Society show that the discerning foreign buyer is quite as anxious to possess the best of our Hackney stallions and mares as he is to purchase our best thoroughbred and other pedigree stock.

In producing cattle, sheep and pigs, English breeders stand pre-eminent, and the nations of the world depend upon us for their foundation stock, and for the fresh blood needed to improve and raise the standard of their herds and flocks. Ever since the time of Robert Bakewell, who made so conspicuous a mark on the annals of stock-breeding between 1775 and 1800.

Englishmen of the stamp of Bates, Booth and Torr have displayed marked judgment in their endeavours to establish distinct varieties of cattle, sheep, and pigs; and their successes remain to bear witness to the soundness of their methods.

Among cattle we have now the Short-horn, Hereford, Polled Angus, Devon, Sussex, Kerry, Jersey, Guernsey, and

others, each variety perfectly distinct in appearance ; among sheep we find equally distinct breeds developed to the same standard of perfection ; and again the same evidence of judicious selection in the case of the pig.

WANT OF SYSTEM IN BREEDING CARRIAGE HORSES.

The Carriage horse of high class stands alone among domestic animals as the one we cannot, or at all events do not, produce at home in numbers sufficient for our requirements. The haphazard method of breeding which is far too common in England is likely to produce horses fit for use in any sphere but in harness.

Mr. E. Greene, M.P. (now Sir Edward Greene, Bart.), made the following pregnant statement in course of the evidence he gave before the Lords' Horse Breeding Commission in 1873 :

“I think that harness horses are really the most scarce animals ; that is to say, a carriage horse, a phaeton horse or a horse to drive in a dog-cart. The qualifications for a hunter are not of the same description. With a hunter men put up with a good deal. A horse that will jump is called a hunter,

and people manage to find horses in that way ; but for a harness horse you want a certain amount of power and shape to fill the eye and they are very difficult to get."

The English breeder's choice of a sire almost inevitably falls on a thoroughbred horse if one be available, and the thoroughbred has not the trotting action necessary in a harness horse ; he has been bred to gallop, not to trot, and his progeny will resemble him. Sir Edward Greene said in reply to a question put by Lord Rosebery that unless the thoroughbred get a hunter, "the horse he gets is not a horse of great value from lack of action nothing is so valuable as a horse that steps well and that a thoroughbred does not often get."

TROTTING *v.* GALLOPING ACTION.

The action of the horse at the trot differs widely from the action at the gallop ; and when it becomes necessary to perform a long journey, which requires the horse to travel on several successive days, the trot is the pace on which dependance must be placed.

This was clearly understood in the sixteenth century, as witness the law of Henry VIII., referred to on pp. 57-58 : to attempt

VICTORIA HORSES, 15.1 to 16 hands.

the accomplishment of a long journey at the gallop would obviously bring the horse to an early standstill. We have bred to secure these paces in their highest perfection, and having established distinct breeds, each as nearly perfect for its purpose as is humanly possible, we must measure each by its appropriate standard of merit.

William Cavendish, Duke of Newcastle, put this point in simple language in a work published by Thomas Melbourne in the year 1667. His Grace was a great authority on equine matters in his day, and we cannot do better than quote him on the subject. "On the perfect shape of a horse," he says, "in a word I will show you the ridiculousness of setting down the perfect shape of a dog! A mastiff is not a greyhound; nor a greyhound a Lancashire hound; nor a Lancashire hound a Little Beagle; and yet all very fine dogs in their kind."

Precisely: the English race-horse, hunter, and cart-horse are "all very fine horses in their kind," because with each we have for generations taken the utmost pains to develop it and breed it true to type; but we have left it to the foreigner to supply us with high-class harness-horses, and he has shown us that it is equally possible to produce

the upstanding carriage horses we have neglected for our own requirements.

SHAPE AND ACTION OF CARRIAGE HORSES.

The pictures of Barouche, Landau, Victoria and other horses for harness given in these pages were drawn from life. In each of the animals portrayed there is a preponderance of Hackney blood.

To describe a perfect animal in writing is impossible ; the attributes which go to secure the essential qualifications of the horse for active road work are beyond the power of pen to record, and can only be appreciated in the moving animal by men conversant with those qualifications.

To say that the breeder's aim should be to produce the most valuable animal is to state a general proposition whose soundness no one will deny ; and despite the unsatisfactoriness of verbal description it may be desirable to sketch the outline of the *perfect* carriage horse.

He should be upstanding ; the neck springing well from the shoulders, which should be deep and well set back into the loins ; back not too short or cob-like ; ribs well arched ; hind-quarters *broad* and mus-

cular ; and tail set high. In harness he must bend, or in other words, wear himself gaily, and be full of fire and animation ; he must move with true, direct, and pliable shoulder and knee-action in front, and with freedom behind.

HORSES CAN BE BRED FOR ALL PURPOSES.

It is well known among breeders, not only of the horse but of any animal, that continued endeavour to develop and perpetuate one particular quality, while it results in greater perfection of that sought characteristic, is always accompanied by manifest deterioration in other attributes.

Take the thoroughbred race-horse, for example : during the past 80 years he has been bred purely for racing. This was not always so. In the old *Sporting Magazine* of 1821 we find reproduced from the painting by George Stubbs, R.A., a portrait of Mambrino (who was got by Engineer, by Sampson by Blaze by Flying Childers), and an account of him from which the following extracts are taken :

“ Mambrino belonged to a peculiar class or variety of the English race-horse he was master of the highest weights over the road or field, and was never beaten on the turf till the edge of his speed was

blunted by the severe labours of constant exercise and running. He beat all the best horses of his day at their own play, going too fast for the speedy and running too long for the stout. . . . As a stallion [he was] more calculated to get hacks, hunters and coach horses, than racers. He, however, got a number of middling racers and some good brood mares, but no runner of the first or even second class. He went in remarkably good *trotting* form, and we have heard that he would have trotted fourteen miles in one hour."

It is worth knowing thus much about Mambrino, because this horse was the sire of Messenger, who was exported to the United States in 1788. Messenger was the ancestor on the sire's side of Rysdyk's Hambletonian, who on the dam's side owned Jary's Bellfounder, a Hackney, as his grand-sire; and Hambletonian was the "King of American trotting sires."

GALLOPING POWER OF THE RACE-HORSE.

To bring to their perfection the galloping powers of the race-horse it was necessary to devote attention entirely to that pace; and the result of directing attention exclusively to *speed* has been the sacrifice to some extent of such qualities as action and stamina. For generations now we have bred for speed and speed only, with the perfectly natural consequence that the quali-

ties which are not primarily essential to a successful turf career have to a very great extent disappeared.

TO BREED HORSES ACCORDING TO REQUIREMENTS OF MAN.

It goes without saying that horses can be bred as required to fulfil the wishes and requirements of man. In this country the blood of the thoroughbred has been sought and used as though swift movement at the *gallop* on the turf and that alone were the only essentials ; in America the descendants of Messenger and the Norfolk-bred Jary's Bellfounder have been carefully cultivated to ensure the highest speed on the *trotting* track, other qualifications being ignored as completely as in England for the development of the one remunerative quality. Nothing else is to be expected : the great value of the stakes offered for racing and trotting naturally compels studious endeavour to breed only such horses as shall be likely to win money.

The thoroughbred sire is the only animal from which to breed race-horses ; his inherent galloping action and speed are so implanted in him by in-breeding during

nearly two hundred years that the typical race-horse in England is as rarely suitable to beget stock for general purposes as is the American trotting sire.

Let it not be supposed for one moment that it is sought to disparage the English race-horse or the American trotter for the purpose for which each respectively has been produced with such infinite care ; but it is necessary to lay stress on the cardinal point in view, namely, that successful endeavour to develop one and only one quality involves the depreciation of other qualities as a natural consequence.

THE PROMOTION OF HORSE BREEDING.

Distinct organisations have for some years made distinct breeds of horses their special care, and it may truly be said that of these England possesses the best in the world. We may divide these organisations or societies into two classes ; those which make it their aim to direct and improve the breeding of *Light Horses*, and those which care for the interests of breeders of *Heavy Horses* for draught and agriculture. The following list shows that breeders are well represented :—

LIGHT HORSES.

- General Stud Book* (for thoroughbreds).—
Publishers, Messrs. Weatherby and
Sons, 6, Old Burlington Street, London.
- Royal Commission on Horse Breeding*.—
Secretary, Mr. J. Herbert Taylor, 12,
Hanover Square, London, W.
- Hunters' Improvement Society*.—Secretary,
Mr. A. B. Charlton, 12, Hanover
Square, London, W.
- Hackney Horse Society*.—Secretary, Mr.
Frank F. Euren, 12, Hanover Square,
London, W.
- Cleveland Bay Horse Society*.—Secretary,
Mr. Thomas Curry, jun., Morton Carr,
Nunthorpe, Yorkshire.
- Yorkshire Coach Horse Society*.—Secretary,
Mr. J. White, Appleton Roebuck,
Yorkshire.
- Trotting Union of Great Britain and
Ireland*.—Secretary, Mr. Ernest Cath-
cart, 83, Stormont Road, Clapham
Common, London.
- Polo and Riding Pony Society*.—Secretary,
Mr. A. B. Charlton, 12, Hanover Square,
London, W.
- New Forest Pony Society*.—Secretary, Mr.
H. St. Barbe, Lymington, Hants.
- Shetland Pony Society*.—Secretary, Mr.

Robert R. Ross, 35, Market Street,
Aberdeen.

HEAVY DRAUGHT HORSES.

Shire Horse Society. — Secretary, Mr. J.
Sloughgrove, 12, Hanover Square, W.

Suffolk Horse Society. — Secretary, Mr. Fred
Smith, Woodbridge, Suffolk.

Clydesdale Horse Society. — Secretary, Mr.
Archibald MacNeilage, 93, Hope Street,
Glasgow.

London Cart Horse Parade Society. — Mr.
Frank F. Euren, 12, Hanover Square,
London, W.

NO SCARCITY OF MARES IN ENGLAND.

It is a common cry that for years many of our best mares have been bought up by the foreigner ; but there are plenty left in this country for breeding purposes ; and it only remains to mate them properly. It is true that the Continental buyer has purchased mares in preference to geldings ; and in exercising this preference the Continental buyer has shown his longer sightedness.

For immediate use, for the direct purpose as a saddle or harness animal, the mare is quite as useful as the gelding and, while

COACH OR POST HORSES, 15.3 hands.

costing no more, has the further value to which the foreign purchaser with his thrifty instincts is fully alive ; the mare is used to breed from when her career of active service is at an end, whereas the value of the gelding when past work is neither more nor less than that the knacker is pleased to set upon his carcase.

PREJUDICE AGAINST MARES.

There has long been a strong prejudice in England against mares for harness, the result being that mares could be purchased at a lower price than geldings ; a fact, in conjunction with the advantage already indicated, which has not been without its influence on the Continental buyer.

From the earlier part of the nineteenth century, when, as "The Druid" tells us, the Norfolk Hackney had an "almost European reputation," horses of this breed have been in keen demand on the Continent, more especially among the breeders of France and Oldenbourg.

Within the last thirty years or more the effect of the Continental demand for roadster breeding stock has been more keenly felt than ever, owing to the fact that foreign

buyers have materially raised the standard of their requirements.

Mr. J. East, of the well-known firm of Phillips & East, in giving evidence before the Lords' Commission on Horses in 1873, said of the French agents: "They buy the very best and they get mares; you cannot get them to buy a bad mare." They did not confine their purchases to any particular breed of mares: roomy hunting mares and mares of that class were eagerly purchased to cross with Hackney sires.

As with the mares so with the stallions. All the experts examined before that Commission agreed that the foreign buyers out-bid the English for animals of good class, sparing neither pains nor money to secure them.

The late Mr. H. R. Phillips informed the Commission that his firm sent "from thirty to forty every year of those roadster stallions to France and Italy and different countries. They sent as many as they could procure." When asked how the number of Hackney stallions reported at that date compared with the number reported ten or fifteen years previously (say about the year 1858), Mr. Phillips stated that "The number has not increased because they (the foreigners) have always taken as many as they could get."

THE SUCCESS OF FOREIGNERS IN BREEDING.

Those students of this important question who wish to realise for themselves what can be done by judicious mating, should start with an open mind and make a tour through some of the breeding areas of Europe. The unbiassed traveller who set about his self-imposed task with an open mind would soon be convinced that the French achieve the most marked success in breeding beautiful and valuable horses. The roadsters produced by other nations are not far behind them, but there is no doubt that in France we find the best.

For many years past the Government of the Republic have controlled, in a great measure, the breeding operations of the country. Responding to necessity the French authorities set themselves the task of ascertaining how the animal most serviceable for France as a nation could be produced; and, having settled this point, adopted and steadily pursued the policy which has resulted in giving the French the horse most suitable for military purposes; in other words, the ideal cavalry horse bred on the lines of our hunters, and best horse for road and artillery work. In France these animals have to a large extent been

developed by the introduction of the Hackney stallion.

PARIS HORSE SHOWS.

At the horse shows in Paris the exhibits surpass those of any other country. The show is held every year and remains open for two weeks; it took place this spring (1904) in the large exhibition building in the Champs Elysees (Grand Palais), and it would be difficult to describe the excellence of the classes or the practical character of the competitive tests.

The animals shown consisted of young horses from different breeding centres of France. The competitions included jumping over fences, and more formidable obstacles are not to be seen in any show-ring in the world; there also were driving competitions for single horses, pairs, and teams, and displays of military evolutions by young cavalry officers.

The interest taken by the Parisians in the show was not less remarkable than the merit of the show itself. Every day brought thousands of visitors, who paid not less than 5 francs (4/-) for admission. The writer was informed that the average sum taken daily at the gate was upwards of £2,000.

The enthusiasm displayed by the people of Paris can be compared only to that which distinguishes the attendance at the Dublin Horse Show, where the visitor sees the best collection of animals for sport and pleasure in the kingdom.

The noteworthy difference between the great Irish Show and that of Paris, however, lies in this, that while Dublin caters primarily for the hunter, the French capital organises a show at which horses suitable for the nation's requirements, cavalry, artillery and road horses are assembled. It is this *national* character which lends the Paris show its great importance and renders the public interest therein so commendable and impressive.

THE ANGLO-NORMAN BREED.

The success of the French in establishing a breed of road-horses from a foundation of Hackney blood is nowhere more noteworthy than in Normandy. So marked are the pre-eminent merits of the animals bred in that Province, that they are known on the Continent as the Anglo-Norman* breed; and the Government agents of Austria, Hun-

* Anglo-Norman is a cross between the English Hackney and the French coaching mares.

gary, and other Continental nations visit Normandy to purchase the stallions of that breed.

Surely these facts compel the reflection that we still possess the best materials to work upon ; we have the "foundation stock," and its possession should stimulate our endeavours to maintain the historical reputation of Great Britain as the breeding ground of the best horses in the world.

THE CONTINENTAL POLICY.

The discriminating intelligence the foreigner displays in making his purchases from us is the keynote of his whole policy as a breeder ; his success in developing a superior class of roadster is due to the judgment and selective skill he has brought to bear upon the vital matter of mating and line breeding.

By constant attention to the principles of mating, he has produced animals true to type ; has, in fact, established a breed whose conformation, grand carriage, and elastic step are *constant*, to use a breeding term, and which is admittedly superior to the horse bred for the same purpose in Great Britain and Ireland.

Nor have we far to look for the stimulat-

ing influence which has caused the Continental breeder to devote his attention to the production of horses for road work. We, in our insular security, have never felt so keenly as European nations the necessity for supplying the equine needs of vast armies; and while we have been able to devote ourselves to breeding horses for racing, steeple-chasing, and hunting, the Governments of France, Germany, Hungary, Austria and Italy, have, on principle, encouraged the evolution of an animal for road work; a class of horse on which they can depend for cavalry, artillery, transport—in fact, for all military purposes.

FOREIGN DEMAND FOR HACKNEY SIRES.

In 1883, two years before the death of Mr. H. R. Phillips, the writer had an interview at Wilton Crescent, Belgrave Square, with that gentleman, who purchased Phenomenon to go to Yorkshire. Mr. Phillips then gave the following account of that famous horse and his influence on the Yorkshire breed :—

“ The horses in Yorkshire were not good enough for the London trade, and about the year 1838 I purchased from Mr. John Bond, of Cawston, Norfolk, the celebrated sire Phenomenon for Mr. Robert Ramsdale,

of Market Weighton, Yorkshire. I reckoned him at that time the best stallion in England. In height about 15 hands $1\frac{1}{2}$ inch, on well-formed, short legs, good feet, deep girth, quarter symmetrical, full of courage, with wonderfully all-round true action; and Phenomenon proved a valuable sire, as the Yorkshire mares although sizeable, lacked girth, symmetrical form and action. The stallions in use at that time, in the district of Market Weighton, were very inferior and leggy."

The success of Phenomenon in Yorkshire induced Mr. Phillips to recommend his Continental customers to purchase sires of this breed for use in their studs. He sold several horses* got by Norfolk Cob, the sire of Phenomenon, as stallions to go abroad. "One in particular he remembers he sold to a nobleman in Normandy, which, put upon thoroughbred mares produced remarkable stock." (Hackney Society's Stud Book vol. 1, *Introduction*, by H. F. Euren.)

What measure of success attended this step we may gather from the statement of the late Mr. Hetherington, who was a large buyer of horses for Continental Governments. He stated in his evidence before the Irish Commission on Horse Breeding that he had purchased Hackney stallions

* Among these was Kendle's Norfolk Cob (476), sold in 1845 or 1846.

Royal Artillery

R.H.A. GUN-TEAM HORSE.

for the French *Haras* Department for the last twenty-three years ; buying during that period from twenty to upwards of thirty stallions each year.

These Hackney sires are used to procure Artillery horses, because “ they do not want to canter, and they improve the courage of the native mares.” Mr. Hetherington added, “ they are very popular with the breeders ; they are used in preference to the thorough-bred, and improve their horses more than anything.” It would be difficult to furnish more convincing evidence of the merits of the Hackney than this.

The records of the Hackney Horse Society give the numbers of animals of this breed exported every year. They are as follows :—

Year.		Stallions.		Mares.		Total.
1889	...	189	...	70	...	259
1890	...	105	...	175	...	280
1891	...	189	...	90	...	279
1892	...	105	...	175	...	280
1893	..	92	...	92	...	184
1894	...	42	...	29	...	71
1895	...	48	...	45	...	93
1896	...	52	...	30	...	82
1897	...	60	...	66	...	126
1898	...	32	...	29	...	61
1899	...	46	...	33	...	79
1900	...	60	...	30	...	90
1901	...	50	...	47	...	97
1902	...	75	...	49	...	124
1903	...	104	...	57	...	161
1904	...	117	...	102	...	219

It must be added that by no means every exporter of a Hackney notifies the sale to the Society, and the figures which follow, taken from the summary of Export Certificates granted, do not therefore represent the total number exported in any year.*

The first fact to arrest the eye in glancing over these figures is the heavy falling off in the number of Hackneys exported in the years 1893 and 1894 from those in previous years. The diminution is explained by the action of the American Government, whose Customs Regulations were so altered as to make the importation of Hackneys extremely difficult. The import duty of $33\frac{1}{3}$ per cent. *ad valorem* was of itself enough to administer a severe check, but in addition to this it was required that the sire and dam of each parent of every Hackney landed in America must have been registered in the Hackney Horse Society's Stud Book!

Such legislation as this could have but one result on the trade in a breed of horses whose Stud Book had then only been in

* At the large show of Hackneys held in the Agricultural Hall in March, 1904, there was a brisk demand by foreign buyers in search of stock to ship abroad.

existence for ten years, the Hackney Horse Society having been founded in 1884. The pedigrees would have been forthcoming in the vast majority of cases if not in all ; but certificates of registration were not to be had for the conclusive reason that the animals had lived, and often died, before the Hackney Stud Book existed. These were the registered exports to the United States for the few years preceding and following this Act. They speak for themselves :—

In		Stallions.		Mares.		Total.
1890	...	78	...	170	...	248
1891	...	116	...	79	...	195
1892	...	78	...	170	...	248
1893	...	36	...	71	...	107
1894	...	6	...	14	...	20
1895	...	11	...	16	...	27
1896	...	5	...	19	...	24
1897	...	2	...	6	...	8

Mr. Edward T. G. Lindsay, writing on "American Hackneys" in the *Live Stock Journal Almanac* of 1895, says :—

"Out of thirty-nine Hackney stallions exhibited at the Great Madison Square Garden Horse Show, New York, in November, 1893, twenty-nine were bred in England, and of the fifty-four Hackney mares (which do not include those in the half-bred classes) forty-six also came from the old country, and they won all the awards with the exception of four animals, which had a look in with their English rivals in the two-year-old and yearling classes."

The classes for mares and geldings by registered Hackneys out of unregistered mares, we are told by the same writer, "clearly demonstrated what good Hackney stallions are capable of doing when crossed with native mares."

The falling off in exports during the period 1898-1901, shown on page 33, needs no explanation. The Hackney breeding industry, like all other industries, felt the influence of the South African War.

Examination of these export certificates shows that the Hackney sire is gaining ground in Buenos Ayres and South Africa, and in recent years the Japanese have been steady purchasers in pursuance of the scheme organised by the Mikado's Government in 1900 to improve the local breed of horses. Austria and Italy, it goes without saying, are regular purchasers of pedigree stock in England.

THE MARKET FOR CARRIAGE HORSES.

Even when regarded as a business, we can hardly be surprised that the breeding of thoroughbreds and hunters should almost monopolise attention; the demand for high-class carriage horses is a town rather than

a country demand, and appeals less to the resident in horse-breeding districts ; but should not English breeders who rear horses for profit as well as for pleasure consider whether it be not desirable in their own interests to devote more attention to the harness horse? Harness horses are in much greater demand than riding horses ; it may fairly be estimated that for one riding horse in use, there are fifty harness horses.

Passing reference has been made to the sums obtainable for brougham horses and for match pairs. That the moderate animals worth comparatively small sums in the market form the majority of stock *now* obtained is a point which should not be urged as deterrent ; and for the reason that this is so largely the result of lack of care in mating. The success of the French confronts us as proof of this.

Given due care in mating, however, there is no reason why a highly remunerative proportion of young stock suitable for the London carriage horse market should not be obtained. Can it be denied that the demand for harness horses of the best stamp is one that is pregnant with opportunity for the breeder who will use the Hackney sire? He has no superior as a getter of road horses,

and his claim to be considered as *pure-bred* as the race-horse cannot be doubted.

CHARACTERISTICS OF THE HACKNEY.

Let it be borne in mind, too, that the Hackney has more to recommend him than the true action and elegant carriage required of the high-class harness horse : good temper and graceful manners are peculiarly characteristic of the breed, and he possesses the soundest of constitutions, a quality above all things desirable in an animal which is most liable to exposure under all conditions of weather and is left so greatly to the care of servants.

The Hackney Horse Society's records furnish some telling evidence concerning the soundness of the breed in the shape of statistics, giving the number of horses rejected by the examining veterinary surgeons at the shows held during the last few years. Prior to 1896 the practice was to subject to veterinary examination only those horses in a class which the judges selected as likely to take the prizes. These are the figures for the half dozen years ended 1895 :—

Exhibition of		Horses Examined.		Rejected as Unsound.
1890	...	170	...	9
1891	...	116	...	4
1892	...	187	...	7
1893	...	249	...	8
1894	...	217	...	13
1895	...	223	...	4

In 1896 the system was altered and all horses that entered the ring were required to undergo veterinary examination before the judges looked at them. These are the figures for the past eight exhibitions up to 1903 :—

Exhibition of		Horses Examined.		Rejected as Unsound.
1896	...	396	...	17
1897	...	438	...	23
1898	...	436	...	21
1899	...	437	...	30
1900	...	400	...	21
1901	...	406	...	24
1902	...	434	...	16
1903	...	422	...	21
1904	...	416	...	24

These figures speak for themselves to those whose knowledge of equine matters enables them to appreciate their significance.

The soundness of the modern Hackney is merely one more proof of the results of selective care exercised for generations ; for nearly two hundred years the aim of the breeder of this horse has been the development of a robust and hardy constitution.

In the Hackney, therefore, we have shape,

action, courage, manners, staying power, and soundness. What would you more ?

PEDIGREE OF THE HACKNEY.

Incessant repetition of part of a truth is certain in course of time to elevate the fraction to the dignity of the whole ; frequent reiteration of the one fact that our thoroughbreds are descended from a few horses of Eastern origin is therefore likely to obscure the larger fact that our thoroughbreds are not the only descendants of that Eastern stock. The thoroughbreds of to-day trace their descent to the Byerly Turk imported in 1689, to the Darley Arabian imported in 1706, and the Godolphin Arabian imported twenty-four years later.

The term "thoroughbred" was adopted to denote the progeny of these three sires with the Royal Mares, called "King's Mares," imported into England from the East, in the reign of King Charles II. ; and it cannot be too often and too closely pressed home upon breeders that in *all Hackney pedigrees* the foundation sire is found to be no other than that same Darley Arabian whose blood in the racehorse is the *cachet* of breeding fashion !

There is diversity of opinion as to which

Darley Arabian

THE DARLEY ARABIAN (Imported into England 1706.)

one of these three Eastern sires wrought the greatest influence on our breed of horses, and did most towards the establishment of the reputation England has obtained for her thoroughbreds; but there is no question as to the one of the three which was most beautiful in make and shape; and that was the Darley Arabian, imported about 1706 from Aleppo, by Mr. Darley. A portrait of this celebrated horse is here given.

Shales, the original (699), says Mr. Henry Euren after a painstaking review of the history of this family, was the first noteworthy trotting Hackney Stallion; and concerning Shales' ancestry he writes:—

“There would appear to have been a large proportion of English blood in the dam of Blaze (Confederate Filly) though no one can say what was its character—whether running, trotting or ambling. The preponderant element in Blaze, however, was Barb and Arab blood, the trotting tendency of which would appear to have mixed freely with, and to have added to that inherent in the ‘strong common-bred’ dam of the Original Shales’ horse. The fact that in the seventh generation from Blaze on each side, the reunion of the blood in Rysdyk’s Hambletonian, the sire of so many fast trotting American horses, should have proved to be of the most impressive character, would appear to warrant the conclusion that there was a strong latent trotting tendency in the near ancestors, on one, if not on both sides of Blaze.”

Shales is mentioned as “the fastest horse” of his day.

With scarcely an exception, the Hackney sires of to-day descend in the direct line from this famous horse. The Darley Arabian begat Flying Childers (foaled 1715), the speediest race-horse of his time, and considered by many a better horse than Eclipse; Flying Childers begat Blaze; and it was through Blaze that the county of Norfolk achieved fame for its breed of Hackneys. Blaze (foaled 1733) was the sire of the Original Shales, foaled in 1755 out of a Norfolk mare.

Shales, so far as is known, had only two sons, Scots' Shales and Driver (187), the latter out of a mare by Foxhunter, by the famous horse Sampson.

The directness of the descent of the Hackneys of to-day from the Darley Arabian may be most conveniently and clearly shown by setting out the pedigree of the male line of the defunct Hackney sire Danegelt:—

The Darley Arabian, foaled 1702, begat
Flying Childers, foaled 1715, who begat
Blaze, foaled 1733, who begat

Shales (the original, 699), foaled 1755,
who begat

Driver (187), foaled 1765, who begat

Fireaway (Jenkinson's, 201), foaled 1780,
who begat

Fireaway (West's, 203), foaled 1800, who begat

Fireaway (Burgess', 208), foaled 1815, who begat

Wildfire (R. Ramsdale's, 864), foaled 1827, who begat

Phenomenon (P. Ramsdale's, 573), foaled 1835, who begat

Performer (Taylor's, 550), foaled 1840, who begat

Sir Charles (Beal's, 768), foaled 1843, who begat

Denmark (Bourdas's, 177), foaled 1862, who begat

Danegelt* (174), *foaled* 1879, *died* 1894.

If remoteness of ancestry be held proof of purity of blood in equine as in human families, the Hackney must take precedence of the modern race-horse, for the Hackney has in his veins the blood of the old English race-horse, tracing his descent from animals which ran on the English Turf at a period when the great grandsires of the Darley and Godolphin Arabians were yet unfoaled.

The Original Shales, as already said, was the grandson, through Blaze, of Flying

* Danegelt was sold in 1890 for £5,000, to join the Elsenham Stud.

Childers (foaled 1715), the fastest race-horse on the turf of his time. The pedigree of many of the best race-horses now living traces back to Flying Childers.

PROPER HEIGHT FOR A HACKNEY STALLION.

The type and stoutness of the Original Shales has been transmitted through his descendants to the best Hackneys of the present time. What this type was we shall learn on a later page from the writings of Richard Blome. The true type of old-fashioned Hackney came near being lost at one period, and no doubt it would be spoiled, if not lost altogether, were breeders to use large stallions over 15'2, which are not of the true Hackney type.

The true type is a horse not exceeding 15 hands 2 inches in height. The writer well remembers a visit he paid to Norfolk in 1863 in search of animals large enough to make carriage horses. The only harness horses to be found in those days were called "Norfolk Cobs," and cobs they were in size as well as in name, standing about 14'2 to 14'3.

Two hundred years ago, and later, good saddle-horses for road work were in general

request, and great attention was paid to the breed. With the increase and improvement of roads and coaches, saddle-horses gradually went out of general use, and the breeding of Hackneys was neglected.

The demand from the Continent for Hackney blood grew up and, increasing as time passed, helped to promote decay, as the foreign buyers made a point of purchasing the best of the stock that remained. Very few of the old-fashioned type were left us, and of these Performer and Phenomenon were the best.

It was fortunate, indeed, that this valuable remnant was left, for when the saddle-horse went out of general use, the Norfolk breeders made no attempt to keep their Hackney stock up to the standard accepted as the best in Richard Blome's time.

From the remnant of the old breed, represented by such horses as Performer and Phenomenon, modern Hackney breeders have succeeded in grading up the old English Hackney strain to 15'1 or 15'2; and the 15'1 to 15'2 sire may be accepted as the best to produce carriage horses.

Carriage horses may be bred to any size by judicious selection of mares; they may be "vanners," weight-carrying hunter mares,

or roomy thoroughbreds. Such crosses will produce horses of from 15·3 to 17 hands 1 inch, for which there is a great and regular demand.

SADDLE-HORSES IN THE PAST.

All travelling was performed on horse-back until about the year 1564, when the first "long waggons" began to ply between London and large provincial towns.

There were no roads, and therefore, while rude carts were employed in agriculture, all merchandise was carried on pack-horses, strings of which continued to traverse the country for many years after a regular system of stage coaches catered for travellers. Nor did the coach do away with the use of the saddle-horse by able-bodied men.

Only a few of the main highroads of the kingdom were fairly good; most were indifferent if not exceedingly bad, and the cross-roads were the most wretched tracks imaginable even in George III.'s time, and furnished good reason for using powerful horses for the heavy stage or post carriage.

THE TERM "HACKNEY HORSE."

This term, derived from the French *hacquenée*, was brought into use in England

by the Normans. It originally applied to a saddle-horse of good stamp, lighter and more active than the Great Horse used by armour-clad knights.

There is record* of the "horses of the bannerets, knights, esquires, and vallets of king's household," which were killed at the battle of Falkirk in the year 1298; this roll of horses killed in the battle was prepared that the owners or their relatives might be awarded compensation for their loss; and it includes numerous "hackneys."

The animal so called was used by persons of high rank; in the *Privy Purse Expenses of Princess Elizabeth of York*, under date September 11, 1481, we find particulars of the purchase of "2 yards of purple velvet cloth of gold for the covering of a saddle for a person of astate, and an harness in velvet cloth of gold for an hackney." Indeed, the words hackney and palfrey would seem, for a long period of history, to have been equally applicable to the best saddle-horses.

The hackney being the saddle-horse, men who hired out horses for journeys were called "Hackney men"; thus in process of

* Bain's *Calendar of Documents Relating to Scotland*.

time the name came to signify a hired horse, and we have evidence that the "Hackney man," or job master, kept an exceedingly good stamp of animal.

The word "Hackney" having come to mean a horse that could be hired, by one of those curious perversions of language brought about by popular usage,† it was applied to means of conveyance, other than horses, that could be hired, and thus in 1605 we hear for the first time of "hackney" coaches, and in 1634 of "hackney" chairs.‡

ROADSTERS OF THE COACHING PERIOD.

In the early coaching and posting days, as has been shown in the preceding pages, the roadster was an absolute necessity; and universal and continuous demand naturally produced on the spot a supply of horses in which soundness of constitution and limb, speed and endurance were indispensable.

In no part of England was more attention

† A good example of this suggests itself in the word "collie," which originally meant a sheep; dogs used by shepherds being called "collie dogs," *i.e.*, "sheep dogs," in time became known as "collies"; whence what was properly the name of a sheep is now become that of a dog.

‡ *Early Carriages and Roads*, by Sir Walter Gilbey, Bart. (Vinton and Co., Ltd., 1903.)

paid to these horses than in the Eastern counties. It is thought that Norfolk, Suffolk and Yorkshire owe something of the merit of their trotting horses to early importations of Norwegian stock by the Danes.

Mr. H. F. Euren in the able *Introduction* he contributed to volume i. of the Hackney Horse Society's Stud Book, says "the fact that the trotting horse was in the last century [1701-1800] found most plentifully in those districts of the kingdom where Danish settlers had left indelible marks of occupation and habitation, warrants the assumption that to Norse horse stock they in great measure owe their characteristic action."

However this may be, the fact remains that the past history of the Norfolk and Yorkshire breeds is full of passages reflecting their merits. Mr. H. R. Phillips, in his evidence before the Lords' Committee on Horses in 1873, says: "The Hackney is a class of itself. We date them back from Mr. Theobald's 'Old Champion,' which cost 1,000 guineas." This horse, registered under the name of his breeder as "Champion, Hewison's," was foaled in 1836; he was by Bond's Norfolk Phenomenon, and is described as a bay with black legs, standing 15'3.

In the earlier days of Mr. H. H. Dixon ("The Druid"), when the Norfolk Hackneys were grown scarce, that authority wrote ("*Post and Paddock*," 1856): "About a quarter of a century since Norfolk had an almost European fame for its strong-made, short-legged hackneys, which could walk five miles an hour and trot at the rate of twenty. Fireaway, Marshland, Shales, and The Norfolk Cob were locomotive giants in those days, and the latter was the sire of Bond's Norfolk Phenomenon, 15'2, who was sold to go into Yorkshire in the year 1836, and afterwards went to Scotland when he had seen his twentieth summer, and astonished his canny admirers by trotting two miles in six minutes. Those now left are descended from these breeds, but as they arrive at maturity they are sold to go to France."

The writer goes on to remark that "Four or five very good hackney sires are still in the county, and among them Baxter's red roan, Performer, 15'3, foaled 1850, for which 500 guineas is said to have been refused. The chestnut, Jackson's Prickwillow, 15'2, and a son of his, Prickwillow, out of a very noted mare belonging to Mr. Charles Cooke, of Licham, which is said never to have been

'out-stepped,' is also highly spoken of. Mr. Wright, of Tring, has a bay, 'Shales,' 16 hands, foaled 1851, with rare action; and a black 14'2 cob, foaled in 1852, of Mr. Baldwin's has earned a much more worthy mention than we can give him by winning the first hackney stallion prize at the last Norfolk Agricultural Show. Lord Hastings has two hackney stallions of the Fireaway breed, which are occasionally seen in harness."

A grand example of the Norfolk Hackney at this period was Hazard, a cabriolet horse belonging to Lord Chesterfield. The symmetrical shape and bold action of this horse is well shown in the portrait here reproduced. Hazard could trot at the rate of sixteen miles an hour, and when put up for sale at Tattersall's in 1836 was purchased for 330 guineas by the Marquis of Abercorn.

The famous *Paston Letters* contain evidence concerning the trotters which were obtainable in Norfolk in the fifteenth century. Records show that in the seventeenth century Norfolk had a reputation for its roadsters; for Marshall, in his *Rural Economy of Norfolk*, published in 1795, says that before Queen Anne's reign (1702-1714) the farmers of the country used an active

LORD CHESTERFIELD'S NORFOLK HACKNEY, HAZARD.

breed of horses which could not only trot, but gallop; and the curious team-races this writer describes, proves that that Norfolk breed of the seventeenth and eighteenth centuries was sure-footed as well as active. The team consisted of five horses which were harnessed to an empty waggon: thus Marshall speaks as an eye-witness:—

“A team following another upon a common broke into a gallop, and, unmindful of the ruts, hollow cavities and rugged ways, contended strenuously for the lead, while the foremost team strove as eagerly to keep it. Both were going at full gallop, as fast indeed as horses in harness could go for a considerable distance, the drivers standing upright in their respective waggons.”

Laurence, in his *Treatise on the Horse*, says of the Suffolk and Norfolk horses:—

“I have seen a cart horse of this description which, bating a little coarseness of the head, was perhaps as fit to get hacks and hunters from proper mares as the best bred horse alive. I have also heard of a Norfolk farmer, who about fifty years ago [*i.e.*, 1750] [or thereabout], had a peculiar sort which he styled his Brazil breed. This blade of a farmer it seems would unharness one of his plough horses, ride him to a neighbouring fair, and after winning with him a leather plate, ride him home again in triumph to his wife.”

There can be no doubt but that the Norfolk Hackney traces his descent on the dam's side to this breed; his pedigree on the male side has already been described.

DISAPPEARANCE OF THE SADDLE-HORSE.

From the time that stage and hackney coaches became numerous, the saddle-horse gradually fell into disuse for ordinary travel, though farmers and others whose vocation compelled frequent journeys over rough tracks and on roads along which coaches could not ply, continued until the earlier years of the nineteenth century to ride as their forefathers had done.

With the saddle-horse went the pack-horse, which was now replaced as a carrier of goods by the canal boat, the waggon and the carrier's cart.

The change was necessarily very slow. In the year 1673 one John Cressel wrote a pamphlet, *The Grand Concern of England Explained*, wherein he complained of the harm wrought by the stage coaches.* He declared since these had been set up "there is not the fourth part of saddle-horses either bred or kept in England that there was before," and that there would be again if

* We must not associate the vehicles of this period with those of the brief "golden age" of coaching. These early stage coaches were cumbrous, heavy, springless carriages, drawn by heavy horses and travelled, as a rule, at a pace of not more than four or five miles an hour.

the coaches were suppressed. In 1731 Dean Swift wrote to his friend, Mr. Gay, rebuking him for his preference for travelling by coach ; the letter clearly indicates that it was then still usual for country gentlemen of active habit to ride rather than use the stage coach.

There was sound reason for the man to whom time was a consideration to prefer the saddle to the coach. The earliest roads for wheel traffic very commonly ran along the dry beds of streams and old water courses ; rough tracks in dry weather and veritable quagmires in wet seasons. They also followed the rough bridle paths which ran over the hills, where firm ground had led the traveller on horseback and the chapman or pedlar, with his train of pack-horses to select their route.

The general adoption of Macadam's system of road making in 1819, together with Telford's engineering feats, resulting in hard, smooth highways free from steep gradients, introduced the "golden age" of fast coaching, which did much to give journeying in the saddle its final blow. And it will be right to say that during the period 1650-1820, the breeding of saddle-horses was by slow degrees given up in favour of the pro-

duction of coach-horses, for which demand was growing up. It is significant that in the numerous works on stock breeding and agriculture in Britain, which appeared during the period 1775-1800, exceedingly little is said concerning the breeding of horses for the saddle. The saddle-horses of Yorkshire and Norfolk are the principal breeds referred to by the agricultural writers of that period.

When railways became established and it was recognised that the coaching era was at its close, there prevailed a strong feeling that harness horses would no longer be required ; and this belief, combined with the depression in agriculture at the period between 1835 and 1845, led the farmers to abandon horse-breeding to a great extent.

ANCIENT WRITERS ON THE HACKNEY.

In the works of old writers, and also in the laws and royal proclamations, of the middle ages, there is frequent mention of "trotting" horses and geldings, which were, in fact, hackneys, the word "trotting" being employed to distinguish the animals from "ambling" horses.

In the early days when long journeys were made in the saddle, persons of rank

were much addicted to the use of horses which had been taught by artificial means the gait known as ambling; the amble, as Ralph Holinshed tells us in the edition of his *Chronicles* published 1586, was much easier and more agreeable to the rider than the trot. Writing of English horses, Holinshed says :—

“Such as serve for the saddle are commonly gelded and are now grown to be very dear among us, especially if they be well coloured, justly limmed [well shaped], and have thereto an easy ambling pace. For our countrymen seeking their ease delight very much in these qualities, but chiefly in their excellent pace it is moreover very pleasant and delectable in his [the rider's] ears in that the noise of their well-proportioned pace doth yield comfortable sound as he travelleth by the way.”

Trotting horses, however, were considered more serviceable than amblers. Blundeville, whose book on horsemanship was first published in 1558, says: “It is not meet for divers respects that horses for service [war] should amble.” Hence the obligation imposed by the Statute 33 of Henry VIII., c. 5, which was made in 1542, upon persons of various degrees to keep stallions of the trotting breed.

Every Archbishop and Duke was compelled by this Act to “have, find, sustain and maintain,” seven stoned trotting horses

for the saddle, each horse to be three years old and upwards and at least 14 hands in height. Every marquis, earl and wealthy bishop, was to keep five such trotter stallions; other bishops, viscounts and wealthy barons, were obliged to keep three; less wealthy persons two; and every layman who wore a silk gown, or whose wife wore "any French hood or bonnet of velvet," with any of certain specified articles of jewelry, was obliged to keep one stoned trotting horse for the saddle.

The wording of this law is notable, as it indicates recognition of the trotting horse as a distinct breed; it ordains that maintenance of "cart horses and sumpter horses" shall not be reckoned compliance with its provisions, these being animals of different and inferior types.

It is both interesting and significant to find that, long before Henry VIII.'s Act to encourage the breeding of trotters was placed on the Statute Book, trotting horses were held in particular esteem in Norfolk, the county with which the Hackney has always been identified.

One of the famous *Paston Letters*, written in 1470, makes mention of "one of Berney's horses," for which 20 marks, or £13 16s. 8d.

GREY MARE, MOTOR.
Sire Crown Derby, registered in Hackney Stud Book, Volume X.
Crown Derby is by Lord Derby II.

was demanded and for which "not a penny less would be taken." The Berneys of Norfolk were a good county family, and the value set upon this trotting horse may be measured by the fact that eight years earlier, in 1462, Lord Howard paid only £1 16s. 8d. for a "grey nag to send to the French King," as a gift.

Margaret Paston, writing to her husband Sir John, about the year 1465, from their home at Haylesdon, near Norwich, says: "There be bought for you three horses at Saint Faith's fair, and all be trotters, right fair horses, God save them, and they be well kept." St. Faith's, which is about three miles from the county town, was long famous for its annual stock fair.

Thomas Blundeville, who lived at Newton Flotman in Norfolk, also bears witness to the merits of the local breed of horses in his time—the 16th century.

He says:—

"I have known some carriers that go with carts, to be so exquisite in their choice of horses as, unless they had been as comely to the eye as good in their work, they would not buy them, insomuch as I have seen sometimes drawing in their carts better proportioned horses than I have known to be finely kept in stables, as jewels for the saddle."

Nearly a hundred and fifty years after

Henry VIII.'s act to foster the breed of trotting horses or hackneys was placed on the Statute Book, Richard Blome, in his *Gentleman's Recreation* ("Printed by S. Rotcroft, dwelling at the upper end of *Dutchy Lane* near *Somerset House* in the *Strand*, 1686"), instructs his readers how to choose stallions to breed such horses:—

"If you would breed for the Road, make choice of a good strong *Hunter*, that has naturally good *Legs* and *Feet*, a short *Back* and good *Quarters*, and let him be one that is not of a Skittish or Stubborn Temper : or if you are curious [particular] and would have very fine *Padds*, you may take the same measures which I told you before for the *Manage*, only Geld your *Colts* and when you break them, if they take it well, let them be taught to *Amble*."

Of the Mare he says :

"If you would Breed for the *Race* and *Hunting*, your mares must be lighter [than for breeding Road horses], with short *Backs* and long *Sides* ; their *Legs* must be something longer and their *Breasts* not so broad, and always make choice of such as you are sure have good Blood in their *Veins*."

Breeders "for the *Manage*" (or *Menage*) are advised that the stallion should "be a *Turk*, *Barb* or *Spaniard*, one that is good in his kind, and naturally of a docile and gentle temper, though lively, vigorous and bold in actions."

As regards mares, for all purposes, Blome holds that :—

“Certainly none in the World are better to Breed on than our *English*, provided you Suit them to your particular design; if you would breed for the *Manage* or *Pads*, let your *Mares* have fine *Forehands* with their *Heads* well set on, but not too long *Necks*: broad *Breasts*, large and Sparkling *Eyes*, and great *Bodies*, that their *Foals* may have room enough to lye: with good *Limbs* and *Feet*: let them be of a gentle and good disposition, and their motions naturally nimble and Graceful. In a word, remember always that the more good qualities your *Mares* have the better will your *Colts* generally be.”

Fifty years later we have testimony to the excellence of the horses which could be hired from the Hackney man (or job master, for the old term seems to have fallen into disuse before this period) in the writings of a Swiss gentleman, Mons. C. de Saussure, who resided in England from 1725 to 1730. Mons. de Saussure wrote an account of his experiences, a translation of which was published a few years ago. He was greatly impressed with the good qualities of the horses which were thus let out for hire.

“They are excellent. When you travel on horseback in England it is always at a trot or a gallop and Englishmen hardly know what it is to go at a foot’s pace. Naturally in this way you travel very rapidly. Soon after my arrival in England, wishing to ride to Guildford, which town is thirty miles distant from London, I went to a horse-dealer and told him I wanted to hire a horse for two days. This man told me that if I had no business to keep me at Guildford

I could easily return the same day, and he offered me a sorry looking animal that did not look worth two crowns. I expostulated, but he told me to let the horse go ; that I was not to press and not to stop it, and that I might be assured I should be satisfied. In truth I got to Guildford early in the day, stopped there a few hours and was back in London at seven in the evening. My horse never stopped going at a hand gallop both there and back, excepting on the stones and on the pavement, and there I had to let him walk, for it would have been impossible to go faster : but as soon as he was on the roads he started off at a gallop without a word from me and required no persuasion either with the whip or spurs. This little episode surprised me, but I did not know then the worth of English horses."

The same writer condemns the London hackney coach as ugly, dirty and badly balanced, but says that "most of the horses are excellent, and fast trotters."

Thus we see at different times the saddle horse used, for road travel was known by different terms. Hackney is the earliest. Dame Paston, in 1470 writes of "trotters" ; the Statute of Henry VIII., 33 of 1542, refers to trotting stallions. Hakluyt, in his *Collection of Travels*, published in the year 1600, uses the term "roader" as that in vogue among the colonists of Virginia to describe the saddle horse.

Eighty-six years later, in 1686, Richard Blome in his *Gentleman's Recreation*, writes

of "Horses for the Road," and "Padds" or "Pads," to describe the same breed. And at the beginning of the 19th century, Lawrence, in his *History and Delinea- tion of the Horse*, writes of the "Hack, Hackney, Roadster, Road Horse or Chapman's Horse: a cloddy compact horse or gelding of this description is now and then styled a *Cobb*."

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