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PETER MANNING

TROTALONG

By

W. H. GOCHER

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FOREWORD

Boost and the world boosts with you,
 Knock, and you're on the shelf;
For the world gets sick of the one who'll kick,
 And wishes he'd kick himself.
Boost when the sun is shining,
 Boost when it starts to rain;
If you happen to fall, don't lie there and bawl,
 But get up and boost again.
Boost for your own advancement,
 Boost for the things sublime,
For the chap that's found on the topmost round
 Is the booster every time.

I do not know who wrote the above selection but he can have my vote if he will come forward and put his name on the ticket. That is what these articles were written for and why they have been collected and published in book form.

W. H. GOCHER.

Hartford, Conn., July 1, 1928.

THE AMERICAN TROTTER

The American horse dates from 1539 when DeSoto landed in Florida. He had 237 cavalry horses as well as a number of pack horses and mules. After DeSoto's death, the horses which had not been killed by the Indians were turned loose in the forest. Their descendants became the wild horses of the Western prairies.

The first horses arrived in New England in 1629 when twenty-five were landed in Boston. Six or seven also arrived at Salem that year. Plymouth did not have any horses until 1632. In 1636, when Thomas Hooker and his company moved to Connecticut, they took their horses with them.

The Rhode Island colony, started in 1636, took an active interest in horses. It produced the Narragansett pacers which were used for the saddle and racing. In 1721 the Reverent James McSparron stated in his diary that he had seen some of them pace a mile in a little more than two minutes and a great deal less than three. These horses were exported to the West Indies, Virginia and adjoining states. They never became popular in New York where the first American race course was established in 1665 and over which the Dutch horses were raced.

The colonial legislatures passed a number of laws against racing. In 1747 Maryland at the suggestion of the Quakers passed an act against pacing and running races in Talbot county. In 1748 New Jersey limited pacing, running and trotting to certain days.

The term trotting in this act is the first reference to that way of going in American annals. In 1749 Rhode Island prohibited racing under penalty of forfeiting the horse and a fine of twenty-five pounds. In 1778 Connecticut adopted a like measure but reduced the fine to forty shillings.

After the Revolution, the horse interests began to improve. The English stallions which remained in the country were bred to the native mares while others were imported. Messenger was among the latter. Also with the introduction of vehicles for travel, the pacers began to disappear. They did not become prominent again for over half a century.

Between 1825 and 1830, a few New York gentlemen decided that it would be possible to establish a breed of trotting horses. Prior to that date, a Boston man imported a horse which had considerable to do with founding the leading trotting family of today. Kirk Boott, the father of this man, landed in Boston in 1775. He came from Derby, England. Blood had been shed at Lexington and Bunker Hill that year. A state of war existed, but when the English troops withdrew from Boston, Boott remained. In a few years he was a prosperous merchant and in time took his sons, John, Kirk and James into partnership.

James was a bachelor. He made a number of trips to England. While there in 1822, he purchased the Norfolk trotter Bellfounder and shipped him to Boston. This horse's name appears in the pedigrees of all but five of the champion trotters.

The brothers B. T. and Timothy T. Kisseem of New York were among those who were interested in the new type of horse. They were merchants and had occasion to go to Philadelphia and Boston in their business. During a Philadelphia trip, B. T. Kisseem purchased the trotting mare Amazonia. After driving her for a time, he sold her to his uncle, John Treadwell. He bred her to Mambrino, and in 1823 she produced Abdallah. This was the first step towards founding the Hambletonian family of trotters. In 1829 or 30, Timothy T. Kisseem made the second step by going to Boston where after seeing Bellfounder trot to saddle he leased the horse and shipped him to New York.

Bellfounder stood at Poughkeepsie in 1831. He was in Orange County for the next two years. In 1832 John Jackson made the third step when he booked the mare One Eye by Bishop's Hambletonian out of Silver Tail by Messenger to Bellfounder. She produced a filly which Peter Seeley purchased as a four year old. He took her to Long Island where she trotted to saddle in 2:43 and 2:41. This was fast in 1838. The world's record was then 2:31½.

After this performance, the filly was sold to a New York banker. He used her as a road mare. She was injured in a runaway and sold to Charles Kent. He bred her to Webber's Tom Thumb. While she was in foal, Jonas Seeley made the fourth step when he bought the crippled mare and led her back to Orange County. This was the Charles Kent mare. Her first foal was Belle, the dam of Green's Bashaw,

one of the foundation sires of Iowa. In 1846 and 1848, the Charles Kent mare produced fillies by Abdallah. Both of them died. In 1849 she dropped a colt by the same horse. Seeley sold him with his dam to William M. Rysdyk for \$125.

In 1852 Rysdyk and his neighbor, Samuel Roe, took their Abdallah colts to New York and exhibited them at the American Institute Fair. The Roe colt was a four year old. He was known as Abdallah Chief, while Rysdyk named his colt Hambletonian.

After the fair, Roe and Rysdyk drove their colts to one of the tracks on Long Island. Shortly after their arrival they worked a mile together and Hambletonian won in 3:03. A few days later, Roe drove Abdallah Chief in 2:55½. As soon as Rysdyk heard of it, he hitched Hambletonian and trotted a mile in 2:48, a good performance for a three year old in 1852.

Believing that he had a great horse, Rysdyk went back to Orange County with his colt. In time he became the most famous stallion in America, the list of his get including Alexander's Abdallah, the sire of Goldsmith Maid, George Wilkes, Electioneer, Nettie, and Dexter.

As the years rolled by, Hambletonian's name became a household word. His descendants were exported to every country in the world. In the breeding ranks they submerged all of the other families while on the American turf the strain entered the list of champions in 1867 with Dexter and is still supreme. Peter Manning is its present leader. He

was preceded by Goldsmith Maid, St. Julian, Maud S, Nancy Hanks, The Abbott, Cresceus, Lou Dillon and Uhlan.

The first step towards establishing rules for light harness racing was taken by the New York Trotting Club in 1825, two years after the New York legislature passed an act, allowing trotting, pacing and running races on private property in Queens County. Philadelphia followed in 1828 with the Hunting Park Association. Kendall Park at Baltimore, Md., and the Eagle Course at Trenton, N. J., also date from this period. With but few exceptions all the races were to saddle, as in 1828, if anyone wanted to race to harness he was required to give three weeks' notice.

As the years rolled by, the managers of trotting meetings found that more than rules were required to enforce discipline. Irregularities occurred, and when detected, penalties could not be enforced beyond their own grounds. This sentiment crystallized in 1869 when Amasa Sprague of Providence, R. I., issued a call for a meeting in New York, February 2, 1870. When the delegates assembled, forty-eight associations were represented. They held sessions for two days and on February 4 adopted a set of By-Laws and Rules for the National Association for the Promotion of the Interests of the American Trotting Turf, a name that was subsequently changed to the National Trotting Association.

The By-Laws, Rules and Regulations of the National Trotting Association stand as the com-

bined experience of men identified with racing from 1825. The rules selected in 1825 were those used on the Jockey Club tracks with the changes required to cover breaks and other features incidental to the new way of going. That code has been revised and amended until now they cover every angle of light harness racing.

LOOKING BACKWARD

In 1860, John H. Wallace, at that time a resident of Muscatine, Iowa, was busy preparing for publication an American Stud Book. It was completed in 1866 and published the following year. According to the title page it was a "compilation of American and imported horses with an appendix of all animals without extended pedigrees prior to 1840." To this apparently as an after thought was added an 80-page supplement "containing all horses and mares that have trotted in public in 2:40, and geldings that have trotted in 2:35, and many of their progenitors and descendants with all that is known of their blood from the earliest trotting races to the close of 1866."

This was the first step taken to trace and publish the pedigrees of trotters. In making it John H. Wallace paved the way for his life work. It also resulted in a series of publications which for all time tacked his name to the history of the light harness horse.

Wallace prepared the copy for a second volume of his American Stud Book. It was laid aside after he

decided to devote his time to the trotter instead of the galloper. This left the thoroughbred field open for Sanders D. Bruce, who had in 1868 published another American Stud Book. This is the one now owned by the Jockey Club.

Wallace continued his work until 1891 when he sold to the American Trotting Register Association. At that time he controlled the American Trotting Register, Wallace's Monthly and the Year Book. The first volume of American Trotting Register appeared in 1871. It contained over three thousand pedigrees. The Monthly was started in 1875. Under the Wallace management it was the battle ground for breeding theories, disputed pedigrees and other subjects in which the horse world was interested. When it passed to other hands the militant spirit faded. In 1894 it was discontinued.

The Year Book was an outgrowth of the Monthly. In 1885 the race summaries and statistical matter which appeared in it was grouped and published as the Year Book.

Among the eight hundred and fifteen horses which appear in the Trotting Supplement there are four mares whose names can be found in the pedigrees of over ninety percent. of all of the trotters and pacers now in training. They are the tap roots of light harness racing. Their names are Charles Kent Mare, which is described in the pedigree of her son Hambletonian, Dolly Spanker, Princess and Tackey. Two of these have records, Princess having a mark of 2:30 and Tackey 2:26. The pedigree

of Princess is given incorrectly while only a line is assigned Tackey and Dolly Spanker.

In 1867, the year the Trotting Supplement was published, there were but two trotters in the 2:20 list. In 1859 Flora Temple trotted in 2:19 $\frac{3}{4}$. It was the best on record until 1867 when Dexter trotted the half-mile track at Riverside Park, Boston, in 2:19, and later in the season placed his record at 2:17 $\frac{1}{4}$ at Buffalo.

In the Trotting Supplement the breeding of the Charles Kent Mare is given as being by imp. Bell-founder, dam One Eye by Hambletonian, grandam Silvertail by imp. Messenger. This mare was foaled in 1833. Peter Seeley purchased her as a three year old for \$300. The following year he took her to the Union Course on Long Island where she trotted two trials under the saddle in 2:43 and 2:41, Seeley sold this mare for \$400. After passing through several hands she met with an injury and was sold to Charles Kent. He bred her to Webber's Tom Thumb, a Canadian horse of unknown breeding, which had trotted ten miles in twenty-nine minutes. In 1844 she produced a filly which afterwards became the dam of the western trotter and sire Green's Bashaw.

Jonas Seeley gave Kent \$135 for this mare and her Tom Thumb filly. He also bred two fillies from her by Abdallah. Both of them died as four year olds. In 1848 he returned the Kent mare to Abdallah. In 1849 she produced a bay colt which he sold with the mare to William M. Rysdyk for \$125. This proved

the most profitable transaction ever made for a horse.

Rysdyk named the colt Hambletonian. In 1852 he drove him as a three year old in 2:48 over the Union Course where his dam had trotted in 2:41 in 1837. This was all of his training. In 1866 Wallace in referring to Hambletonian said, "as a sire of trotters he stands far above all competitors in this or any past generation." What he said then applies to the family now as the male line of Hambletonian submerged all others.

The Trotting Supplement made the following reference to Princess: "Princess, bay mare foaled 18—. Got by Michael Reaker of which nothing is known. Bred in New Hampshire, taken to Chicago by Mr. Gage and called Topsy. Taken to California and there called Princess. Returned and was pitted against Flora Temple and beaten in 1859 in harness in 2:23½, 2:22, 2:23½."

Later on the pedigree of Princess was traced. It was then found that she was foaled in 1846, got by Andrus' Hambletonian, dam Isaiah Wilcox Mare by Burdick's Engineer, son of Engineer by imp. Messenger, and that her breeder was L. B. Adams of Middletown, Vt.

After being taken to California Princess was trained by James Eoff. He gave her a record of 2:30 at San Francisco in 1858. The following year she was matched at ten miles to wagon for \$36,500 against Glencoe Chief and won in 29:10¾. The same pair met again the following day in a \$5,000 match

to harness. Princess won again in 29:16 $\frac{1}{4}$. She was then shipped to New York where she defeated Flora Temple at two miles in 5:02, 5:05.

After being retired from the turf Princess was in 1862 bred to Hambletonian. She produced Happy Medium. Happy Medium made a record of 2:32 $\frac{1}{2}$ before he was retired to the stud where he got the champion trotter Nancy Hanks 2:04 and Pilot Medium through whom the line was continued to Peter the Great.

The following is the reference to Dolly Spanker in the Trotting Supplement: "Dolly Spanker, brown mare. This is the dam of George Wilkes and in 1853 trotted three times in 2:27." This is more speed than was ever claimed for Dolly Spanker. When her only foal George Wilkes began his turf career it was stated that Dolly Spanker was supposed to be by a grandson of imp. Messenger and it is so stated in the pedigree of George Wilkes in the Trotting Supplement.

This is how matters stood until in 1877 when W. L. Simmons and Harry Felter told John H. Wallace that W. A. Delavan of New York purchased Dolly Spanker from John S. Lewis of Geneva, N. Y. When communicated with Lewis said that he purchased the mare from James Gilbert of Phelps, N. Y., and that she had about 3:30 speed when he sold her as a five year old to Delavan. He also added that she was by Henry Clay out of Old Telegraph by Baker's Highlander.

John P. Ray investigated this pedigree for Wal-

lace. He reported that what Lewis said was correct. Later on Ray claimed that he made a mistake in the dates and that Dolly Spanker was not by Henry Clay. By that time most of the people, who were familiar with the facts, were dead. The report had also gone abroad that a cross of Clay blood in a pedigree was not worth a handful of sawdust. Many believed it, notwithstanding the splendid turf careers of American Girl, Lucy and Hopeful. They finally had to run to cover when St. Julien appeared and Green Mountain Maid's son Electioneer sent out a shoal of champions from Palo Alto. It did not help Dolly Spanker. Her pedigree was lopped off. So far as inheritance is concerned Dolly Spanker stands just as she did when Harry Felter drove her on the road in New York. "Breeding unknown."

At present Dolly Spanker is second only to the Charles Kent Mare in the number of her descendants that have records. From her son George Wilkes this extreme speed line runs through William L., Axtell, Axworthy, to Guy Axworthy, the sire of four two minute trotters, Lee Axworthy 1:58 $\frac{1}{4}$, Guy McKinney 1:58 $\frac{3}{4}$, Arion Guy 1:59 $\frac{1}{2}$ and Mr. McElwyn 1:59 $\frac{1}{4}$.

The Trotting Supplement presents the following reference to Tackey: "Tackey, gray mare. Trotted to harness at St. Louis, 1866, in 2:28 $\frac{1}{2}$, 2:28, 2:29 $\frac{1}{2}$." This was the race in which she defeated Pilot Temple, John A. Logan and Nabocklish.

The following year Tackey made her record of 2:26 over the same course, when she won from Silas

Rich, Molly and her sister Dixie. Later on she was registered as a gray mare foaled 1858 by Pilot Jr., dam Jenny Lind by Bellfounder. She was bred by C. G. McHatton of St. Louis.

Tackey was sold by her Missouri owner and shipped to Pennsylvania where she was raced as Polly in 1873. Later on she was retired to the breeding ranks where she produced Naiad Queen 2:20 $\frac{1}{4}$, Pilot Boy 2:20 and Class Leader 2:22 $\frac{1}{2}$. In 1878 she was mated with Happy Medium and the following spring dropped a gray colt. He was named Pilot Medium. Walter Clark took him to Battle Creek, Mich., where in 1894 he got Peter the Great, the most remarkable sire of racing speed. In him the blood of the Charles Kent Mare, Princess and Tackey are blended with Lady Patriot and Shadow.

Many interesting facts, the most of which are either unknown or forgotten, appear in the Trotting Supplement. The following is the reference to Peerless: "Gray mare, foaled 1853 by American Star, dam a mare full of Messenger blood. Hiram Woodruff said she was the fastest animal he or anybody else ever drove to a wagon and that he drove her a quarter in thirty seconds and a mile in 2:23 $\frac{1}{2}$. Owned by Robert Bonner." One of that kind would now be considered first class.

The following is also interesting: "Boston Blue, gray gelding. In 1818 this horse was matched to trot a mile in three minutes and won. This was the first public trotting race in the country. He was taken to England where he won several matches."

The trip against time was made over the road at Jamaica, Long Island. William Jones made the match.

While this may have been the first match trotted in America it was not the first time that a horse beat three minutes, as in September, 1810, a Philadelphia correspondent of an English publication made the following report: "On Saturday, August 25, a chestnut horse from Boston trotted in a sulky one mile in 2:48½ for \$600. This horse is fourteen years old and barely fifteen hands high."

SLEIGH BELLS

The mantle of snow which during the winter covers the north country from the Atlantic to the Rocky Mountains, recalls the days when in every city or town the trotters were out for a brush to sleighs. It was continued until the congestion caused by autos and other wheeled vehicles relegated them to the speedways and race tracks.

The seventies, eighties and nineties of the last century were the gala days of racing on the snow. In New York City, Seventh Avenue would be thronged with vehicles every pleasant afternoon from Central Park to the Harlem River, while those who stood on the curb had the pleasure of seeing all kinds of racing as the horses ranged from Maud S., the reigning queen of the turf, to a peg legged pony from the shafts of a butcher's cart. The thousands of single hitches mingled with scores of splendid pairs, a few

tandems and an occasional four-in-hand, all of them wearing bells and many colored plumes, while the style of vehicles ran from the spider web racing cutter to a Canadian pung.

Nearly every afternoon up to the year he died, William H. Vanderbilt would flash by with Maud S. and Aldine or one of his other celebrated pairs of trotters. John D. Rockefeller would be out with Midnight and Kate McCall, his brother William with Independence and Cleora, Frank Work with the champions Edward and Dick Swiveller, Shepard F. Knapp with Charley Hogan and Sam Hill, W. M. Humphreys with the fast Electioneer geldings that Senator Stanford sent him as a present, Major Dickerson with Aubine and Lady Wellington or Roseleaf and Zembia, and Russell Sage behind an unmarked pair of fast trotters, his only luxury.

On the speeding ground the public never failed to recognize the jolly rotund figure of Gabe Case behind Great Western with John Murphy tucked in a corner of the sleigh to make ballast. For years Gabe offered a magnum of wine to the driver of the first sleigh that stopped at his road house on Jerome Avenue, and continued it when he removed to the McGowan Pass Tavern. John Quinn, the tall son of Harlem, won the most of them and saved the empty bottles with gay ribbons attached to adorn his stable in One Hundred and Twenty-Fifth Street, and also added many more after he removed to larger quarters in One Hundred and Twenty-Fourth Street near Seventh Avenue.

In Chicago, James Murphy made all move over a trifle as he flashed down the side drive behind his triple hitch with Tom in the center. Charles Swartz, John W. Conley, Frank Waters and many others who have long since passed away, watched him rush by while on their way at top speed to Ed Smith's road house for one of his famous meat pies, which were served with something on the side on sleighing days only.

Cleveland also enjoyed winter racing on Euclid Avenue, Myrtle R., the dam of Bronson, being the queen of the street the winter W. F. Putnam owned her. Harry Devereux always had a mount behind a member of his stable, a few from Colonel Edwards' barn or one from Miller & Sibley's farm at Franklin, Pa. C. F. Emery was prominent with the products of the Forest City Farm where the North Randall race track is now located, one of his best being the little Brown Wilkes gelding East End, while old man Brace never failed to put in an appearance with Harry Sparkle, a horse that he kept solely for racing on the snow, and let run to pasture for the balance of the year.

Buffalo always had a splendid road brigade with the Hamlins, Dunbar, Perrin, Oliver Cabana, later a heavyweight in the Holstein cattle world; Perry Taylor and George Lattimer to clear the way while Belle Hamlin, Johnston, Mascot, Promise and The Monk led many a brush through Delaware Avenue. George Archer was the mainstay in Rochester for years and many a horse was purchased by James

Whitney, Fred Cook, W. Bowman, James Hotchkiss and others to trim Snooks, but all of them failed to catch him.

In Philadelphia Frank Bowers and his companions made Broad Street merry with the jingling bells and their swift double and single hitches, while John Sheppard was either in front or tapping at the door on the Mill Dam and the many other famous drives in Boston behind Mill Boy and Blondine, Reina, Arab and Senator L. In Waterville, Maine, Nelson and Aubine first made their prowess as trotters felt on Silver Street, while Crescius led in many a brush in Toledo with George Ketcham behind him.

From the earliest days Hartford was famous for races on the snow. As a colt in the sixties Thomas Jefferson won a race for hard money on Albany Avenue, but the recognized speeding ground for years was from the South Green to Needham's Corner, and on to the Tunnel if the finish was close and the drivers were not satisfied with the result when they reached Sentinel Hill. When the traffic became congested on the upper end of the thoroughfare the city fathers passed an ordinance which placed a fine of five dollars on any obstreperous reinsmen that raced by the State House.

That winter and for several preceding ones Frank Cummings owned a mare called Canada Girl. She was the queen of the snow path, but one pleasant afternoon a young man who was working in a bank appeared on the street with a big black mare and trimmed her. A few days later David Bonner, who

was in the habit of coming each winter from New York to his old home for a few days' sleighing, appeared on the scene and Frank Cummings told him of Canada Girl's defeat. David did not approve of it, and made arrangements to drive her that afternoon. Before long the black mare and her youthful driver joined the horses, and in the first brush Canada Girl won. As they jogged back he asked Mr. Bonner for another trial and he consented.

Turning at the South Green the pair came away at three-quarter speed down the slight grade to the stone bridge near Arch Street. Both of them were flying when they passed the First Church where the founders of Connecticut are buried, and Canada Girl's head showed in front at the State House in which the Blue Light Convention was held in 1812. Neither of the drivers thought of stopping, but raced on around Needham's Corner to the Tunnel where Canada Girl was a scant length to the good. Frank Cummings was delighted and paid the fine, but when the officers of the bank heard of the race they gave the young man the option of selling the black mare or filling another position, so he passed her along to another owner.

Over thirty years elapsed before these two men exchanged words again. At that time the young man who drove the black mare appeared in the Hartford directory as President of the Charter Oak Bank, while David Bonner was then at eighty years of age a living example of the vigor and health which is the heritage of those who spend a few hours each day

behind a good horse on the road.

When the horse cars appeared on the streets in Hartford, the road drivers moved over to Washington Street where they reigned supreme each winter day until the traffic drove them to the speedway in Riverside Park. A few trials in the loose footing put a quietus on winter racing in Hartford, although a little is still done in other cities when there is sufficient snow and the footing can be made safe for fast work.

On the mantel over the fireplace in my home there is a handsome silver cup which was awarded Senator L. when he won the championship to sleigh over the New York speedway in 1907, while that gallant trotter sleeps in the equine cemetery on Cedar Mountain. The mound that marks his resting place is beside the one that covers the Kentucky Prince gelding Guy, 2:09 $\frac{1}{4}$, who was also at one time a member of my stable of road horses. The latter was at times a peculiar tempered chap and at times a bad actor, but he had the flying foot of a trotter and was the only one I ever saw pull a high wheel sulky a quarter in thirty seconds.

CENTURY OF PROGRESS

The trotting horse is an American product. England developed the thoroughbred, France the Percheron, and Russia the Orloff, all of which are typical of the nations in which they originated, but none of them can compare with the American trotter in the

matter of utility, from the battle front to the plough or from the race track to a heavy vehicle. At the beginning of the second century of light harness racing, it is well to stop and take a glance backward over the field that has been traversed by those who laid the foundation of the breed in a new country and assisted in reducing the record from the three minutes made by Boston Blue under the saddle on the Jamaica turnpike on Long Island in 1818, to Peter Manning 1:56 $\frac{3}{4}$ to harness at Lexington, Ky., in 1922.

The trotter as a breed traces to the English race horse Messenger. He landed at Philadelphia in 1788 and died at Long Island in 1808, after making twenty stud seasons in Pennsylvania, New York and New Jersey. He was during that period mated with a few thoroughbred mares, but the majority of those bred to him were descended from the Dutch horses which were brought from Holland by the founders of New Amsterdam, and which in the century that elapsed prior to his arrival spread over the states where he was located, as well as New England. Justin Morgan, the founder of the family which bears his name, no doubt traces to the same source. This was the strain that put the trotting gait in the American horse just as a Dutch mare when mated with Polkan produced Barss, the progenitor of the Orloff in Russia.

It would be absurd to admit that Messenger, a running horse, controlled the gait of the American trotter, but the stamina which he and his descend-

ants possessed gave their progeny the nerve force to carry the new gait over a distance of ground when they showed a disposition to use it instead of the gallop. It is admitted that the thoroughbred horse can trot; in fact any animal can, but the pointed, dwelling stride of the running horse is a thing apart from the smooth, round stroke which distinguished all of the early trotters and which many of them could carry for two, three or even four mile heats under the saddle or to harness.

Boston Blue, the first horse to win a trotting match, was shipped to Boston from Maine where he was at one time used towing boats on the Kennebec River between Augusta and Waterville. He also trotted a mile in 2:57 over the Lynn turnpike before Major Jones made his match of \$1,000 with Colonel Bone of Maryland that he could produce a horse that could trot a mile in three minutes. His success prompted others to race at the trotting gait and also encouraged matches as in 1823 Topgallant defeated Betsy Baker at three miles in 8:42, a rate of 2:54 for the mile. He was raced for many years and is credited with the first mile below 2:40.

The New York Trotting Club was organized in 1825. It built a track on Long Island. In 1828 Hunting Park was built near Philadelphia and in a brief period courses were established at Baltimore, Trenton, Jersey City and Mobile, while such old-timers as Screwdriver, Sally Miller, Topgallant, Rattler, Dutchman, Trouble, Awful and Lady Suffolk were busy racing over them, reducing their records

each season until in 1845 Lady Suffolk started the 2:30 list by winning a heat in 2:29½ to harness. In the interval Rattler had in 1830 trotted in 2:32 to saddle, while in 1834 Edwin Forest won in 2:31½. Also when the trotters began to appear in harness Dutchman made a record of 2:32 in 1839. Ripton reduced it to 2:31½ in 1843. It was the limit until Lady Suffolk beat 2:30. She was raced from 1838 to 1852. Leonard Lawrence of Smithtown, N. Y., bred her. He sold her as a two year old for \$32.50 to Charles Little. William Blydenburg was her next owner. She cost him \$62.50. He in turn sold her for \$112.50 to David Bryant, who developed and raced her.

The next change was made in 1852 when Tacony trotted in 2:28 and the following year Flora Temple reduced it to 2:27. She ultimately left the mark at 2:19¾ in 1859. From that date to the present the world's record was held by Dexter, Goldsmith Maid, Occident, Rarus, St. Julien, Jay Eye See, Maud S., Nancy Hanks, Alix, The Abbott, Cresceus, Lou Dillon, Uhlan and Peter Manning.

While the world's record was being reduced a new breed of race horses was established. The average rate of racing speed also trailed along behind the champions as all of them after Flora Temple made their records against time. Racing champions also soon became prominent performers. In 1876 Smugler placed the stallion record at 2:15¼ in a race at Hartford, while in 1884 Phallas reduced it to 2:13¾ in a fourth heat at Chicago. Maud S. made a race

record of 2:13 $\frac{1}{4}$ in her four year old form, while Nancy Hanks won in 2:12 as a five year old. None won below that point until the bike sulky appeared in 1892. After that date the race records dropped below 2:10. In 1927 the average rate of extreme racing speed hovered between 2:04 and 2:05.

From the earliest days the blood lines of the trotters attracted attention. In the forties both Herbert and Porter were familiar with the fact that almost all of the early performers were either Morgans, descendants of Andrew Jackson, or sons of Messenger, while the horsemen of that period also considered Abdallah the greatest sire of trotters in his day.

Prior to the sixties all of the old timers were dead and the struggle for supremacy began between Hambletonian, Mambrino Chief, Blue Bull, and the representatives of the Clay and Morgan families. In the number of performers Blue Bull led, but when the reproduction test came in subsequent generations all of them faded in the male line except Hambletonian.

In the early days foreign blood was constantly introduced through the mating of thoroughbred or half-bred mares as well as mares of unknown breeding, many of the latter in time becoming the tap roots of successful families. A list of the latter presents the names of Katy Darling, dam of Alexander's Abdallah; Dolly Spanker, dam of George Wilkes; Shanghai Mary, grandam of Electioneer, and Daisy, third dam of Axworthy. This is also one of the

most remarkable features connected with the history of the trotting horse as no one has been able to account for the success of stallions with what might be termed badly balanced pedigrees or in other words pedigrees in which the bulk, if not all, of the trotting inheritance came to them from the sire. This applies to race horses as well as stock horses. On looking over the list of champion trotters it will be found that the breeding of the dams of all of them with the exception of Nancy Hanks, Alix, The Abbott and Peter Manning have very little to recommend them so far as trotting inheritance is concerned. Also by referring to the list of champion stallions it will be found that the breeding of the dams of all of them from Ethan Allen to Lee Axworthy, with the exception of Kremlin, The Harvester and Lee Axworthy, have not over two crosses of recognized trotting blood, while all failed in the stud.

FIRST COLT STAKES

The first colt stakes for trotters were given by the Spirit of the Times and the Turf, Field and Farm. These races were open to the world. They were also stakes in every sense of the word, all of the money paid in and in one instance the gate money going to the winners.

In 1866 Wilkes' Spirit of the Times offered what was known as the Spirit of the Times Stake for foals of 1865 to be trotted in 1868. Twenty-one subscriptions at \$500 each half forfeit or only \$100 if de-

clared out before January 1, 1868, were received. When the list of nominations was published George Wilkes received so many requests for a similar event to be raced the next year that he sent out blanks for another stake open to colts and fillies of 1864 to be trotted in 1867 on the same plan as the original race. It was called the Long Island Stake. Sixteen subscriptions were received. The list included Young Bruno, Peacemaker, afterwards the sire of Midnight, Cavalier, the first foal of Widow Machree by Hambletonian and that died of glanders in his four year old form; Kearsarge, half brother of Dexter and Dictator, and whose sister Hyacinthe appears in the pedigree of The Harvester, as well as the two Hartford youngsters Granite State by Duke of Wellington and Naubuc, the brother of Thomas Jefferson that after being taken to California sired the dam of Directly.

The race was trotted over the Fashion Course, October 10, 1867. It was won by Young Bruno; Cavalier, who was very lame, finished second, and Granite State third. Ristori by Volunteer and the two Hambletonian colts Peacemaker and Puritan were distanced. The winner was owned by Charles Kerner of New York. He was broken by John Mingo, a Shinnecock Indian that lived at Flushing, Long Island, prepared for the race by Carl Burr and driven by Budd Doble. Hiram Howe had the mount behind Cavalier and George Carpenter drove Granite State. The stake was worth \$5,150, of which \$500 went to Cavalier.

When the bell tapped for the first Spirit of the Times Stake at Fashion Course, October 7, 1868, it was found that of the original twenty-one subscribers all but five had fallen by the wayside. One of the missing was the Kentucky colt Eden Golddust, bred by L. L. Dorsey of Louisville, and that subsequently was taken to Ontario, Canada, where he sired the trotter Gold Ring. Of the five that remained eligible, the owners of the two Hambletonian colts decided to keep them in the barn. One of this pair appears in the stud book as Virgo Hambletonian, the sire of Charley Hogan. The other was the second son of Widow Machree by Hambletonian, that afterwards fell through a bridge over the Hackensack River and was drowned before his breeder, Captain Rynders, considered him worthy of a name. As for the race it was over in one heat. George Hitchcock won it with Highland Ash in 2:48, R. Fletcher's filly by W. H. Denton and Xantheo by Volunteer being distanced. He received the entire stake, \$4,050, as well as the gate money.

The second renewal of the Spirit of the Times Stake was trotted over the Fashion Course, October 12, 1869. On that day the turbulent Captain Isaiah Rynders led back the winner, it being Widow Machree's third colt by Hambletonian. Hiram Howe had the mount behind him and after he had distanced the field the captain named the colt Aberdeen. The time was 2:46, the other starters being the filly Ida Schepper, driven by Dan Mace, and the favorite, Dexter Bradford, a colt that was not foaled until Au-

gust 4, 1866, and is now referred to as the sire of Amelia C. After the race the captain was given the entire stake, amounting to \$2,250, the subscriptions for the event having been reduced from \$500 to \$250.

These events are not by any means the first races in which colts participated as in 1852 Ethan Allen as a three year old trotted in 3:20 at the Clinton County Fair, Plattsburgh, N. Y., while Rose of Washington, who was also foaled in 1849, won a race over Union Course in 2:54, April 27, 1852. Also as four year olds Ethan Allen defeated Rose of Washington over the Union Course, May 10, 1853, in 2:36, establishing a world's record for four year olds as well as a stallion record which he subsequently reduced to 2:26 $\frac{1}{4}$ in 1859, and which stood as the best on record until George M. Patchen trotted in 2:25 the following year. The three year old events referred to above, however, are the first that were open to the world and in which the best colt and filly of their respective years were given an opportunity to race.

PETER THE GREAT

A mistake made by a slave on the plantation of General T. J. Wells in Rapides Parish, Louisiana in the spring of 1861 started a chain of events which resulted in the production of Peter the Great. As he was the wonder sire of the century, anything in relation to him that is authentic is of interest.

For years it was known that there was a doubt in

regard to the breeding of Peter the Great's dam. This grew into a well defined rumor when he was sold for \$50,000.

The following appears in the American Trotting Register: Peter the Great, b h, foaled 1895 by Pilot Medium, dam Santos by Grand Sentinel; second dam Shadow by Octoroon (Saddlerville); third dam by Joe Hooker; fourth dam by Sam Johnson.

D. D. Streeter of Kalamazoo, Mich., bred Peter the Great. S. A. Browne & Co. of Kalamazoo, Mich., bred Santos, his dam. Jonathan Hardin, Nashville, Tenn., a man who has never been located, is recorded as the breeder of Shadow.

The trail of Peter the Great's pedigree runs from Alexandria, La., to Clarksville, Tenn., Trenton, Ky., Nashville, Tenn. and Kalamazoo, Mich. A gray mare named Bettie Wilson, said to be by Cumberland, a son of imported Ambassador, is the tap root of the family. She was bred by Thomas Wilson of Clarksville, Tenn., and was sold by his widow to Nicholas Barker. The latter lived on the Russellville Pike, two and one-half miles from the city on the Cumberland River. Cumberland was a gray horse. He was a good race horse and made several seasons near Clarksville from 1857 to 1860. Charles N. Merriweather, his owner, gave Cumberland to General Albert Sidney Johnson in 1861. He and the General were both killed in the battle of Shiloh.

The next in line in the pedigree of Peter the Great was started at the Metairie race track, New Orleans, in April, 1854. That was the month and year in

which Lecomte defeated Lexington at four mile heats. General Wells owned Lecomte. He also started Edith at that meeting. She was by imported Sovereign out of the Glencoe mare Judith, whose dam Fandango was a half sister to Reel, the dam of Lecomte.

After Edith was defeated in two races, General Wells bred her to Lexington. She was then shipped to Midway, Kentucky, where the Wellswood brood mares were kept. The following spring, Edith foaled a bay filly. She was then mated with Cracker, a son of Boston, and in 1856 dropped a colt.

Both of these foals, after being weaned, were returned to the Wellswood Plantation in Louisiana. As a three year old the filly was trained until an attack of distemper thickened her wind and made her unfit for racing. From that date until the war between the states cast a cloud over the south, this mare was used as a run about horse on the plantation. In the interval her half brother by Cracker matured. He was named Milton Relf.

In 1861 when the Confederate government called for troops, Scott's Louisiana Cavalry was organized at Alexandria. Thomas Montfort Wells, a nephew of General Wells, enlisted in Company D, of which John R. Williams was Captain. For mounts General Wells gave Captain Williams the horse Milton Relf, and Montfort Wells his six year old half sister by Lexington. The latter was bred that spring to a pacing horse named Aikenhead through a mistake made by the slave Ike Dixon who had charge of him.

PETER THE GREAT

She was in foal when the troops departed for the north, although neither General Wells or her rider were aware of it.

Aikenhead was a black horse which James Aikenhead brought from Lyons, N. Y., to Louisiana. He could not trot or run, but paced, and showed a mile in 2:29 at that gait over the track at New Orleans, hitched to a wagon. Colonel Wells purchased Aikenhead to produce combination horse from turned out race mares. He thought he would get good saddle horses and drivers, which he did.

Montfort Wells named this mare Lady Bess. When she became heavy with foal, the members of the company asked him to trade her off. He refused to do so, until after the fall of Fort Donalson. It was in February and the snow was deep.

While retreating Company D passed through Clarksville and over the Russellville Pike. When it arrived at Joe Thomas' blacksmith shop, which was located almost opposite the house of Nicholas Barker, Wells with others stopped to have their horses shod. Lady Bess was then too heavy with foal to carry a soldier. Wells traded her to Joe Thomas for a gelding which was running in a lot near the blacksmith shop.

A few weeks later Lady Bess foaled a black colt. For the next year the pair lived on the blue grass in the fence corners along the pike. Thomas kept the mare to ride under the saddle and finally gave her to his son, F. A. Thomas, a resident of Clarksville. The colt was purchased by Samuel Johnson, a relative by

marriage of Nicholas Barker. He was named Creole. His owner used him under the saddle.

In the spring of 1866 when Creole was a four year old, Samuel Johnson bred him to the gray mare Bettie Wilson. She produced a black filly that was named Dixie. Her sire was destroyed by fire that fall. She was destined to become the third dam of Peter the Great.

Nicholas Barker had a daughter. She was the wife of Dr. Greenfield. He made her a present of Dixie. In 1869 as a two year old this filly was bred to Octoroon Jr. In 1870 she produced another black filly, that in time became the grandam of Peter the Great.

Octoroon Jr. was owned by James Madison. He was a neighbor of Barker and Thomas and made a business of gambling and racing horses.

While on a trip to Louisville, Ky., Madison sat in a poker game with a man from Lexington, Ky., and a few others. Fortune failed to smile on the Lexington visitor. He lost his bank roll. When it was gone he put up a horse named Octoroon. B. F. Gill, who was in the room, heard him say that he was a champion saddle horse and a clever trotter. Madison won him.

The following morning Madison and Gill shipped Octoroon to Clarksville. The horse remained in that vicinity for a number of years. His career terminated when he was accidentally shot while running out on the farm of Miles Boone.

Madison used Octoroon as a stock horse and raced

him at every opportunity. In 1862 or 1863 while at Trenton, Ky., he bred him to a brown mare owned by Dr. Runyon. She was by Buck Dickerson's pacing saddle stallion Joe Brown, a son of Davy Crockett, and out of a saddle and running mare named Kate which John Lipscomb purchased in Lexington, Ky.

The Dr. Runyon mare produced a dark chestnut colt. Madison purchased him when he was a two year old. He named him Octoroon Jr. and raced him under the saddle in events for pacers, rackers, trotters or runners. He was a very fast racker and always went at that gait except when running.

Octoroon Jr. is the horse which Ed Geers saw win three races in one day at Nashville. One of them was for pacers, one for trotters, and one over the hurdles. B. F. Gill also saw him do the same thing at Franklin. This horse got Lady Duncan, the grandam of Peter the Great.

B. F. Gill purchased Dixie in the fall of 1870 for \$200. He was offered her Octoroon Jr. filly for \$25 but did not take it. Dr. Greenfield sold her to a man named Quarles. He lived in Robertson County. Quarles trained her as a two and three year old. When she began to show speed as a trotter he and Dick Madison took Dixie's filly to Nashville. They sold her to William Duncan. He named her Lady Duncan.

In 1874 Lady Duncan was trained at Nashville. Her speed soon gave her a local reputation. This was increased when B. F. Gill arrived with her dam Dixie. He bred her to Enfield. When urged to

show her speed on a trot, Gill drove Dixie a mile in three minutes without any preparation other than road work.

William Duncan sold Lady Duncan to S. A. Browne. He took her to Michigan and started her in a few races in 1875. She proved too high keyed in company. Browne bred her to Grand Sentinel and got Santos, the dam of Peter the Great. He also changed the name of Lady Duncan to Shadow and had her registered as being by Octoroon, dam Swallow by Joe Hooker, second dam by Sam Johnson, and stated that she was bred by Jonathan Hardin, Nashville, Tenn.

No one has ever been able to locate this gentleman or any one who ever knew him. The facts set forth in this article changed the pedigree of Peter the Great to read as follows:

Peter the Great, b h, foaled 1895 by Pilot Medium, dam Santos by Grand Sentinel; second dam Shadow (Lady Duncan) by Octoroon Jr.; third dam Dixie by Creole; fourth dam Bettie Wilson, said to be by Cumberland, son of imported Ambassador. Lady Duncan, the grandam of Peter the Great, was bred by the wife of Dr. Greenfield of Clarksville, Tenn., and Dixie, the next dam, was bred by her father, Nicholas Barker.

The blood lines of this remarkable horse presents a blending of trotting, pacing, saddle and thoroughbred strains. The trotting lines run through Pilot Medium and Grand Sentinel. The pacing and saddle strains runs through Octoroon Jr. to Octoroon, and

through Joe Brown to Davy Crockett. The thoroughbred and pacing blood is blended in Creole. Aikenhead, his sire, was a natural pacer and raced at no other gait, while his dam was the thoroughbred mare Lady Bess by Lexington out of Edith by imported Sovereign. This combination produced Peter the Great.

GRAND CIRCUIT

The first Grand Circuit meeting was held at Cleveland in 1873. The idea of a mile track circuit was first discussed in 1871 during the inaugural meeting of the Cleveland Club. William Edwards, Lewis J. Powers and E. A. Buck were the leaders. In this group Colonel Edwards represented Cleveland, L. J. Powers, Hampden Park at Springfield, Mass., and E. A. Buck, the driving club at Buffalo.

As three tracks were not enough to go on with, the circuit idea was laid over until the following year, when the trio met again at Buffalo. On one of the days of the meeting in that city C. W. Hutchinson joined them. He was the President of an association which had built a mile track at Utica. Before they parted plans were made for the formation of the Quadrilateral Trotting Combination.

The first meetings of the organization were held at Cleveland, Buffalo, Utica and Springfield in 1873. The premiums for the four amounted to \$169,300. At that time Goldsmith Maid held the trotting record. It was 2:16 $\frac{3}{4}$. The stallion record for trot-

ters was 2:21½. It was held by Jay Gould. Pacers were not very numerous at that date, the record for his gait being 2:16½, by Yankee Sam. In 1928 these records read as follows: Trotting record, Peter Manning, 1:56¾; stallion record, trotting, Lee Axworthy, 1:58¼; pacing behind a pace maker, Dan Patch, 1:55¼, and in the open, Directum I, 1:56¾. All of them were made over Grand Circuit tracks.

The stewards of the Quadrilateral Trotting Combination held their first meeting at Utica in 1874. The dates and programmes for the year were announced. Before the racing season opened a mile track was completed at Rochester. It selected the week assigned Utica. Both were injured.

In 1875 Rochester and Poughkeepsie, where a mile track was built in 1874, joined the circuit. Its name was changed to the Central Trotting Circuit. There was another clash that year. Poughkeepsie took the Buffalo dates.

Hartford was the next recruit. Charter Oak Park was opened in 1874. After racing independent for two years the Connecticut course became a member in 1876.

In the years which elapsed since the Quadrilateral Trotting Combination was organized thirty-seven cities have at different times held membership.

None of the members of the Grand Circuit have a perfect score. Cleveland is the nearest. Since 1873 it has raced over two tracks and skipped one year. The blank was scored in 1908, when the

meeting was declared off. In 1909 a transfer was made from Glenville, where Maud S. made her record of 2:08 $\frac{3}{4}$ to high wheel sulky in 1885, to North Randall.

With the exception of 1879 Buffalo raced every year from 1873 to 1894. After a skip of three years racing was resumed at the Buffalo Driving Park. Later it was transferred to Kenilworth Park. This change marked the passing of C. J. Hamlin. Later on, when the New York betting laws were repealed, meetings were held at Fort Erie until 1914.

Utica failed to give meetings in 1880 and 1885. It dropped out of the circuit in 1888 after a clash with Poughkeepsie. Springfield did not ask for dates in 1878, 1879 and finally withdrew in 1893.

Rochester raced regularly from 1875 to 1896. Its most memorable events aside from the record duel between Maud S. and St. Julien, were the \$10,000 Flower City Purses, which were won by Jack and Star Lilly. The track at Poughkeepsie had a checkered career so far as race meetings were concerned. It gave seven between 1875 and 1894. The Hudson River Driving Park appeared again in 1905 and remained in with a few exceptions until the close of 1922. During that time Jacob Ruppert and Horatio N. Bain were the leaders. After their deaths the meetings were financed by outside parties, the use of the grounds being donated by the Ruppert estate until 1922, when the track was closed.

Meetings were held at Hartford each year from 1876 to 1925 except in 1893, when its stake events

were trotted at Fleetwood Park, New York, and in 1895 and 1896, when the gates were closed. In 1883 Hartford established the \$10,000 Charter Oak Purse. Later on T. O. King developed the futurity feature for colt racing, which proved very successful at other points.

Pittsburgh joined the Grand Circuit in 1881. Homewood Park was opened that year. The inaugural meeting was made memorable by Maud S. trotting in 2:10½ and Bonesetter dropping dead in one of the races. After a run of four years the big line stables passed Pittsburgh until 1890. Another break followed in 1893, after which Homewood Park was closed. From that date there was no more Grand Circuit racing at Pittsburgh until 1912, when a meeting was given over the Brunot Island track. Two others followed, while in 1916 the Grand Rapids meeting was transferred to that course.

Narragansett Park did not join the Quadrilateral in 1873 on account of the business reverses which overtook Amasa Sprague. Providence did not ask for dates until 1883. A meeting was given that year as well as in 1884 and 1885. The Rhode Island city then dropped out until 1899. From that year until 1906 F. E. Perkins made the "Raging Grand" a feature in Providence.

Island Park at Albany was in membership from 1884 to 1889. Detroit joined in 1886. It withdrew the following year, but annually gave an independent meeting prior to Cleveland until 1893. In that year Hamtramck Park was again added to the list. In

time it was followed by the Grosse Point course and the track on the grounds of the Michigan State Fair. This was continued until 1917. There was then a skip to 1927.

New York held its first Grand Circuit meeting at Fleetwood Park in 1888. It then dropped out until 1893. Another blank was scored in 1898 when Fleetwood was dismantled. The Empire City Park was opened in 1899. Nine Grand Circuit meetings were held over it between that date and 1916, when it went over to the gallopers.

Point Breeze at Philadelphia was a member of the circuit from 1890 to 1894. In 1917 Belmont Park came in and continued until 1922. Saginaw was a member from 1894 to 1896.

What was known as the "New Grand Circuit" was organized in 1896. Fort Wayne, Columbus and Indianapolis were admitted that year. Columbus remained until 1925. Fort Wayne was in for three years. Indianapolis dropped out. It came back again in 1911 and in 1926.

Glens Falls and Readville were recruited in 1897 and Portland was given a date for Rigby Park the following year. Glens Falls raced three years. It sold its dates to Brooklyn, where meetings were held over the Brighton Beach track from 1901 to 1904. The most conspicuous event decided there was the \$12,000 special between Cresceus and The Abbott in 1901. Cresceus won the first heat in 2:03 $\frac{1}{4}$, the world's race record up to that date. The Abbott was distanced in the second in 2:06 $\frac{1}{4}$, after which

Cresceus trotted a third heat alone in 2:05.

Races were held each year at Readville from 1897 to 1912. This series was followed in 1918 by the Boston Fair, which closed in 1925. The four-cornered track at Terre Haute, over which Nancy Hanks trotted in 2:04 and Mascot paced in the same notch, was a member of the circuit for three years from 1900. Syracuse joined in 1901. It was the first fair admitted to membership. Except from 1902 to 1905, when its dates clashed with Hartford, Grand Circuit meetings have been held annually at the New York State Fair. The \$10,000 Empire State Purse is the feature event. Oakley Park at Cincinnati was also a new member in 1901. It was closed in 1906.

The Grand Circuit horses made their first visit to the southland in 1904, when Billings Park was opened at Memphis. After the second trip in 1905 the crusade against speculation changed that point to a winter training camp.

There was a scramble for members in 1908. Kalamazoo and Long Branch, N. J., were admitted. The latter fell by the wayside while the Michigan city is still in line.

In 1911, Grand Rapids, the Michigan State Fair at Detroit and the "historic track" at Goshen were admitted. Columbus withdrew on account of the new Detroit member being given one of its September weeks. This difference was adjusted in 1912 when the circuit opened at Grand Rapids and closed at Columbus, the other points being Kalamazoo, De-

troit, Cleveland, Fort Erie, Pittsburgh, New York, Readville, Hartford, and Syracuse.

The following year the stewards met at Pittsburgh. Windsor was given a date but did not race. This made Cleveland the starting point. Salem, N. H., and Lexington, Ky., were added to the list of members. The latter had been holding meetings annually from 1873, when the Kentucky Trotting Horse Breeders' Association was organized. At first it raced over the running track but in time acquired grounds of its own.

In 1915, when Fort Erie dropped out, a two-week meeting was put on at Montreal. The ship to that point was made from Grand Rapids. Atlanta joined in 1916 and remained in six years. Toledo made its debut in 1918 with a free-for-all pace in which all of the heats were below two minutes.

No change was made in the circuit membership from 1918 until 1922, when Dade Park was given the Atlanta dates. In 1926, when Hartford and Readville dropped out, the Grand Circuit had several open weeks. The same state of affairs followed in 1927 and 1928.

DRIVERS

Light harness racing brought a new figure on the turf. The jockey in top boots found a rival in the man with the whip. Weight does not bother the latter. He spins along on the light vehicles until old age calls a halt.

Budd Doble, who marked the champions Dexter, Goldsmith Maid and Nancy Hanks, was in the sulky for sixty years. Geers raced over fifty. As a portion of their active careers lapped, the two of them covered the years which elapsed between the advent of the first 2:20 trotter and the two-minute performer.

Doble began racing as a boy. Starting as an exercise lad for his father, he had his first mounts in saddle races. The next step was to the sulky. He died in California.

Geers was a Tennessee product. As a boy, he developed a desire to drive. Starting with a pair of calves, he found an opportunity to make a trade for a horse. The latter improved under his care. It found a buyer at a profit. Thomas W. Murphy was a farm boy. In fact, there is no medium which has brought out so many boys from the farm as the light harness horse. The list includes the Goldsmith brothers, James and John; Harvey Ernest, Orrin Hickok, and scores of others.

Murphy's first mount was behind a goat. It was followed by a milk wagon horse of doubtful soundness. His next selection was a mare named Blue

Bird. When she was sold, he purchased the cross-firing pacer, Dr. Dewey, which his owner considered worthless. He cost \$225. In a crude way, Murphy made a set of shoes with which this horse went clear. This was followed by a sale for \$2,500.

The half-mile track trotter, Nelly Gay, was his next selection. She was followed by Hetty G., Susie N., Rudy Kipp, R. T. C., Frank Bogash, Jr., Peter Volo, Peter Scott, Peter Manning, and scores of others.

These horses took Murphy to the mile tracks early in life. His reputation was established before Walter R. Cox appeared on the larger ovals in 1903 to drive at a New York meeting for James Y. Gatcomb. Prior to that date, Cox was in the butcher business with his father at Manchester, N. H. Racing was taken up as a side line. After a few years, he devoted all of his time to it.

The lure of the half-mile tracks held Cox until he joined Gatcomb. He remained. His skill as a reinsman and manager secured a list of patrons which increased as the years rolled by. For them he raced such horses as Margaret Druien, Lady Wanetka, Mary Putney, Earl Jr., Frank Dewey, Mabel Trask, Lu Princeton, Busy's Lassie, McGregor the Great, Mignola, Ethelinda, Grayworthy, Sam Williams, Hazelton and Fireglow. As a salesman he also moved up among the leaders when he disposed of Peter Scott for \$30,000 and secured large amounts for George Gano, Belvasia, Lady Wanetka, and Adam.

Cox, like George Fuller, trains close to nature. All of the horses in his stable race with low heads and short toes. The manufacturers of complicated contrivances to control horses cannot get any orders from him. His remedy is to sell the horse.

Geers, on the other hand, would try anything. In 1892, when the bike sulky appeared, Budd Doble was shipped the first one set up. He was requested to drive Nancy Hanks to it. When he hesitated, Geers borrowed the bike and won. A few trainers smiled at the crude looking vehicle. When Geers won again with an outclassed horse, they woke up. In a week, the high wheel sulky disappeared.

With each decade light harness racing presents the names of new groups of drivers. In the early days, the admirers of the trotters talked of Hiram Woodruff, Dan Pfifer, Whelan, who took Rattler to England, and Hoagland. They were followed by James Eoff, Budd Doble, Dan Mace, William Trimble and D. Tallman. As these men were not so powerful physically as those who preceded them, they were compelled to drive with a light hand and assist nature in balancing a horse, instead of keeping them on their gait by taking hold of them when at speed.

Mace was the pioneer in devising modern appliances. He made boots, bits and shoes of different weights and shapes. The first overdraw check was made by Hiram Woodruff. It was used on Stonewall Jackson.

Up to the seventies, trainers gave but little attention to balancing a horse with a short foot, square

or long toe. Nature was supposed to take care of that. A pound shoe was considered light. So long as a horse went clear, the trainer was satisfied.

Goldsmith Maid, during the ten years that she was raced, never wore less than a pound shoe on each foot, except when it was reduced by wear. The weight and shape of it depended largely upon the idea of the man who shod her. After Doble had driven Nancy Hanks in 2:04, he said that if he had known as much about shoeing and balancing when he had the Maid, he could have marked her in 2:10 to a high wheel sulky.

Mace made the first long heeled hind shoes for Lady Thorn. He also made the first snaffle bit and planned a number of the boots. At Buffalo in 1872 he made a record that has never been equalled. In one week he won three \$10,000 purses with Sleepy John, Kilburn Jim, and Judge Fullerton, and finished second to Lucy in a fourth with American Girl.

John Splan and W. H. McCarthy graduated from the Mace stable. The former proved one of the most brilliant reinsmen of his day. He was fortunate in getting Rarus early in life and made a world's record of 2:13 $\frac{1}{4}$ with him at Buffalo. Other successful performers followed, the best being Wedgewood, the pacer Johnston, Newcastle and Newburger.

With Splan, life was one long holiday. McCarthy was a plodder. Mace picked the latter up at Elmira, N. Y., where he saw him riding running

horses. "Knapsack," as he was called, remained with him over a dozen years. His first outside venture was with H. V. Bemis, for whom he raced Little Brown Jug, Bonesetter, the latter dropping dead with "Knap" in the sulky, and Belle F. Later on he raced Zoe B., Felix, and Geneva S., before being employed by D. D. Withers to train his gallopers. McCarthy did not find the new work congenial. When he returned to the trotters, he raced Norman B., Derby Boy, Dan Cupid, and Frank Agan. In 1917 he also prepared June Red for a trip to the races the following year. Death cancelled his plans, and Geers won with her.

In the seventies, Doble, Marvin, and Hickok were the leaders. Smuggler was Marvin's first great performer. He was a converted pacer which he developed in Kansas. Heavy shoes and patience made him a champion. Marvin's success with Smuggler led up to his life work at Palo Alto, the farm which Senator Leland Stanford established in California. At this place he developed the Electioneer trotters, which at different times held all of the world's records. The stars of the collection were Arion, who made a two-year-old record of 2:10 $\frac{3}{4}$ to a high wheel sulky; Sunol, 2:08 $\frac{1}{4}$, and Palo Alto, 2:08 $\frac{3}{4}$, to the same style of vehicle.

Marvin was the first master trainer. He substituted the brush system for repeats. His success prompted others to adopt it. Hickok, a martinet of the old school, profited by his association with him. Through it, late in life he added to the reputation

made with Lucy, St. Julien, and Santa Claus by bringing out Arab, Hulda, and Thorne.

Of the old-time drivers none had a career that could be indexed with Bob Kneeb's. He was born in England. When he landed in the United States, his name was Hill. It was changed between New York and Wisconsin, where he lived for a few years before moving to Sioux City, Iowa. At that time it was near the frontier. Might was right. The man who drew first won.

When Kneeb's stopped on the banks of the Missouri River, he was short of funds. He wanted a race horse but could not find an owner who would purchase one. At that time, there was a house boat on the river. It was used as a club by a few who wooed fortune across the green table. One morning the owner of the boat was found drowned in the river. His bank roll was missing. No one ever knew what became of it. As the dead man had no relatives, no one cared. A few weeks later Kneeb's purchased the trotter, Dakota Maid, for \$800. She started him on a stormy turf career, which ultimately landed him in a German prison for ringing Bethel on the European tracks.

John Turner paralleled the careers of Hickok and Doble. He was born in Ireland. He earned his first dollar in America taking care of horses at the Philadelphia road houses. Saving every penny, Turner soon had sufficient capital to buy the trotter, May Queen. She proved a winner and was sold for \$11,000. May Queen was followed by Hannis,

Edwin Thorne, whose series of races with Clingstone was never duplicated until St. Frisco and Mabel Trask appeared, Spofford, and Rosalind Wilkes. After spanning the seventies, Turner lapped over into the next decade, when he raced with Bair, John and James Goldsmith, Bither, Van Ness, Fuller, Davis, John Murphy, Alta McDonald, Feek, McDowell, and Andrews.

Bair made his reputation by developing Maud S., 2:08 $\frac{3}{4}$. The Goldsmith brothers started their careers with the horses bred on their father's farm near Washingtonville, N. Y. Their list of winners included Driver, Alley, Powers, Sister, Unolala, Bateman, Walnut and Domestic. When the Walnut Grove Farm horses were sold after the death of Alden Goldsmith, James became a public trainer and made good with Atlantic, Star Lilly, Gean Smith, Mambrino Maid, Simmocolon, and started Pamlico on his career before he passed into the shadow. In the interval John went to California with Monroe Salisbury, for whom he raced Director before taking up the Guy Wilkes family of trotters at San Mateo Farm.

Van Ness made his first trip in fast company with St. James. He was followed by Albemarle and Harry Wilkes, one of the best racing trotters that ever wore a shoe. Bither started the 2:10 list with Jay Eye See, and made Phallas and Kremlin champion stallions. Alta McDonald, after a busy career, found Sweet Marie and Major Delmar, when near the horizon. Feek paraded the eastern tracks with

Lysander Boy and the tall trotter, Great Eastern, before he developed Lady Whitefoot and Kitefoot.

McDowell started in life as a jockey. As his weight increased, he took up driving. Fuller was his first fast mount. His route led him to Texas. Drifting from there to California, he raced on the Pacific coast for several seasons before Marcus Daly sent him east from Montana with Prodigal and Yolo Maid. Later on he returned with Azote and Alix, when they were in Monroe Salisbury's stable.

Jack Curry drove Alix in her greatest races, but McDowell made her a champion. Curry also had the mounts behind Joe Patchen when the black horse became a turf idol on account of his remarkable showing in races with Star Pointer, John R. Gentry, Frank Agan, and Robert J.

Geers drove Star Pointer in his races before Dave McClary started the two-minute list with him at Readville, Mass., where he paced in 1:59 $\frac{1}{4}$ in 1897. Geers also made Robert J. a champion after C. J. Hamlin sold Hal Pointer, while Andrews came within half a second of driving John R. Gentry in two minutes.

With the exception of Budd Doble, Andrews is the only trainer that started at the top of the ladder and remained there. When C. J. Hamlin and Horace Brown parted, the Village Farm horses were turned over to him. He won with Prince Regent, Nightingale and Mocking Bird. They were followed by Mascot, John R. Gentry, Bouncer, Tiverton, Hamburg Belle, Tenara, Soprano and Lee Axworthy.

The above are only a few of the drivers of yesterday. Those who recall Guy and Lou Dillon, the first two-minute trotter, know that both of them were trained by Millard Sanders, while Crit Davis made his name a fixture with Phil Thompson, Harrietta, and Prince Wilkes. George Fuller met the latter with Patron before he went to Russia to teach the reinsmen of that country to drive races. They were followed by Myron McHenry and W. O. Foote, the tall Texan who made his presence felt by the races which he won with Rilma and John Nolan.

New England has always sent a strong delegation of drivers to the races. The old guard was led by Golden, Bowen, Trout and Shillinglaw. They always had horses with plenty of speed and good manners but none of them succeeded in uncovering a trotter that could compare with Nelson. He was foaled in Maine and developed by the man whose name he carried into the 2:10 list.

While Nelson was attracting attention in the east, C. W. Williams, an Iowa telegraph operator, purchased two brood mares at a weeding out sale and shipped them to Kentucky. He bred them and got Axtell and Allerton. Both became champions, the honor coming to Axtell as a three-year-old. Williams sold him for \$105,000. He refused a larger amount for Allerton.

Almost all of the changes in the equipment of trotters and pacers were made either by or on the suggestions of drivers. The Oregon trainer, Tom Raymond, brought out the bit which bears his name.

He used it on Klamath, and McClary found that it improved Star Pointer. The Hutton check came from Kansas. When it got into litigation, it was found that Alta McDonald's father had used the feature before the man who put it on the market was born. The two-minute harness also met the same fate, the first set having been made for a mule.

Pages could be written about toe weights and what has been done with them to improve the gait of horses. The idea originated with a French Canadian. He appeared at Buffalo in the early days with a trotter which was balanced by fastening a leather pouch, filled with shot, to each of its front feet. Others experimented with toe weighed shoes until some one made brass weights, which were fastened to the hoof with screws or a spur on the shoe.

Hopples is another appliance used freely to keep pacers from breaking. The first pair were made for C. E. Shepard of Marchfield, Vt., in 1885, to make a pacer trot. They are still owned by James Boutwell of Montpelier, Vt. They also did the work so effectively that the same harness maker put out several pairs for pacers. It was not long before they came into general use.

Without the hopples, the public would never have heard of Frank Bogash Jr., the first gelding to beat two minutes in a race; Roan Hal, an ex-rural route delivery horse; Judge Ormonde; as well as the gallant grays, Earl Jr. and The Eel.

TROTTING REGISTER

When the stockholders of the American Trotting Register Association at its annual meeting in 1927 authorized its new President, E. Roland Harriman, to transfer the headquarters from Chicago to Goshen, N. Y., they took the first step towards locating the Trotting Register in the state in which it was started. It was founded by John H. Wallace, who began working on horse pedigrees while located at Muscatine, Iowa.

When connected with the Iowa State Board of Agriculture, John H. Wallace found that all American breeds of improved stock had registers in which pedigrees were recorded except the race horse. With them the information in regard to their ancestors was passed from one owner to the other, while it was frequently changed or lost.

Notwithstanding his early interest in the light harness horse and especially the Morgans, John H. Wallace's first pedigree work was done in connection with the thoroughbred horse. In 1867 he published the first volume of the American Stud Book and inserted in the back of it eighty-eight pages of pedigrees of trotters which he investigated in connection with his other work. This addition was referred to as a Trotting Supplement.

Wallace continued his work on a second volume of the American Stud Book, but cast it aside when he found that the demand for his first volume did not come from the owners or breeders of thorough-

E. ROLAND HARRIMAN

bred horses but from those who were making an effort to breed fast trotters.

This information started John H. Wallace on his life work. With but little outside help he gathered together the material for the first volume of the American Trotting Register. It was published in 1871. The second volume appeared in 1874 and the third in 1879. By this time it became apparent to Wallace that he was only recording pedigrees, many of which traced to other breeds, while still others ran into the bushes and were labeled unknown. He also found that many breeders kept adding lines which could not be verified. The most of these were alleged to trace to thoroughbred horses.

This started a demand to restrict the trotting register to strains which raced at that gait. It resulted in establishing a set of rules which defined a standard bred horse.

After considerable discussion the Kentucky breeders drafted a set of rules, one of which was given me by Lucas Brodhead, the manager of Woodburn Farm. It was dated prior to the publication of the Standard, adopted by the American Association of Trotting Horse Breeders, which nominally controlled the Trotting Register, although it was owned by John H. Wallace. The standard adopted by both was based on performances of 2:30 or better. In other words, steps were taken to establish a breed of trotting horses based on performance.

When the standard rules were adopted, Wallace in 1882 published the fourth volume of the Trotting

Register under it. The stallions were assigned numbers, Abdallah, the sire of Hambletonian, being assigned number one, while Rysdyk's horse was given number ten.

Wallace hewed to the line when he took up the work under the Standard. When he picked up a pedigree that could not be verified beyond one or two crosses he cut off the balance. This started many a battle, the most of the contests being in Kentucky, where a large number of the pedigrees rested on a thoroughbred foundation.

When owners protested, Wallace demanded proof. Unless it was backed up with the best of evidence he refused to insert any of the disputed pedigrees in the Trotting Register.

Finally a few of the leading Kentucky breeders decided to establish a Trotting Register of their own. They issued their standard rules and employed J. H. Sanders to compile and publish what was known as the Breeders' Stud Book.

This looked like a severe blow to John H. Wallace. At the time he was not very strong financially, while in addition to the Trotting Register he was publishing Wallace's Monthly, which was not as yet on a paying basis. Wallace also had some doubts as to whether the copyright on his book would protect him as there was nothing to prevent Sanders from going to the same sources for information for the breeding of the horses.

In self defense Wallace decided to lay a few traps to snare his rival. When publishing the pedigree of

Frank Pierce 3rd, he supplied him with a grandam by Tom Titmouse, pacer. Also when he issued the fifth volume he inserted three bogus pedigrees. They were not, however, required to catch the enemy.

With a paste pot and shears Sanders compiled the Breeders' Stud Book. He used the Wallace publication for copy and among other things reproduced the Tom Titmouse pacer cross in the pedigree of Frank Pierce 3rd.

When the Breeders' Stud Book was published Wallace assailed the men back of the publication as pirates and branded their book the Tom Titmouse Register. All of the Kentucky breeders ran out in disgust. Sanders was paid off and used the money to found the Breeders' Gazette in Chicago.

Wallace once more was master of the field. His publications increased in value and influence. In 1885 he established the Year Book and carried on until 1891, when at a meeting in New York a number of the leading breeders of light harness horses decided to control the Trotting Register or have one of their own. An adjournment was made to Chicago, where after a two-day session the properties of the Wallace Publishing Company were purchased from John H. Wallace for \$130,000. The transaction was consummated by J. C. Sibley and accepted by the convention.

Wallace retired. He devoted the balance of his days to travel and preparing the material for the Horse of America.

The Wallace publications were taken over by the American Trotting Register Association. It continued the trotting standard and also established one for pacers. The headquarters were located in Chicago, J. H. Steiner being elected Secretary and Registrar. He knew nothing about the work. On the suggestion of William B. Fasig he employed Frank E. Best to take up the detail end of it.

From that time until February, 1927, Best remained at the wheel. J. H. Steiner was succeeded by W. H. Knight. Knight conceived the idea that he should employ and discharge all of the help, but died within a few weeks after he was given the authority. While going through Knight's papers Best saw what had been done, so he diverted the earnings of himself and wife from paying for the old home farm in Pennsylvania to purchasing stock in the American Trotting Register Association.

After the death of William Russell Allen no one paid much attention to the affairs of the Register Association except Best and his wife. It stopped paying dividends and as the expenses of the Directors for attending annual meetings were not paid, only three or four of them put in an appearance. Finally in 1924 it became generally known that Best had control of the stock of the Association.

The Monthly was discontinued in 1894 and the Year Book, which was losing money on account of the light demand for it, was stopped in 1924.

By this time Best had located his office in a little store on the northern edge of Chicago. He cut the

running expenses so that the registration fees and interest on the reserve fund, which was laid aside when William Russell Allen was President, paid the expenses.

At a time when the dissemination of information in connection with the pedigrees of the trotters and pacers had almost stopped, E. Roland Harriman told me that he would purchase the property. Of the 960 shares of stock issued, I purchased 450 for him from Frank E. Best for \$30,000. Also when checking up the list of stockholders it was found that his father had owned two shares and that they stood in the name of his mother as Administrator.

This transfer put new life into the organization. Volume 23 of the American Trotting Register was published and the Year Book revived. The future of the association is assured, with headquarters in Orange County, the cradle of the trotter.

MAKING MABEL TRASK

"There she is," remarked Walter Cox, as he stepped in front of a box stall, in the canary colored barn near the entrance to the Granite State Park at Dover, N. H., one spring morning in 1918. At the sound of his voice, the occupant of the stall walked toward the half door, over which she stuck her chestnut head with a couple of splashes of white in the face and whinnied softly for sugar. As none was forthcoming she took a glance down the line at Young Todd, Frisco Worthy, Busy's Lassie and

Lu Princeton, and turned away, while the reinsman whose skill had made her name a household word took up the thread of the conversation and said: "In my opinion and from what I can learn, she is the greatest race mare that ever wore a harness."

Later in the day in response to an inquiry as to how he selected Mabel Trask from the hundreds of horses offered him every year, Cox said: "I owned her two or three weeks before I saw her and I have always thought that someone wished her on to me, because none of the western people that had seen her trained and raced considered her worth bothering with.

"I never heard of Mabel Trask until one morning in April, 1915, when I received a long night letter from Ed Allen of Marion, Iowa. He must have been saving up all winter to pay for that message, the substance of which was that there were two four-year-old fillies by Peter the Great out in the corn country that were for sale. He piled the bouquets on Jeanette Speed and wanted me to believe that she could win all the purses in the Grand Circuit, while her mate was a little, side reining, spitfire with a three-year-old record of 2:14 $\frac{1}{4}$, made over a mile track. Now what do you think of that with two-year-olds going in 2:04, while I had to take the two or lose Jeanette? For all of this information, with the two fillies thrown in, Allen only wanted \$3,500 and in order to keep him from sending any more messages, I sent him the money.

"James Hogan, who had trained the fillies and

filled Allen full to the lid with Jeanette Speed, was moving east to Rochester, N. Y., so he and Allen packed the two fillies into a freight car with Hogan's household goods and kissed them good-bye. From Rochester to Dover the pair put on a few airs, and some more expense, by riding in an express car.

"When they arrived all of the big events for the year had closed, except at Columbus and Lexington. Like all of my horses, I started Mabel Trask off with a loose check rein and did not even put the bit in her mouth. I also soon found that she was as full of whims as a school girl. She would stop whenever she felt so disposed, and would only turn one way on the track, and sometimes she would not even do that. She quit side reining, which I think was caused by being checked high, but it took some time to have her go where and when I wanted her.

"Frequently when I was jogging her on the sand roads outside the park, she would hear someone chopping in the bush or a squirrel rustling in the leaves, and stop for four or five minutes. Then like a flash she would rush off at a ten gait. One day I decided to try what a stroke of the whip would do. I made the application but for the next five minutes I was so busy dodging her heels and keeping her from jumping the fence, that I never tried it again. Between times I also found that she had more speed for a brush, than any horse I ever sat behind, but in order to use it I had to get control and have her respond when I touched the button.

"In the interval I also wrote Barton Pardee, who

had requested me to find him a couple of trotters, and told him what Ed Allen had wished on me. At the same time I also told him that he could have the pair at cost. Mr. Pardee bought them just as I did, without seeing them, but before he did I wrote him that one of them was a wonderful trotter. I suppose it sounded like the same old story, as he suggested that I enter the good one in a couple of small purses at Cleveland, while I also named her in the \$10,000 race at Columbus.

"Mr. Pardee joined the stable at Cleveland about a week before the meeting. As soon as he arrived I advised him to hold Mabel Trask over. I also showed him a mile in 2:10, but that did not impress him very much. However, he decided to declare her out and when he did Mabel Trask was started on a slow preparation for 1916. When we arrived at Hartford, Mr. Pardee said he was going home. I asked him to remain over for another day, and told him to get out to Charter Oak Park bright and early with his watch. He was there, and after timing Mary Putney a half in 1:01, he saw Mabel Trask trot a mile well within herself in 2:04 $\frac{1}{4}$. That made him smile. I think it was the first time that summer. Later in the day, when someone offered \$25,000 for her, he shook his head and walked away. After this mile I also decided to start her at Columbus. With but two weeks to get her ready, she trotted second to Peter Scott, while her manners were perfect.

"After that race buyers were thicker than bees on

a berry bush in June and one of them finally offered \$35,000. You can better believe that I coaxed Mr. Pardee to sell. Finally one morning when he had grown weary listening to me talk, Mr. Pardee said that he would sell Mabel Trask but that I was not to bother him again until I was offered his price. When I asked him what it was, he said \$250,000. It took me about three days to get my breath back. However, the mare was not sold, and I am glad she was not, even at that figure, which was twice the amount paid for Arion, and more money than was ever asked for any horse in the history of the world.

"The public knows the balance of the story. In the past two years Mabel Trask was started in twenty-five races, of which she won eighteen, was second in six, and third in one. She has now a record of 2:02 $\frac{1}{4}$ and at Poughkeepsie I timed her myself in a second heat on the outside of St. Frisco in 2:01 $\frac{3}{4}$. In twenty of her races Mabel Trask has met St. Frisco and with him she put up the best series of races that were ever recorded. He defeated her seven times while Mabel trimmed him in thirteen events. I do not know how many records she has reduced but I know that in 1916 and 1917 she earned enough to pay all the expenses of Barton Pardee's horses and left a balance of over \$47,000.

"As a race mare Mabel Trask can carry her flight of speed farther than any horse I ever saw. She can also keep coming back heat after heat, the last half of each mile being a shade better than a minute if necessary. She knows the system of racing to a

dot and resents any changes. I had a sample of this at Poughkeepsie last August. Before the last heat of the special with St. Frisco, H. N. Bain, who died a few days ago, requested Geers and myself to bring the two horses to the Judges' Stand and have them photographed. They trotted the mile in 2:01 $\frac{3}{4}$, and when I pulled up the mare wanted to walk out of the draw gait. At first she refused to go back and when I did get her as far as the Judges' Stand she kept twisting and turning until I thought she would wreck her sulky. Finally I succeeded in attracting her attention and she stood for a few moments.

"One day at Lexington, I asked a western man, who had seen Mabel Trask race as a three-year-old, why he or some other person did not buy her when she was peddled around for \$1,200, and he said it was not a question of that price, but whether she was worth \$120. Still all the change I made with her was to let her head down and allow her to go as nature intended. Of course I never allowed anyone to speak a cross word to her, and I also straightened the inside of her front shoes so that they would not scratch her knee boots as they cost money.

"In the making of Mabel Trask her groom must also be counted in. Billy King's care and ability to keep her contented played as important a part on race day, as the driving. One morning at Kalamazoo, after a hard ship from Detroit, a few of us were sitting near Mabel Trask's stall. It was hot and the big flies were biting. Billy King, as usual,

was there whisking the flies off Mabel Trask's head and neck. As she seemed tired, I suggested that he let down the fly netting and see if she would not lay down. Billy said: 'If that is what you want, I will show you something.' Going into the stall he spread a couple of blankets on the straw and made a bed for himself. Kicking off his shoes he rolled over and called the mare to him. For a minute or two she nosed him all over, giving him a couple of bunts in the ribs just like a pet lamb. As Billy did not move, Mabel decided that he was asleep, so after taking a turn or two around the stall like a big dog she flopped down on the straw and lay there for three or four hours. That is the kind of care that keeps a horse fit."

LEAF FROM THE PAST

In 1875 the National Trotting Association sent a questionnaire to its members, asking for information in regard to the equipment and history of their courses. The answers made interesting reading.

In the early seventies there were almost as many mile as half-mile tracks. Now the former are in the minority; the bike sulky, increased value of land near large cities, together with the cost of maintenance, being the principal causes.

Fifty years ago Prospect Park was one of the popular tracks in the vicinity of New York. It was located at Gravesend and the report stated that a railroad was expected in 1875. This park was

opened in 1868. At that time Fort Hamilton was the nearest telegraph station. Fleetwood Park was opened at Morrisania in 1870. It was owned by W. H. Morris. Darius Tallman, who drove George M. Patchen to his record, was the superintendent.

The Northern Ohio Fair grounds made its first bid for public patronage in 1870. It was located at Glenville, five miles from Cleveland. Today the city runs for miles beyond it while children romp on the streets located where Smuggler defeated Goldsmith Maid in 1876 and Maud S. made her record in 1885. Clevelanders go to North Randall to see the races.

The mile track at Utica was opened in 1872. It was one of the original members of the Quadrilateral Trotting Combination, which in time became the Grand Circuit. It was organized in 1873. The other members were Cleveland, Buffalo and Springfield. In 1889 Utica dropped out. The grounds became the site of a Masonic home.

Bangor, Maine, had a mile track that was opened in 1855. It was owned by Abraham Woodard. Rochester, N. Y., reported with one in 1874. It joined the Grand Circuit and gave meetings until 1896. Homes now cover the site of the course where Jack and Star Lilly won the Flower City Stakes and France's Alexander the \$10,000 stallion race in 1881.

A mile track with 100 box stalls was opened at East Saginaw in 1873. It remained active to the days of Azote and Direct. In 1866 Dexter Park made its bow at Chicago. It was owned by the Union Stock Yards Company.

Charter Oak Park dates from 1874. It started with eighty box stalls. Ebenezer Roberts was one of the first Presidents of the Hartford Course. The Philadelphia people began going to Point Breeze Park in 1865. Girard Point was the nearest railroad and telegraph station. A. Lowden Snowden was its President before he went abroad as a Minister to Greece.

The Canadians built a mile track at Hamilton, Ontario, in 1864. It was located on Main Street, one and a half miles from the city. Cambridge City, Indiana, had one from 1869, and Columbus, Ohio, one from 1863. The latter was controlled by the Franklin County Agricultural Society and disappeared before the Columbus Driving Park was opened. The latter closed in 1925.

Passengers on the Boston & Maine railroad between Springfield and Holyoke can still see a remnant of Hampden Park on the bank of the Connecticut River. Henry Ward Beecher opened it with an oration in 1857. General Knox won a race over it in 1864.

The Terre Haute Trotting Association made its bow in 1866. Axtell, Nancy Hanks and Mascot made their records there. A half-mile track now occupies part of the grounds. San Jose, Cal., swung into line in 1869 and Los Angeles in 1871. In 1875 B. G. Bruce wrote from Lexington, Ky., that "the Kentucky Trotting Horse Breeders' Association owns no park but are using the grounds of the Kentucky Association located about a mile east of

the city." He also added "This will be the third year of the association."

Hamtramck Park was the race ground at Detroit in the seventies. It was opened in 1860 and was succeeded in 1892 by Grosse Point. Hendryx won the first \$10,000 M. & M. Purse over Hamtramck Park and Jack defeated Palo Alto there.

There was once a mile track at Woonsocket, R. I. It was opened in 1849. Mystic Park was opened in 1866. Whoever answered for Beacon Park said that he did not know when it was completed. Both Beacon and Mystic have passed on. Readville is also gone.

The Agricultural Park at Sacramento, where the California State Fairs are held, dates from 1859. At that time it had three-quarters of a mile of stabling and a grand stand that would seat 6,000 spectators. Occident equalled the world's record over it in 1873. He trotted in 2:16 $\frac{3}{4}$. Stockton built a mile track in 1861. Later on it had a kite over which Palo Alto, Sunol, Arion and Stamboul made their records.

The Hudson River Driving Park was opened in 1874. Morgan L. Mott was its first President. Marysville, Cal., opened a mile track in 1867, and Cynthiana, Ky., in 1871. The latter was built by W. H. Wilson. His name is stamped on the trotting horse industry of Kentucky. Wilson started a boom when he took George Wilkes to the Blue Grass country.

The Morely Trotting Park was opened at West-

field, Mass., in 1863. It was a rival of Hampden Park at Springfield but failed to make much headway. Pottstown, Pa., started with a mile track in 1875, and Reno, Nev., in 1874. The State fair was held there until transferred to Carson.

The answers to the questionnaire shows that many of the half-mile tracks which were being operated in the seventies are still active. Lancaster, Pa., started in 1869, and Kingston, N. Y., in 1866. In 1859 Hamilton Park was opened at New Haven, Conn., while the heirs of Fred Pompilly owned the Owego Driving Park at Owego, N. Y., in 1871. The Albany Avenue track in Hartford, Conn., was opened in 1855, and Oakland Park at Gardiner, Maine, in 1873. Riverside Park at Ottawa, Ill., was running in 1872. Deerfoot Park at Parkville, Long Island, was opened the same year by Joseph Hall. John H. Shults made it part of Parkville Farm.

H. W. T. Mali, the President of the American Association of Trotting Horse Breeders that was snuffed out at Chicago in 1891, was the President of the Lee Trotting Park at Lee, Mass., in 1872. In 1875 George H. Swift reported that the Smith Driving Park at Cuba, N. Y., was built in 1867.

The Valley City Driving Park at Grand Rapids, Mich., dated from 1865. Harrisburg, Pa., had a track in 1859. It was three or four miles from the city. In 1875 A. B. Post, President of the Association at Goshen, N. Y., reported that he did not know when the "historic track" was opened. It was there in the early fifties. Patrick Davie built a half-mile

track at the west end of Queen Street in Toronto, Ontario, in 1868. Aurora, Ill., started with the Northern Illinois Fair in 1869. The Worcester, Mass., track dated from 1850. In 1875 it was described as being located on Agricultural Street in the west part of the city.

A trotting track was built at Corning, N. Y., in 1858, and at Plattsburg in 1857. The latter was known as Cumberland Park. It was leased to the Clinton County Agricultural Society.

In 1853 the Scott County Agricultural Society of Davenport, Iowa, built a track at Duck Station on the Davenport & St. Paul Railroad. Toledo, Ohio, got into line in 1855 with the Toledo Driving Park. This was the course on which in 1877 Goldsmith Maid made her last appearance. Rarus also reduced the half-mile track record to 2:16 over it in 1878. It stood until 1887, when Jay Eye See trotted in 2:15½ at Lincoln, Neb.

The track at Newark, N. Y., was opened in 1869, and at Oneonta in 1873. The Montgomery County Fair Grounds at Dayton, Ohio, dates from 1874. Keene, N. H., built a track in 1875. Wyoma Park was built at Lynn, Mass., in 1853, and Norwalk, Conn., opened a Driving Park in 1856. Rutland, Vt., completed its plant in 1860, and Brattleboro in 1866. The Geauga County Fair at Burton, Ohio, dates from 1860, and Kenosha, Wis., from 1870.

The Agricultural Park at Northampton, Mass., was built in 1872, and Rhinebeck, N. Y., in 1870. Fred Cotting was the President of the latter. Fitch-

burg, Mass., had a new track in 1860, and Ellenville, N. Y., in 1857. The Erie County Fair started at Sandusky, Ohio, in 1865, and Catskill, N. Y., in 1866. Cocheco Park preceded Granite State Park at Dover, N. H. In 1875 it was owned by a lady.

The trotters made their first appearance at Foxcroft, Maine, in 1866, and at Beaver, Pa., in 1853. Singleton Park at Quincy, Ill., was opened in 1867. It was on this course that Sleepy Tom made the half-mile track record of 2:16 for pacers to high wheels when he defeated Rowdy Boy, Mattie Hunter and Lucy, September 12, 1879.

Rockville, Md., the home of the Montgomery County Fair, began racing in 1855, and Waterloo, N. Y., in 1857. Waverly Park at Newark, N. J., was opened in 1867. It was the home of the New Jersey State Fair. Today it is known as Weequahic Park.

The Waldo County Agricultural Society began giving race meetings at Belfast, Maine, in 1860, and Manchester, N. H., in 1866. It was over the latter that Walter Cox started his career as a driver. Watkins, N. Y., dates from 1861, and Brockton, Mass., from 1874.

GEERS FLAGGED

Geers took the word for the last time at Wheeling, West Virginia, on September 3, 1924. The curfew rang for him on the trip to the three-quarter pole. A stumbling horse, a flight through the air and a thud on the track closed the career of America's most famous reinsman. In his last conscious moments the hoof beats of the trotters throbbed in his ears. Geers died as he lived, surrounded by contending horses, snapping whips and cries of the drivers who saw the accident.

The silent man from Tennessee, a tab which William B. Fasig tacked on to him years ago, faded from the picture. The black cap and jacket with the significant number one on the shoulder was dusted and laid away for the last time. Its owner passed down the narrow path between life and the great hereafter. For seventy-three years and seven months Geers passed the barrier. Finally at Wheeling he found the gap and fell through with a suddenness that was appalling. In the twinkling of an eye he crossed the bar. With a flash Geers met

“Twilight and evening star

And after that the dark.”

For over half a century Edward Franklin Geers made his presence felt in the light harness racing world. As the years rolled by his name became a household word and a symbol that stood for honor and integrity on the turf. With his help he was stubborn and at times overbearing to such a degree

that almost all of them were afraid of him. With Geers an employee was expected to obey like the horses he trained. For the world outside "Pop" Geers had a smile and a kind word for everyone from the leaders in every path of life who frequent race tracks to the dirty-faced boy that crawled under the fence on race day.

Two generations of drivers passed in review during Geers' span of life. To the first, in which he found his friend and tutor, George Fuller, Turner, Hickok, Splan, McCarthy, Golden, Trout, Bowen, the two Goldsmiths and Marvin, all of which have answered the last bell, he was "Ed." To the next generation he was "Mr. Geers." Such men as Murphy, Cox, White, the Fleming family in all of the corners of North America, Ray, Palin, Pitman, Crozier, Valentine, Stokes, Dickerson, Caton, Rodney, Brusie, Nuckols, McKay, McDonald, Egan, Edman, Garrison, Leese, Childs, McMahan, Erskine, Snow, Martin, Loomis, Hyde, and scores of others looked up to him as a master whose long experience and skill made it an easy matter for him to diagnose the difficulties which all trainers meet in following their profession.

The rank and file who fill the grandstand and quarter stretch on race day remember "Marse" Geers as the quiet, limping individual who had met with many accidents in desperately contested heats but survived, coming back without fear or nervousness to do battle with younger men who had yet to be jarred by a smash up or death when the wheels

were rubbing and the horses battled shoulder to shoulder within the dust screen on the track. With this also goes the pleasant memory expressed so well by Walter Palmer in the lines

“Temptation knocked unheeded at your door,
And passed on to fields that promised more.”

No finer tribute could be paid to a man. Geers' uncorruptible honesty stood like a beacon between him and the world and the public loved him for it.

Edward F. Geers was born on a farm near Lebanon, Tennessee, in 1851 and was always a resident of that state, except during a period of about ten years when he was in the employ of the Hamlins at Buffalo, N. Y. In his day he saw the pacers come to their own in light harness racing, while he also did more, than any other driver, to make them popular. With the exception of Little Brown Jug and Storm he either developed or raced the best of the Hals and proved conclusively, over all kinds of tracks, that they were the gamest and most consistent bred of race horses that ever looked through a bridle. While doing this the trump of fame carried his name over the land while his skill as a trainer and reinsman made him the dean of his profession.

Ed Geers drove his first race in 1871 for a Tennessee preacher. During the first twenty-five years of his career he developed and shipped from the sunny south land a formidable array of pacing horses whose breeding was unknown to northern folks until he made their blood lines familiar by topping the race summaries with Mattie Hunter, Joe Braden,

Brown Hal, Hal Pointer, his formidable half brother Star Pointer, the first horse to beat two minutes in harness, Frank Dortch and the powerful Hal Dillard. They were followed by the flying squad of winners from the Village Farm and when that establishment disappeared, others took their places from his training quarters at Memphis.

As a lad Ed Geers developed and sold a few horses near his home town before he made a trip to Nashville in 1873, where he met George Fuller and made arrangements to work for him the following year. During the 1874 campaign Fuller took in a few Grand Circuit meetings and what Geers saw there convinced him that there was considerable to the racing business. In 1875 he hung out his shingle as a trainer at Nashville. He soon attracted the attention of Major Campbell Brown who had a large farm near Spring Hill. Major Brown decided to send him a few horses and in order to be near his new patron, Geers located at Columbia and made it his headquarters for the next twelve years.

The Almont filly Alice West was one of the first horses trained by Geers at Columbia. In 1877 her young trainer made his first trip north, winning with her at Cincinnati where she defeated Keene Jim and Kentucky Wilkes and at Fleetwood Park, New York, where she finished in front of Hogarth and Sir Walter whose son Sir Walter, Jr., afterwards sired the dam of Uhlan. The following week Alice West appeared at Hartford and was defeated by Hogarth after a six-heat contest that was spread over two

days. The first heat of this race was won by Dore with Galatea, and when doing it she reduced the world's record for four-year-olds to 2:25 $\frac{3}{4}$. On the next trip Hogarth was marked for life at 2:26. Alice West then won a heat in 2:29 $\frac{1}{4}$ after which Hogarth showed in front again and Geers secured the fifth heat with the Almont filly. The race was then postponed. After a night's rest Hogarth was able to win in 2:26 $\frac{1}{4}$.

In 1878 Geers brought out Mattie Hunter. Her first races were paced over the sandy southern tracks that fall. After she had defeated Sleepy George a few times he was convinced that she would do for the first flight in the Grand Circuit, which in 1879 opened its first series of races for pacers. The free-for-all was the class selected. That did not stop Geers, but a sale to R. C. Pate placed Mattie Hunter in another stable. In a short time this handsome mare became with Rowdy Boy, Blind Tom and Lucy, the fourth member of the "big four" and that Mattie Hunter was as fast and game as any of them was shown at Chicago where she was only beaten a neck by Blind Tom when he reduced the world's record to 2:12 $\frac{1}{4}$.

The sale of Mattie Hunter put Geers out of the spotlight and while he came north almost every year with a few horses, he failed to locate another top liner until 1889 when he arrived at Cleveland with Brown Hal and Hal Pointer. He won with both of them. Brown Hal pulled up lame and was retired while Hal Pointer started on a career which was

continued successfully for six seasons, and during which he proved one of the greatest race horses that ever lived. In 1889 he won all of his races but one, his single defeat being over a heavy track at Rochester. The following year Hickok came over the mountains with Adonis and failed to defeat him, one heat at Cleveland being all that he could secure. In 1891 California tried again with Yolo Maid but she could not even win a heat, but Direct, another product of the golden state, caught Hal Pointer in Tennessee late in the season and defeated him not only at Nashville but also at his home town, Columbia. All of the colored folk were broke that night.

In 1891 after Harry Hamlin purchased Hal Pointer, a number of the Village Farm horses were placed in Geers' stable, the list including Belle Hamlin, Globe and Justina with which he made the triple team record of 2:14 to a wagon as well as that sterling race mare Nightingale, Moonstone and Glendennis. C. J. Hamlin was so well pleased with Geers' methods that in 1892 he made a contract with him to locate at Buffalo. It was the best investment Mr. Hamlin ever made in the horse business.

With Geers in charge the Village Farm stable shipped east early in 1892. Among other places it appeared at Fleetwood Park, New York, where Glendennis was started in a slow pacing race, one of his competitors being a little knee sprung gelding called Robert J. that did not appear to have enough strength to ramble around a race track. After a couple of heats the little gelding had Glendennis

down and out and while he was gasping for breath Geers told his owner to step over and purchase Robert J. The transfer was made and through it Geers secured a horse that combined all the elements of extreme speed, gameness, endurance and gentleness, second to no horse that ever lived. For several seasons he appeared at all of the leading meetings, defeating every horse that ever started against him, and retired a champion with a record of 2:01½.

While at the Village Farm, Geers bred his Tom Hal mare Bessie Hal to Direct, the old rival of Hal Pointer and developed her foal which under the name of Direct Hal made a sweep through the Grand Circuit and retired from the turf unbeaten. He also made a sweep from Detroit to Lexington with The Abbe, his brother The Abbott, before he drove him to the world's record of 2:03¼, and won scores of races with Nightingale, Fantasy, Bright Regent, The Monk, Heir at Law, Lady of the Manor, Lord Derby and a host of others.

After returning to Tennessee Geers continued the winning habit with such speed marvels as Walter Direct, Anvil, Dudie Archdale, the beautiful Ardelle, The Harvester which he took an unbroken colt and retired a champion, Etawah, Napoleon Direct the first horse he drove below two minutes, Billy Buch, Peter June and St. Frisco.

Geers got what he aimed at during the winter and spring months as is shown by his uniform success in trotting turf fixtures. At Detroit he won the

Chamber of Commerce and the M. & M. five times. At Hartford he won the Charter Oak Purse with Nightingale, Billy Buch, The Harvester and St. Frisco. At Lexington Geers was always fortunate. The summaries show that he won five of the Walnut Hall Cups, The Transylvania twice and the Kentucky Futurity with The Harvester and Etawah.

Geers did not make a spectacular figure in the sulky. Wearing a black cap and jacket he sat rather low, leaning forward. As a rule all of his horses were good mannered and raced from behind. A shift of the bit or a light tap of the whip appeared to be all of the encouragement given to any of them in a close finish but like good ball players they looked for the signal and gave him all that they had without being punished. The mutual understanding which existed between Geers and his horses was one of the mysteries of the turf and made him in reality the Silent Man from Tennessee.

C. J. Hamlin and Geers had many a battle the first year or two that they were together. Both of them were very positive men. Both had ideas of their own in the matter of balancing and rigging a trotter or pacer. In the end Geers won. When Mr. Hamlin ordered a change Geers let the horse remain idle or told Mr. Hamlin to try him himself. Finally the Buffalo magnate surrendered, satisfied that Geers was a master. In time he became one of his pupils.

One year the Village Farm had a horse that was highly tried but proved a dud. Geers kept on with

him, however. Finally one day at Detroit the horse showed that he was up to form. Geers told Mr. Hamlin. He suggested that Geers go an easy race and that they could make a winning at Cleveland the following week. Geers listened to his employer with great deference but said: "Mr. Hamlin, do not ask me to do that." He went on and won. Later C. J. Hamlin told of it.

Geers differed in his profession from almost any other man who follows it. At all times up to the close of his career he was eager to learn from the other fellow. It did not make any difference who made a suggestion; if it looked good to him he tried it.

In 1892 Sterling Elliott made the first bike sulky. He sent it after a few trials to Budd Doble and asked him to try it with Nancy Hanks. A meeting was in progress at Detroit when the cumbersome looking vehicle arrived. Doble hesitated. Geers came along and borrowed it. Honest George was worked a mile to the bike. Geers saw that he could step three or four seconds faster to it than he could to the high wheels. Ed said nothing but on race day borrowed the bike again. He won on a jog. After he repeated at Cleveland the following week the high wheel sulky disappeared over night.

During his last three seasons Geers was seen in specials and a few races, in one of which he was killed. In 1922 and 1923 he did well with Sanardo and reduced his record to 1:59½ at Indianapolis. When he went lame Mrs. W. B. Dickerman loaned

him Nedda. He made new half-mile track records with her at Malone, N. Y., and Lancaster, Pa. In 1924 he reduced the half-mile track record for trotters to 2:02½ with Peter Manning.

Geers' imperturbable temper made him an ideal race driver. He never was excited but ever on the alert to take advantage of an opening. He knew all of the tricks of the trade and it took a wary driver to outgeneral him in the handling of a horse in a race. Geers was the first to let his rivals make the pace and break the wind for him. He got the idea from riding a bicycle. The electrical rushes of Hal Pointer and Robert J. were planned for them by their driver after he had given them all the protection possible during the first three quarters of the heat or well into the last quarter if the field was not very large. He could not adopt this plan with St. Frisco as he was a horse with which he had to work his passage. It kept him from putting his record nearer two minutes than it stood when he died.

Geers rarely made a free use of the whip. When he did he got results. One day at Cleveland he gave Hal Pointer a sharp blow. The gallant gelding resented and ran two miles before he could be stopped. Geers never struck him again. A swish through the air was all he required from that time as a signal to go on.

As a trainer Geers was a hard taskmaster. A horse that would stand his training would race anywhere and any number of heats. Like others he knocked out a few but when he found a gem the old

master always got results.

Geers won with all kinds. His sole aim was victory. The lure of the betting ring and the temptations which go with it never reached Ed Geers. In its place he had almost a boyish delight for a fast contest with a chance of winning from a favorite. When he was in a race the tempter passed by on the other side. After the lapse of over half a century America's most beloved driver of the light harness horse passed to his reward with a reputation as an honest man.

“Green grows the turf above you
My friend of better days,
None saw you but to love you,
None knew you but to praise.”

WALNUT HALL FARM

Early in the last century, when most of the hard surfaced roads of today were bridle paths in a wilderness and travel under the best conditions was difficult and dangerous, Louis Frasnose came from New Orleans to Lexington and purchased four hundred acres of primeval forest land on the Georgetown Pike for a summer home. A large brick mansion was built on the property, which in time was called Walnut Hall, from the native wood that was used in decorating the interior.

This estate was not disturbed during the dark days which preceded and followed the war between the states. From time to time the title deeds were

WALNUT HALL

changed until in the eighties L. V. Harkness purchased it. He was a resident of Ohio and came to Kentucky with the intention of establishing a stock farm where light harness horses, cattle and sheep could be bred.

As stock was produced or purchased the Harkness holdings expanded until in 1927 when a great grandson of the founder was in the home house, there were five thousand acres within its fences. In the interval horses bred and foaled at Walnut Hall carried the name of this great turf reservoir to every state in the Union, the Dominion of Canada, and almost all of the countries in Europe.

Many of the pastures at Walnut Hall were never plowed. The virgin forest aside from the growth is the same today as when Boone and his followers came over the mountains to explore the back lands of Virginia.

Many of the old stock farms in Kentucky were fading from the picture when Walnut Hall Farm was started. Fairlawn, the home of Almont, Aberdeen and Happy Medium, was rapidly becoming a memory, while since that time Woodburn, Ashland, Ash Grove, Highland and other places ceased sending crops of colts carrying the blood of George Wilkes and other horses to the market.

After a time Walnut Hall Farm selected a few leaves from their books of experience and strengthened its brood mare families with their best representatives to be mated with Moko and Walnut Hall. In this way the place became a nursery of futurity

winners. The Moko filly Fereno was the first to show. She won both divisions of the blue ribbon of the turf, in 1899 and 1900. She was followed by Walnut Hall and Native Belle, the first two year old trotter to beat 2:10. Walnut Hall was foaled on the place and on account of his showing as a colt carried the name of his birthplace into the race summaries.

After Ozanam won the Transylvania and Walnut Hall trotted his memorable race with Billy Buch in the \$10,000 Charter Oak Purse at Hartford, the racing department was discontinued and every effort given to produce yearlings for the market. Almost all of the older brood mares were sold and lines noted for speed production substituted. New faces also appeared in the stud barn. Manrico was added after he won the Kentucky Futurity in 1912 and San Francisco at a time when he showed that he was one of the stoutest race horses in training. Later on Guy Axworthy was selected. While located at Walnut Hall this horse rose from a comparative reject to the top of the ladder, with representatives in the two-minute list as well as a group of futurity winners that compare favorably with the get of any horse that ever lived.

John H. Shults bred Guy Axworthy. He was got by combining the blood lines of the brothers, Guy Wilkes and William L., through Lillian Wilkes and Axworthy, son of Axtell. These brothers were got by George Wilkes out of a daughter of Mambrino Patchen. Back of this was a cross to Seely's

American Star, whose daughters came to the aid of Hambletonian in founding a family which won its way to public favor with such horses as Dexter, Nettie, Jay Gould and Aberdeen.

The Clara line proved the most brilliant thread in this fabric. It contributed Dexter, the first horse to trot in 2:17 $\frac{1}{4}$; Jay Eye See, the first 2:10 trotter; while at Walnut Hall it was continued with The Harvester, 2:01, a champion, and was later represented on the turf by the brothers, Guy Reaper and High Noon.

While the Axtell line was making its way into the racing columns through Axworthy and his sons, Guy Axworthy, General Watts and Dillon Axworthy, the greatest outcross of all time was transferred to Kentucky from Massachusetts. The new arrival bore the name of Peter the Great. This horse was not a stranger in Kentucky as he won the Kentucky Futurity in 1898 and in 1903 he was represented in that event by Sadie Mac.

Six or seven years were checked off the calendar before the public showed much interest in Peter the Great and his get. Opportunity opened the gate after Peter Thompson, Peter Volo and Volga carried everything before them in the Futurities, while other representatives of the family had their names placed on the pay sheets wherever racing was conducted.

The impression made by the get of Peter the Great convinced the public that there was a new star on

the horizon and that in time it would dominate the racing world just as the Wilkes and Electioneers which had preceded him. Walnut Hall Farm met this move by selecting Peter Volo, Chestnut Peter, and McGregor the Great for its stud. The first of the McGregor foals was dropped in 1925. Chestnut Peter had a reputation as a sire when purchased at the Beaumont Farm dispersal. The fate of Peter Volo hung in the balance until Peter Maltby, Hollyrood Susan and Tippie Volo showed the world that the greatest sire and the greatest brood mare in trotting turf history had passed on the qualities which made them conspicuous.

As a sire of voluminous racing speed Peter the Great never had a rival. As a dam of sterling racing material no mare that has ever appeared contributed such a group as Peter Volo, Volga and The Great Volo. Volga never lost a race. Peter Volo was the one, two, three and four-year-old champion. He lost but one race. It was a match with the champion, Lee Axworthy, which was foaled at Walnut Hall Farm. The Great Volo proved one of the stoutest and fastest race horses when the honors were disputed by such giants as Peter the Brewer, Czar Worthy, and Lee Worthy.

This, however, would have been of no value if Peter Volo had, like Smuggler, Fearnaught, Maxey Cobb, Phallas, and many other champions, failed in the stud. Over sixty of the get of Peter Volo won races in 1927. This showing convinced the public that the head of the family was the most valu-

able horse standing at the mid station of his career.

The time is coming when Guy Axworthy will pass on. As a sire his fame is still increasing as is shown by the fact that for four consecutive years his get won the Kentucky Futurity. His four aces were Mr. McElwyn, Aileen Guy, Guy McKinney, the winner of the first Hambletonian Stake, and Iosola's Worthy, the winner of the second, while scattered in the winning column those who seek can find such names as Guy Richard, Guy Ozark, Guy Trogan, Arion Guy, Truax, David Guy and Catherine.

San Francisco, after acquiring the reputation as a sire of stout race horses with such performers as Lu Princeton, St. Frisco, Jeanette Rankin, Chilcoot, Sanardo, Fayette National and Mary Putney, to keep his memory green again broke into the futurity column in 1927 with the two-year-old champion, Fire Glow.

In December, 1926, Fire Glow was shipped with the balance of the farm flock to New York. He was marked as a prospect but none of his admirers dreamed that he would trot in 2:04. In the matter of inheritance Fire Glow carries back of the San Francisco cross lines tracing to Axworthy, Prodigal, Baron Wilkes and George Wilkes, to the mare which produced Lady Stout, the first three-year-old that trotted in 2:30.

The most valuable asset at Walnut Hall Farm is the brood mare families which have been strengthened either by purchase or selection from the home

product. For a number of years the Silk family was in the ascendant. At present its representatives are blended with the extreme speed lines from Nancy Lee, the dam of Nancy Hanks, Expressive, the best of the Electioneer mares; Clara, which has been referred to, Rachel to whom Fire Glow and Full Worthy trace; Rapidan, one of the ancestors of Emma Harvester, Adioo Guy and Dillon Axworthy; Mamie, the taproot of the Hamburg Place family, to which Arion Guy, Dorothy Day, Guesswork and Royal Palm belong, and Ethelwyn, whose descendants include Ecstatic, Ecstacy and Ethel's Pride.

In other fields there can also be seen descendants of Bicara, from which Walnut Hall Farm bred Guy Trogan, Sanardo and Tenara; Gaiety Girl, dam of Lee Axworthy, 1:58 $\frac{1}{4}$; Expectation, which in addition to producing the two-minute performer, Major Delmar, includes among her descendants The Real Lady, a champion.

Nervolo Belle, in addition to having a son in the stallion barn, has in The Great Miss Morris, a daughter among the brood mares. Near her under the oak trees, visitors frequently see Tilly Brooke, 1:59, the only trotter that ever raced into the two-minute list, and her sister, Alice Brooke, Nedda, 1:58 $\frac{1}{4}$, Miss Harris M., 1:58 $\frac{1}{4}$, as well as Mary Tipton, the dam of Trumpet, Tippie Frisco, Bugle Call and Dexter E. and Worthy Spirit, the dam of Fireglow.

To the visitor this remarkable collection of speed producing matrons is a revelation. It also shows why the proprietors of other farms come to this

great reservoir of speed to replenish their holdings. At Calumet Farm Guy Axworthy is represented by Truax. Arion Guy, another son, stands at Castle-ton, while Hollyrood Harkaway has been retained by Mr. Dodge for his establishment. He is by Peter Volo, out of Hollyrood Polly, one of the most noted mares in the stud book.

A number of years ago Siliko, son of Moko, stood at Hamburg Place. He got Periscope, a futurity winner. The Harvester, another Walnut Hall futurity winner, was for years at the head of Forest Park Farm at Terre Haute, Indiana. Guy Trogan has a place in the Arden Homestead stud at Goshen, New York, which is within a few miles of Chester, where Hambletonian started the breed.

With each passing year Walnut Hall Farm has increased its reputation as a mother plant of the breed which L. V. Harkness started to improve in the eighties. If continued for four more decades with the same care and foresight that has been used in the past, it cannot fail to become the mecca to which the followers of light harness racing will be compelled to come for advanced breeding lines and inspiration.

UNCLE SAM'S MORGAN HORSES

On October 1, 1920, when the bronze statue of a typical Morgan horse was unveiled at the United States Morgan Horse Farm near Middlebury, Vt., those who were present saw a spirited representa-

tion of what a dealer would term a twelve hundred pound horse on short legs. The sculptor, Frederick G. R. Roth, produced a type for the management of the farm to breed up to. In his work he blended the airy poise of the Black Hawks with the substance and power which made the Woodbury and Bulrush members of the family famous on the stage coaches before the railroads penetrated the remote corners of New England.

Over one hundred years have elapsed since Justin Morgan died on a farm near Chelsea, Vt. In that century the Morgan horse climbed the ladder of fame, reigned supreme for a time in the show ring and on the trotting tracks, and then began to fade. The Denmarks and larger breeds took their place under the saddle, the Hackneys and mixed trotting breeds followed them in heavy harness, while the speed developed by the Hambletonian strains side-tracked them on the turf.

The late Joseph Battell of Middlebury, Vt., saw the cloud coming. He owned Daniel Lambert when he died and had General Gates, a brother of Lord Clinton, 2:08 $\frac{3}{4}$, in the stud. Having faith in the Morgan as a utility horse, he met it by establishing the Morgan Register. Later on when he began to close up his affairs, Joseph Battell presented his farm to the government and transferred the stock on it for \$10,000.

Later, a group of admirers of the family organized the Morgan Horse Club. It presented the statue to the government and controlled the Mor-

gan Register.

As soon as the government began breeding operations, a difference of opinion arose as to the proper size of the Morgan horse. Selections were made from the inbred descendants of Ethan Allen, the majority of them being nearer 14 hands than 15, and weighing between 800 and 950 pounds.

General Gates remained at the head of the stud. He was under 15 hands, had a bad temper, something very unusual among Morgan horses, and bred small. His foals were stylish and had solid colors, the most of them being black like their sire. They were not, however, large enough for cavalry or farm work.

H. R. C. Watson, who for a number of years bred Morgans at Brandon, Vt., was a strong advocate of the larger type. He was satisfied that the stages in the early days were not horsed by fourteen hand ponies. In 1911 he decided to make a canvass of Vermont and learn from the oldest horsemen what he could about the size of the old Morgan horses. Statements were received from men who bred or owned horses that were got by the sons of Sherman Morgan, Bulrush Morgan, and Woodbury Morgan, the three sons of Justin Morgan which made the reputation of the family.

Sherman Morgan sired Vermont Black Hawk, Billy Root, Whalebone and Flint Morgan. The Woodbury line was continued by Morgan Caesar, Chittenden County Morgan and Gifford Morgan. The Bulrush strain was continued through the Ran-

dolph Horse, Jennison Colt and Morrill to Young Morrill, the sire of Fearnaught and Winthrop Morrill.

At St. Albans, Erasmus D. Fuller was located. He was born in 1834 and his father in 1797. The latter in the early thirties started the first livery business in St. Albans. Erasmus grew up with it. They used up to seventy-two Morgan horses a year on their stages and in the livery and sold from seventy-five to one hundred each season. All of these horses were from 15 $\frac{1}{4}$ to 15 $\frac{3}{4}$ hands, blocky built, and weighed from 1,050 to 1,100 pounds. They were prompt, cheerful drivers, good roadsters and could make ten miles an hour. They were largely of the Woodbury and Morrill strains. They were not as trim or handsome as the Black Hawks but were stronger and heavier.

At Shoreham, W. W. Moore was found. He was born in 1826. He said: "The first Morgan horse I remember was Hale's Green Mountain Morgan. He would weigh 1,100 pounds and stood over 15 hands. This horse was very stylish under the saddle. I remember Black Hawk. He was a beautiful horse with a rapid gait. He stood 15 hands and weighed 1,000 pounds. He founded a distinct family.

"At the first state fair held at Middlebury there was a spirited controversy over the difference between the Black Hawks and the Morgans. At that fair there were thirty black stallions in the show ring. All of them were by Black Hawk. I have never seen a family that could equal it in style,

beauty and road endurance. The Black Hawk horses ran close to 15 hands. I had some under and some over, a few being $15\frac{3}{4}$ hands."

S. D. Wells, who was born in 1825, said: "I was a blacksmith at Bridport in 1844 when Black Hawk was brought to the town. He was a noble looking horse and fast on a trot for those days. His colts averaged from 950 to 1,100 pounds, while one named Addison stood 16 hands. He weighed over 1,200 pounds and sold for \$5,000."

Elmer Barnum, who was born in 1834 at Shoreham, said: "Black Hawk was the first Morgan horse I ever saw. He started a new race of horses. They won all the prizes at the fairs. I remember Green Mountain Morgan. He was a chestnut horse with a style entirely different from Black Hawk. The pair met in the ring at Rutland in 1852 and Black Hawk won."

Melzar B. Walker of Whiting, Vt., was born in 1832. He said: "General Gates was the nearest picture to Black Hawk. He was 15 hands high and his get ran from 15 to $15\frac{1}{2}$ hands. The Morrills were larger, stronger and faster than the Black Hawks. They ran from 1,000 to 1,200 pounds. Old Morrill was the finest looking Morgan stallion that ever stood. He was $15\frac{3}{4}$ hands and weighed 1,200 pounds. The Lamberts, as a family, were like the Morgans. They were lighter horses and had more style than the Giffords or Morrills, but they were not as strong.

Charles H. Williamson was born in Middlebury,

Vt., in 1841. He said: "Black Hawk was an inch taller than General Gates. He was stocky made and with a beautiful head and small ears. He was a good knee actor and a square trotter. My father had constantly from sixteen to twenty Black Hawk horses in his livery stable. You could never drive one of them so far in one day but what you could get him back the next."

Mr. Watson submitted this evidence. The management of the Morgan Horse Farm also conformed with his views as to larger stallions and larger mares.

When the Morgan statue was unveiled, the stallions, Troubadour of Willowmoore, Scotland and Bennington, were standing in front of it. Troubadour was a western product and inbred to Black Hawk through Jubilee de Jarnette. He was a solid bay with black points, over 15½ hands.

There was very little resemblance between Troubadour and the typical Morgan in bronze. He had a long back, a neck like a shire horse and one front foot that toed out. In addition to this there was on each of his four feet a two-pound shoe.

Any horse that had to carry that much iron to improve his action could not prove a sire of good-gaited foals and especially the stamp that is supposed to go with a Morgan. The breeders of trotting horses tried that with Smuggler and failed.

Scotland was a chestnut horse with white trimmings. He proved a good sire although a few of his foals paced. Bennington was a brown horse with a white splash in his face.

GOLDSMITH MAID

In 1923, when Zev went over the top as the largest money-winning horse of all time, he took the honors from an American champion which held the laurels in North America for over forty years.

When Zev passed Man O'War, who stood at the top of the American gallopers with \$249,465 to his credit, the next objective was the English horse, Isinglass. He won \$291,275. In the interval Zev also passed another American champion that won \$264,537.50 while on the turf and that never started in an event in which the value to the winner exceeded \$5,000.

A few weeks before he left Nashville, Tenn., on what proved his last trip to New York, Rensselaer Weston sent me a card on which the following was written:

The American Champion

Raced from 1865 to 1877

Started in 123 races of which she won 97, was second in 16, third in 7, fourth in 1, and unplaced in 2.

Made 26 time record exhibitions.

Trotted 367 heats in races and 61 against time, total 428.

Trotted 332 heats in 2:30 and 61 in 2:20.

Won \$264,573.50 in races and exhibitions.

Reduced world's record from 2:17 $\frac{1}{4}$

to 2:14.

Was world's champion from 1871 to 1879.

Goldsmith Maid.

This remarkable mare trotted her first race over the "historic track" at Goshen, N. Y., Sept. 7, 1865. On that date she won a \$100 purse from Uncle Sam and Mountain Boy in 2:36. She made her last appearance at Toledo, Ohio, Sept. 27, 1877, when in a trial against time she trotted three heats in 2:23½, 2:23½ and 2:22 over a half-mile track. A few days later Charles Cochrane, who had charge of Goldsmith Maid during the last six years that she was on the turf, loaded her in a car for the last trip to Fashion Farm, Trenton, N. J. She died there September 23, 1885.

Nowhere in the annals of the turf can there be found a horse which made such a remarkable campaign as Goldsmith Maid. She was foaled at Deckertown, N. J., in 1857. Nothing was done with her until she was six years old except to run a few races on the home farm. John Decker, her breeder, sold her for \$260. Her purchaser sold the future champion the same day for \$360 to a man named Tomkins. The next transfer was made to Alden Goldsmith for \$600. The Jersey mare learned to trot while owned by him and was sold in 1869 when she had a record of 2:19½ to Budd Doble and B. Jackman for \$20,000. They sold Goldsmith Maid to Henry N. Smith for \$37,000. She died his property.

MONUMENT ERECTED OVER GOLDSMITH MAID'S GRAVE BY
JOHN C. KUSER, TRENTON. N. J.

Goldsmith Maid began racing when she was eight years old. That season she won in 2:36. At nine she reduced her record to 2:32 and made General Butler trot in 2:23 $\frac{1}{4}$ to defeat her at Copake, N. Y. The spring that Goldsmith Maid was ten years old she met Dexter in a \$3,000 race at Middletown, N. Y., and was beaten in 2:28. Dexter was driven by Budd Doble. This was the year in which he made his record of 2:17 $\frac{1}{4}$ at Buffalo.

Dexter was purchased by Robert Bonner that year. The horse was turned over to him in September. The following month Doble took Goldsmith Maid and remained in charge of her until she was retired.

Doble won his first race with the Maid at Providence in October, 1867. He defeated the May Day mare, May Queen, and a few others in 2:28 $\frac{1}{4}$. From that date Goldsmith Maid gradually became one of the leaders. In 1868, when eleven years old, this new trotting marvel reduced her record to 2:22 $\frac{1}{2}$. At twelve it was cut to 2:19 $\frac{1}{2}$ after a severe campaign in which she was defeated in six races by Lady Thorne and five by American Girl.

George Wilkes, Hotspur, George Palmer, American Girl, Lucy and Mountain Boy were her rivals in 1870 when she lost another race to Lady Thorne and was also defeated by Honest Allen in a race with running mate. Goldsmith Maid was not required to beat 2:20 in any of her races that year. In 1871, when fourteen, the little mare acquired her first championship laurels at Milwaukee, Wis., when

she defeated Lucy in 2:17. Dexter was no longer champion. She was unbeaten that year.

In 1872 another change was made in the record when W. H. Doble, the father of Budd, drove the new queen a mile in 2:16 $\frac{3}{4}$ at Mystic Park at Boston. She won all of her engagements in 1872 except two, one of them being in a \$10,000 purse at Buffalo, where Lucy defeated her, and American Girl in 2:18 $\frac{1}{2}$.

The next change in this remarkable mare's record was recorded in 1874. At that time she was seventeen years old. In July she defeated Judge Fullerton at Saginaw, Mich., in 2:16 $\frac{1}{2}$. At Buffalo in August in a trip against the watch she cut the figure to 2:15 $\frac{1}{2}$, while at Rochester the following week Doble won with her from Judge Fullerton and American Girl in 2:14 $\frac{3}{4}$. The climax was reached at Mystic Park, Boston, in September, when she trotted in 2:14.

In 1875, when eighteen years old, Goldsmith Maid won all of her races but one. She also trotted Charter Oak Park at Hartford in 2:14 $\frac{1}{2}$. The climax was reached in 1876, when Goldsmith Maid came down the Grand Circuit with Smuggler, Lucille Golddust, Bodine, Judge Fullerton and Lula. Smuggler won from her at Cleveland after a five-heat encounter in which she was credited with two. The following week she defeated Smuggler at Buffalo in 2:16, 2:15 $\frac{1}{4}$ and 2:15, the three fastest consecutive heats up to that date. She also won at Utica, Poughkeepsie, Springfield and Hartford,

where Smuggler reduced the stallion record to 2:15 $\frac{1}{4}$.

Prior to the opening of the Circuit, Doble appeared with the Maid in a series of time record performances at Belmont Park, Philadelphia. On June 2 she trotted in 2:15; on July 9, 2:16 $\frac{3}{4}$, and on June 23, 2:14, one of the watches making it 2:13 $\frac{3}{4}$. When will another trotter appear that will be able to equal the world's record in its nineteenth year?

Doble shipped to California in the fall of 1876. The following spring he appeared with Goldsmith Maid in a series of races with Rarus, the next champion. The Maid won at San Jose in 2:16 $\frac{3}{4}$, at Los Angeles in 2:19, at San Jose again in 2:16 $\frac{1}{4}$, and at Chico in 2:14 $\frac{1}{2}$. This was followed by a defeat at San Francisco, after which she shipped east. In 1877, in her twenty-first year, all of Goldsmith Maid's eastern engagements were against time. At Cincinnati she trotted in 2:19, at Springfield in 2:17, at Chicago in 2:19, at Rochester in 2:16 $\frac{1}{2}$, at Cynthia in 2:17 $\frac{1}{4}$, at St. Joseph in 2:21 $\frac{3}{4}$, at Kansas City in 2:20 $\frac{1}{4}$, and finally at Toledo in 2:21 $\frac{1}{2}$.

All of this is ancient history. Still in the rush for speed it does not do any harm to stop and see if there are any horses to-day that could measure up to those who entertained the fading generation.

In the matter of endurance without any reference to championship speed Goldsmith Maid also more than doubled the records made by gallopers noted for their long careers on the turf. Of the twenty-

six horses that have run more than one hundred races, Bad News started in hundred and eighty-five, of which he won fifty-four; Montgomery one hundred and seventy-nine, of which he won thirty-seven; Imp one hundred and seventy-one, of which she won sixty-two, and Badge one hundred and sixty-seven, of which he won seventy. All of these look rather tame alongside of the four hundred and twenty-eight which were reeled off by this American champion.

After being retired Goldsmith Maid was bred to General Washington, a son of General Knox, and her old-time rival, Lady Thorne. She produced three foals, one of which died young. Her filly, Rosebud, failed in the stud. Her son, Stranger, sired forty-four trotters with records of 2:30 or better. Seven of his sons sired sixty-two trotters and nineteen pacers with records and twenty-two of his daughters produced twenty-five trotters and ten pacers. After Fashion Farm was abandoned as a stock farm Stranger stood for a time in Kentucky. Later on John H. Shults purchased him and kept him at Parkville Farm until he was sold for export to Europe. Stranger died in Austria.

On October 26, 1926, a stone was erected over Goldsmith's grave at Trenton, N. J. It is located a short distance from the fair grounds.

WHEELS AND WHIPS

In the years which have elapsed since the trainers of trotters and pacers cast aside the saddle and spurs for the sulky and whip several generations of men have made reputations as expert reinsmen and race drivers. Many changes have also been made in the vehicles as well as in the manner in which the horses are trained and driven in races.

In the dim past David Bryan started the 2:30 list in 1845 by winning with the gray mare, Lady Suffolk in 2:29½ over the Beacon Course at Hoboken, N. J. This mare was kept on the go for fourteen years. She met all of the best horses of her day under the saddle, to the wagon and to sulky and won at one, two and three-mile heats.

Lady Suffolk showed the stoutness of the Messenger blood in races with Dutchman, Confidence, Washington, Americus, Moscow, Pelham, and the pacer, James K. Polk. They as well as their drivers, Dan Pfifer, Peter Whelan, William Whelpley, Sim Hoagland, Isaac Woodruff, and his more famous brother, Hiram, have passed. They had their hour in the sunshine. The dust of time is now hiding their careers except when a student turns to the old records in the hope of getting a little information from the days which are gone forever.

Two drivers who lived in those days are still remembered. They are W. H. Doble and James D. McMann. The name of the former was carried on by his sons, Budd, Charles and Frank. McMann

made his reputation by giving Flora Temple and Pocahontas world's records. With the trotter in 1859 he started the 2:20 list. She won in 2:19 $\frac{3}{4}$ at Kalamazoo. In 1855 he placed the world's record for pacers at 2:17 $\frac{1}{4}$ when he defeated Hero with Pocahontas to wagon.

McMann was a blacksmith. He banked the fire on his forge, hung up his leather apron, and went out to get money on the race tracks. What McMann won was invested in New York real estate. Today his descendants are living in comfort.

At a later day Peter V. Johnston, another blacksmith, adopted the same course as McMann. He closed his shop at Kalamazoo, Mich., and went to the races. He raced Piedmont, the world's champion pacer, Johnston, and the remarkable sire, Peter the Great. They were not all that Peter had but they were the best.

Dexter was the last word's champion that made a record under the saddle. John Murphy rode him in 2:18 $\frac{1}{4}$ in 1865. Later on Budd Doble marked him in 2:17 $\frac{1}{4}$ to harness. Doble also drove Dexter in the race with Ethan Allen and running rate. Dan Mace won with the team in 2:15. In that heat Dexter was timed outside of the pair in 2:16.

Toe weights, boots, shoes of different weights and shapes, long and short toes, and all that sort of thing which now goes to balance a trotter or pacer were unheard of in those days. One day Doble was asked how Goldsmith Maid was shod. He said that when they were out racing she was sent with

the other horses to the nearest blacksmith shop. Whatever was put on her remained until it was worn out. He added, however, that they made a mistake by shoeing her behind with a three calk shoe. Until the calks were worn down she was always sore across the back, but no one attributed it to the jar when she struck the ground at speed.

Dan Mace was one of the first drivers who was convinced that the manner in which a horse was shod had considerable to do with his speed and racing qualities. He was not as muscular as Woodruff or McLaughlin and controlled his horse with a light hand instead of holding him together with the reins. He did considerable experimenting with bits and shoes and made the patterns for a number of boots to protect the legs of his horses when being trained and raced. He also made a set of goggles, some would call them spectacles, to correct the faulty vision of Fearnought, with which he reduced the stallion record.

Mace made a number of changes in the shoes worn by Lady Thorne. She improved under it and would no doubt have lowered Dexter's record. An injury while being loaded at Rochester placed her on the retired list when at the crest of her career.

The contemporaries of Mace were John Turner, John Murphy, Jack Phillips, M. Higbie, Jock Bowen, James Golden, Jack Trout, Jack Feek and Mace's two pupils, John Splan and "Knap" McCarthy. For years they raced over both the mile and half-mile tracks, bringing out a number of horses which made

reputations on the turf, on the road and in the stud.

Turner's name will always be connected with the careers of Hannis, Edwin Thorne, and Spofford. John Murphy's name recalls his brilliant showing with catch mounts. He won a remarkable race at two-mile heats at Rochester with Steve Maxwell, floated off in front for a number of trips with Majolica, and reduced the team record to 2:16 $\frac{1}{4}$ with Edward and Dick Swiviller.

Golden and Bowen were located at the Boston tracks during the most of their careers. Golden handled all of John Sheppard's road horses. He had considerable to do with the showing of Mill Boy and Blondine, which at one time held the team record; Dick Swiviller, and Young Rolfe, the sire of Nelson. Pilot Knox, while not the fastest of Bowen's pupils, was his most successful performer.

Trout started the Volunteer trotters on their way to victory for Alden Goldsmith. He remained at Washingtonville until James Goldsmith was old enough to take the farm products to the races. Few reinsmen were more successful than this man. For his father he won with Driver, Powers, Alley and a number of others. When the home stock was scattered in 1887 he opened a public stable and remained in front with such horses as Atlantic, Mambrino Maid, Simmocolon, and Pamlico. Also during a lull in James' career his brother John took up the work. After a good showing he went to California, from which he returned with Director and Romero. Later on he started the Guy Wilkes family to the

ances. He won with Muta Wilkes, Hazel Wilkes, Lesa Wilkes, Una Wilkes, Rupee and Oro Wilkes.

In his day John Goldsmith raced in California with Charles Marvin and Orrin Hickok. Both of them were older than the lad from Orange County, but it kept them busy to trim him.

In 1879 Hickok reduced the world's record of 2:13 $\frac{1}{4}$, held by Rarus, to 2:12 $\frac{1}{4}$, with St. Julian at Oakland, Cal., in the presence of General Grant, who was then returning from a trip around the world. Later on this mark was cut to 2:11 $\frac{1}{4}$. Hickok also raced many other clever horses, the lot including Santa Claus, Arab, and the Kentucky Futurity winner, Thorn.

Marvin's masterpiece is the roll of world's records which stand to the credit of Palo Alto. At different times he reduced all of them with such horses as Palo Alto, Sunol, Arion, Sally Benton, Manzanita, Bonita, Norlaine, but with the race-going public his greatest work was in making a champion out of Smuggler.

Splan's connection with light harness racing was made secure by making new world's records with Rarus and Johnston. McCarthy drove Little Brown Jug to a world's record before the Hal pacers were very well known and won a number of races with Bonesetter, Belle F. and Dan Cupid. He also gathered in many a second money with Felix and Geneva S.

Feek found the most of his racing material in central New York. He raced carefully and did well

with Great Eastern, Lysander Boy, Kitefoot and Lady Barefoot.

Another group of reinsmen include Frank Van Ness, Ed Bither, Charley Forth, Charley Green, John Shillinglaw, Gus Wilson, George Vorhees, Charley Abbott, Crit Davis, George Saunders, George Fuller, W. W. Bair, Myron McHenry and Andy McDowell. As a young man Van Ness purchased St. James. After racing him for two seasons he sold him to "Lucky" Baldwin for \$13,000. Later on he had Albemarle, Alcyone and Harry Wilkes.

Bither as a young man raced Jay Eye See and Phallas. He gave both of them world's records. He also marked Kremlin after winning the Transylvania with him. Charley Forth came down the line with Rowdy Boy. He was one of the "big four" which first attracted public attention to the pacers. The other members of this group were Mattie Hunter, which was brought north by Geers, Lucy with Sammy Keyes of Pittsburgh up, and the blind gelding, Sleepy Tom. The last named was raced by Steve Phillips.

Fanny Wilcox was the best trotter driven by Shillinglaw. George Vorhees' name is linked with the performances of Black Cloud and Abbott's with that of Jerome Eddy. George Saunders drove Clingstone in his races with Edwin Thorne. That the Rysdyk gelding was up to something is shown by the fact that his mark of 2:14 to high wheels stood as the race record for a trotter over Grand Circuit

tracks until the bike sulky appeared in 1892.

Bair dropped into the front row with Maud S. and faded after she retired. George Fuller made Patron a leader when it looked as if the Kentucky bred colts would never catch up to the flood of speed released at Palo Alto. Crit Davis did a little record-breaking with Phil Thompson and won a number of splendid races with Prince Wilkes and Harietta.

Charley Green while a contemporary ante dates the most of this group as is shown by his races with May Queen, Lula and Lucille Golddust. Later on he came back with Sprague Golddust and Illinois Egbert, with which he bowled over the betting ring at Rochester. Green's career was paralleled by McDowell. He started off with the pacer, Fuller, and reached the crest of his career when he marked Azote and Alix.

McHenry was one of the greatest race drivers that ever sat in a sulky. All kinds looked alike to him as was shown by the races he won with Searchlight, Nutboy, Charleston and Anaconda.

Gus Wilson did well with Hattie Woodward and landed the \$10,000 stallion race at Rochester in 1881 with France's Alexander.

A few more names of noted drivers flash by as the others pass in review. They include Scott Hudson, Dan McEwen, Jack and Gil Curry, Billy Andrews, Ed Bowne, Dave McClary, Millard Sanders, Mike Bowerman and his brother, George. Bowne deserted Wall Street to drive Mohogany and the noted pair, John R. Gentry and Robert J. The Bow-

erman brothers were breeders as well as trainers. Mike marked Moquette and General Watts and with George owned Wilton. McEwen made a number of trips from his Canadian home with The Eel. He won everywhere. The Curry brothers were clever reinsmen. Jack brought out Joe Patchen and won the \$15,000 free-for-all at Chicago with Alix. Gil's name is linked with that of the gray pacer, Guy.

Hudson was the most successful driver that ever shipped out of Lexington. He raced Eagle Flannigan; Audubon Boy; Jay McGregor; the blind horse, Rhythmic, and Hawthorne. When his eyesight began to bother him he located at Atlanta and made good in other lines.

From the beginning of his turf career Andrews was in a class by himself. Rensselaer Weston, who revived racing in Orange County, rated him as the best. As an evidence of it he selected Billy to help E. H. Harriman out when it looked as if he had the worst end of a match with Marcus Daly.

McClary started the two-minute list in 1897 when he marked Star Pointer in 1:59 $\frac{1}{4}$ at Readville. Millard Sanders also moved the first trotter up to that barrier in 1903 when he drove Lou Dillon in even time on the same course and later in the season at Memphis cut her record to 1:58 $\frac{1}{2}$.

Geers was the link between the preceding group and the men who are now active. For over half a century he made a trip each year, winning races and making new records with such horses as Annie W., Mattie Hunter, Hal Pointer, Robert J., Frank

Buford, Fantasy, Nightingale, Heir-at-Law, Lady Geraldine, Lord Derby, Nettie King, Anvil, Dudie Archdale, Onward Silver, The Abbot, The Monk, Bright Regent, Ed Easton, Dare Devil, Walter Direct, Napoleon Direct, Direct Hal, Hal Braden, Hal Dillard, Joe Patchen, Single G., Lady of the Manor, Star Pointer, Peter Manning, Sanardo and scores of others.

The above are only a few of the reinsmen who placed their names in the front ranks of the trotting turf since Flora Temple and Princess were in their prime. Their names have faded from the race summaries, their places being taken by Murphy, Cox, McMahon, Childs, Crozier, Egan, Valentine, the different members of the Fleming family from Texas to Manitoba, Ray, McGrath, Thomas, White, Snow, Edman, Kelty, Dickerson, Brusie, Martin, Mallow, Lacy, Leese, Morrison, Hyde, Stokes, Pitman, Berry, McDonald, Hodson, Rathbun, McDevitt, Vail, Tyson, Bennett, Sturgeon, Keyes, Nevers, Hedrick and scores of others.

JUSTIN MORGAN

Within a radius of fifty miles of White River Junction, Vt., there was laid, between 1795 and 1821, the foundation of a breed of horses which carried the name of Vermont all over the world. It established a type which in time became the trade mark of the first great American family of horses, and it is so different from all others that when an

Australian or an Englishman refers to a horse as a "Vermont Morgan," an idea of his general appearance is conveyed as lucidly to the resident of Australia or England as it would be if addressed to a New Englander. The words carry with them the memory of the ideal form of Ethan Allen as well as the pure trotting gait, nervy, stylish way of going and perfect manners which made that son of Vermont Black Hawk, a favorite with the patrons of the track and road in his day.

Ethan Allen won his honors as a trotter. He was the champion four-year-old and the champion stallion of his time, and when Magna Charta, Fearnaught and Lady Maud acquired championship honors, those who were breeding utility Morgans made an effort to produce trotters which could compete with the descendant of Hambletonian and Mambrino Chief. New strains of blood were introduced and in a few years the Morgan type began to disappear without an increase in quality and stamina. The brush was there, but the ability to carry it for a mile at top speed was wanting.

For a few generations the Morgan was a male line family. The breeding of the dams of all the early stallions of note was either unknown, or when known traced to horses that did not possess any of the qualities which made their descendants famous. The germ of merit came from the sire, and notwithstanding this method of breeding the original type for a time increased in size and was reproduced so uniformly that it became fixed in New England.

This was done by doubling the Morgan lines.

Like methods did not prevail in Oregon, California, Iowa, where John H. Wallace, the founder of the American Trotting Register, owned and stood for service a Morgan stallion named Ethan Allen in 1856, Illinois, Ohio, Kentucky, Tennessee, etc., to which states many a Morgan stallion went in harness hitched to a prairie schooner.

The breed which passed into history as the Morgan horse bears the name of the man who took the tap root to Vermont in 1795. While he was always in humble circumstances, and died in debt under the roof of a friend who had adopted two of his children, his fame will endure.

Justin Morgan, the man, was born in 1747, in or near Springfield, Mass. Upon arriving at the age of 20 he developed tubercular symptoms, and as he was unfitted for heavy work on a farm, he took up school teaching, giving singing lessons, standing other people's stallions for public service, and finally keeping a tavern for a living. Up to 1788 he was located at West Springfield, Mass. At that time he owned two-thirds of an acre of land on which there was a house and barn. While there, among other horses, he had in 1784 one from East Hartford, Conn., named True Briton. He was also known as Beautiful Bay and later as Traveler, and had been standing for service at several places in Massachusetts for a number of years. At the beginning of his stud career, so far as public announcements show, True Briton was simply a stallion "to fame

unknown," but later in life he was represented as an English horse, and finally he had a story tacked on to him in which it was set forth that prior to the Revolution he was one of Colonel DeLancey's race horses, was stolen from him during the war, and ridden into the American lines at White Plains, N. Y., ultimately sold by one Smith to Joseph Ward of Hartford, Conn., and he in turn sold him to Selah Norton, who lived in East Hartford. He was the owner of the horse when Justin Morgan stood him at West Springfield.

In 1788, Justin Morgan, possibly on account of his health, sold his home in West Springfield for thirty-three pounds, seven shillings and sixpence and removed to Randolph, Vt., with his wife and daughter, Emily, born in 1784, and son, Justin, born in 1786. After his departure, John Morgan, a distant relative, secured True Briton and stood him during the seasons of 1788 and 1789. He removed to Lima, N. Y., his departure from West Springfield dating from 1790, and he never returned.

After locating at Randolph, Justin Morgan resumed school teaching and singing lessons. His fellow townsmen also in 1789 elected him lister, and in 1790 town clerk, an office which he continued to hold until March, 1793. Two daughters, Nancy and Polly, were added to the Morgan family circle after its arrival in Randolph. Justin Morgan's wife died in 1791, ten days after Polly was born. This broke up his home. The children were taken by neighbors, Emily and Justin, being adopted by David Car-

penter, with whom Justin Morgan evidently lived when he was in Randolph, and he died there.

While traveling about Vermont, teaching, Justin Morgan saw that there was an opportunity to make a little money with a good stock horse, so he communicated with some one in Hartford, Conn., possibly Selah Norton, the owner of True Briton, and procured a horse named Figure, which he advertised for service in the Windsor Vermont Journal in 1793 as "the famous horse Figure from Hartford." Justin Morgan also stood Figure in 1794, and in 1795 he again advised his patrons by an advertisement in the Rutland Herald that "Figure sprang from a curious horse owned by Colonel DeLancey of New York" and by that announcement an effort has been made to show that Figure was the horse afterwards known as Justin Morgan and that Justin Morgan bred him while he lived in West Springfield, notwithstanding the fact that Linsley and others, including Justin Morgan's son, fixed the date of this horse's birth at 1793.

But three years of life remained for Justin Morgan. As yet he had done nothing to carry his name beyond the boundaries of Randolph. He had no home ties and his health was not any too good. In the summer of 1795, after making a season with Figure, he told his friends that he was going down the Connecticut river to Springfield to collect some money due him, possibly on the house and lot which he had sold in 1788. He rode away and nothing more was heard of him until he returned to Ran-

dolph in the early fall, leading a three-year-old gelding and followed by a little nubbin of a two-year-old colt. At a later date he told his friends that he took the pair in payment of the debt, and that the colt was a Dutch horse.

This was the horse that made Vermont famous, and those who discuss the merits of the family should stop for a moment to recall that dusty, travel-worn figure returning to Randolph with a three-year-old gelding and a two-year-old colt, neither of which could at that age bring in any revenue. William M. Rysdyk, the \$125 purchaser of the Charles Kent mare and her Abdallah colt, that afterward stirred the trump of fame under the name of Hambletonian and which also made him a rich man, stands out in bold relief alongside of this poor schoolmaster, and the saddest part of it all was that he did not live long enough to know that the Dutch colt which he had taken for a debt was destined to stand at the head of the first great family of American horses.

Fame and fortune passed him by, but his homecoming in 1795 meant much to Vermont, as he was followed by a horse that was destined to make the Green Mountain state and those bordering on it the headquarters of a popular type of horses. As for the horse, no one knows who bred him and the only suggestion that can be made is that it was the man who was in Justin Morgan's debt. That man, in all probability, was Abner Morgan. No one ever took the trouble to learn who he was, what he did

for a living, what he owned, or what became of him. He is the missing link in the story of the horse Justin Morgan.

The only statement in existence in regard to this horse from any one who knew Justin Morgan appeared in a letter written by his son to the Albany Cultivator in 1842. He said the colt was a two-year-old when his father brought him to Randolph in 1795, and that his father called him a Dutch horse. That is all. The writer of this letter was 12 years old when his father died, and the only knowledge in connection with the origin of the horse Justin Morgan begins and ends with it.

At a later date John Morgan, still living at that date at Lima, N. Y., introduced the True Briton story and ultimately supplied Justin Morgan with a dam. The record, however, shows that John Morgan never saw the man Justin Morgan after he left West Springfield in 1788, and it is self evident that he never had any correspondence with him in regard to this horse or he would have mentioned it when he wrote the Albany Cultivator. Half a century later John H. Wallace knocked every peg from under the True Briton end of the pedigree by showing that the horse did not stand for service at West Springfield the year Justin Morgan was got, even if he was bred there, which is a point that has never been determined.

The Dutch horse was introduced to America by the founders of New Amsterdam, now New York. Some of them were brought from Utrecht, Holland,

in 1625. By 1650 they were numerous and were used for all kinds of work.

In 1665, after New Amsterdam was surrendered by the Dutch to the English, Governor Nicholls established a race course at Hempstead Plains on Long Island, and offered prizes for races. These events were contested under saddle.

Racing was established among the Dutch in New York before the English race horse was considered a separate breed. It is therefore safe to presume that the horses which raced on Hempstead Plains in 1665 and for many subsequent years, were Dutch horses, tracing direct to those which were imported from Holland.

Dutch horses were also sent to other ports than New Amsterdam, as there has been found at Salem, Mass., an entry in 1635, setting forth the fact that in that year two Dutch sloops landed twenty-seven mares and three stallions. The mares were valued at £34, while the English horse of that period cost £6, and £10 for freight. The difference in value can be attributed to the size of the English horse, between 13 and 14 hands, while the Dutch horses were between 14 and 15 hands. By the Revolution this had been increased so that the average horse was 15 hands.

Dutch horses were plentiful in New York and especially in the valley of the Hudson river, where the wealthy burghers had large estates. That they were also bred in New England is evidenced by the fact that one of them named Young Bulrock stood for

service at Springfield, in 1792, the year that Justin Morgan was got. He was described in an advertisement as a "horse of Dutch breed, of large size and a bright bay color." Was this the sire of Justin Morgan? Certainly there are better grounds for claiming it than that he was by True Briton, a horse that is not known to have been there that year, and which was advertised in the Connecticut Courant to stand in East Hartford, Conn., although the announcement was afterward withdrawn.

At this point, it would also be well to stop and compare the gait, form and style of the Dutch horse, with Linsley's description of Justin Morgan:

"The original, or Justin Morgan, was about fourteen hands high, and weighed about nine hundred and fifty pounds. His color was dark bay with black legs, mane and tail. He had no white hairs on him. His mane and tail were coarse and heavy, but not so massive as has been sometimes described; the hair of both was straight, and not inclined to curl. His head was good, not extremely small, but lean and bony, the face straight, forehead broad, ears small and very fine, but set rather wide apart. His eyes were medium size, very dark and prominent, with a spirited but pleasant expression, and showed no white round the edge of the lid. His nostrils were very large, the muzzle small, and the lips close and firm. His back and legs were perhaps his most noticeable points. The former was very short; the shoulder blades and his hip being very long and oblique and the loins exceedingly broad

and muscular. His body was rather long, round and deep, close ribbed up, chest deep and wide, with the breastbone projecting a good deal in front. His legs were short, close jointed, thin, but very wide, hard and free from meat, with muscles that were remarkably large for a horse of his size, and this superabundance of muscle exhibited itself at every step. His hair was short, and at almost all seasons soft and glossy. He had a little long hair about the fetlocks and for two or three inches above the fetlock on the back side of the legs; the rest of the limbs were entirely free from it. His feet were small but well shaped, and he was in every respect perfectly sound and free from any sort of blemish. He was a very fast walker. In trotting his gait was low and smooth, and his step short and nervous; he was not in these days what would be called fast, and we think it doubtful whether he could trot a mile much if any within four minutes, though it is claimed by many that he could trot it in three."

When the above and the accepted picture of the horse is compared with the type of English thoroughbred of that period, they will be found as far apart as it is possible to be among horses of about the same weight. On the other hand, an English writer describes the Dutch Hartdraver, that is fast trotter, as follows:

"These horses run from fourteen to sixteen hands; the head small, the shoulders well laid back; the haunches prominent, the crop short and broad, and the limbs muscular and clean, but often fringed

with longish hair up the sinew above pastern joints." This is taken from a book that was published in London in 1845, and would almost fit a Morgan.

Also, in order to show that the trotting speed of the Dutch horse was not of the mythical kind that was attributed to the Narragansett pacer, it is only necessary to refer to the history of the Orloff trotter. This breed was originated by Count Alexis Orloff. He began with an Arabian horse named Smetanka, which he bred to a Danish mare. She produced Polkan. He was larger than his sire, and was in turn bred to a Dutch mare, which breed at that time had a reputation for its trotting qualities. This Dutch mare, in 1784, nine years before Justin Morgan was foaled, produced Barrs, to whom all of the Orloff trotters trace, through his sons, Dobry, Lebed and Lubezny.

In Russia, the Dutch mare gave the Orloff horse the trotting step. Did Young Bulrock do the same thing in America for the Morgans? He came from a family that was noted for that quality, and the results in Russia show that he had the power to transmit it. True Briton, if any of the stories told about him can be believed, came from a family noted for its running qualities.

There is nothing left but to add that Justin Morgan, so far as an established pedigree is concerned, was a "Topsy." He simply grew. That he had a sire and dam is admitted, but their breeding, if they had any, is unknown. The only clue is supplied by Jus-

tin Morgan's son, who said that his father called the colt a Dutch horse.

It is unfortunate that Linsley and other early writers on the Morgan horse did not look up the Dutch horse. The fact that Linsley ignored it entirely shows that he never gave it a thought. At the time he was writing there were many people living in West Springfield, Mass., or that vicinity, who knew all about Young Bulrock, and those who had him.

MORGAN MIGRATION

The Morgan is an American type of horse. It is the only one with the possible exception of the Kentucky gaited saddle horse which originated on this continent. For years it was believed that Justin Morgan, the tap root sire, was by the thoroughbred horse, True Briton. Wallace, however, exploded that and showed that there was a chance of him being a Dutch horse, as was claimed by the man who took him to Vermont.

Justin Morgan was foaled at West Springfield, Mass., in 1793. He was taken to Vermont in 1795 and died in 1821. He bred on through his son, Sherman Morgan, Bulrush Morgan, and Woodbury Morgan. Of these Sherman Morgan sired Vermont Black Hawk, Billy Root, Whalebone and Flint Morgan. The Woodbury line was continued by Morgan Caesar, Morgan Eagle, Chittenden County Morgan, and Gifford Morgan, while the Bulrush line runs

through the Randolph Horse, Jennison Colt, and Morrill, to Young Mōrrill, the sire of Fearnaught and Winthrop Morrill.

Within fifty years after the death of Justin Morgan, his descendants were found in every state in the Union. At that time over one-half of the light harness performers traced to him either through the sire or dam. The pedigrees of the leading trotters of today also show that a number of them carry a remote cross of Morgan blood; Uhlan, Lee Axworthy, Hamburg Belle and The Harvester being among them.

A national survey of the light harness foundation stock shows that the forty-niners began buying Morgans as soon as they were located in California; Keokuk, Black Eagle, Black Warrior, Tyler's Black Hawk, Novato Chief, McCracken's Black Hawk, Dave Hill and Benecia Boy being taken there prior to the Civil War. The Oregon breeders also purchased Vermont and Oregon Pathfinder. They were followed by Winthrop Knox, Champion Knox, and Dick Flaherty.

Kentucky was fortunate in selecting Blood's Black Hawk. He as well as his sons, Blood Chief and Indian Chief, the sire of Lady de Jarnette, were almost invincible in the show ring. The Morgan stamp was also left in Kentucky by Dorsey's Vermont Hero, through Golddust, Downing's Vermont through Gill's Vermont, Red Jacket, Rattler, Peavine, and Honest Allen.

Axworthy and Moko had each a Morgan cross.

The line to Axworthy runs through Strideaway; to Moko through the Stockbridge Chief mare that produced Gloster, 2:17.

The Morgan tide reached Michigan in the early fifties, the leaders being Morgan Eagle, the sire of Magna Charta, Marshall Chief, the sire of Primus, Chauncey Goodrich, and Don J. Robinson, Western Fearnought, Buell's Pathfinder, Oceana Chief, Royal Fearnought, and Vermont Hero, the sire of General Knox. Stockbridge Chief died in Illinois, where he was joined by Ward's Flying Cloud, Woodward's Ethan Allen, which was afterwards taken to Kentucky, Swansbrough's Creeper, Captain Beaumont, Addison, and several Golddusts.

In the early days, Wisconsin was the half way station for Morgan stallions that were being taken to California. A few of them made several seasons there before completing the journey, the group including Benecia Boy, Dave Hill and McCracken's Black Hawk. A number also remained in the badger state, the leaders being Coman's Gray Eagle, whose son, McKesson's Gray Eagle, got Charley Ford, 2:16 $\frac{3}{4}$, Prince Pathfinder, Live Oak, and Black Flying Cloud, the sire of Badger Girl, 2:22 $\frac{1}{2}$.

Iowa breeders developed a fondness for Morgans at an early date. Their selections included Eastman Morgan, sire of Little Fred, 2:20, Panic, Vermonter, General Stark, Vermont Boy, whose son, Reconstruction, got the dam of Bonnie McGregor, 2:13 $\frac{1}{2}$, and King Herod, while both McKesson's Gray Eagle and Young Morrill died in Iowa.

King Herod and Stockbridge Chief were located in Ohio for a brief period. Jackson's Flying Cloud also after standing at Urbana spent the last five years of his life at Springfield, where he got the fourth dam of Binland, 2:03 $\frac{3}{4}$. Many other Morgan stallions were also taken to the buckeye state, the list including Barre, Austin's Morgan Bulrush, and Knowlton's Morgan, by Bulrush Morgan, General Morgan, the sire of Mazomania, 2:20 $\frac{1}{4}$, Onderdonk, Case's Dave Hill, Nigger Doctor, Orr's Flying Cloud, and Black Squirrel, sire of the dam of Fred B., 2:10 $\frac{3}{4}$.

Ethan Allen, the idol of the Morgan family, died at Lawrence, Kansas, in 1876. He left a few foals in that state, which was for many years the home of Joe Young, 2:19 $\frac{1}{2}$, sire of the dam of Joe Patchen, 2:01 $\frac{1}{4}$. Joe Young was foaled in Minnesota, where his sire, Star of the West, was located for a number of years. The latter was by Jackson's Flying Cloud and was foaled in Connecticut. Herod was also located in Minnesota, being brought there from Montana, where he, as well as Prospect and Jubilee de Jarnette, added to the horse values in the mountain state.

Woodbury Morgan was taken to Alabama in 1836. He was followed by Dorsey's Vermont Morgan in 1860. Seth Warner stood in Louisiana and Denning Allen was located in Arkansas, where he got Lord Clinton, 2:08 $\frac{3}{4}$. Charles Caffrey made his reputation in Nebraska, and Cottrill Morgan, the sire of the dam of Westmont, 2:13 $\frac{3}{4}$, was located at Clarks-

burg, W. Va., when he got Bell Morgan, the sire of Lady Turpin, 2:23.

Tennessee breeders purchased Naugatuck and Ben Franklin. Walker Morrill, after being located in Michigan and Maryland, closed his career in Virginia, where he got Lamp Girl, 2:09, and Marendes, 2:17 $\frac{1}{4}$, whose dam was by Sherman Morgan, Jr., a grandson of Flint Morgan.

Patrick Henry and Black Prince were the Morgan pioneers in Maryland. The latter sired the dam of Maxie Cobb, 2:13 $\frac{1}{4}$. In New Jersey, North Morrill and Morgan One Eye preceded General Knox, who got General Washington and Charles Caffrey while located at Fashion Stud Farm. New York was the home state of Ethan Allan and Daniel Lambert. It was also the headquarters of Superb, a horse which was all that his name implied, Benedict's Pathfinder, Sam Houston, Humbird and Victor.

New England has always been the headquarters of the Morgan horse. After the old stock disappeared, Vermont retained the Jennison Colt, whose owner was given a pound of tea for his services when he got Morrill, Darkey, Highland Gray, who got the dam of J. J. Audubon, the sire of Audubon Boy, 1:59 $\frac{1}{4}$, and Young Morrill. Vermont Black Hawk was located there from 1844 until he died in 1856, and Daniel Lambert for sixteen seasons. Both Fearnought and Vermont Black Hawk were foaled in New Hampshire. Star of the West, Naugatuck, Vermonter, Fred Allen, Hampden Boy, and Young Gifford were either bred or owned in Connecticut.

Massachusetts was at different times the home of Ethan Allen, Winthrop Morrill, Fearnaught, and Daniel Lambert, while General Knox and Winthrop Morrill made their reputations in Maine. They succeeded Morgan Caesar, sire of Mac, 2:28, Whalebone, sire of Blackstone Belle, 2:28½, and the grandam of Hopeful, 2:14¾, Brown Harry, Fearnaught Jr., and Holland's Ethan Allen, and were followed by Nelson, 2:09, whose grandam was by Vermont Black Hawk. The Morgan was also the pioneer light harness horse in Canada, a number of them being taken from Maine to New Brunswick and Nova Scotia. Canada Black Hawk, the sire of Drummer Boy, got a number of successful sires in Quebec, while Green Mountain Morgan, Fearnaught Gift, and Eden Golddust left considerable speed in Ontario.

At the present time the best Morgan horses are owned either on the government farm in Vermont or by the members of the Morgan Horse Club, but there are thousands who can recall the round bodied, trappy going roadsters which made the Concord wagons cluck as they whisked them over the New England roads. As sure footed drivers, they never had a superior, while their cheerful dispositions, dependable qualities, style and way of going made them favorites everywhere.

TROTting TRACKS

How to Build a Track

First get your land, then get a surveyor. Forty-nine acres are required for a mile track and fourteen acres for a half-mile track. This acreage is simply what is necessary for a track having a homestretch sixty-five feet and backstretch forty feet wide. It does not include the land required for buildings. That, and the width of a track, are matters for each association to decide for itself.

In the calculations and illustrations presented, distances are stated in feet, and (generally decimal) fractions thereof. The illustrations will give anyone a clear idea of how to lay out a track much better than any written description, if the ground be susceptible to having one built of regulation form. If not, then special engineering is necessary. Special mention need only be made of the methods for laying out turns, as the stretches are simply matters of distances fully explained in the illustrations. There are three plans.

The Engineer's Plan

For experts with approved instruments. For a regulation mile track (see fig. 1). From points of curve deflect angles of 3 degrees and lay off chords of 43.98 feet. Ordinates from these chords (see detail fig. 4) at one-fourth and one-half their length, are respectively 0.43 foot and 0.58 foot.

For a half-mile track (see fig. 3) ; from points of

Fig. 1—Mile Track.

curve deflect angles of 6 degrees and lay off chords 43.92 feet. Ordinates from these chords (see detail fig. 5) at one-fourth and one-half their length, are respectively 0.86 foot and 1.15 feet.

The Surveyor's Plan

For surveyors with ordinary surveying implements. The illustrations (see figs. 1 and 2) will clearly indicate the simple methods for both mile and half-mile tracks. (As an assistance to surveyors in making a true curve, see details figs. 6 and 7).

Fig. 3—Regulation Half-Mile Track. Engineer's Plan.

This plan is susceptible of being worked by anyone with tape-line and wire, but, as it is necessary to get the ordinates at exactly right angles to the chords, and but a slight deviation therefrom would affect the curve, associations are advised to adopt

The Amateur's Plan,

which is so plainly illustrated in figs. 2 and 8. Having laid out the straight lines, as indicated, all that

is then necessary, for a mile track, is a piece of wire, four hundred and twenty feet two and one-eighth inches long (420.17). From a stake driven at the intersection of the long middle line with the line that runs from the commencement of the turn on

Detail Fig. 4—For Engineers. Showing Chords and Sub-ordinates to Fig. 1. (Regulation Mile Track).

one stretch to its commencement on the other, stretch this wire at any angle as many times as you like (the oftener the better) and its end will be a point on the turn. If the wire is held level it will be impossible to make a mistake in this simple method. If the ground is not level (slight inequalities will not affect the result) the wire should be raised at both ends so as to make it level. The oftener these radii are struck the easier it is to form a true curvé. It is not necessary to observe any

stated distances between the points on the curve. You cannot go wrong, for the end of the wire will always be at the turn; therefore, if some obstruction exists, skip it and stretch the wire at shorter or longer distances apart at that particular place. For a half-mile track the wire will be two hundred and ten feet one and one-sixteenth inch (210.08 feet) long, and the method is, of course, the same. A wire is better than a rope or cord, as the latter will stretch.

Detail Fig. 5 (To Fig. 3)—For Engineers (Half-Mile Track).

The foregoing gives the true mile or half-mile line. Set the fence just three feet inside this line, on both the turns and stretches (see dotted lines in illustrations figs. 1 and 2), and a regulation mile or half-mile track is the result. Be sure and have a hub board on the pole fence.

The turns on a mile track should be thrown up one foot in ten of width, so that a turn forty feet wide would, at its highest point, be four feet higher at the outside than at the pole. On a half-mile track the turns should be thrown up one foot and three

inches in every ten feet of width, or five feet on a forty-foot turn. This rise cannot be made abruptly at the commencement of the turn. It should commence far enough back from that point so that one-half of the total rise is gained at the commencement of the turn. For convenience, it would be well to lay off stations of forty-four feet, commencing four

Detail Fig. 6—For Surveyors, Showing Chords and Sub-ordinates to Fig. 1. for the Purpose of Assisting in Turning Curves (Regulation Mile Track.)

stations back from the point of curve and gradually raising one-half foot in each station, so that when the commencement of the turn is reached two feet of the outside elevation is gained. From that point the grade should be increased to one foot in each forty-four foot station, until the required outside elevation is reached. This throwing up of the turns should be commenced on both stretches for both turns and worked towards the apex of each.

For draining purposes have the outside of the stretches one foot higher than the pole. Two feet inside the pole fence there should be a ditch at least a foot wide and the same in depth, to receive the drainage. At intervals of twenty-five feet, or oftener if required by wet spots, there should be small gutters from the inside edge of the track to the ditch. These gutters must be shallow, especially on the turns, to avoid carrying the water off too rapidly, and by so doing creating wash-out places on the track opposite them.

Soil and Grades

Natural soil, if the right kind, is the best. If, however, the soil is sandy, the roadbed must be covered with a dressing, about six inches deep, of clay or clay-loam, and as free as possible from peb-

Detail Fig. 7 (To Fig. 2)—For Surveyors. Regulation Half-Mile Track.

bles. In choosing between two locations, the one with the natural soil has many advantages, for the cost of top-dressing a track is a larger item than

those not posted would imagine, even though the desired soil is close at hand. The natural soil wears much better than the artificial article. The latter has to be renewed every few seasons, while the former not only lasts much longer, but when worn out at the top can be plowed under and new soil brought to the surface at very slight expense. Between clay, clay-loam, muck, or any rich soil that packs readily, with the least tendency to cup, there is little choice. A slight grade in a track is far from being a disadvantage. The descent should be on the last part of the mile.

Fig. 8—Best Method for laying out turns of mile track for amateurs, with a wire four hundred and twenty and seventeen hundredths feet ($= 420$ feet $2\frac{1}{8}$ inches) long. (For half-mile tracks reduce one-half. See Fig. 2).

Track Equipment and Care

Constant care is what makes a track safe and fast for racing. It cannot be neglected for fifty weeks in the year and be good for race week. As the soils of tracks differ there are no set rules which

can be given to work them. That is something that the track manager has to work out for himself, after he has been on the job long enough to learn the good and bad qualities of the soil.

In the line of equipment a track requires a sprinkling wagon, unless the association uses calcium chloride to keep the soil moist and at the same time keep down the dust, two harrows, one of which is kept sharp and one dull, a nail harrow, one or two floats, and a scraper.

The first requisite to keep a track in condition is water or calcium chloride. Never use oil. It ruins a track for racing. When the heavens do not supply the water, the sprinkling cart must. Next to water, or a substitute, the harrow is both the life and death of a track. Just how much harrowing a track needs is something for the man in charge to determine.

The proper time to harrow a track is after rain or after a sprinkling. Never harrow a dry track or you will make it cuppy. The same trouble follows too frequent or too deep harrowing. It separates the particles of the soil, causing it to loose its adhesiveness and results in a dead crusty surface which breaks away and becomes cuppy.

A triangular nail harrow is a very useful implement to use when drying a track after rain. It breaks up the surface and lets the air into the soil.

A wet track on race day is a doubtful asset. At some places sheep, cattle and horses under saddle have been driven over the track to roughen the surface. At other places the water has been squeezed

out of the soil and the slush pushed to the outside of the course by putting on a flock of automobiles. Each has advantages as it gets results and that is what is wanted on race day.

What is wanted is to make the track so that the nail harrows can be put on to roughen the surface. As soon as this is accomplished a few trips around the course will make the dust fly or at least make the course so that it can be used for racing. The drivers of the ginger bread horses may draw them on account of the heavy footing but the mud larks will go on and entertain the spectators and at the same time win a purse or two which they might not get a piece of under more favorable conditions.

The care of a track during race week is a serious problem. The success of the meeting depends upon it being kept in condition. If the weather is favorable the man in charge does not have to worry although he may not get much sleep on account of the most of his work must be done in the night or early in the morning. Where the sprinkling wagon is used it should be out if the weather looks favorable after sun down and kept going until the track is wet thoroughly. Next morning the tractor, auto or horses should be out with the harrows, before sunrise.

If it looks like rain the track should be floated as soon as the races are over. Then if the weather breaks there will be no ridges or depressions to keep the water from running into the ditch. Some will sink in but not as much in the event of a heavy

rain as it would if the track was rough.

The float is the best implement ever invented to keep a track smooth and free from waves. It is made of two by four scantlings sixteen feet long, set upon their edges and spiked together, making a frame sixteen feet square. The float should be hitched to slightly at one side of the center so as to carry the surplus dirt and pebbles to the outside.

No association has a full complement of track tools without a scraper. Its frequent use, however, is rendered unnecessary by the float. After a severe storm the loose dirt washes down to the pole, especially on the turns. The scraper will remove this and carry it out. After it is used put on a light harrow and follow it with the float and you will have a fast track with a cushion that will take off the jar when a horse steps on it at speed.

Judges' Stand, Etc.

Put up brightly painted quarter poles so that they can be seen from the judges' stand and grandstand and mark the distances in yards on the pole fence. The flagman should always stand on the outside. He will then not do any guessing as to whether a horse is distanced or not.

The judges' and timers' stand can be located on either side of the track or one on each side. If the judges' stand is located on the inside of the track it should be set back ten or twelve feet from the pole fence and on a mile track at least three hundred feet from the turn, or on a half-mile track at least one hundred and seventy feet from the turn.

The judges' stand should not be over six feet high, which is ample for the occupants to have an unobstructed view of the track. When it is higher and on the inside of the track a horse finishing at the pole is frequently overlooked. With a low stand an iron rod on each side of the track takes the place of a wire. The rod opposite the judges' stand should be placed in front of a wide board painted white with a black stripe down the center. This makes it an easy matter for the judges to place the horses in a close finish. By having the judges' stand on the outside of the track the spectators and the judges see the finish at the same angle.

In the matter of track buildings, etc., see what other people have. Get a line on the pitch of a dozen grandstands before you start to build and at the same time pay particular attention to the towns where the spectators are not compelled to jump up to see the horses after they turn into the stretch. Each race track and its equipment has some one point or two better than the others.

Get out among your neighbors between meetings. See what they are doing on their tracks and at their meetings to entertain the public. It is the dollar at the gate that makes the sulky wheels turn. Do not complain if a few get in over the fence. There is no better advertisement for a race meeting than that some one, even if it is only a small boy, tries to break in to see it. The fence jumpers as a rule are short of cash. When they get some they will line up at the ticket window.

A Word About Tracks

Race tracks are either sand, gravel, clay, loam, clay loam, or cinders. The sand and cinder courses can be used in almost any kind of weather. Rain improves them although when they are dry they are apt to be dusty. A gravel track is the pebble picker's paradise. In and out of season he can always find a few small rocks coming to the surface for horse owners to complain of and use as an alibi when a racing sample makes what looks like a suspicious break. It takes a lot of rain to stop the racing over one of these tracks while a free application of calcium chloride makes them as firm as a belt and also prevents dust.

A loam or clay loam track is the ideal course for training. Both of them have a cushion which takes off the jar. They are also firm enough not to cup like a sand or gravel course when dry. The principal fault that can be found with them is that they soak up rain like a sponge and are hard to dry after a shower unless they are well drained. It is, however, possible to get at them with the harrow earlier than a clay track from the fact that the soil is not so apt to roll when disturbed.

For racing purposes a clay track is the fastest and the firmest for all kinds of horses when the weather is favorable. Its surface will also resist rain if thoroughly floated so that it is smooth enough for the water to run to the pole. If on the other hand a clay track is thoroughly soaked while the surface is

rough, especially during cool weather, it is a difficult task to fix it so that it can be used for racing.

A light misty rain is the worst sample of weather that can be passed to an association which is giving races over a clay track. It then takes up the moisture gradually and retains it until the wind or sun can assist in drying it.

On the other hand a heavy downpour beats down the rough spots on a clay track and allows the rain to run off towards the pole if the bed of the course has the proper slant. An application of calcium chloride also binds the surface of a clay track and gives it a firm surface while it keeps down the dust. This by product of the salt wells more than pays for itself by making it unnecessary to keep the sprinkling wagon going.

The success of a race meeting or a fair depends on the condition of the race course while it is in progress. Postponements are expensive as frequently the spectators plan to remain only for a day or two. If there are skips during the meeting their patronage at the gate and grandstand is lost.

The New York State Fair at Syracuse has an up-to-date clay track. While the soil has a soft putty like feeling when wet, under favorable conditions the surface is almost perfect. It is also drained so thoroughly that after a storm the harrows can start at the pole and work out instead of from the outside fence as on other courses. It, therefore, can be put in racing condition in half the time.

The winter rains in Florida have always kept the

half-mile track at Orlando in trim. It is a mixture of sea sand and leaf mould. The water goes through it like a sieve. At the Longwood mile course, between that point and Sanford, the management covered the course with marl, which is the name that goes with the clay in Florida. It made a fast and firm course.

While the care of tracks differ on account of the soil it is a sure formula that water never fails to improve a sand or light gravel course. Loam tracks, as a rule, can almost take care of themselves if they are kept smooth and not permitted to get guttered by rain. A clay track must never be neglected. It is a constant care for the track manager. If permitted to get dry several wagon loads of surface blow away every windy day and if not given prompt attention after rain it will bake and become as hard as a board.

PECULIARITIES OF CHAMPIONS

"A bunch of nerves is the only temperament for a champion," remarked Thomas W. Murphy, as he sat in the living room of his Poughkeepsie home, surrounded by paintings of the horses to which he gave world's records. In this room there were eleven paintings. They represented Peter Manning, Directum I, Margaret Dillon, Miss Harris M., Sanardo, Arion Guy, Tilly Brooke, Rose Scott, Merriman Highland Scott and Frank Bogash Jr., the horses which Murphy placed in the two-minute list.

"In order to get the last ounce of speed from a horse," continued the master reinsman, "it is necessary to humor him. Let him have his own way if he has any peculiarities on the track, providing it does not interfere with his speed. At the same time a trainer must be sure that the work given him between races or time trials does not do him more harm than good. I have had a number that required drilling and others that had to skip work.

"When Walter Cox raced Mabel Trask she had a habit of stopping after a score and taking a look at the surroundings. She could have been broken of that habit. Walter did not interfere with her. Mabel Trask enjoyed the privilege. After she had had her peek she was ready to race all the better for it.

"Anna Bradford, the filly that placed the three-year-old pacing record at 2:00 $\frac{3}{4}$, was very high strung. Whenever she was turned in her work or to score she dropped her head, giving it a swing to one side before getting under way. She would then put her head in place and flash off like a bird. On account of this habit Anna Bradford wore a very loose check rein. It flapped on her neck when she was racing.

"This filly could carry her speed as far as any pacer I ever had, but she would not go away smooth-gaited unless she had that play with her head. She would not stand for rough treatment or harsh bits. As soon as Anna was in trim to race she was never taken to the track for work.

"The day Anna Bradford made her record I looked at my watch when she passed the half. It registered 1:01. She buzzed along from that point to the three-quarters in $29\frac{1}{2}$ seconds and paced the next quarter just as comfortable in $30\frac{1}{4}$ seconds. The week before she won a race in $2:01\frac{1}{2}$, the middle half of the mile being paced in a minute.

"Anna Bradford could have paced either of these heats in two minutes if she had been sent for it. All that I had to do was to sit still and let her go. Nature had balanced her perfectly. All that she wore was a three-ounce shoe on each foot.

"The summer Anna Bradford was four years old I worked her in 2:02. As I also had Frank Bogash Jr., I told her owner that he would have to turn her over to another trainer. She moved on but was not heard from. A few changes closed her career.

"Frank Bogash Jr. was a wonderful little horse. Like Peter Scott and Peter Volo he was a regular racer. They were trained just like ordinary horses and would go at any time. From the day that Peter Volo came to me as a two-year-old he always acted like an aged horse. This trio always felt good and acted perfectly in or out of their races.

"With Peter Scott I knew that he would give all that he had in every heat he raced. Sometimes he would trot in 2:07 and a fraction and I would think he was all out, only to have him come back two seconds faster. There are few horses of that kind.

"Native Belle, the first two-year-old to beat 2:10, was a nervous, high strung filly. In June she worked

a mile at Terre Haute in 2:42. Anvil was the same age. That week Mr. Geers worked him in 2:16 $\frac{1}{4}$. Mr. Thompson, the owner of Native Belle, came to me and said that we might as well turn Native Belle out. I told him that she was not expected to race until October. At Syracuse in September I worked Native Belle in 2:14. She could have trotted in 2:10 that day. At Lexington she won in 2:07 $\frac{3}{4}$.

"Native Belle made her record in 1909. In 1907 I won the same event, the two-year-old division of the Kentucky Futurity, in 2:12 $\frac{1}{4}$ with Trampfast. The Kentuckians crowded around the colt and said that none of them would live to see it beaten. When Native Belle trotted in 2:07 $\frac{3}{4}$ they considered it a calamity. They said that there was no use trying to get a two-year-old to reduce it.

"Seven years later The Real Lady won the same event in 2:07. The Real Lady was always a champion. She was good headed and pleasant to drive. She never made a break and had perfect manners. In her three-year-old form this filly was sick for a greater portion of the summer. Notwithstanding that handicap she won the Kentucky Futurity in 2:03 $\frac{3}{4}$.

"Susie N., my first Futurity trotter, was a good headed filly. She raced from behind like Trampfast. The morning after I won with her at Columbus, Henry Schmulbach offered \$50,000 for her. It was declined. Miss Adbell defeated her in the Kentucky Futurity after Susie N. won a heat. I drove that race with one arm in a sling on account of a

broken shoulder. I am satisfied that if I could have given her a little help at the finish of the heats the result would have been different.

"Arion Guy was a horse that had to be worked and handled with a great deal of care. A driver could not be sure of him like Peter Manning. The latter was always ready. He never missed a feed, was absolutely sound and good tempered. Another peculiarity about him was that he only required moderate work to go fast.

"Sanardo, on the other hand, had to be tightened up with plenty of work to race good. He was always anxious to go and wanted to make his own pace. If his manners had been a little different in company Sanardo would have been a faster horse.

"I found Margaret Dillon an easy mare to train. As soon as she was filled up and strong she could fly. When she made her first start at Toledo a few said she was too fat. I thought differently. She won in two minutes. Between races Margaret Dillon was never worked faster than 2:20. Still she kept making speed all season. In her last race at Lexington she won in 1:59 $\frac{1}{4}$ and 1:59. The following week she reduced her record to 1:58 $\frac{1}{4}$.

"Miss Harris M. was a horse of a different type. If she was not worked in 2:07 or 2:08 between races she would cord up. Directum J. was one of the same kind. Both of them required a lot of drilling.

"Directum I. was a nervous little horse. He was an exception to all rules of training. After I got him ready to race I worked him like any other horse,

giving him a few fast miles between races. With this I found he could go in two minutes but that he had none of the brush that wins races or makes fast records. For a couple of weeks he did not have any engagements and I let up on him. Then I worked him and he could literally fly. The next week he raced William at Cleveland and was beaten in 1:58½ and 2:00. He could pace in about two minutes that day but acted dull.

“Dr. McCoy told me that if I wanted to do any good with Directum I., I would have to stop working him. I hesitated as I knew that a fast horse raced under such conditions was sure to cord up and get into all kinds of nervous trouble.

“Finally I decided to try it. The result was that he paced in 1:58½ at Hartford and in 1:56¾ at Syracuse the following week. In 1916 Directum I. paced a quarter in 26¾ seconds and a half in 55¾ seconds. After each of his flights of speed every nerve in his body seemed to be shattered. It took three or four days to get him back to normal but it made him the fastest pacer in the world.

“With the exception of Directum I., Hetty G. was the most peculiar horse I ever trained. She had been raced before I got her and cast aside because she would not eat for two or three days after a race. She got so that she would rush to the half like a flash and stop almost to a walk on the trip to the wire.

“When I took Hetty G. I knew that if she did not eat she would not do me any good. I began experi-

menting with her and found that she was fond of carrots. A few were put in her oats. Hetty ate the carrots and left the oats. I then got a large grater and scraped the carrots through it. These were mixed with ground oats and brown sugar. She ate that and kept rattling the feed box for more.

"In two seasons I won twenty-six out of twenty-nine races with Hetty G. The last year I had her she won sixteen races straight. The harness was never put on her for five days after a race. On the fifth day she was jogged two or three miles. On the sixth day if her races came a week apart, she was jogged three miles and driven one mile in 2:40.

"Under this treatment Hetty G. proved a game mare. She would follow her field at any pace and come out with a rush in the stretch as soon as she was called on. In her race at Hartford she broke a hopple and Nathan Straus won a heat. Almost everyone thought that she was due for a trimming but she came back and won looking for horses.

"R. T. C. was another peculiar horse. He carried more weight than any horse that ever raced as fast as he did. His shoe, pad, and quarter boot weighed thirty-two ounces. Then he had corns.

"The 'old plow horse,' as Mr. Thompson always called him, was much faster than his record of 2:06 $\frac{1}{4}$ indicates. He was also fortunate in not meeting any extremely fast horses. His long list of winning brackets would have looked different if he had bumped into a few that have been raced since 1911."

STANDARD OIL TROTTERS

All of the men who were identified with the Standard Oil Company before it became a world wide organization owned and drove trotters on the road. A few also raced them.

For a number of years John D. Rockefeller had a private stable at the Cleveland Driving Park. He also had a stable in New York. It was located a few doors from the building in which Robert Bonner kept Maud S. His brother William had an attractive stable on the opposite side of the street while during the summer months his horses were kept at Greenwich, Conn.

John D. Rockefeller's most noted road team was the cross-matched pair, Midnight and Kate McCall. Alex McLean had charge of them as well as the other members of the stable, which included Bob Frost, a gray gelding by Independence out of Cleora, that was bred by his brother William, Bonhomme, Dodgeville, Mattie Mentone by Monaco out of Mattie Hunter, and the Brown Wilkes gelding, Pennock. When McLean died, John D. sold his horses and took up bicycling. He finally drifted to golf.

William Rockefeller's most noted pair were the cross-matched team, Independence and Cleora. In 1883 John P. Gilbert drove them in 2:16½ to a pole cart at Hartford. This was a quarter of a second below the team record which John Murphy made with Frank Work's pair, Edward and Dick Swiveller, the preceding year.

George Saunders succeeded Gilbert in the management of William Rockefeller's stable. While he was there Wildrake and Virginia Evans were added to the list of road horses.

Frank Rockefeller bred and raced horses. He had a stock farm at Wickliffe, Ohio. Haroldmont stood at the head of the stud. Lady Clark, 2:27, was his best mare. From her he got Hettiemont and Pattie Clark, both of which were raced by Geers. He also owned Maud C., 2:10 $\frac{1}{4}$, and the fast filly, Fanny Foley.

L. V. Harkness was another member of the Standard Oil group that developed a fondness for trotters. His father invested \$70,000 in the Rockefeller venture. It had grown to millions when passed on to L. V. Some of them were invested in Walnut Hall Farm, which is America's greatest nursery of light harness performers.

E. T. Bedford of Brooklyn joined the Standard Oil ranks after its headquarters were located in New York. For years his name has been identified with fast road horses and trotters. He made the world's team record to wagon over a half-mile track with York Boy and Bemay, while he also bred Hamburg Belle, 2:01 $\frac{1}{4}$, and marked Diplomat, 2:05 $\frac{1}{4}$, on a half-mile track.

George Hopper was a member of the old Standard group. In 1864 when John D., William Rockefeller and Samuel Andrews opened an office in a little brick building on Water Street in Cleveland and painted the name "Rockefeller and Company" on the win-

dow, Hopper had a cooper shop near Cuyahoga Creek. Rockefeller & Co. came to him to buy barrels. For years they complained of leakage and evaporation. One day while Hopper and his men were debating the subject a tramp stopped at the door of the shop. He suggested that they fill the barrels with water before they were painted. It was tried and proved a success until tank cars and pipe lines put the blue oil barrels in the discard.

Hopper made millions with the others and spent some of it for trotters. He established a stock farm at Unionville, Ohio, and put Volney French in charge. Exarch, a brother to W. B. Fasig's trotter Wyandot, was placed at the head of the stud. George Hopper in company with Judson H. Clark also paid \$50,000 for Bell Boy, a few months before he was destroyed by fire.

Samuel Andrews and Flagler, two of the original founders of the Standard, owned a number of horses. Andrews was fond of the Morgans and at one time owned Black Squirrel, sire of the dam of Fred B., 2:10 $\frac{3}{4}$. Before Flagler began investing his millions in Florida hotels and the marine railroad to Key West, he was frequently seen on the New York and Brooklyn roads behind a team.

Of the Standard magnates, Frank Rockefeller and George Hopper were the most affable. Frank Rockefeller enjoyed the races and was always pleased to lay aside his business affairs to talk horse. George Hopper was at his best on race day. With a box lunch and a bottle of beer, he would sit all afternoon

in the grandstand and watch his horses go. It did not make a particle of difference to him whether they were first or last. All he wanted was action.

John D. Rockefeller was a stockholder in the Cleveland Driving Park but no one ever saw him at a race meeting. He appeared in the morning to drive his horses. A slight bow was the only recognition that he ever gave any of the rising generation although at times he joined in conversation with W. J. Gordon, Col. Edwards or H. M. Hanna. William Rockefeller never returned to Cleveland after he located in New York. He was as distant as John D.

CANADIAN HORSES

St. Lawrence and Tacony were the first Canadian trotters that attracted attention on the American turf. The former made his record of 2:34 at Chicago in 1848, while he also won at two and three mile heats. His breeding was unknown although some claim that he was a Tippoo, to whom nearly all of the early Canadian trotters traced.

Tacony was the first Canadian 2:30 trotter. He was foaled in 1844 in Prince Edward or Hastings County, Ontario, and made his record of 2:27 in 1853 when he defeated Flora Temple over the Union Course. Tacony was got by Sportsman, a son of Tippoo. This tap root sire was by the Narragansett pacer Scape Goat, his dam being a chestnut mare which a traveling preacher purchased for \$93 at an

auction sale of army horses in Kingston after the close of the war of 1812. Tippoo was foaled in 1817 and died in 1836. Three of his sons found a place in the turf records. Sportsman sired Tacony and Young Sportsman, who got Clara that made a record of 2:27 at Watertown, N. Y., in 1867. His other successful sons were Black Warrior, the sire of Royal George, and Seneca Chief, the grandsire of Clarion Chief, the sire of Tariff, 2:20 $\frac{1}{4}$.

The Royal George family was prominent in the light harness racing world for many years. Byron and Toronto Chief were its leaders. The latter won to saddle and to harness and when retired got Thomas Jefferson, 2:23, and Naubuc, sire of Mable, the dam of Directly, 2:03 $\frac{1}{4}$. Royal Revenge, another son of Toronto Chief, was represented on the Grand Circuit by Fred Hooper, 2:23, Prince, 2:21 $\frac{1}{4}$, and the black mare Lucy, 2:20 $\frac{1}{4}$, usually referred to as the "Queen's Own" to distinguish her from the daughter of George M. Patchen which carried the same name.

Pilot, a Canadian family founder, did not get any foals in the Dominion. His reputation as a sire rests upon his descendants in Kentucky, where he was taken from New Orleans, his trip to that city being made in 1831 behind the wagon of the Yankee peddler Elias L. Rockwell. Clear Grit, another Canadian sire of note, was one of the few horses by thoroughbred sires, that became standard. He was foaled in 1859, being by imported Lapidist, and made a record of 2:42 $\frac{1}{4}$ at London in 1872. Clear Grit

got Fuller, 2:13 $\frac{3}{4}$, Billy M., 2:19 $\frac{3}{4}$, Florence G., 2:20 $\frac{1}{4}$, and the two miler Amber, 2:25 $\frac{1}{4}$, one of the first Canadian trotters taken to Europe.

Rooker, an Ohio product, would also have become a family builder in western Ontario if given an opportunity. A trip to Kansas in the middle of his career and from which he returned blind gave him a back set from which he did not recover until it was too late for breeders to avail themselves of his services. His list of performers include Nellie Rooker, 2:10 $\frac{1}{4}$, and Maud Pollard, 2:13 $\frac{3}{4}$, while he also appears as the sire of the dam of Frank Rysdyk, 2:08 $\frac{3}{4}$, as well as the grandam of Gallagher, 2:03 $\frac{1}{2}$.

The Royal George, Clear Grit, Rooker and Clarion Chief families have disappeared in the male line. The mares tracing to them, however, became the Canadian foundation stock and threw speed when mated with the horses taken from the United States. These included the three Hambletonian stallions General Stanton, Administrator and Rysdyk, Winfield Scott, Highland Boy, Superior, Chicago Volunteer, Bellwood, Phil Sheridan, Kentucky Prince Jr., Wildbrino, Coaster, Frank Bogash, Rampart, All Right, Sidney Pointer, Larabie the Great, Almont Wilkes, The Eel, Melbourne King, Grattan Royal, Gold Hal, Oro Wilkes, Abdell, Will Mayburn, Gilbert Patch, Kentucky Todd, Jim Todd, Chilcoat, Star Patchen, Merry Direct and Dustless McKinney.

Before any of their get was seen at a Grand Circuit meeting, Canada found a banner bearer in Moose. He made a record of 2:19 $\frac{1}{2}$ at Rochester in

1880. In a few years he was followed by the Phil Sheridan mare Phyllis, 2:15 $\frac{1}{4}$. She was one of the best trotters of her day.

General Stanton sired a number of good trotters, of which Fides, Fides Stanton and Geraldine were seen at Grand Circuit meetings. Ridgewood got Ben B., 2:13 $\frac{1}{4}$, and Wanda, 2:17 $\frac{3}{4}$, while before being taken to Ohio, Rysdyk got Victor, 2:21 $\frac{1}{2}$, and Royal Rysdyk, the sire of Frank Rysdyk and Gallagher. Highland Boy was represented by the pacer Joe L., 2:15, while Highland Chief, one of his sons, sired the dam of Wentworth, 2:04 $\frac{1}{4}$, and Hamlet, another son, got Brownie, the dam of Darky Hal, 2:02 $\frac{1}{4}$, and Charley B., 2:07 $\frac{3}{4}$.

But very little was done in the production of light harness performers in the Maritime Provinces until All Right and Rampart were taken to Nova Scotia. They were followed by Melbourne King, Conn's Harry Wilkes, Brazilian, Achille, Winfield Stratton, Captain Aubrey and Commodore Ledyard. Their get were also carried to Prince Edward Island, where light harness racing is the leading source of entertainment.

Of late years Canadian breeders have been sending many fast pacers to the races and that the majority of them have the winning habit is evidenced by the records of Frank Bogash, Jr., 1:59 $\frac{1}{4}$; Louie Grattan, 2:00; Kate Hal, 2:01 $\frac{1}{4}$; Angus Pointer, 2:01 $\frac{3}{4}$; Roy Grattan, 2:01 $\frac{3}{4}$; Darky Hal, 2:02 $\frac{1}{4}$; Gallagher, 2:03 $\frac{1}{4}$; Norman Grattan, 2:03 $\frac{1}{4}$; Tarzan Grattan, 2:03 $\frac{1}{2}$; Harold H., 2:03 $\frac{3}{4}$; Prue Grattan,

2:04 $\frac{1}{4}$; Major Brino, 2:04 $\frac{1}{2}$; Fern Hal, 2:05 $\frac{1}{4}$; Jean Grattan, 2:05 $\frac{1}{4}$; Texas Rooker, 2:05 $\frac{1}{4}$; Dick Mayburn, 2:05 $\frac{1}{4}$; Calgary Earl, 2:07 $\frac{1}{4}$; Kinney Direct, 2:02 $\frac{3}{4}$, and Battle Axe, 2:01 $\frac{1}{4}$. Frank Bogash, Jr., was bred in Quebec. Angus Pointer was foaled in Ontario and was one of the best race horses in the Hal family. Darky Hal had Major Brino and Texas Rooker behind her when she won in 2:02 $\frac{1}{4}$. Harold H. won six out of nine starts the year he made his record. Calgary Earl and Kate Hal were bred in Alberta. Dick Mayburn was foaled in Manitoba. He won fourteen out of fifteen races in 1918. The Grattan Royal family of pacers were bred in Ontario. Its members proved good race horses.

BLAZED TRAILS

While a good race horse is apt to come from any family those who purchase racing material in the rough must if they expect to make a profit confine their selections to the strains which produce a volume of speed. A glance over the list of great race horses which have from year to year carried almost everything before them in the leading circuits shows that many of the best were the sole representatives of their sires. All of the other foals were either failures as race horses or only made a fair showing in moderate company.

The sires of such horses as Rarus, Walter E., Ryland T., Anderson's Nightingale, Sonoma Girl, Highball, R. T. C., Johnson, Prince Alert and The

Eel would have been forgotten if it had not been for their showing on the turf. What was true in their day is true now and always will be. Nature has many secrets when it comes to producing race horses. All that a buyer can take for a guide is what is on record and what the horse under consideration can show.

No one can purchase all of the promising colts by a stallion in the hope of getting a star even if it should prove a champion. There must be a number that can pay their way or the flame is not worth the candle.

Back in the eighties the management of the Jewett Farm, near East Aurora, N. Y., decided to keep all of the foals by Jerome Eddy and develop them. A number of tempting offers for what looked like racing material were turned down. When the trial day came the bulk of the farm products were shy of speed while Jerome Eddy's best performer was bred by a manufacturer in Connecticut. At the same time, a neighbor, C. J. Hamlin at the Village Farm, developed and raced his products and sold his colts whenever he could find a buyer. The Hamlin place was a success and the Jewett system a failure.

Those who are now looking for racing material follow in the wake of the race winning families and especially those which have been getting the money in the futurities. The blazed trails are marked by the winners of races. It shows where the threads of gold are in each family. As it fades another is

taken up. What is considered the golden cross in one decade is discarded in the next.

When Hambletonian was in the ascendant in Orange County any of his sons out of well-bred mares were considered fashionable. At one time Administrator was given the right of way because his dam was by Mambrino Chief. Later on, when the grain and chaff were separated, it was found that Catchfly and McMahan were his only performers worth favorable comment. Finally all of the sons of Hambletonian fell by the wayside except George Wilkes, Electioneer and Happy Medium.

The trails of these horses were blazed with winners. At the start there were many forks in the road, but as the years rolled by only four remained. Two run to George Wilkes, one through Axworthy and Axtell to William L., and the other through Belwin, San Francisco, Zombro and McKinney to Alcyone. The one to Electioneer runs through Etawah, Al Stanley, Todd and Bingen to May King, and the one to Happy Medium through Azoff, Peter Volo and Peter the Great to Pilot Medium.

The records which were made at each remove in these lines also showed that they contained champions and race winners of merit. Those who are familiar with the William L. line will recall Axtell, Hamburg Belle, Lee Axworthy, Lee Worthy, Guy McKinney, Mr. McElwyn and Spencer, while the Alcyone branch contributed Martha Wilkes, Sweet Marie, San Francisco, Lu Princeton, Sumatra and Fireglow. The Electioneer line presents the names

of Palo Alto, Bingen, Uhlan, Etawah and Etta Druien. Happy Medium follows with Nancy Hanks, Peter the Great, Mabel Trask, Peter Manning, Peter Maltby, Rose Scott and Scotland.

From fifty to seventy-five years are required to build the maternal line of a great race horse. The known strains in the dam of Peter the Great date from the war between the states. While it was in progress a trooper in a Louisiana regiment of cavalry traded a Lexington mare, which was heavy in foal, to a blacksmith who had a shop on one of the roads leading out of Clarksville, Tenn. This mare's foal proved to be a colt which was named Creole. He got Dixie, the dam of Shadow, a mare which to the cover of Grand Sentinel, produced Santos, the dam of Peter the Great.

Favonian is another example of pedigree building. He was foaled at Memphis, Tennessee and strange to relate the first known crosses in his pedigree came from the same state.

In 1852, Mrs. Rains, who lived near Nashville, owned a mare by Freeman's Tobe out of a daughter of imported Leviathan. She bred her to Fanning's Canada Chief and got a black filly which was subsequently sold to John Kirkham of Nashville. He named the filly Kitty Kirkham and sold her to D. Swigert, who had a stock farm near Spring Station, Ky. Later on Swigert sold Kitty Kirkham to Morgan Vance. In 1886 he bred her to Edwin Forrest, one of the stallions at Woodburn Farm. From this mating Vance got a chestnut filly named Jessie.

He sold her to D. Swigert. In 1870 she passed from him to F. M. Wetherbee, Alstead, New Hampshire. Nothing more was heard of Jessie until 1885 when she produced the chestnut filly Jessie B. by Bayard, a son of Pilot Jr. Bayard had a record of 2:31 $\frac{3}{4}$, and was considered a very fair stock horse in his day.

In due time Jessie B. became the property of James F. Scott, Donerail, Ky. In 1897 he booked her to Ashland Wilkes. While she was carrying this foal Jessie B. was consigned to a Lexington sale. She was purchased for \$15 by J. F. Barbee, and produced Ruby Ashland.

So far none of the mares in Favonian's pedigree showed that they had racing speed. They were in all probability never trained.

In 1902 when Allerton was standing in Kentucky, Ruby Ashland was mated with him and produced a chestnut filly that was named Allie Allerton. She paced and showed a mile in 2:14 $\frac{1}{2}$.

Allie Allerton was retired to the brood mare ranks. She was booked in 1911 to General Watts, and produced Allie Watts, a successful trotter.

Allie Watts was retired with a four year old record of 2:07 $\frac{1}{4}$. In 1917 she was bred to J. Malcolm Forbes, and in 1918 produced Favonian. He started racing in 1920 as a two-year old and finally trotted in 2:01 $\frac{3}{4}$.

Almost a century elapsed between the birth of imported Leviathan and Favonian. The former was foaled in 1823 and imported to Alabama in 1830. The trail is a long one, but the result was worth effort.

DOBLE

Budd Doble was born in Berks County, Penn., October 10, 1841. He died at Puentea, Calif., at the home of his daughter, March 31, 1926. To the present generation of race-goers the name of this man is comparatively unknown, as he did not race on the eastern tracks after 1903, when he came over the mountains with Kinney Lou.

There was a time when his name was on every lip. Also during his career, which covered over half a century, Doble established a record, that has never been, and no doubt never will be equaled, by reducing the world's record for trotters three times with Dexter in 1867, Goldsmith Maid in 1874, and Nancy Hanks in 1892. Dexter cut the 2:19 $\frac{3}{4}$ of Flora Temple two and one-half seconds when he trotted in 2:17 $\frac{1}{4}$. Goldsmith Maid reduced his mark three and one-quarter seconds when she reached 2:14, while Nancy Hanks made the greatest cut of all when, thanks to the bike sulky, she moved the 2:08 $\frac{3}{4}$ of Maud S. to 2:04.

It is also a pleasure to look down the long, long trail to the old Centerville Course on Long Island in 1861 when Budd Doble first attracted national attention by defeating Lancet to saddle with Rockingham in 2:24 $\frac{1}{2}$. At that time he was but twenty years old. Doble's skill in the saddle and sulky in this and subsequent events prompted Hiram Woodruff to recommend him as trainer and driver of Dexter when that brilliant advance agent of the Ham-

Budd Doble
first to drive a mile in 2:14.
showing how the veteran reinsman appeared
after his retirement.

W.H. Doble.
[[father of Budd]]
first to drive a mile in 2:16³/₄ *at Boston*

bletonian family of trotters passed out of his stable.

With him Doble also earned the honors to which the New England poet Oliver Wendell Holmes referred in 1876 in his poem, "How the old horse won the bet," when after mentioning old Hiram and Dan Pfeiffer, he said:

"With them a third—and who is he
That stands beside the fast b. g.,
Budd Doble whose catarrhal name
So fills the nasal trump of fame,"

and it certainly did fill it at that time, as when Dexter was retired in 1867, he began with Goldsmith Maid. She was raced for ten years during which the little mare performed before more people than any horse that ever lived. She was the whale of the light horse racing world, and while Maud S., Nancy Hanks, Alix, Uhlan, and hundreds of others trotted faster, none of them took her place in turf history.

During his long career Budd Doble trained and raced many trotters and pacers, such horses as Monroe Chief, Sam Purdy, Bonnie McGregor, Monbars, McDoel, Jack, Arrow and Ed Annan being in the number. There is also another sprig linked with the name of this man. No one ever had a doubt but what the horse he was driving was out to win.

Doble made his last trip to New York when he sold Kinney Lou, 2:07 $\frac{3}{4}$. At that time a representative of the Herald asked him when he drove his first race.

"I rode my first race," he answered. "It was in 1858 at the old Point Breeze track in Philadelphia and I remember that I had to carry nineteen pounds

of lead to make the weight, 145 pounds. It was a match for \$50 between John Cudney's gray mare Jenny Lind, to go in harness, and George Nugent's gray trotter Frost, under saddle. I won the first heat in 2:45, but the mare was too fast for us, and took the stakes in 2:43 and 2:40.

"My father, William Doble, then lived and trained at Bristol, Pa. One of the horses in his stable was the gray trotter Rockingham. Matt Miller of Philadelphia owned him and matched him for \$1,000 against Lancet to trot mile heats over the Centreville track on Long Island a year or two after the race at Point Breeze. I came over to New York to ride him. The Lancet people had sent to Boston for Dan Mace to ride their horse. Mace and I met for the first time in this race. Hiram Woodruff, who was a great friend of my father's and often visited him, had taken quite a liking to me, and I remember that when Rockingham won the match that day Hiram called out from the quater stretch, 'We don't have to send to Boston for a rider. We've got one right here who can best him.'

General Grant in Judges' Stand

"It was Hiram who recommended me to train Dexter when George B. Alley sold him to George Trussell and he passed out of Woodruff's hands. Dexter was my first great horse. He had an engagement to race against George M. Patchen, Jr., for a purse of \$2,000, just one week after he came into my hands. I was still a youngster and the newspapers warned

the public not to bet on Dexter in the hands of a new and inexperienced trainer. He won easily and in his next race broke the record under saddle, trotting in 2:19. This was in July, 1866. In September Molly Trussell killed George Trussell, who was a Chicago sporting man, and Dexter was purchased by A. F. Fawcett, of Baltimore, who had been a silent partner with Trussell all the time.

“When Dexter trotted against time at Baltimore that fall General Grant was one of the judges, and he was in the stand again at Washington when Dexter beat Silas Rich in 2:21½, in harness. Grant liked a trotter as well as any man I ever knew, and he could drive one better than some professional trainers I have seen. He used to come out to the Fashion track on Long Island when I had Dexter in training there for Robert Bonner and he would sit in the box stall and talk horse with real enthusiasm. He sent me two fillies to train for him several years afterward, but they were burned to death before I had a chance to develop them.”

In talking of old times Mr. Doble related a bit of inside history concerning the sale of Dexter to Robert Bonner, which will be read with interest. Popular belief has always dated Mr. Bonner's ownership from August 14, 1867, the day when Dexter capped the climax of his fame by trotting a mile to sulky in 2:17¼, but Mr. Doble says the horse was really sold on July 26, when he trotted in 2:19 on the half-mile track at Riverside Park, in Boston. The publisher of the Ledger, who rivalled P. T. Barnum as an ad-

vertiser, kept the purchase to himself until the psychological moment, when the eyes of the whole country were on the trotter, and then had it announced from the judges' stand at Buffalo along with the announcement of the breaking of the world's record.

Dexter vs. Ethan Allen

Another bit of inside history concerning Dexter was related by Mr. Doble when he was asked why John Morrissey and Eph Simmons paid forfeit for Ethan Allen and his running mate, Charlotte F., in the match against Dexter in single harness at the Fashion track in June, 1867. The hoar of ages has gathered round the story that Morrissey and Simmons, knowing that the stallion, with a runner to pull him along, could beat any trotter in the world, paid forfeit in the original match and gave out the report that Charlotte F. was lame in order to draw on the backers of Dexter when it came to betting on the little match for \$500 a side, which was arranged "just to keep from disappointing the crowd."

"Morrissey and Simmons paid forfeit in the original match," he said, "to save their bets on Ethan Allen. Take my word for it, they were panic stricken after Dexter defeated Lady Thorn at two-mile heats in 4:51, and they wanted to get out the best way they could. Nobody was more surprised than they were when the team won. The betting shows it. It was two to one on Dexter before the start and even money after he had lost a heat."

"Would Dexter, Lady Thorn or Goldsmith Maid

have a chance with the greatest trotters of to-day if you could bring them back to their best form and give them the same advantages as to sulkies, boots, shoeing, balancing, training, tracks and the like?"

"I think they would, but I would rather put it another way. If the trotters of to-day had to go back to the conditions existing when Dexter, Lady Thorn and Goldsmith Maid were on the turf I don't believe any of them could beat the records of the old time horses very much."

"Was Dexter a greater trotter than Lady Thorn or Goldsmith Maid?"

"Thorn was a much better mare than the public thought she was. She was just coming on when she met Dexter, and was beaten by him. Her winning races with the Maid were trotted when she was at her best and the other mare was still improving, so that it is hard to say which was best, but I think Thorn might, when she was just to an edge, beat both Dexter and the Maid. She was not so reliable as the Maid, however, and in a series of races I should expect the Maid to win. She was the greatest campaigner of them all. Just think of it! When she was nineteen years old she equalled her record of 2:14 and won the fastest six heat race that had ever been trotted. And when she was twenty she defeated Rarus in 2:14½. She never had on a hind shoe lighter than ten ounces, when it should have been three or four ounces, and she wore a common road shoe forward. Dexter had one great quality that no other trotter ever had. He could go any

race at one, two or three mile heats, and he could go any way rigged, under saddle, to sulky or to wagon, and beat the best horses of his day. He was the greatest all round trotter we have ever seen."

"Dave" Muckle told a little different story from Mr. Doble. Muckle was the man who brought up George Wilkes on the bottle and who afterward worked for "Eph" Simmons, going from New York to Lexington with George Wilkes and remaining there a number of years. Muckle said that Charlotte F. did not go lame, but they were afraid she could not go fast enough and pull Ethan Allen along with her, and as they knew a big brown horse that could run as fast as she could and who was a good deal stronger, he went up to Newburg and got him, bringing him down on the boat the night before the race. They had doubts as to whether Charlotte F. and Ethan Allen could beat Dexter, but they did not have any doubts with the other horse.

In regard to the sale of Dexter, David Bonner said that one morning in 1867 a man named Cavanaugh from Cincinnati, Ohio, called at the Ledger office and asked for Robert Bonner. When he saw him he stated that he had come to New York to offer him what he considered the fastest trotter in the world. After he told what he had Mr. Bonner said, "There is only one trotter at the present time that I would buy." When asked what one it was he said it was Dexter. He was asked how much he would give for him and said \$35,000.

Cavanaugh then asked Mr. Bonner if he would pay

that amount provided the horse could be purchased for less, and at the same time told him that Mr. Fawcett, the owner of Dexter, was at the Fifth Avenue Hotel. Mr. Bonner told him to go and buy the horse if he could. If he could buy him for less he could have the difference. In a few hours the man returned and told Mr. Bonner that he could have the horse after he had fulfilled certain engagements, for \$33,000. Robert Bonner paid \$35,000 for Dexter as agreed, and Fawcett gave Cavanaugh \$2,000 for making the sale.

OWNERS YESTERDAY AND TODAY

Owners are an important item in a racing stable and as Splan remarked it frequently requires more skill to train them than their horses. As a rule, beginners have ideas which are at variance with the trade and, if tried, invite disaster. It is on record that one owner ordered his horses trained and jogged in the afternoon as that was when they were raced. On workout days his grooms ate their suppers out of their hands when cooling out the horses. Another owner had his horses worked once a week as they only raced once. When the bell rang he had a lot of fat horses. Senator Stanford barred toe weights and overdraw checks while John Sheppard wanted his horses to go without boots.

In the days when over half of the horses were purchased for the road a little slip did not amount to much but now when their only mission is to race

a skip is followed by the loss of a few engagements.

In the seventies the most of the trainers were striving to develop horses which at maturity would be clever enough to sell to the members of the seal-skin brigade, providing their pupil did not suit Robert Bonner or W. H. Vanderbilt. Robert Bonner purchased the champions Dexter, Rarus, Maud S. and Sunol. Dexter and Maud S. proved road models.

Commodore Vanderbilt had a number of road horses, Mountain Boy being the fastest. His son W. H. Vanderbilt was fond of teams. His most noted horses were Early Rose, Aldine and Maud S.

Joseph Harker, an old time New York road driver, raced his horses. He had Lula and May Queen, whose son May King sired Bingen. Charles Kerner also drove Fleetwing. She afterwards produced Stamboul.

Major Dickinson and David Hammond were the last double team enthusiasts in New York. The latter had Frederica and Nellie S. and the perfectly matched team Corona and Roberta. Major Dickinson owned a number of pairs, the fastest being Aubine and Lady Wellington and Rose Leaf and Sally Simmons, the last of which produced Hamburg Belle for E. T. Bedford. Major Dickinson also raced the pacer Ed Annan and Sir Walter Jr.

J. B. Houston was a prominent New York owner. General Beal made him a present of Spofford with which he won the Charter Oak Purse in 1888. He also purchased Clara, Compeer and Hades at Stony Ford Farm. While John H. Shults owned hundreds

of horses he only raced a few. Of these Edith R., Town Lady and Arrow were the most conspicuous until the Axworthys appeared. From that lot he started Tom Axworthy, Jack Axworthy and Guy Axworthy.

C. K. G. Billings leads all owners of fast horses. He flashed on the speedway with Lucille. She was followed by Lou Dillon, Major Delmar, Uhlan, The Harvester, William and Morning Star. Irving Gleason had his share but he never drove them. His speed holdings started with Hal Pointer after he had passed the peak. He was followed by George Gano, Pearl Benboe and Peter Manning.

W. B. Dickerman bred his racing material. Belini was the first. Later on Hillandale Farm sent out Masette, Leonardo, Atlantic Express and Nedda. Henry Oliver adopted the same plan. After Peter Scott completed his \$50,535 campaign he retired him. From his get he developed Rose Scott, Highland Scott and Scotland.

Pennsylvania has had many prominent owners since General Cadwalder raced Dutchman. Of the lot none had as much racing material as Barton Pardee. His list included Mabel Trask, Lu Princeton, Busy's Lassie, E. Colorado, Judge Ormonde, Thompson Dillon and Hazelton which he bred.

Henry Bowles made a splendid selection when he paid for Czarworthy. H. W. Hannan had a clever pair in Etta Druien and Full Worthy. George Ketcham bred and developed Cresceus after making a start with Charley Friel, Miss Lida and Nyanza.

Henry N. Smith owned a racing stable before he started Fashion Farm. When there were but five 2:20 trotters he owned three of them. They were Goldsmith Maid, Lady Thorn and Lucy. At that time he also had Rosalind, Tattler, Jay Gould and General Knox. Jack Haverly the minstrel took a flyer on the turf with Darby. Dustin raced him and was presented with his winnings.

John Farnum is a leading New England owner. His best selections were Argot Boy, Frank Dewey and Lady Wanetka. John L. Dodge purchased Lady Wanetka but lost her in a fire. It was a jolt but Dodge has had his share of which Periscope, Hollyrood Kate, Hollyrood Bob, Great Britton and Hollyrood Susan were the best. There is also a shoal of winners bearing the Hollyrood prefix which he bred.

In addition to leading all American breeders in producing winners on the running turf, John E. Madden owned a number of trotters. Of these the most successful were Soprano, Hamburg Belle, Tenara and Siliko. Madden also bred Diplomat which E. T. Bedford drove to a half-mile track record of 2:05¼, and Guesswork.

After Geers located at Memphis, Frank Jones became an owner. His best were Dudie Archdale, Anvil, Etawah, Highball and Baron Grattan. W. H. Cane started with Sunflash. He was followed by Ethelinda, Jackson Grattan, Emma Harvester which he drove to a record of 2:04¼, John Henry, Brusiloff and Sam Williams. Sanford Small's horses are raced in the same stable. His best items since he

sold Peter Scott for \$30,000 were Grayworthy, The Great Volo and McGregor the Great.

Of the ladies Lotta Crabtree was the most successful. She won with Nutboy, Sonoma Girl, My Star and Lotta. Mrs. Davidson owned St. Frisco, whose contests with Mabel Trask were the best ever seen in any circuit. Sadie Mac proved the best trotter owned by Miss Wilkes. She also raced Kentucky Todd and Princess Todd and bred Lambert Todd.

W. N. Reynolds has been a liberal buyer. Mrs. Yerkes and Mariondale both won for him. In 1927 he was represented by Aileen Guy. Penny Bros., who live near him in North Carolina, made apt selections when they purchased Grace Direct and Crawford. Crawford won sixteen races for them in 1925.

During 1925 and 1926 E. Roland Harriman moved into the front row with Pluto Watts, Guy Trogan, Peter Maltby, Guy Ozark, Cinema and Anna Bradford's Girl.

A. B. Coxe made a specialty of colt races. He won with his selections Peter Thompson and Dillon Axworthy. They were followed by the products of his farm. It contributed Bertha Dillon, Nella Dillon, Sister Dillon, Nelson Dillon and Thompson Dillon. Oettinger Bros. after purchasing Ante Guy decided that her sire Guy Axworthy was worth while. They started him up the ladder. While he was climbing they bred David Guy and Guy Richard which they sold for \$30,000.

W. Kelly purchased Hollyrood Leonard after he won the Matron Stake. A. H. Cosden made a fortu-

nate selection when he picked The Real Lady.

Billy Burke was the best trotter owned by J. Howard Ford. He sold him for export. Pilot Boy was John C. Welty's first clever performer and Jane the Great the last. She won at Columbus the day he died. Captain David Shaw owned his quota of winners. Of the flood which rolled his way Prince Loree, Joan, Grace, Mack Forbes and Peter Mac were the best.

C. J. Hamlin bred and raced a splendid lot. The most of it was foaled at the Village Farm. Starting with Belle Hamlin he came back year after year with Globe, Prince Regent, Nightingale, Heir-at-Law, Fantasy, The Abbott, The Monk and Lord Derby. He purchased Robert J. and Direct Hal.

Few of the old guard antedated Frank Ellis. He started with Nettie and closed with Lee Worthy and Aileen Guy. W. J. Gordon who raced Clingstone, Guy, Clemmie G. and Mambrino Sparkle paralleled a few of his years, one of their rivals being Edwin Thorne who bred the gelding Edwin Thorne, Daisydale and Misty Morning.

W. Ward started as an owner with Clyde the Great and followed with Trumpet. George Graves after racing Bronson bred Commodore Wilson. Tom Taggart retired as an owner after selling Colonel Bosworth and The Senator.

W. M. Wright dropped in among the leaders with Peter Manning. He also established Calumet Farm.

Slipping back thirty-five years Morris Jones was the owner of Pactolus and Alix, the first trotter to

beat 2:04. A little later Dr. McCoy appeared on the scene with Pan Michael and Lord Dewey. During the same period J. Malcolm Forbes raced Nancy Hanks, Peter the Great, Arion, Bingen and bred Nico, Sadie Mac and Todd.

Few owners ever had a better pair of trotters than Louis Neidhart when he raced Charley Mitchell and Baden. The last year that C. C. Lloyd was on the turf he paid the bills on Doctor Nick and Arion Guy. It was decided to not race the Guy Axworthy colt in his three-year-old form. A change was made at Hartford when Daystar was drawn. Arion Guy was started to fill the race. He won and later landed the futurities.

Walter Candler made his debut on the mile tracks with Abbedale. He was followed by Bogalusa, Pete Green and Tarzan Grattan. W. B. Eckert has owned and raced a number of fast horses. His leaders in the record list include Peter Stevens, Bon Zolock, Minia Dillon, Gordon Dillon and Prince Charming.

Rod McKenzie owned a splendid stable. His most successful were Hal Boy, Joe Patchen II., Vernon McKinney, and Penisa Maid. When he was a leader Joe Patchen had a number of owners, the best known being Taylor, Marsh and Senator McCarthy. Earl Jr. also passed through many hands. At one time he was the property of Ralph Lasbury who also raced the white eyed Ethel Chimes.

Lizzie March made her owner John Lawrence happy when she won in fast company. Mascot did the same thing for W. Perry Taylor when he defeat-

ed Hal Pointer and placed the world's record at 2:04.

Few owners had better luck with pacers than John McGregor. He raced Baronatta, Iskander and Dan Hedgewood over the half-mile tracks. C. C. Pendergast also added to the sunny side of life with Colonel Bidwell, Robert Commodore and Guesswork before he turned the daughter of Peter the Great over to W. H. Mahoney.

Commodore Kitson had a large stable. None of its members pleased him as much as Johnston when he paced in 2:06 $\frac{1}{4}$. H. V. Bemis had a stout pair in Belle F. and Bonesetter but Little Brown Jug touched the high spot for him. T. C. Parsons was another owner who put his faith in a pacer. He came through with Hal Dillard while George Starr bred and raced Planet.

Prior to the war between the states Henry Beckwith of Hartford owned a stable of trotters. At one time he offered to race five of them against five owned by any other man for \$1,000 a race. No one accepted. Prince was his best horse. At that time the clip was not very fast but the interest as great as when Ed Stout won with Peter the Brewer or Aaron Williams raced his dam Zombrewer.

John A. McKerron was H. K. Devereux's best item. He was started in amateur events. E. E. Smathers also did a little of that kind of racing with Sadie Mac but he took a greater interest in the professional end with Major Delmar, Dr. Strong and a number of others.

At one time Chauncey Sears showed how easy it

is to pick a winner. He purchased Mary Putney for \$5,000 and won the futurities. Later the pay streak was rather thin when he tried to land Charley Rex. George Estabrooke also caught the roses and thorns with Colorado E. and Spanish Queen.

In his day Nick Hubinger owned a number of horses. For several years he campaigned Grace Hastings, Frank Agan, Axeyell and Metallis. R. Nash raced Hawthorne. She won. He also bred Guy McKinney with which H. B. Rea landed the first Hambletonian Stake and other worth-while fixtures. This colt's showing added to the score which the same owner made with Rose Turner, Junior Watts and General Todd.

John Green owned Directum when he was one of the best trotters in training. David Cahill also made the grade with Charley Herr.

Edward Thompson owned a number of winners when Murphy was on the threshold of his career. Starting with Susie N. he followed with Rudy Kipp, Native Belle, R. T. C. and Frank Bogash, Jr. Claude Luddington received his share of the purse money with Count Bugle, Baron Worthy, Merriman and Theodore Guy. Franklin Downs struck a snag when Alta Donovan severed a tendon at Columbus but did well with Sanardo and Peter Etawah. W. H. McCourtrie limited his stable to the produce of one mare. So far he won with Mr. McElwyn, Herbelwyn and Miss McElwyn.

When he was starting Walnut Hall Farm, L. V. Harkness raced Fereno, Ozanum and Walnut Hall.

C. F. Emery, another breeder, went to the races with Patron, Caspian, Della Fox and Mattie Hunter. Patron had many a bout with George Singerley's splendid trotter Prince Wilkes.

The Wisconsin owner J. I. Case had almost a joy ride when he raced Phallas and Jay Eye See. Both of them were champions but his stallion was defeated by Trinket and Majolica owned by Nathan Straus.

Those who can look back to the beginning of the century may recall "Knap" McCarthy racing Palm Leaf for Inspector Burns as well as Dan Cupid and Norman B. for W. H. Kelly. Later on Joe Hubinger came through in the stakes with John Nolan and David Snell marked Jupe 2:07 $\frac{1}{4}$.

John E. Thayer started with Dusty Miller and took a skip after owning Ralph Wilkes and Baron Wilkes. Thomas W. Lawson owned over a hundred head but Boralma was his only winner. James Farley, the strike breaker, held his own with Locust Jack, Prince C. and Judex. They raced as consistently as Nahma did for Squire Bulkeley.

C. W. Leonard enjoyed his outings when he owned Chestnut Peter, Ruby Hall and Bob Armstrong in which Albert Hall was a partner. C. W. Williams bred and developed the champion stallions Axtell and Allerton and the beautiful trotter Eloree. Col. H. S. Russell also owned two champion stallions. His selections were Fearnaught and Smuggler. William Russell Allen had a champion in Kremlin and bred Baden.

Charles Traiser owned Margaret Dillon during her career on the turf. She was one of the best. E. D. Wiggins, another Bostonian, had a leader in Martha Wilkes.

From the day that three minutes was beaten the Boston stables were loaded with trotters. George Hall owned enough to equip a regiment. John Sheppard also had a select group. His list included Young Rolfe, Mill Boy, Blondine, Butterfly, Aldine which he sold to W. H. Vanderbilt, Dick Swiveller which he sold to Frank Work to go with Edward, Arab, Reina, Ethel's Pride with which he won the Transylvania, Senator L. and Altro L.

Of the California owners J. Morrow had St. Julien when he held the world's record. Adolph Spreckles paid the bills on Hulda and Dione while John C. Kirkpatrick enjoyed racing with John Caldwell. The fleet footed pacers Flying Jib and White Cap were Captain Griffeth's road team before they were raced. W. Bradbury also had many a ride behind Little Albert before Salisbury shipped him over the mountains.

Biflora was Splan's only 2:10 trotter. She was owned by Abe Deysher. William Simpson bred Bouncer and owned John R. Gentry when he came within the fraction of a second of starting the two minute list. Star Pointer and Guinette were owned and raced by James Murphy. James Hanley also had a noble pair in Prince Alert and Audubon Boy, both of which beat two minutes.

At one time M. W. Savage had a handful of cham-

pions. He owned Dan Patch, George Gano, Directum, Minor Heir, Arion and Roy Wilkes.

When the high wheel sulky was discarded Pat Stewart and his sons raced Walter E., Ryland T. and Grant's Abdallah. They were stout battlers. S. A. Browne had many trotters but Belle Vara, his fastest, was purchased from John E. Madden. James Butler also had a rugged group in Direct, Directum Kelly and Directum I.

W. Barefoot bred and raced Single G. He was on the go for thirteen years, the longest racing span credited to a light harness performer. James Boutwell raced Peter Johnston in his three-year-old form and kept him until he passed out. Oscar Wolfenden owned an interesting group. He started winning with Forest B. and Peter Hopeful and continued in that groove with Iva Lou, Margaret Spangler and Bee Worthy. J. D. Callery's hobby runs to teams. Of all his pairs Brighton B. and Lettie Lee were the fastest. He drove them in 2:07 $\frac{1}{4}$.

The above are only a few of the hundreds of owners that have passed off and on the racing stage in the past fifty years. All of them had horses which by their performances blazed the trail for the breeders. Each addition to the two minute list makes another step on the path of progress. At one time it looked as if Uhlan touched the limit but Peter Manning passed it. The question now is when will the next champion appear and who will own him.

JOHN D.'S PAL

One morning in 1926 when Crozier was training Harris Axtien at Charter Oak Park, Charlie Sunrise stood under a tree on the back stretch. As he watched the western gelding trot in company with Hollyrood Frisco he made a few remarks about the men for whom he worked since he landed in America over fifty years ago.

For a number of years Charlie received his mail at the old Glenville track, Cleveland, Ohio. While there he was employed by John D. Rockefeller, H. M. Hanna, and the trainers who were located at the course over which Maud S. trotted in 2:08 $\frac{3}{4}$ to high wheels in 1885.

Sandy McLean had charge of John D. Rockefeller's trotters. When Charley Sunrise hooked on to the outfit its first fast team Midnight and Kate McCall was passing out. They were followed by Dodgeville, Bonhomme, and the Brown Wilkes gelding Pennock. Mattie Mentone by Monaco out of the pacing queen Mattie Hunter and a few others completed the oil king's stable of road horses.

The horses were kept at Glenville during the summer. The balance of the year they were in New York where the Rockefeller stable was next door to the one in which Robert Bonner kept Dexter, Rarus, Pickard, Maud S., Alfred S., Sunol and other turf celebrities.

Of the days in New York, Charley Sunrise said: "Mr. Rockefeller enjoyed sleighing. Every after-

noon when there was enough snow to make good going, McLean sent three or four trotters up the road for John D. to drive. He had the most pleasure with Dodgeville and Pennock. Both of them had perfect manners. They were always on a trot. Bonhomme was high keyed and had to have the edge taken off her speed before she was clever in company. She was also big gaited like most of the Wilkes trotters and would hit the sleigh unless hitched properly.

"The first day I took Bonhomme up I put leaders on the traces. Some one said she was too far from the sleigh. They were removed. When Mr. Rockefeller took her he jogged off and started her up. Bonhomme was rank. She hit the sleigh and almost ran away before an officer grabbed her.

"There was a long session at the stable that evening. It was continued until Mr. Rockefeller was late for dinner. Later Mr. Rockefeller called me on the telephone and asked if Bonhomme would be in shape to drive the following day. I told him she would.

"At the time Bonhomme had a little fever in her front legs. I removed it by standing her in a tub of Pond's Extract as hot as she could bear it. This extract was then a Standard Oil product and there was always a barrel or two in the stable.

"The next morning I had another call and reported Bonhomme in perfect condition. That afternoon she was hitched so that she could not hit the sleigh. I gave her a couple of sharp brushes before turning her over to Mr. Rockefeller. None of the trotters

passed her that day.

"John D. was delighted. He thanked me. This occurred before he began giving away dimes.

"Mr. Rockefeller never took any pride in showing his acquaintances, he never had any friends, his horses. One day when he saw Mr. Hanna and a couple of other gentlemen coming towards his stable at the Cleveland Driving Park he said, 'Hurry up and hitch that horse. I must get on the track.' With a curt 'good morning' he drove off as the party stopped in front of the building.

"John D. Rockefeller sold his horses after the death of McLean. Sandy had a tumor on the brain. He was in a bad way for some time before he passed out. I was the only one he knew. One day John D. went with me to the hospital. When we entered Sandy's room his bed was equipped with a lot of cords. He thought he was driving the horses. Mr. Rockefeller spoke to him. When he saw that Sandy did not know him tears came to his eyes and he left the room."

As the horses went out for another trip, Charley snapped his watch and said: "When I was with H. M. Hanna we wintered at Thomasville, Ga. One day word was passed along that John D. Rockefeller was going to stop over for a couple of days and was coming out to the Hanna plantation. At that time Mr. Hanna had a number of fast trotters. The lot included Mattie Patterson, 2:09 $\frac{1}{4}$, which won a heat from John Nolan when he landed the Charter Oak Purse, and Leola H., 2:10 $\frac{1}{4}$, the dam of Periscope,

2:03 $\frac{1}{4}$, which was raced by John L. Dodge.

"John D. arrived according to schedule. He was brought to the stable to see the horses. Instead of looking at them he sat down on a trunk and devoted all of his time talking to me about the horses which he owned and drove on the road when I was in his employ. He walked away with the remark, 'It will never do to forget old times.'"

When the horses jogged off for the third heat Charley Sunrise said, "I was with George Castle for a number of years. He made his money in the theatrical business in Chicago. Castle raced everywhere. One day at Grand Rapids, after he won a race with Tommy Finch, Splan came over to the stable with an Austrian Count. Castle was in the middle of an argument with 'Red' Garrity. He only nodded when Splan introduced the Count.

"Splan said that the Count wanted to see Tommy Finch. Castle replied, 'Make your deal with Charley,' meaning me. I showed them the horse. The Count was pleased and told Splan to buy him.

"Splan went over to Castle and offered \$7,500 for the trotter and said he wanted him for the Count. Castle without moving in his chair said, 'Why, Splan, you could not buy Tommy Finch today for \$75,000. Don't you know I just won a race with him?'"

EVOLUTION OF TRACK EQUIPMENT

It is stated in Webster's Dictionary, that a sulky was "so called from the owner's desire of riding alone." There is also a legend that a woman named the vehicle with the comment "that only a sulky man would use it."

A sulky is defined as "a light two wheeled carriage for a single person." When this definition was written the vehicle had heavy wooden wheels with broad tires strong enough to be used over any kind of roads and a straight iron axle to which two elliptical springs were attached. The frame was bolted to the tops of the springs and the seat had four supports which were attached to the frame. The driver kept his place by bracing his feet against a stout cross bar. When it began to appear on the race tracks stirrups were added. Strength and not weight was the most important item.

The sulky was in common use in North America before the Revolution. They were used by doctors and those who travelled light and did not feel disposed to ride a horse.

It is a matter of record that in 1790 President Washington sent Colonel Marinus Willett from New York to Georgia as a secret agent to invite Alexander McGillivray, the chief of the Creek Indians, to visit him in the hope of making a treaty. Willett made the trip in a sulky. The Indian chief returned with him, McGillivray and his attendants riding in a wagon.

When the trotters and pacers began to appear in races between 1820 and 1830, the contests were to saddle. In the next decade sulkies and wagons were also used. By 1860 races to saddle were rare. Since 1870 there has been very few.

An old print shows the black gelding Edwin Forrest hitched to a high wheel sulky with the driver on a seat which must have been between five and six feet from the ground. To that hitch this trotter won at two miles in 1838 at Philadelphia in 5:13. Confidence and Aaron Burr also won races to harness during that period. Burr won at three miles in 8:02½, and Confidence made a mile record in 2:37½.

Lady Suffolk began racing to harness in 1839. Her first win to one of the cumbersome sulkies was at Philadelphia where she defeated Lady Victory in 2:38. She also won the same year over the Beacon Course at Hoboken, N. J., at two miles in 5:26.

The first change made in the sulky after it began to be used in races was the removal of the springs. This reduced the vibration and lowered the seat of the driver. The straight axle remained for many years and on account of it a close hitch was impossible. It also increased the draught and had a tendency to make the horses go rough gaited when they became leg weary in long races. In those days it was also an ordinary occurrence for a driver to let his mount take a run in the hope that the change of gait would rest him by bringing another set of muscles into play.

A few manufacturers made an effort to improve

the sulky by increasing the height of the wheels. Some of them were six or seven feet high. They did considerable wobbling when being whisked around the flat turns of the old time tracks at a thirty gait.

A little later a carriage builder in Boston named Pray made a sulky with a steel arched axle. He also removed the supports from the seat and attached it to the frame almost as it is at present. This permitted a closer hitch but increased the weight.

This was the style of sulky used in races by George Wilkes, Lady Thorn, American Girl, Lucy and Goldsmith Maid. They were as well known in their day as Mr. McElwyn, Peter Manning and Peter Maltby are now.

From 1850 to 1870 sulkies were made by carriage builders as a side line. In Hartford, Mansuy and Smith made a number, one of them being pulled by Thomas Jefferson in almost all of his races. In 1910 it was taken out of a loft and used in a horse parade, the Kentucky Prince gelding Guy, 2:09 $\frac{3}{4}$, being hitched to it.

Charles Caffrey, a carriage builder located at Camden, N. J., was one of the first to introduce changes which had considerable to do with lowering records. He made the first sulky with a wooden arch axle. This reduced the weight and also improved the racing qualities. Caffrey was one of the first to advance the idea that a vehicle that was free from vibration and horse motion would keep a horse from going rough gaited and at the same time increase the rate of speed.

The Caffrey sulky retained its popularity until the bike sulky appeared. For a number of years it had a formidable rival in the truss axle sulky manufactured by Oliver Toomey at Canal Dover, Ohio.

Rarus, St. Julien, Jay Eye See, Phallas, Maud S., Johnston, and Little Brown Jug made their records to this style of sulky. In many races there were showers of second growth hickory spokes when the hubs rubbed, but as a rule all of the starters finished unless a wheel was dished.

At the close of 1891 Sunol held the trotting record 2:08 $\frac{1}{4}$ and Direct the pacing record of 2:06. Both of them were bred in California. Those figures represented the limit of speed.

In 1892 a pair of bicycle wheels were attached to an ordinary sulky frame and brought out for a race at Worcester, Mass. Charles Clark made the entry for a pacer named Alfred D. He was hitched to the bike sulky on June 8, 1892, and won in 2:29 $\frac{1}{4}$. The showing did not create very much enthusiasm. The date, however, should be remembered, as this change in the style of sulky increased the rate of speed of the light harness horses from five to seven seconds. This was more than breeding had done in a dozen years.

The first bike sulkies were heavy, jerky affairs, but even with that handicap the horses which were hitched to them reduced their records. Nancy Hanks cut her mark from 2:09 to 2:04, and Mascot paced in 2:04. For weeks the followers of light harness racing revelled in a Saturnalia of record breaking. Aged

horses and colts were whisked into the 2:10 list.

With this rush there was a revival of the dream of a two minute performer. Such veterans as C. J. Hamlin shook their heads when asked for a statement on the subject. While he did not live to see that limit reached by Star Pointer and Lou Dillon, Mr. Hamlin bred The Abbott, 2:03 $\frac{1}{4}$, and owned Robert J., 2:01 $\frac{1}{2}$.

It was an easy matter to improve on the first bike sulky. The Frazier factory at Aurora, Ill., rushed into the field with a tubular sulky and soon had hundreds of them in use. The test of time showed that they were not durable. Toomey built up his truss axle and sent out a sulky that was light, rigid and permitted a close hitch. Other builders introduced new features, the arch in some of the axles being so high that the driver's seat was almost on a line with the horse's back. This resulted in many distressing accidents, as when a horse reared he was very apt to go over backwards and crush the driver.

With the bike as in the early days of the old style sulky there was considerable experimenting in the height of wheels. Finally Payne of Troy, N. Y., sent out a long shaft sulky with twenty-four inch wheels. It dropped the driver down behind the horse and reduced the wind resistance. Other builders increased the size of the wheel. Finally Faber made a twenty-eight pound sulky. One of the first was built for Joe Patchen.

At present the most of the sulkies are made at Marion, Ohio. The weight is between thirty-three

and forty pounds. A twenty-eight inch wheel is the standard. Almost all of them have wire spokes. Of late a few have been equipped with discs to prevent a horse from putting a foot through a wheel when racing at close quarters.

Almost a century has elapsed since the sulky was first used in races. During that period it has been changed from a cumbersome vehicle to a spider web on wheels. As the years rolled by over one minute has been cut from the rate of speed of the light harness horse at a mile. The sulky is responsible for part of it.

At the start but very little attention was given to the shoes worn by the trotters and pacers. At one time when near the end of his career Budd Doble was asked how he shod Goldsmith Maid. He said that whenever she required a new set she was led to the shop nearest the race track at which they were and the smith used his own judgment. The Maid wore a plain shoe, weighing about a pound forward and a three calk shoe behind.

Doble also said that towards the end of her career when Goldsmith Maid was at her best he noticed that for some time after she was shod that she was sore across the back the morning after a race. He also found that when the calks wore down she was not bothered while the Maid was not so apt to break.

Doble never thought that the calks on the hind shoes had anything to do with the showing of his mount, but he added that if he had known as much about shoeing a trotter when he had Goldsmith Maid

as when he had Nancy Hanks, she would have reduced the world's record to 2:10. All Goldsmith Maid wanted after her gait was established was a plain set of light shoes.

Dan Mace was the first driver who experimented with shoes and bits. He had a shop in New York and employed the best men. While training Lady Thorn he shod her behind with a long heeled shoe and found that it improved her gait. Others adopted this style and continued until it was found that the angle and length of the hoof had more to do with balancing a horse than the shape of the shoe. A grab, a small calk or a roll to make a horse break over is now about all that is looked for from foot-wear after the weight is determined.

Golden always said that a pound shoe was light enough for any horse. Many agreed with him. Then one morning a French-Canadian dropped off at Buffalo with a horse and took him to the race track. When he started training he fastened leather bags filled with shot to his horse's front feet to keep him on a trot. As it made an improvement, someone, name unknown, improved the Canadian's idea by welding a spur on the shoe and fastening a brass weight to it with a screw. Later on the spur was abandoned and the weight fastened to the hoof. This system is still in vogue, although the tendency is to do away with toe weights.

In the seventies Charles Marvin showed what could be done with heavy shoes and toe weights by converting Smuggler from a pacer and making him

the champion trotting stallion. It was an extreme case.

When Smuggler broke down Marvin was employed by Governor Stanford at Palo Alto. When he took up the work he found that toe weighs and overdraw checks were barred. This made Marvin sit down and do a little thinking. To meet the orders he began putting the weight at different parts of the shoe and cutting down the horse's foot. Also when he found a colt that did not respond to this treatment Marvin had boots made in which he could slip enough lead to take the place of the toe weights.

Robert Bonner took up the horse's foot as a fad. He did considerable with his own horses but the public did not have access to it until the Roberge book was published. For a time Bonner and those who agreed with him were rated as cranks on shoeing, but in the end their system prevailed.

The most of the old time drivers held out for the long toes and toe weights. The most marked example was the Dauntless gelding Gean Smith which was raced by James Goldsmith. A change came, however, when trainers found that they had less tendon trouble with short toes and at the same time better gaited horses.

The check was the first important change made in the harness. All of the early trotters wore side checks until Kemble Jackson appeared. He had a habit of making a break and dropping his head to his knees. A driver could not control a horse in that position.

Hiram Woodruff or one of his friends planned an overdraw check for Kemble Jackson, and it was soon adopted for almost all horses. Skeeter W. is one of the very few pacers now seen with a side check. Splan was the last trainer that used them on almost all of his trotters. He raced Newcastle in that rig.

What is known as the Hutton check is a favorite with many drivers. It was named after Frank Hutton. Later on when the people who manufactured it tried to stop a competitor they found when the case came to trial that Alta McDonald's father had made and used one like it before Frank Hutton was born.

The same kind of a jolt was passed to the firm which secured an injunction to stop others from making the two minute harness, which was all the go about thirty-five years ago. A search showed that practically the same thing was used in the coal mines on mules to prevent sore backs and was covered by an earlier patent. Today it is a rare thing to see a two minute harness on a horse. All of the trainers have gone back to the old style.

No one seems to know who first used holders on the reins. Woodruff and his contemporaries did not have them. In Woodruff's day many drivers wrapped the reins around their hands and braced themselves for a stiff pull. Woodruff and Sim Hoagland passed the reins between the third and fourth fingers and up over the thumb. This gave them a firm grip with the back of the hand up and made it an easy matter to take up the slack of the reins

when necessary without letting go of a horse's head.

Boots came in gradually. W. H. Van Cott frequently stated that Flora Temple, which he trained at one time, would have trotted faster than 2:19 $\frac{3}{4}$ if she had had quarter and elbow boots. She touched these points frequently. It made her timid and she shortened her stride.

The first boots were heavy and cumbersome and while they protected the horses they chafed their legs. Now they are very light, many of them being made of felt.

There is an endless variety of bits. The most of them were made originally to correct faults and to give the driver better control of his mount. As a rule the best horses go with a snaffle or leather bit. They will not, however, suit horses which side rein, pull, get their tongue over the bit, or commit other faults which must be corrected or at least made so that they can be used on race day.

The hobbles go with the pacers, although there were a few trotters that wore them. For many years a resident of Indiana was given the credit for introducing the straps, but James Boutwell says that a man in Vermont made the first pair. This may be true so far as racing is concerned, but English horse history shows that hobbles were used to make horses amble under the saddle over two hundred years ago.

For a time there was a stout battle to bar hobbles in races. It was finally abandoned, as it became apparent that the average pacer could not be made

sure as a racing item without them.

Until the colt races became important fixtures many close observers were of the opinion that the improvement in sulkies, shoeing and tracks had added as much to the light harness performer's speed as breeding in approved lines. Each of these items counted, but none of them have come to the aid of the later day champions since the two minute list was started. The average rate of speed dropped gradually from 2:20 to 2:15 until it became an ordinary matter to average under 2:10 on the half-mile tracks and 2:05 on the larger ovals for a meeting. Yearlings are broken in October and a year later have marks from 2:04 to 2:10. This must be credited to the improvement in the breed and passed on to what the pioneers called the trotting instinct.

MURPHY

One afternoon in January, 1915, the Broadway Limited was boring its way through one of the worst storms that ever swept over the Pennsylvania mountains. It was cold and everyone was out of humor. All of the newspapers had been read, and current topics discussed, until they were worn to a frazzle. The time had come for a little personal talk, something that all would be pleased to hear, and which the narrator could tell without an effort. Turning to a tall, slim individual who was half dozing on the couch of the drawing room of the car, I said: "Tommy, how did you ever get into the racing business?"

Removing his hat from his face, the party addressed replied with a smile: "I scarcely know," and when urged to move along a little he continued: "From boyhood I always wanted to be driving something with my hands, but the opportunity never came until one summer down on the Long Island farm, I had an attack of typhoid fever. It was followed by a relapse, and pneumonia. What life I had left did not appear to be worth saving, so I refused to take any more medicine or nourishment. The doctor had decided to give me up, and let exhausted nature do the balance, when a neighbor called and said that he would give me a goat to drive if I would obey the doctor's orders. That was certainly something to live for and in a few hours the goat was hitched to a stout post outside of my window. His cart was run under a tree and the harness brought into my room and hung on a nail.

"While the doctor did not know it, I was from that moment determined to get well and there was nothing in his medicine chest I would not have swallowed in order to be able to drive that goat. In a few days I was propped up in bed so I could see Billy prancing around the post while the reins on the harness were adjusted so that I could hold them and make myself believe that I was stepping the goat down the road while I kept one eye on him through the window.

"The remedy worked like a charm and it was not long before I was out driving the goat. It also received better care and more training than any goat that ever lived.

THOMAS W. MURPHY

"My next move in the driving line was on the front of the milk wagon. When I was placed in charge of the outfit the old farm horse did not suit and for \$75 I succeeded in getting a pacer that had been raced but was discarded on account of a spavin and a few other trimmings which are not valued very highly as horse furniture. He had the whiz, however, and on the trip home from the depot with the empty cans if anyone passed the outfit he had more speed and racing manners than was ever seen in that section of Long Islad.

"Farm boys work long hours and mine were no exception, but I managed to save a few dollars and then decided to buy a real horse. My selection was a mare that was owned by a saloon keeper. She could pace in about 3:10 and cost \$125. I was permitted to use the track on a neighbor's farm and soon had her under way. The Guy Wilkes horse Rupee was being trained over the same track but I did not see him very often as he was aired in the morning while my pupil usually put in her appearance at sundown after the day's work was done. From a mile in three minutes she soon dropped to one in 2:24 $\frac{1}{4}$. This pleased me so much that I called her Blue Bird and sold her for \$1,500.

"With that money in the bank I began to feel as if there were something in driving, so I began to look around for another horse. At that time Mr. Willis had Island Wilkes near by and Howard Hayden was training for him. He had a racing stable and when it returned home I heard that he had a horse called

Dr. Dewey which was fast, but could not be raced on account of cross firing. Something told me to take a chance with him, so I drove over and bought Dr. Dewey for \$225. After a few experiments I managed to shoe him so that he went clear, and while the shoes were rather crude, alongside of what are now used, they did the work. The next step was to get him ready for the races, and while it was all new to me, I guessed off hand what was required, and what I did not know, the horse and his condition showed me.

“Finally I entered him at a race at Huntington, N. Y., and went there to start him. The day I arrived I also saw a horse called Connor, which was owned by the New York speed merchant John McGuire. As soon as I put my eyes on him I was convinced that Connor would make a great race horse, and that there was nothing for me to do but to buy him. McGuire priced him at \$1,500, so my next step was to sell Dr. Dewey. While I was running this matter over in my mind W. F. Steel, who afterwards hung the Harry Thaw jury, and Mart Demerest, both of whom had been watching me work Dr. Dewey, came to the stable and said they wanted to buy him. In a flash I saw that I had a chance to get Connor and asked them \$3,500. Steel nearly fell dead when he saw that I would not take less, but did offer me \$1,000. I laughed at him, but before leaving he moved up to \$1,500. That did not tempt me, as I was satisfied that I could win that much with Dewey, so they went away. Before going, however,

Steel took me aside and told me three or four times that I was a poor boy and could not afford to own such a horse.

“Dr. Dewey was to start the next day, and when I was getting him ready Steel came around again and said: ‘I am going to make you one more offer and you can take it or leave it. I will give you \$2,500 for Dr. Dewey just as he stands.’

“At that time Connor looked very close, and I said: ‘Mister, you have bought a horse.’ He shipped Dewey to Boston to make a killing, but before starting he removed my cross firing shoes, putting on what was considered proper, and was distanced. He also wired me to come on and help him out, but I decided to remain on Long Island.

“By the time the sale was made Connor had been shipped to New York so I started off to buy him. When I arrived at McGuire’s little stable on Broadway I learned that John was out of town and instead of remaining over night at an expense of about a dollar and a half I returned home. The next day something came up so that I could not go to the city, and on the following one McGuire, with tears in his eyes, told me that Connor had been sold to a man in Rochester. That jarred me more than anything that ever happened during my career, for while I was only a boy, I was satisfied that Connor would make a great horse and possibly a two minute pacer. The records also show that he came very near it.

“My next selection was the Pamlico mare Nellie Gay. She was my first trotter. I do not know how

many races I won with her, but there were a lot of them and I sold her for \$10,000. This satisfied me that if I did not prove a trainer I would at least make a good salesman, so I decided to remain in the business."

A call for lunch interrupted the conversation, which was not renewed, but the records show the balance of the career of Thomas W. Murphy, who has proved one of the most successful men that ever sat in a sulky. Each year he brought out a formidable list of champions and big money winners; Hetty G. leading off for two seasons, the first campaign being over the half-mile tracks and the second over both, the trip closing with a series of victories from Poughkeepsie to Hartford by way of New York, Brooklyn and Providence. She brought the modern wizard of the sulky into the big line, to which his skill as a reinsman added lustre each season with such a splendid group of horses as Rudy Kipp, Susie N., R. T. C., Charley Mitchell, Native Belle, Peter Scott, Frank Bogash, Jr., Peter Volo, Directum I, Anna Bradford, Butt Hale, The Real Lady, Peter Manning, Rose Scott and scores of others.

As a boy and man Thomas W. Murphy never worked an hour for anyone until he made a contract in 1927 to train the Green Tree stable. Depending upon his own resources even when they were very limited, he paddled his own canoe through surging rapids of the racing world until he landed with a bang in the big pool of success. During all of the years that he

was before the public he never failed to win a race or even a heat if his mount had the semblance of a chance to come through. He started out with the idea that there was nothing gained by waiting for what looked like a better opportunity only to find that three or four others were sitting on the same limb. His motto was to get what a horse had to give and when he is done get another, and keep going.

Murphy's seat in the sulky was erect and graceful. With a hand as light as a feather, he always had sufficient control of his mount, to take advantage of every opportunity presented by the shifting positions in a heat, as well as a brush to nip the leader at the wire if he could get within a length of him. No one ever found him asleep at the switch, after the starter gave the word, or trying to win at the half-mile pole when the purse was paid at the wire.

OREGON HORSES

The first 2:30 Oregon bred trotter was foaled in 1869, ten years after the state was admitted to the Union. When the New England pioneers appeared in the territory, after Marcus Whitman made his winter ride across the continent to convince President Tyler that the northern boundary of the territory from which Washington and Idaho were subsequently set off should be the forty-ninth parallel instead of the north bank of the Columbia River, they brought a few Morgan stallions with them. Of

these the names of Vermont and Oregon Pathfinder have found a place in turf history. They were mated with the native stock, of which there was an ample supply even in 1805, when Lewis and Clark after locating the head waters of the Missouri followed the course of the Columbia to the Pacific.

Vermont got several trotters in Oregon, Ella Lewis, 2:27, being the first. She was foaled in 1869 and did the most of her racing in California, where she afterwards produced the pacer Saladin, 2:05 $\frac{3}{4}$.

Mike, a son of Vermont, was the first sire of a 2:30 performer foaled in the state. He got the trotter Barney that made a wagon record of 2:25 $\frac{1}{4}$ at Oakland, Cal., in 1878, while he also sired the Gridley Mare, which then mated with Ophir, a son of Skenandoah, produced Bob, the dam of Klamath, 2:07 $\frac{1}{2}$. Klamath was got by Morookus, a son of Altamont. Raymond raced him on the eastern tracks in 1895, when out of sixteen races he won eight firsts, six second, and two thirds from such horses as Hamlin's Nightingale, Kentucky Union, Jack, Lesa Wilkes, and William Penn. Klamath also appeared again in 1896, but after winning at Cleveland and making his record at Columbus, he trained off.

Vermont was bred in the state after which he was named, and arrived in Oregon by way of San Francisco. Oregon Pathfinder was a New Hampshire product and got a few trotters before Pat Smith took him across the continent. He was by Morrill, the grandsire of Fearnought, and left considerable good stock in the territory, where for a time

he divided the honors with Milliman's Bellfounder. The latter was foaled in Washington County, New York, in 1850, and was well along in years when he was taken to Walla Walla, where he died in 1877. He was got by American Bellfounder, a son of the Morse Horse. Maine also contributed Champion Knox by Bismarck, a son of General Knox. He was foaled in 1873 and died at Baker City in 1879, a short time after he made a record of 2:31 at Boise. This horse sired Mount Vernon, 2:26, and Blacksmith, 2:30, both of which were foaled in 1878.

In 1876 trotting meetings were held at Portland and Salem. They were followed by Baker and Union City. At the same time the Menelaus colt Hambletonian Mambrino, which was purchased in Chicago in 1874 as a weanling, was located at Portland. John Redmond made a trip to Orange County, New York, where he purchased Kisbar, the only son of Hambletonian taken to Oregon, and Prince Duroc from Charles Backman at Stony Ford, and Rockwood from E. S. Edsall of Goshen. Kisbar died in 1891, the year after he made his record of 2:27 $\frac{3}{4}$ at Portland. He left a few foals and while his traveling companions did not get very much racing material, they sired a number of mares that produced useful horses when mated with Hambletonian Mambrino, Altamont, and Hal B.

Hambletonian Mambrino, when his surroundings are considered, proved a fair sire of speed, Carlyle Carne, 2:11 $\frac{1}{2}$, being his fastest performer. Altamont, however, was a leader and while he stood at

Vancouver in Washington, only the Columbia River separated him from Oregon, where the best of his get were either bred or owned. Like all of Almont's sons, he sired a number of pacers of which Chehalis, 2:04 $\frac{1}{4}$; Del Norte, 2:08; Ella T., 2:08 $\frac{1}{4}$, and Doc Sperry, 2:09, were the fastest, while of his trotters, Altao, 2:09 $\frac{3}{4}$, and Alameda, 2:09 $\frac{1}{4}$, took the word at Grand Circuit meetings.

Altamont prepared the way for Hal B., who was owned in Oregon for twelve years, during which he got Hal Boy, 2:01; Lady Hal, 2:04 $\frac{1}{4}$; Oregon Hal, 2:04 $\frac{3}{4}$; Haltamont, 2:05 $\frac{1}{4}$; Hal Edo, 2:06 $\frac{1}{4}$; Hal Paxton, 2:07 $\frac{1}{4}$; Gray Ghost, 2:07 $\frac{1}{2}$; Hal Gray, 2:08, and a host of others.

While Altamont and Hal B. in their day dominated the horse world in Oregon, there were several others that were represented at the races, the list including Prince Lovelace, Laddis Boy, Bonaday, Holmdel and several sons of Altamont, as well as Zombro, who got The Zoo, 2:09; Miss Jerusha, 2:08 $\frac{1}{4}$; Zombronut, 2:08 $\frac{1}{2}$; Bellemont, 2:09 $\frac{1}{4}$, as well as the dams of Bertie Seattle, 2:08 $\frac{1}{2}$, and Captain Apperson, 2:08 $\frac{1}{2}$, and The Bondsman, who got Captain Mack, 2:03 $\frac{1}{4}$, while located in the state.

CALUMET FARM

In 1919 when the light harness horses were shipped to Lexington for the meeting of the Kentucky Trotting Horse Breeders' Association, W. M. Wright appeared with a tall three-year-old gelding

W. M. WRIGHT

which was eligible to the Kentucky Futurity. This gelding had broken into the racing news at Milwaukee when he trotted a trial in 2:10 the first time that he was turned loose on a mile track. He looked to have a chance in any company but it was finally decided not to start him in the futurity as he had not had sufficient preliminary work to stay him up for a race of heats.

Mr. Wright's gelding was assigned a stall in the same building as the horses raced by T. W. Murphy. He saw him frequently and finally took him out for a trip over the course. The trial resulted in a mile in 2:06 $\frac{1}{4}$, last half in 1:02 $\frac{1}{4}$. It was so satisfactory that Irving Gleason gave Mr. Wright \$21,000 for his three-year-old and when Murphy shipped north the gelding accompanied his horses to Poughkeepsie, N. Y.

This gelding was Peter Manning. Murphy raced him in 1920 and in 1922 made him the champion light harness trotter of the world by driving him a mile in 1:56 $\frac{3}{4}$. This record was made at Lexington and the sign on the timers' stand was changed from Uhlan 1:58 to Peter Manning 1:56 $\frac{3}{4}$.

W. M. Wright bred Peter Manning. His showing gave him the thrill which comes to those who put one over the top. It also prompted him in 1924 to lay the foundation for Calumet Farm by purchasing the establishment formerly known as Fairland and some adjoining land and stocking it with Belwin, Peter the Brewer and the best band of brood mares that were ever selected in so brief a period.

Later on he purchased Truax and Justice Brooke for the stud while builders and painters were kept busy making Calumet Farm one of the show places in Kentucky. Its white fence and red gates make a marvelous setting for the rolling pastures in which there are a number of new buildings to shelter the stock during the winter months.

There is also an item in connection with Calumet Farm that should not be overlooked. That was the purchase of Glendora G., the dam of Peter Manning. When the farm was started she was owned in Michigan and known to be barren. Notwithstanding that fact Mr. Wright repurchased her and brought her to Calumet Farm where she will remain for the balance of her days surrounded with all of the comforts that a horse can enjoy in the blue grass pastures of Kentucky.

TROTting RULES

The first rules for light harness racing were made by the New York Trotting Club in 1825. Philadelphia followed with the Hunting Park Association, Baltimore with Kendall Park, and Trenton, N. J., with the Eagle Course. In a short time all of them were racing under the Rules and Regulations of the Centerville Course, or what were commonly known as the Long Island Rules.

The managers of trotting meetings soon found that something more than rules were required to keep up the standard of harness racing. This

crystallized in 1869, when the Narragansett Park of Providence, R. I., issued a call for representatives of the leading tracks to meet in New York, February 2, 1870. Representatives from forty-eight associations responded. On February 4, these men adopted a set of by-laws and rules for what was called the National Association for the Promotion of the Interests of the American Trotting Turf. This name was changed to the National Trotting Association.

The first President was Amasa Sprague of Providence, Rhode Island. In 1876 he was succeeded by C. W. Woolley, of Cincinnati, Ohio. He remained in office to 1880 when James Grant, of Davenport, Iowa, was elected. He held the office until February 8, 1888, when P. P. Johnston, of Lexington, Ky., was elected. At the Congress on February 9, 1916, John C. Welty, of Canton, Ohio, was chosen. He remained in office until his death September 23, 1922. At the December meeting of the Board of Review, Reese Blizzard of Parkersburg, W. Va., was elected to fill the vacancy.

George H. Smith of Providence, R. I., was the first Secretary. In August, 1872, he was succeeded by D. F. Longstreet, also of Providence. He resigned in July, 1874, when Thomas J. Vail of Hartford, Conn., was chosen. He held the office until May, 1887, when M. M. Morse, of Paw Paw, Ill., was appointed. He resigned in December, 1895, when W. H. Gocher, of Cleveland, Ohio, was elected.

The rules have been revised and amended during the hundred years which have elapsed since they

were originally adopted. They now cover every angle of light harness racing.

AMERICAN TROTTER IN EUROPE

No record was kept of the early trotters exported to Europe although English horsemen began buying them as soon as they attracted attention. In 1823, American Roan trotted a mile in 3:04 in England. He was followed by Boston Blue, the horse that trotted the first recorded mile in three minutes in 1818. The Englishmen called him the Slate Colored American. Tom Thumb, one of the starters in the New York Trotting Club Plate at two miles in 1826, was also taken abroad. In 1842 Peter Wheelan landed in England with Rattler and after winning all of his races with ease challenged the world. A difference of \$300 in the purchase price of Dutchman was all that kept Hiram Woodruff from crossing the Atlantic and making an effort to duplicate on English soil the defeat that he gave Rattler at three mile heats over the Beacon Course in New Jersey in 1838.

The Superb mare Miss Pierce was the first American trotter that found a place in a recorded pedigree on the European trotting turf. She was shipped to France in the seventies and in 1883 produced Fuscina, the sire of thirteen French Derby winners between 1893 and 1905. France's Alexander, 2:19, was also taken to Germany a short time after he won the \$10,000 stallion race at Rochester, N. Y. in 1881. He was a failure in the stud. The Italians also pur-

chased Elwood Medium, Grandmont, Zoe B., 2:17 $\frac{1}{4}$, and Amelia C., 2:19 $\frac{1}{4}$, before Georgi Bros. took Atlantic, 2:21, to Bologna in 1888 while Macey's Hambletonian was taken to Germany where he sired a number of splendid trotters that appeared on all of the leading European tracks.

Prince Warwick was one of the first American trotting stallions taken to Austria, the Clear Grit horse Amber being the only one to precede him. Dan McPhee purchased him out of Orrin Hickok's stable at Cleveland, Ohio, in 1892. The get of Prince Warwick made such a favorable impression that in 1896 the Austrian breeders came to the United States and purchased Trevillian, 2:08 $\frac{1}{4}$; Bravado, 2:10 $\frac{1}{2}$; Robby P., 2:10 $\frac{3}{4}$; Falkland, 2:13 $\frac{1}{2}$, and E. L. Robinson, 2:17 $\frac{3}{4}$, whose success as a sire prompted the Russians to purchase him.

From that date to the beginning of the World War Austrian buyers came to the United States annually and selected over fifteen hundred trotting bred stallions and mares, the majority of them having records. The list of the stallions with marks below 2:10 included Bob Douglas, 2:04 $\frac{1}{2}$; Stroller, 2:05 $\frac{1}{4}$; Don Chenault, 2:05 $\frac{3}{4}$; Tommy Britton, 2:06 $\frac{1}{2}$; Dave Halle, 2:06 $\frac{3}{4}$; Caid, 2:07 $\frac{1}{4}$; George Todd, 2:07 $\frac{3}{4}$; Glenwood M., 2:07 $\frac{1}{4}$; Gayton, 2:08 $\frac{1}{4}$, and Directum Kelly, 2:08 $\frac{1}{4}$, while their selections for racing or brood mares included Soprano, 2:03 $\frac{3}{4}$; Cheeny, 2:04 $\frac{3}{4}$; Spanish Queen, 2:04 $\frac{1}{4}$; Amy Brooks, 2:05 $\frac{1}{4}$; Tenara, 2:05 $\frac{3}{4}$; Teasel, 2:06 $\frac{3}{4}$; Early Alice, 2:06 $\frac{3}{4}$, and Derby Princess, 2:08 $\frac{1}{2}$.

Instead of purchasing record horses the Germans selected fillies and mares fairly well bred in foal to good sires, one firm in Berlin purchasing over a thousand between 1898 and 1901, while the other importers in addition to buying mares also selected Dark Night, the sire of Searchlight, 2:03 $\frac{1}{4}$; Henrico, 2:15; Favora, 2:12 $\frac{1}{2}$; Egbertine, 2:18 $\frac{1}{2}$; Campbell's Electioneer, 2:17 $\frac{3}{4}$; Idolita, 2:09 $\frac{1}{4}$, and Ernest Axtell, 2:08 $\frac{1}{4}$. Wilburn M., the sire of Willy, 2:05, the champion trotter of Europe, was exported to Germany in 1896 and taken to Austria where he was purchased by a Russian breeder.

The Italians as a rule made splendid selections. Atlantic and Elwood Medium were succeeded by Andante, 2:20 $\frac{1}{2}$; Quarterstretch, 2:15; Ellard, 2:09 $\frac{3}{4}$; Prince Herschel, 2:13; Royal Baron, 2:10 $\frac{1}{2}$; Onward Silver, 2:05 $\frac{1}{4}$, who was afterward taken to Russia where he died, and Harrison Wilkes, 2:11 $\frac{1}{4}$. They also purchased Abnet, 2:10 $\frac{3}{4}$; Belle J., 2:11; Dulce Cor, 2:08 $\frac{1}{2}$; Emma Brook, 2:09 $\frac{3}{4}$, and Margin, 2:05 $\frac{3}{4}$, to race and place among their brood mares.

The Russians were satisfied with the Orloffs until 1892 when N. Feodossiff persuaded a breeder in Moscow to purchase the Brown Wilkes horse Winter-set. 2:24 $\frac{1}{2}$, from C. F. Emery of Cleveland, Ohio. Frank Caton went along to drive him and returned the following winter with an order for more American trotters. Alvin, 2:11, was one of his selections. In a brief period Alvin's foals from Orloff mares swept everything before them in events open to

metis, that is mixed breeds.

Baron Rogers, 2:09 $\frac{3}{4}$, was the next American sire to make a reputation in Russia. Iris was his best performer, while Passe Rose with a Russian record of 2:14 $\frac{1}{2}$ and by Patron, 2:14 $\frac{1}{4}$, out of Secret, 2:20 $\frac{1}{4}$, by Strathmore, sired the champion Paluga, 2:08 $\frac{1}{4}$. Other importations followed rapidly, the list including General Forrest, 2:08; Cresceus, 2:02 $\frac{1}{4}$; General H., 2:04 $\frac{3}{4}$; Golddust Maid, 2:07 $\frac{1}{4}$; Jay McGregor, 2:07 $\frac{1}{4}$; Jack McKerron, 2:07 $\frac{1}{4}$; Gay Bingen, 2:12 $\frac{1}{2}$; Susie J., 2:06 $\frac{1}{2}$; Brilliant Girl, 2:08 $\frac{1}{4}$; Totara, 2:09 $\frac{3}{4}$; Crescent Route, 2:08 $\frac{3}{4}$; Surpol, 2:10; Fleming Boy, 2:07 $\frac{1}{2}$; Aquin, 2:08; Grace Kellar, 2:09 $\frac{1}{4}$; Bellemont, 2:09 $\frac{1}{4}$; Zomalta, 2:08 $\frac{1}{2}$, and Dainty Dolly, 2:09 $\frac{3}{4}$.

In 1914, Billy Burk, 2:03 $\frac{1}{4}$, and Baden, 2:05 $\frac{1}{4}$, joined the colony of American trotters in Russia. They were followed by Willy, 2:05, after he was raced on the American tracks. The last consignment to land in Russia contained Sterling McKinney, 2:06 $\frac{1}{4}$; Cascade, 2:06 $\frac{3}{4}$; Tuna, 2:08 $\frac{1}{2}$; Del Coronado, 2:09 $\frac{1}{2}$; Captain George, 2:09 $\frac{1}{4}$, as well as the pacers Locanda, 2:02; Zoloch, 2:05 $\frac{1}{4}$; John Ward, 2:05 $\frac{3}{4}$, and Miss Abdell, 2:06 $\frac{1}{4}$; while in 1915, Red-lac, 2:07 $\frac{1}{2}$; Ormonde, 2:08 $\frac{3}{4}$; Lord Brussels, 2:09 $\frac{1}{2}$; Harry Dillon, 2:10, and the pacer Donald McKay, 2:09 $\frac{1}{4}$, were lost at sea.

In 1893 and 1894, Dr. Day invaded France with two cargoes of trotters, taking with him among others Miss Mambrino, the grandam of Bingen, 2:06 $\frac{1}{4}$; Sunrise Patchen, 2:19 $\frac{1}{4}$, and Sunset

Patchen, 2:23½. As a rule the French importers, however, purchased mares, their selections including Misty Morning, 2:21; Mattie H., 2:11¼; Helen Leyburn, 2:14, who produced the European trotter Fred Leyburn, 2:13; Autrain, 2:16¾; Grace Simmons, 2:19¼; Susie S., 2:15½; Honeywood, 2:14¼; Lady Clare, 2:18¾; Catherine Leyburn, 2:14, and Killona, 2:14.

The majority of the light harness performers taken to England were purchased by Walter and Louis Winans. Between 1895 and 1902 the former selected the following road teams: Don Lowell, 2:14½, and Eggnog, 2:25; Lake Erie, 2:13¼, and Moxie, 2:12¼; Roy M., 2:14½, and Eddy L., 2:16¼; and the pacers Passing Belle, 2:08¼, and Merry Chimes, 2:08½. Walter Winans purchased Alta Axworthy, 2:10½; Fanny Dillard, 2:03¾, and The Hangman, 2:28¼, brother of Cresceus, 2:02¼, while in 1895 he imported the Kilbuck Tom pacer Jack Bowers, 2:09½. He was the first 2:10 pacer to cross the Atlantic. Louis Winans appeared in the market in 1905 when he purchased Prince Alert, 1:59½; Belle Starr, 2:07¾, and Gallagher, 2:03½, who was afterward returned to America. His next selections were the pacers Don Carr, 2:06, and Robert Lee, 2:06¼, and the trotters Alton, 2:09¼, and Thos. W. Murphy's first stake winner, Susie N., 2:09¼. In 1907 he also purchased the Kentucky Futurity winner, Siliko, 2:11¼, and Icon, 2:10, and employed A. C. Pennock to drive them. He made Siliko the champion of Europe, and

after racing Willy on European tracks brought him to America and marked him in 2:05. Allan Winter, 2:06½, the winner of the \$50,000 Handicap at Readville, Mass., was also added to the Winans' stable, while Greylight, 2:16½; Geneva, 2:11½; Fides Stanton, 2:15, and Gold Ring, 2:18, were purchased by other English admirers of the trotter.

A number of American trotters have been taken to Denmark, Lamp Girl, 2:09, and Dreamer, 2:14¼, being the fastest. A few have also been shipped to Sweden and Norway, as well as Holland, where Fleetwood, 2:13½, by Elyria, was taken in 1906. Jupe, 2:07½, is the only American trotter that was ever shipped direct to Asia, his destination being Tomsk, Siberia.

In 1909, C. K. G. Billings, made a trip to Europe, going as far as Moscow with Lou Dillon, 1:58½; W. J. Lewis, 2:06¼; Tempus Fugit, 2:07¼; Fleming Boy, 2:07½, who was left there; Turley, 2:07¾; Berta Mac, 2:08, and the beautiful Allerton mare Delight. He also made another trip in 1912, taking the two champions Uhlan, 1:58¾, which mark he reduced to 1:58 shortly after his return, and The Harvester, 2:01, as well as the geldings Charley Mitchell, 2:04¼, and Lewis Forrest, 2:06¼.

From the close of 1890 to the beginning of the war over four thousand American trotters were shipped to Europe. Seventy-five per cent. of them were sent to either Austria or Germany, and were distributed from those points to other countries.

COLUMBUS TEN THOUSAND

After Oakley Park at Cincinnati, Ohio, was opened a group of horsemen in Columbus decided that the capital of the Buckeye State was a splendid site for a mile track and a race meeting. They organized the Columbus, Ohio, Driving Association, built and equipped the driving park, and held the inaugural meeting the last week in August, 1892. Cotton Allen was the first President and H. P. Matlock the first Secretary.

As the date selected clashed with the Grand Circuit meeting at Hartford, the purses offered were not very large. There was, however, on the program a special between Hal Pointer and Direct which developed into one of the most heart-breaking races ever contested by two horses. As Geers was at Hartford with the Village Farm horses, Splan had the mount behind Hal Pointer. George Starr drove Direct. The first two heats in the event were won by Hal Pointer and the next two by Direct in slow time, Hal Pointer making breaks in both of them. The race then went over to the following day when the fifth heat was declared dead on account of the horses being unsteady. Hal Pointer won the final in 2:11 $\frac{3}{4}$.

During the next three years the Columbus association gave two independent meetings each year, such horses as Alix, Mascot, Lord Clinton, Lottie Lorraine, Rubenstein and Phoebe Wilkes winning their engagements there. In 1894 there was a reg-

ular carnival of speed when Alix trotted in 2:04½ and Flying Jib paced in 2:06¼. Directly then a colt paced in 2:09½ and Sally Simmons and Roseleaf made a team race record of 2:15¼ defeating the Palo Alto bred geldings Azote and Answer. C. E. Conrad acted as Secretary at these meetings and all subsequent ones up to the close of 1902 except in 1898 when S. L. Hoover was at the helm. Cotton Allen served as President up to the day of his death in 1896 when W. R. Gault was elected.

Columbus joined the Grand Circuit in 1896 and was assigned the week following Cleveland. It retained that date until 1903 when it consented to accept a week in September following Syracuse and prior to Cincinnati. When Oakley Park dropped out of line in 1907 Columbus took the extra week. This change also made Columbus the point at which all of the eastern and western stables met.

In 1902 the Columbus association began giving early closing purses. The first was the Board of Trade \$2,000 purse for pacers and which was subsequently increased to \$3,000 and the Chamber of Commerce \$2,000 purse for trotters which was also increased to \$3,000. In 1903 H. D. Shepard became Secretary. Under his management and with the active co-operation of President E. W. Swisher, the association began giving purses that were commensurate with the character of the meeting. In addition to booking several independent colt stakes to be trotted at Columbus each year they came "over the top" in 1905 with a \$10,000 purse race for 2:14 trot-

ters and added the Buckeye Purse for trotters as well as the King, Hartman and Arch City Purses for pacers.

The contests for the "Columbus ten thousand" proved splendid races. Lon McDonald won the first one with Glenwood M. whose sire Bobby Burns won a race at the inaugural meeting in 1892. He was forced to trot in 2:08 $\frac{3}{4}$ by Jack Wilkes, another Buckeye product, he having been sired by Guy Wilkes after that horse was taken to Cleveland by W. J. White.

In 1906 Jack Curry came through with Brilliant Girl defeating a field of sixteen in 2:08 $\frac{1}{4}$. She was the first of three California bred mares to win this race, her successors being Sonoma Girl in 1907 and Ruth Dillon. Myron McHenry had the mount behind the "girl from the golden west" and defeated Highball and Margaret O., the latter winning a heat in 2:09 $\frac{3}{4}$ while Sonoma Girl tripped off a mile in 2:05 $\frac{1}{4}$. Millard Sanders won with Ruth Dillon in 2:06 $\frac{3}{4}$, Raffles getting the place and Spanish Queen third money while San Francisco was unplaced.

Penisa Maid included the "Columbus ten thousand" in her sweep down the line in 1909, her fastest heat at the Buckeye capital being in 2:06 $\frac{3}{4}$. Joan was required to trot half a second faster when she defeated Dudie Archdale in this event the following year. Captain George, a Delaware bred trotter by Admiral Dewey, finished third. In 1911 the Blue Hen State scored when Murphy stepped home three times in front of Lewis Forrest with R. T. C.

and it also showed again in 1913 when Ray Snedeker was awarded the honors with Lord Dewey in 2:06 $\frac{3}{4}$.

For a brief period in 1912 it looked as though Geers had a chance at the "ten thousand" when he won a heat with Dorsh Medium but after the flash Murphy showed in front for the necessary three trips with Dave Halle. The favorite Baden, the largest money winner of the year, failed to save his entrance. Dave Halle was the first member of the Peter the Great family to be awarded first money in this race. He was followed by Margaret Druien and Mabel Trask, both of which were driven by Cox, and Murphy's champion Peter Scott.

It is a strange coincidence that in 1916 when Mabel Trask won in 2:05 $\frac{1}{4}$, all of the money was awarded mares. Donna Clay, Azora Axworthy and Alma Forbes securing the place honors while in 1917 the male sex carried off all of the premiums, McDonauld wining with Early Dreams in 2:04 $\frac{1}{4}$, while Royal Mac, Lu Princeton and Peter Vaughn finished in the order named.

Prince Loree won the \$10,000 in 1918 from Ante Guy and Lotto Watts. The following year the value of this event was dropped to \$5,000. It was won by McGregor the Great. Peter Manning also won this same amount in 1920. He trotted in 2:05 $\frac{1}{4}$. Jeanette Rankin was the winner in 1921 when the purse was again fixed at \$10,000. She trotted in 2:03 $\frac{1}{2}$ and went to the front after Princess Etawah won a heat in 2:03 $\frac{1}{4}$. The next three renewals of this fixture were won by Peter the Brewer, Mrs.

Yerkes and Etta Druien. Each of them raced for \$5,000. This event did not appear in the Columbus program in 1925 after which the track was closed, sold and dismantled.

NEW JERSEY TROTTERS

Very few people refer to New Jersey as a state that has produced many light harness performers notwithstanding the fact that the two champion stallions, George M. Patchen and Lee Axworthy, were bred within its boundaries, while Goldsmith Maid also stands to its credit.

The pages of colonial history shows that running, pacing and trotting races were common in New Jersey as well as all of the other colonies along the Atlantic seaboard prior to 1740, so much so in fact that in 1748 the legislature passed an act restricting them to certain days in the year. This act, together with a similar one that was enacted in Maryland the preceding year, was the first legislation against racing in North America. They were also the forerunners of the stringent measures enacted in New Jersey about one hundred and fifty years later in order to stop the merry go rounds for gallopers at Guttenberg, Gloucester and Dundee, and which in time closed Monmouth Park where Salvator in 1890 placed the mile record at 1:35½ and which remained unbeaten until Roamer ran in 1:34 4/5 at Saratoga.

Nearly all of the colonial restrictions became dead letter or disappeared after the Revolution and when

the descendants of imported Messenger began to perform at the trotting gait, they found as many admirers in New Jersey as in any state in the Union. The best of them appeared at the Beacon Course in Hoboken and at Trenton, where the Eagle Course was opened prior to 1830. Edwin Forrest, the first trotter to get a mark of 2:31½, won a race there in 1833 while Dutchman won his first and last race over the Beacon Course. This track was also the scene of his three mile record of 7:32½ to saddle on August 1, 1839, and which has never been beaten. In Dutchman's day, it was a marvelous performance as up to that time 2:30 had never been beaten to harness, that honor going to Lady Suffolk over the same track in 1845, while in his record-breaking performance Dutchman trotted the second mile in 2:28 and the third in 2:30.

Among the breeders of trotters who maintained stock farms in New Jersey, A. B. Darling is, on account of Axworthy and his descendants, entitled to first place. His farm was located at Ramsey.

Kentucky Prince stood at the head of the stud until he was sold on March 27, 1878, at Peter C. Kellogg's first combination sale in New York to Charles Backman for \$10,700. This was the largest amount paid for a trotter under the hammer up to that date. It was also from this farm that A. B. Darling sent the Kentucky Prince mare, Marguerite, to the court of Axtell at Terre Haute, Ind. This mating resulted in Axworthy, the leader of the Wilkes family, in the matter of extreme speed at

the time of his death, his descendants including Hamburg Belle, 2:01 $\frac{1}{4}$, as well as the phenomenal sires, Guy Axworthy, General Watts, and Dillon Axworthy, all three of which are breeding on faster than they showed on the turf.

Before leaving New Jersey, Kentucky Prince got that splendid trotter, Bayonne Prince, for R. Cadogan. He also sired Jersey Prince, whose early death alone prevented him from becoming the leading member of the Emeline family of trotters, which was bred and developed by E. W. Conover of Middletown, N. J.

In the early seventies, when Henry N. Smith decided to assemble his trotters, he established the Fashion Stud Farm at Trenton. For over twenty years it was one of the leading establishments in the country with Jay Gould, General Knox, Tattler, Socrates, General Washington, and Stranger in the stud, while the descendants of Lady Thorn, Goldsmith Maid, Lucy, Rosalind, Le Blonde, and Music's dam appeared in the list of brood mares. Many of their names are still found in the pedigrees of performers, while in the matter of extreme speed as measured by the 2:20 list, Fashion Stud Farm led all others until the Electioneers began their record-breaking career at Palo Alto.

Isaiah Rynders bred Aberdeen at Passaic, and Chimes, the leading member of the Beautiful Bells family, passed his declining years at Salem. The former, however, made his reputation at Fairlawn Farm in Kentucky, while the latter never added

anything to his showing at the Village Farm under the management of C. J. Hamlin. Al Mack, 2:05½, was a Jersey trotter. He was bred by W. F. Redmond of Madison.

In 1907, when William Bradley began purchasing trotting stock for Ardmaer Farm at Raritan, it looked as though New Jersey was destined to again take its place among the leading homes of the trotter and in a measure supplant the reputation of the thoroughbreds, which were bred at Rancocas and Brookdale. Todd and Guy Axworthy were placed at the head of the stud. When Todd died on May 17, 1908, his sire, Bingen, was selected to fill the vacant stall, but after a few months he was sold and transferred to Kentucky, where he died. Guy Axworthy also followed the sire of Uhlan to the same state after a brief sojourn at Poughkeepsie, while the brood mares were scattered to other establishments.

CHAMPION PLOW HORSE

During the New England Horsemen's dinner at Boston in 1924, a group of old-timers secured a table and entertained each other by racing over a few of the events which were decided in the days that are gone forever. After each of them had contributed his mite to the winter circuit, an old gentleman with a white beard and gold rimmed spectacles, who was sitting near them, knocked the ashes out of his pipe and said:

"Gentlemen, I am a stranger. This is the first time I have been in Boston since 1882—over forty years. That year I shipped in with a horse that won all of his engagements in the Grand Circuit after doing the spring ploughing on a farm in western New York. He never was hitched to a sulky or cart until two months before he started at Buffalo."

The presiding member of the group turned toward the speaker and said: "Stranger, you are welcome. You can have a date in this circuit. Close up the ranks and let the visitor get his elbow on the table. Some of the members of this party have been telling tall tales this evening, but if what you say is true, they are rather mild alongside of what you have to offer."

The stranger moved his chair up to the table. As he laid his pipe against a plate, he said:

"Brothers, I am a trifle old-fashioned and may not qualify in fast company. As stated, the last time I was in Boston I had a plow horse. He never lost but two heats in all of his races. I made a winning on him at Mystic Park and purchased a farm. A city grew out to it. The change in land values put me on easy street.

"Perhaps none of you ever heard of the horse I am going to tell you about. He raced in the days of Black Cloud, Santa Claus, Overman, Wilson, Fanny Witherspoon, Driver, Clingstone, Edwin Thorne, Aldine, and Onawa. As he had speed enough to win from any of them, you will admit that he was

a good kind of a horse to start out from a farm.

"Captain Lewis was raised by Stewart Purdy. He was a farmer and stockman who lived near Geneva, N. Y., where Delevan purchased Dolly Spanker, the dam of George Wilkes. I came from that section.

"I moved from Geneva to Rochester, where I worked for Colonel Parsons. He was a grain buyer with an eye for a good horse. In the winter of 1882 I went with Colonel Parsons to Geneva to buy barley. One day in March, Purdy came in with a load of grain. He was driving a big black horse and a topsey chestnut gelding with a little white in his face. When the grain was unloaded and paid for, Purdy offered to sell the chestnut gelding to Colonel Parsons for a trotter. The Colonel looked him over, but shook his head when he saw that he had an enlarged ankle with a scar on it.

"Purdy said it was caused by the horse getting his leg in the guards on the cutting bar of a mowing machine, but added that he went sound on it. As there is some difference between racing and farm work when it comes to a bad ankle the Colonel would not even nibble at \$175.

"The following June I went to Lyons, N. Y., to attend a race meeting. On going to Towers' livery stable to get a team to take me to the track I found the proprietor sitting in a wagon to which a chestnut gelding was hitched. As the horse looked rather familiar I asked him where he got him. He said that he had purchased him for \$300 the week before from Stewart Purdy of Geneva after seeing the

gelding trot a mile in 2:39 the second time he was hitched to a sulky.

"Towers named the horse Captain Lewis. He won two races at the Lyons meeting and made a record of 2:33. A few days later Captain Lewis was sent to Rochester and placed in Horace Brown's stable. Within a month Brown worked him a mile in 2:20. That was in the high wheel sulky days when a 2:14 trotter was a champion race horse. Colonel Parsons saw Captain Lewis in the workout. He and Burt Sheldon gave Towers \$5,250 for him.

"The new owners decided to make a killing with Captain Lewis at Buffalo. I was sent along with the horse as an understudy for Brown and look out for the man who was taking care of the Captain. The Colonel also told me if he won there would be a couple of tickets in the box for me.

"No one in Buffalo ever heard of Captain Lewis. Alleghany Boy and Gladiator were rated as the best in his race, while Alden Goldsmith started Barrett. When it came time to settle Captain Lewis had won in 2:22½.

"Alden Goldsmith, who as you will remember had Goldsmith Maid, Gloster, Driver and many other good trotters, claimed Captain Lewis was a ringer. It took some time for Colonel Parsons to convince the judges that his horse had helped to put in a forty-acre patch of corn that spring and had never been seen on a race track until June of that year. Fortunately there were a number of people at the meeting from Geneva. All of them knew Stewart

Purdy and some of them saw Captain Lewis race at Lyons.

"My winnings on the Buffalo race were a little over \$400. It was a good nest egg. I added to it when Captain Lewis won at Utica, Hartford and Springfield, where he made his record of 2:20½. Hickok, Turner, Golden and half a dozen other trainers had buyers for Captain Lewis that day. He was not for sale.

"Captain Lewis was shipped from Springfield to Boston, where he trotted two races. The first was over Mystic Park. I was in the city on an errand that day and did not get back until after the first heat. It was won by a horse named R. P. in 2:22¾.

"Everybody seemed to think that Captain Lewis was booked for trimming. The betting ring was in an uproar when I caught the pool seller's eye and said '\$500 for Captain Lewis' although he was selling in the field. I got \$1,500 against it. I made that bet six times and stood to win over \$10,000 when the horses were called for the second heat.

"There was nothing to it from that time on. Captain Lewis marched off in front and remained there for the next three trips. He also won at Beacon Park and Island Park in Albany, N. Y., before he was shipped home to Rochester."

"What became of the horse after that move?" asked a man on the other side of the table.

"The following winter," replied the stranger, "a veterinary with a dozen diplomas convinced Colonel Parsons that he could reduce the enlargement on

Captain Lewis' leg without injuring him. He did it but when the support which nature added to that joint was removed the Captain would not stand training. I took him and used him for a road horse until old age rang the bell. He now sleeps in a little plot back of my home."

DRIVERS PAST AND PRESENT

During the career of each driver there is something which they did in a race that made an impression by which the average spectator remembers them. Among the leaders which have turned out a number of top liners there are, as a rule, many incidents but usually there is one that stands out above the others.

A striking example of this appears in the career of Andy McDowell. In his day he raced many great horses and gave Alix the world's record. That was a splendid performance but rather tame when compared with the day at Cleveland when he defeated Hulda with Azote. Hickok developed the Whips gelding but could not get him up to a point where he could win. Azote passed from his stable to Monroe Salisbury. He and McDowell made him a splendid racing machine. Hickok did not believe this until the tall gelding raced Hulda to a standstill and won pulled up after showing the spectators what a two-minute trotter would look like.

The two bright spots in the career of Walter Cox are marked with the samples of patience which he

displayed when racing Mabel Trask and Ethelinda. Frequently at the end of a score Mabel Trask would stop and take a view of the scenery. Cox never asked her to move until she was willing to go back and make another trip with the field. By humoring this marvelous daughter of Peter the Great he converted her from a wilful hussy to a perfect performer which would give all she had in the form of racing if she could have her way when she had a whim.

The day that Murphy reduced the two-year-old record to 2:07 $\frac{3}{4}$ with Native Belle at Lexington the spectators were so surprised that they forgot to cheer. The southern yell, however, rang through the stand the day he slipped through at the pole and won by a head in 2:02 with Locanda. No one ever saw a driver take a more desperate chance while the dash and thrill brought the spectators to their feet with a bound.

Andrews did the same thing at Lexington when he won the Transylvania with Bouncer, although it looked at the time as though McDowell let him through so that he could pull down Lynn Bel.

Dan Mace had a different kind of an experience at Charter Oak Park one day when he had Hopeful in a race. After winning two heats and while out in front in the third he shifted the reins to one hand and lifted his cap to a lady. While his eye was off his horse Doble whisked by with Lady Maud and won the heat. The General Knox mare also won the fourth heat, but Mace after a desperate encoun-

ter landed the fifth. The backers of the gray horse had a scare that afternoon.

In 1912 there was a splendid master and man encounter in the Charter Oak Purse between Cox and his former pupil, Rodney. The latter had Baden while Cox was driving Esther W., a mare that could do more mean things during a heat than any other horse that ever took the word. The heats were split and Baden won. It proved the high spot of his career. Those who know Cox can guess what he said to Esther W. when she exploded near the half-mile pole.

No one ever saw a finer exhibition of a driver sitting still in a close finish than was shown by Nat Ray in the deciding heat of the Hambletonian Stake at Syracuse. In the first heat Guy McKinney raced head and head with Guy Dean up the back stretch in a gale of wind and won. On the next trip he let Ella Trabue go by and picked her up on the back stretch. Then Charm took the lead. Guy McKinney raced her down. From that point Ray was in front.

In the stretch Cox pulled out of the bunch and started after the leader. Gaining with each stride he gradually cut down Guy McKinney's lead until it looked as if he would catch him. From his wheel he moved up to his girth and when the wire was passed only a head separated the pair. So far as appearances showed Ray acted as if he did not know that Guy Dean was on the race track. All of his attention was given to his mount. He did not rustle

or beat him as so many do in a close finish, and won.

Years ago John Goldsmith thrilled the spectators at Cleveland by winning with Muta Wilkes. The week before Roseleaf won in such impressive style at Detroit that she was barred in the betting. When the dust blew away Muta Wilkes had bowled her over in straight heats while those who admire clever driving went home with a vision of a natty looking reinsman in a light blue jacket with arms elevated higher than his head flashing by the stand in front of the favorite. At one time Murphy adopted this style. Frequently in a close finish the remark would flash through the stand "Tommy's wings are going up. He is going to make a bid for the heat."

James Goldsmith, the brother of John, was a skillful reinsman, and a remarkable trainer. When his horses started they were ready and won. He never made much fuss in a close finish and never used the whip except when he had a loafer that hung at the end of a mile. One of his most remarkable victories was scored at Rochester when he won the \$10,000 purse for Andy Welch with Star Lilly.

Of all the men who ever sat in the sulky there never was a busier one in a close finish than Myron McHenry. For several years he had a bunch of stallions that were stout, steady and fast and whenever one of them required a stiff application of the whip to rouse him McHenry was a past master at doing the job. The year that he drove for Tom Keating was frequently referred to as a bright chapter by

the followers of the light harness horse. The leaders in that lot were Searchlight, Anaconda and Klatawah.

James Dougrey specialized in game chickens, politics and trotters. In 1874 he marked American Girl in 2:16 $\frac{1}{4}$ over Island Park at Albany, N. Y. This was a splendid performance over that sandy course. Later on during a political shift that dropped him off the payroll James came down the line with the big trotter, T. T. S. Two races a week were passed along to this horse whenever there was a chance while Dougrey always managed to get a bit of the money even if he did not win.

Scott Quinton made a fine appearance in the sulky. He touched his high spot while racing Favonia for John S. Clark. Harvey Ernest came through as a young man with Beauregarde. He did his bit but never touched the peak reached by Ima Jay. Harvey and the big brown mare had a busy day when they won the Transylvania at Lexington. That day the Buffalo boy bowled over Early Dreams, Royal Mac, Busy's Lassie, Spriggan and a few others at a clip which showed the world what well-bred trotters can do.

For a few years Gil and Jack Curry cut a swath on the turf. The most spectacular horse that ever entered Gil's stable was the gray pacer, Guy. He was a racker or single footer. Still it was accepted as a pace and he did well. Joe Patchen put Jack in the king row. The brightest day on his calendar was when he won with him at Cleveland from Rob-

ert J. A few might turn to the \$15,000 free-for-all at Chicago. It was spun out over three days and Jack won with Alix. It took so long, however, to find the winner that the public lost interest in the event.

Of the hundreds of races won by Geers none seemed to give the public a greater thrill than when he landed the Charter Oak Purse with Billy Buch. Each of the three heats were won by a head. Many of the spectators claimed that Walnut Hall should have been given the first. In each heat Geers and his mount were hemmed in by the flying field. Through it all the old master kept his mount in the front rank and won by a margin so narrow that the least false move would have given it to the other fellow.

James Golden lived at a time when many races were driven to order. A sample of this kind mixed him with a tragedy at Mystic Park. John Sheppard, one of his patrons, purchased Young Rolfe under an agreement that he was to pay \$1,000 additional if he beat 2:20 that year. Golden started off to race him under orders. Young Rolfe won a few times without touching 2:20. Finally at Mystic Park, his home training ground, Young Rolfe made a flash. Golden took him back. The horse choked and dropped dead.

The different members of the Fleming family have from time to time sat in the sunlight on race day. Long John exhibited his peculiarities for a few seasons behind Cheeny, while William made the

sparks fly with Joe Patchen II at all places except Fort Erie, where Nat Ray shot by with Knight Onwardo. Vic thrilled the crowd at Lexington when he won two heats in two minutes with Louie Grattan and another William of the family made good with Guesswork.

Budd Doble's last stand in the public eye was at the Empire Track at New York in 1903, when he marked Kinney Lou 2:07 $\frac{3}{4}$. The Field Marshal of the trotting turf, who took the mantle of Woodruff with Dexter in 1867 and made world's records with Goldsmith Maid and Nancy Hanks, came back to the scene of his earliest triumphs with a horse that could win from a new generation of drivers.

Orrin Hickok's proudest day was at Oakland, Cal., when General Grant came to his stall and complimented him on making a new world's record with St. Julien. The commander of the northern armies in the war between the states was fond of a trotter. In St. Julien he saw one of the highest type and one of the fastest. One morning at Rochester St. Julien pulled a high wheel sulky a half in 1:03. Few of the present day stars could do that.

As a race driver Splan was a marvel. He was one of the first to make a Grand Circuit sweep with Wedgewood, while he touched the top of the wall by making new records with Rarus and Johnston. His work with the pair was his best sample and while it was not Johnston's limit it looked for a long time as if no other horse would ever reach it. Finally George Starr clipped off a quarter of a second with

Direct before the bike sulky came along and made a new series.

As a trainer and race driver Alta McDonald made a place for himself in the front rank. From start to finish he kept up with the procession. His last piece of work was on Major Delmar. He put him in the two-minute list and prepared him for the race in which he defeated Lou Dillon.

The pacer, John R. Braden, with which John Willard won so many honors in Maine and New Brunswick, was at one time used on a farm in Tennessee and did his bit in front of the plough and harrow. Forty-five years ago Horace Brown also had one of that kind. In the spring of 1882 an unnamed chestnut gelding helped to put in a crop on a farm near Geneva, N. Y. In August he was racing in the Grand Circuit and won all of his engagements. This horse passed into turf history as Captain Lewis. Murphy had the next famous plough horse when he made a sweep with R. T. C.

Few men have ever displayed more skill in getting a horse ready to race than Fred Hyde. When he was racing in the Hubinger colors he had Axycell. He did not attract much attention until one afternoon at Columbus, when the coup which Fred and Nick Hubinger put over jarred the shingles on the grandstand.

Like the most of the successful reinsmen Fred Hyde started at the bottom of the ladder. He took care of Harry Wilkes for Frank Van Ness and Kremlin for Ed Bither. The latter in time became

the champion stallion, while Harry Wilkes was the best race horse in the George Wilkes tribe. Frank Van Ness drove him. He is one of the old-timers as in 1873 he raced St. James and sold him to "Lucky" Baldwin. Van Ness was not a very attractive figure in the sulky, but that did not keep him from being a clever trainer and a good reinsman.

As a young man Ed Bither started in at the top with Phallas and Jay Eye See. Later on he raced and marked Kremlin. After that showing he seemed to lose his grip or the good ones failed to come his way.

Few of the half-milers have anything on Earl Pitman. On race day he is as busy as a bee in blossom time. He has had his share of clever racing material and never fails to get a bit of the money. Of all his races he never won a better one than when he defeated Ensign Tige and Great Bells at Avon with Peter Buskirk in 1925. The one with Ben Ali at Detroit may look bigger, but it was tame as the betting ring was silent that day.

While Marvin made a new set of world's records at Palo Alto, the great day in his life was at Cleveland when he defeated Goldsmith Maid with Smuggler. The field was out to beat him. In the last heat they had the white-faced stallion in a pocket. Marvin could not get through so he took Smuggler back, swung around the field and came on and won.

The imperturbable Harry Brusie is one of the

bright spots on the eastern tracks. His pert comments and tumbles have made him famous. More no account horses have won for him than any other man in the business, the best sample being Minor Hal. While Harry's hair is getting gray and his grandchildren tag him around nights he is a quick thinker and phrase maker of parts.

Herman Tyson from down in Delaware is one of the drivers that is rather shy in a bunch of pacers. He tried it in 1926 with the front runner, Golden Direct, and made good. Walter Garrison from the same section is always willing to dive in and make a bid. He won his share with Peter Stevens, while in 1926 his stable led the winners. Speed is his middle name.

Will Crozier is one of the few drivers which had two horses in his stable which peeked into the two-minute list in their work but did not get a chance to step over the divide. Miss Czar Moko showed that she could do the trick but passed out on account of an accident. The weather and sickness stopped Guy Richard for two years. His tutor, Dave McClary, started the fast list with Star Pointer on the course over which Millard Sanders also drove Lou Dillon in even time.

"Knap" McCarthy made his first world's record with Little Brown Jug at Hartford. From that time he kept tapping at the winning door with all kinds until he was cut down in Illinois. As a type "Knap" was rather rough but he was all right at heart. There was a marked difference between him

and John Murphy, whom everybody admired for his skill as a catch reinsman. George Saunders was still another type. Clingstone in his battles with Edwin Thorne gave him a place on the turf and gave John Turner an opportunity to make plans to defeat him.

Of all the men who have been seen in the sulky since David Bryan started the 2:30 list with Lady Suffolk in 1845 there has been none like Turner. Weeks ahead he would make plans to win at some particular point and usually made good. When he defeated Piedmont and Clingstone with Edwin Thorne he jarred the ring, but his greatest triumph was at Chicago the day that Hannis lowered the colors of Charley Ford. The pocketbooks on the levee were thin that night.

There never was a more skillful trainer than George Fuller. He was one of the first to get back to nature. Bair, who marked Maud S., was just the reverse. He was a one-horse man like Charley Wagner, who raced Phyllis.

Jock Bowen and his good-natured growl was a marked contrast to Billy Weeks, who rode Tanner Boy so gracefully. Jack Feek and little Charley Green presented a difference in appearance. Feek believed that the public should not be considered as they did not buy the oats, while Green tried to please everybody. Both of them were among the drivers of yesterday. Neither of them would fit in today.

Some water has run under the bridge since John Dickerson drove for Budd Doble. Now his brother Will is out in front of the parade and has one two-

minute performer to his credit.

In 1926 George Loomis took on the winning habit and made good. In the \$10,000 trot at Windsor he put over a great piece of work when he won with Minia Dillon. At Kalamazoo he also showed that he was not taking a nap in the sulky when he took advantage of Hollyrood Volo's mistake and won the \$25,000 pace with Hollyrood Walter.

Will Leese touched the button of success at Goshen, N. Y., when he guided Thompson Dillon home in front of Guy Ozark. It was a tight fit, but he won. That is all that is required as Hodson showed when after doing the leading act with Rubicon for a few weeks he delivered the goods at Windsor.

Fred Egan took a chance with Braden Direct after the talent had passed him by. He made him a champion. When Billy Andrews was prostrated with a sun stroke at Syracuse, Ben White stepped in behind Lee Axworthy and Volga. They popped him out in front. Later on when Frank Ellis cut out of the Pastime Stable, White went with him to Florida and took up winter training. He made a go of it.

Lon McDonald has been on the go for forty years. He has had many triumphs, but none made a greater thrill than Miss Jennings when he put her over at Cleveland years ago.

Tink Hill is remembered as the winner of the first \$10,000 M. & M. Stake with Hendryx and George Robens for what he and Alcryon did with Nelson.

Independence Boy put Valentine in the band wagon, while Scott Hudson by making every post a winning post gathered the coin with Audubon Boy and Hawthorne. He was Kentucky's most successful reinsman. He got the money and kept it. Crit Davis also came from the blue grass country with Prince Wilkes. His great day was at Fleetwood Park, New York, where he won the transferred Charter Oak Purse with Harietta.

The Mosher family have always had a representative in the east. One of them years ago cruised over all kinds of tracks with Onawa. Some time has elapsed since A. H. Dore made the New England bred filly, Galatea, a champion. Lester followed in his footsteps. And so the list could be continued with Berry, Fox, Frost, Proctor, Hayden, Thomas, Caton, Stokes, Beasley, Owens, Kingsley, Todd, Gray, Utton, Pickle, Morrison, Wolverton, Russell, Nevers and a host of others. Drivers come and drivers go, but the trotters and pacers go on forever.

PENNSYLVANIA HORSES

While Pennsylvania has been one of the leading centers of light harness racing since the Hunting Park Course was opened at Philadelphia in 1828, Robert J., Maxie Cobb, Miss Bertha Dillon, Margaret Dillon, Rose Scott and Highland Scott are the only champions that were bred in the state. This has not come about on account of a limited supply of horses, as even in 1682 when William Penn ar-

rived, he found plenty of them and reported "horses not very handsome but good." These horses were owned by the Swedes, Dutch and English located on the Delaware River.

Forty years later the sons and grandsons of these people were buying Narragansett pacers to race on the circular track laid out on a Philadelphia common near the Race Street of today. These races were continued until 1750, when they were prohibited by the Colonial legislature.

When this little ray of joy was snuffed out, the Quakers crossed the Flemish cart and English dray horses and produced the Conestoga horses, that hauled the freight wagons over the mountains to the point where the waters of the Allegheny and Monongahela united to form the Ohio River at Fort Pitt, the Pittsburgh of today. Also in the interval, Philadelphia became the port of entry in 1797 of the English horse, Messenger, and in 1820 of the African barb horse, Grand Bashaw, from Tripoli. The former became the tap root of the Hambletonian, Mambrino and Champion families, while the latter bore the same relation to the Clays.

Grand Bashaw got Young Bashaw, the source of two speed lines. One ran through Doble's Black Bashaw and Tippoo Bashaw to Duquesne, 2:17 $\frac{3}{4}$, owned and raced by Paul Hacke of Pittsburgh. The other line ran through Andrew Jackson, the best trotter of his day, to Kemble Jackson, a good race horse that died before he got many foals, as well as Long Island Black Hawk and Henry Clay, both of

which made their reputations in New York State.

No organized effort was made to breed trotters in Pennsylvania until the sixties, when C. P. Relf purchased Mambrino Pilot and Lady Thorn in Kentucky and Aristides Welch added a few to the Erdenheim stud. Welch began with the runners. In 1869 he purchased Leamington, and bred Iroquois, the only American bred horse that won the English Derby. Prior to that date, he purchased Flora Temple, the first 2:20 trotter, and bred two foals from her, one being Prince Imperial, by William Welch, and the other, Queen's Daughter, by Leamington. Welch also bred the Hambletonian stallions, Rysdyk, sire of Clingstone, and Strathmore, to whom Lou Dillon, the first two-minute trotter, traces in the male line through Sidney Dillon, Sidney and Santa Claus. Hannis was the best trotter got by Mambrino Pilot in Pennsylvania, while he also sired the champion stallion, Mambrino Gift, before he was shipped from Kentucky.

Powell Bros. added a trotting department to their farm at Shadeland in the sixties. Satellite was one of their first stallions, and St. Vincent the best. Also at a later date their neighbor, C. G. Dempsey, began mingling trotting and running strains when he was not following the races.

In 1871 Robert Steel established Cedar Park Farm, near Philadelphia, and placed Happy Medium at the head of it. While there he got Pilot Medium, the sire of Peter the Great; the champion trotting stallion, Maxie Cobb, 2:13 $\frac{1}{4}$, and his mate, Neta

Medium, with which he reduced the team record to 2:15 $\frac{3}{4}$. When Happy Medium was transferred to Kentucky, where he sired Nancy Hanks, 2:04, he was succeeded by Epaulet and Woodnut. During their day R. J. C. Walker had Hartford at Williamsport, where he got the pacer, Robert J., who after defeating all of the best horses of his day, reduced the world's record to 2:01 $\frac{1}{2}$.

Among the other stock farms which occupied a place in the public eye in Pennsylvania, the leaders were Prospect Hill farm at Franklin, owned by Miller and Sibley, and at one time referred to as the Palo Alto of the east on account of the number of Electioneers owned there; the Penn Valley Farm at Morrisville, where H. S. Henry had Young Wilkes and Anteeo; A. H. Moore's establishment near Philadelphia, where he took Director, Red Wilkes, and a splendid band of race mares, which included Evangeline, Margaret S., and Position; the Wilson farm at Ephrata, where Esther W., 2:06 $\frac{1}{4}$, was foaled; as well as the farms where Heptagon, Hull, Crawford, Moquette, Hal Braden, Star Pointer, Ess H. Kay, Alliewood, Silent Brigade, Joe Pointer and a number of other horses stood.

Up to 1926, Nawbeek Farm, the home of Dillon Axworthy, at Paoli, was the leader, its reputation having been established by Miss Bertha Dillon, who after equaling the three-year-old record in 1917, cut the four-year-old record for fillies to 2:02 $\frac{1}{2}$ in a race; the Kentucky Futurity winner, Nella Dillon; The Divorcee; The Cossack, and the two-year-old

champion gelding, Norman Dillon, 2:05 $\frac{1}{4}$. After A. B. Coxe died his horse holdings at Nawbeek Farm were purchased by Sheppard & Myers, who continued his breeding operations at Hanover. Bingen also had a worthy representative in Pennsylvania in Senator Hale. He was located at Gettysburg, where he has got a number of successful performers, the fastest being the pacer, Butt Hale, 2:02 $\frac{3}{4}$.

In 1914 Henry Oliver and Robert McAfee of Pittsburgh purchased Peter Scott for \$30,000. They raced him in 1915. He was then retired to the stud in Kentucky, where he got Rose Scott, 1:59 $\frac{3}{4}$, and Highland Scott, 1:59 $\frac{1}{4}$.

While since the earliest days, there has always been considerable breeding done in Pennsylvania, the majority of owners have purchased their racing material in other states. This is shown by the names of the horses that were raced by the Dobles, Turner, Phillips, Scattergood, Grady, Patterson, Jamison, Middagh, Cummings and other Pennsylvania reinsmen since Sammy Keyes campaigned Magoozler and Lucy, and Turner started out with May Queen and Nettie. A list of the most prominent performers owned in Pennsylvania of late years includes Prince Wilkes, Katherine S., Sweet Marie, Saladin, R. H. Brett, Peter Scott, Mignola, the splendid pair, Brighton B. and Lettie Lee; Ross B., Roan Hal, Peter Stevens, Redwood, Terrace Queen, Zephyr, Susie S., Jack Leyburn, The Native, Lightsome, Olive Fant, Lee Worthy, Aileen Guy, Guy McKinney, Peter Manning, and Princess Etawah.

RACING AT FAIRS

In the fifties, when the New England fairs began to add trotting races to their programmes, a few objected until they saw the increased attendance and the enthusiasm of the spectators when they had an opportunity to see the contests between Flora Temple, Lancet, Tacony, Highland Maid, Rhode Island, Ethan Allen and the other performers of that period. They then took their places in the grandstand and joined in the applause showered on the flying footed trotters hitched to high-wheeled sulkies, which remained in vogue until 1892. Springfield, Massachusetts, was the first town to introduce this feature at a fair. It was followed by Hartford, where Flora Temple trotted the first mile to harness in a race over a half-mile track below 2:30. The New York State Fair, during its annual wandering from Buffalo to New York, Elmira, Watertown and other cities between 1842 and 1890, when it was permanently located at Syracuse, also gave races whenever a track was available, the light harness horse dividing the honors with the gallopers. Other cities began to add trotting races to their programmes, but few of them had very much harness racing until after the Civil War.

As the years rolled by the trotters began to take the lead at all of the state and county fairs, pacing races being rare until the middle of the eighties and early nineties, when trainers began to add hoppers to their equipment. After that date the pacers be-

came numerous until of late years they have been awarded almost half of the premiums. For a time the gallopers held their own in the south and at fairs located near the leading racing centers, but they were dropped when the fair managers found that they had to depend on bush horses and selling plat-ers for their contests.

As long as there was unrestricted betting, the leading owners and trainers paid but very little attention to the "pumpkin shows" and in time the patrons of the latter became a class by themselves. The courses over which they raced were the preparatory school for many horses which were destined to attract world-wide attention on the mile tracks.

In the early days the Hambletonians, Clays and Champions came from New York state, the Mambrinos and Pilots from Kentucky, the Morgans from Vermont and New Hampshire, the Morrills and Knoxes from Maine, the Bashaws from Iowa, and the Hiatogas and Cadmus from Ohio. Their descendants were carried to every state in the union by those who shipped racing stables from town to town and their successes prompted breeders to purchase the best of each breed for reproduction in their respective communities. In a few years, their descendants began to appear in the show rings at the fairs, while many a farmer's son was seen in the sulky at fairs behind colts which they bred and developed. This personal element made light harness racing popular with the masses, as everyone

in the community was anxious to see the local horses perform. Also if one of them proved a winner, it usually resulted in a profitable sale or a trip to other towns where race meetings were being held.

There is also another feature in connection with light harness racing which makes it more popular with the masses than running. That is the system of heats. In them the spectators become familiar with the horses and their behavior when scoring and racing, as well as the drivers, while with the gallopers they canter to the starting point, frequently not in front of the stand, rush off at the drop of the flag and are gone before the average spectator has an opportunity to see if the winner is bay or black.

The spectator gets a dozen thrills in a trotting race but only one in a running event, its principal object being quick action for the money. Also the average man does not feel anything like comradeship for a slip of a lad perched like a monkey on the back of a galloping horse when compared with experience of drivers who have followed racing for years.

Light harness racing has a punch that no other form of outdoor entertainment can deliver. For a time the purses were small but they were increased as soon as the fair managers recognized this fact. Also when the crusade against betting was started and Governor Hughes repealed the law under which the New York tracks were operating, the light harness horses, instead of being stranded like the gal-

lopers until oral betting was devised, continued on their way, racing for more money and before more people, the number of spectators running from one hundred and twenty-five thousand at the Minnesota State Fair to the twenty or twenty-five thousand at almost any county fair on Thursday.

Racing at fairs is the sheet anchor of the trotting horse breeder. The returns from the show ring and the race track fixes the value of his product. Over seventy per cent of the meetings each year are given by fair associations and the vast amounts which they have invested in grounds and equipment are a guarantee of their permanent existence, aside from the support which they are receiving from the states in which they are located.

MICHIGAN SPEED

For seventy years Michigan has been one of the leading northern states in the matter of breeding and racing the light harness horse. The first flight was seen at the old National Park in Kalamazoo in 1859 during the meeting at which Flora Temple reduced the world's record to 2:19 $\frac{3}{4}$. It was made by Magna Charta when he won in 2:33 and reduced the four-year-old record, which had been placed at 2:36 by Ethan Allen in 1853. This horse was bred at Utica, Mich., and in time became one of the foundation sires of the Wolverine State. The good race mare, Hannah D., 2:22 $\frac{1}{4}$, was his fastest performer, while he also got the dams of Belle F., 2:15 $\frac{1}{4}$,

and Jack, 2:12, the winner of the first \$10,000 Flower City Purse at Rochester and the first Transylvania at Lexington.

Michigan was the only northern state to which two sons of Mambrino Chief were shipped from Kentucky. They were Ericsson, who in 1860 reduced Magna Charta's four-year-old record to 2:30½, and Fisk's Mambrino Chief. The latter trotted in 2:29½ to saddle at Bronson, Mich., in 1869. He also got the splendid trotter, Mambrino Sparkle, 2:17, as well as Silver Cloud, 2:22¼. Before being shipped from Kentucky, Ericsson sired Eric, who in 1876 reduced the four-year-old record to 2:28¼, and the mare, Betsey and I, dam of Moquette, the first four-year-old to trot in 2:10.

A. C. Fisk began his breeding venture at Coldwater with Fisk's Mambrino Chief. In time he was succeeded by the Hambletonian stallion, Masterlode, the first great Michigan sire, his list of performers including Belle F., Edward, George V., and Plush, all with records below 2:20 when that was considered fast. As the years rolled by, Hambletonian Wilkes, the sire of Phoebe Wilkes, was added to the Coldwater stud. When he was sold to James A. Murphy of Chicago, Great Heart took his place. His splendid array of performers, which include Le Grande, 2:03¼; Auto, 2:04¼; Canute, 2:05¼; South Bend Girl, 2:02¼; Wilkes Heart, 2:06¼; Greatest Line, 2:06¼, and Octoo, 2:07½, shows what progress was made in the Fisk establishment in four decades.

Royal Fearnaught was also added to the list of sires at Coldwater. He was owned by James Walker and in due time was credited with a long list of performers, the group including the big trotter, St. Elmo, 2:16 $\frac{1}{4}$, and the pacer, Silverthread, 2:15 $\frac{1}{2}$.

In the early seventies Ira Nye of Flint made his presence felt on the leading tracks with Mambrino Gift. He also had the pleasure of reducing the stallion record to 2:20 with him when he won at Rochester in 1874. This horse died in 1877 and was replaced by Ira Wilkes, a double-gaited son of George Wilkes, that proved a fair performer and an average sire. He got Berkshire Courier, 2:10, and Hermatic, 2:11 $\frac{1}{2}$.

In the seventies, S. A. Browne began operating with trotters at Pentwater, but soon removed to Kalamazoo, where in partnership with Senator Stockbridge he established the Kalamazoo Stock Farm with Grand Sentinel, Empire, and Indicator in the stud. One of the products of this establishment was the celebrated brood mare, Santos, which when mated with Pilot Medium, a stallion that made a reputation on the farm of Walter Clark, near Battle Creek, produced for D. D. Streeter of Kalamazoo Peter the Great, the leading sire of trotters in the world. During its career, the Kalamazoo Stock Farm owned a number of noted stallions and fast trotters, the list including Anteeo; Bell Boy, which was developed and sold for \$50,000; Warlock, which John E. Madden brought back from Europe; Dan-

court, winner of the first Horseman stake at Detroit in 1893; Vassar; Lowland Girl, and Bella Vara.

In the early eighties Dewey and Stewart of Owosso appeared on the turf with Jerome Eddy, by Louis Napoleon. He was developed by Charles Abbott and proved a splendid race horse. His record of 2:16½ was made in a special with Black Cloud at Buffalo in 1882 after the Jewetts paid \$25,000 for him. George Voorhees won the event with Black Cloud, who was also a Michigan stallion. He was purchased in Kentucky and taken to Detroit by General Custer. After his death at the Little Big Horn massacre, Black Cloud passed into other hands and for a time stood at the head of M. V. Wagner's stud at Marshall, his associate being Tremont, the sire of Junemont, 2:14, one of the handsomest trotting stallions that ever took the word in public.

When the Electioneers were making world's records, Sutherland and Benjamin purchased Sphinx, and placed him at the head of a farm near Saginaw. He was a success from the day that Gift O'Neer, his first trotter, appeared on the turf. He also sired Sphinx S., 2:05¼; Captain Sphinx, 2:06¼, and many others with records.

Of the other establishments, Claire View Farm, the home of Antevolo and Siva, the winner of the fifth M. & M., and the Simmocolon Farm, which George Hammond established at Ypsilanti, were well known. The latter was for several years the home of Sidney and Simmocolon, whose fastest per-

former was the little pacer, Don Q., 2:07½. Sidney also had a national reputation as a sire of early and extreme speed, when he was taken there, while in time his son, Sidney Dillon, was credited with Lou Dillon, the first two-minute trotter.

Dromore Farm at Port Huron was for a time the home of Justice Brooke. While located there he got Tilly Brooke, 1:59. Deep Run Farm at Birmingham and later at Ypsilanti has sent out a number of clever performers by Czar Peter. Of these Czar Worthy, 2:01¼, and Miss Czar Moko proved the fastest.

ARDEN HOMESTEAD FARM

When the Erie trains pull out of Goshen for New York they pass the Good Time Park mile track on the right. It is located in a valley which runs up to the edge of the village. After the trains pass the three-quarter pole a barn on the summit of a hill comes into view. It is the largest building on the Arden Homestead Farm, where Pluto Watts and Guy Trogan are located with the brood mares and colts owned by E. Roland Harriman. This stock farm is the outgrowth of the matinee stable which Averill and Roland Harriman raced with the members of the Goshen Driving Club and at inter-city meets of the League of Amateur Driving Clubs.

A few of the horses in this stable also appeared each year at the Orange County Circuit meetings and closed the season with a trip over the mile tracks to Lexington. It was managed by W. K. Dick-

erson, who drove the horses in their races.

In 1923, when Averill took up polo and later on purchased the racing stable of the late August Belmont, he retired from light harness racing, while Roland remained with the trotters. From time to time he purchased colts or aged horses and built up a formidable organization.

In 1924 his leaders were Pluto Watts and June Marie. Pluto Watts won everywhere until he met Tilly Brooke in the \$10,000 purse at Syracuse. He made her trot the cinder track in 2:04 $\frac{1}{4}$ to win.

In this campaign Pluto Watts reduced his record to 2:02 $\frac{1}{4}$. He was then retired to the stud at Lexington. His first crop of colts appeared on the turf in 1928.

Aside from being a splendid race horse Pluto Watts is an intensely bred trotter. His sire, General Watts, reduced the three-year-old record to 2:06 $\frac{3}{4}$. He was got by Axworthy from the Prodigal mare, Carpet, whose dam, Annie Wilton, was by Wilton out of Annie B., the dam of Lady Gilbert, 2:25 $\frac{1}{4}$. The most remarkable inheritance of this horse is on the side of his dam, Grace Bingen. She was got by Bingen and runs back through six generations of standard mares by such sires as Mambrino King, to whom she traces twice; Chimes; Kentucky Prince, and Hambletonian to Lady Overton by Abdallah. Pluto Watts looks like the legitimate outcross for the Peter the Great family with which the trotting turf is now flooded.

Dickerson had a wonder stable in 1925. At the

Grand Circuit meetings he won six races with Anna Bradford's Girl, five two-year-old events with Peter Maltby, three with Guy Trogan, and two with Guy Ozark. On a side trip to Springfield, Ill., he won with Anna Bradford's Girl and Guy Trogan, while in the Orange County Circuit he won four races with Guy Ozark, three with Anna Bradford's Girl, three with Peter Maltby and two with Guy Trogan. The winnings of the Arden Homestead stable during the season amounted to over \$55,000.

Another banner year was added to the score in 1926, when Guy Trogan and Guy Ozark proved the two best aged horses on the turf. Guy Ozark won seven events and Anna Bradford's Girl five. The latter also reduced her record to 1:59 $\frac{1}{4}$. The other winners in the stable were Peter Maltby, Cinema, and Lady Astyra.

ANDREWS CALLED

The midnight bell tolled for W. J. Andrews at Hamburg, N. Y., on August 17, 1926. For nine years he had struggled to recover from the sun-stroke which prostrated him at Syracuse in 1915. At one time it looked as if he would win. In 1919 he came north from Thomasville, Ga., with the Pastime Stable and drove in a number of races, one of his starts being with Mary Coburn in the Charter Oak Purse at Hartford. While in the sulky he exhibited all of his old-time skill. The excitement that went with it, however, sapped his nervous sys-

tem at the end of the season. From that time until the end there was a gradual breaking down.

Andrews remained at Thomasville, Ga., until 1923. He then removed to northern New York, where he was born, where he started his turf career and where he died.

Few trainers of light harness horses topped the summaries of as many fast races in proportion to the number driven as Billy Andrews. After driving in a few races on the half-mile tracks Andrews, on the suggestion of Howard Conkling, joined the training staff at the Village Farm. C. J. Hamlin offered him \$30 a month and his board. Andrews shook his head, but Conkling induced him to accept with the remark that if he made good he would soon get more.

At the time Horace Brown was the head trainer. He was racing the get of Hamlin's Almont Jr., while the Mambrino Kings were beginning to be heard from. It was not long before there was a difference between C. J. Hamlin and Brown over a race in which he drove Globe. Gradually the breach widened. Brown moved out. Andrews took his place and made his employer happy by beating Goldsmith Maid's record with Belle Hamlin.

In 1890 Andrews came down the line of the Grand Circuit with Prince Regent, Mocking Bird, and Nightingale. He won the Charter Oak Purse at Hartford with Prince Regent.

Andrews cut loose from the Village Farm on account of differences with Harry Hamlin and took

the pacer, Mascot, in tow. In 1892 he drove him to the world's record of 2:04 at Terre Haute the day after Budd Doble had placed the trotting record in the same notch with Nancy Hanks.

Geers succeeded Andrews at the Village Farm. He moved in with Hal Pointer. When Andrews was taunted with racing a soft horse like Mascot he matched him to beat Hal Pointer. Almost everybody smiled. On race day Andrews won, just as he did every other match race he drove during his career.

In 1893 Andrews trained for the Empire Farm, owned by William Simpson of New York. Among the young stock he found a four-year-old filly by Hummer. Her name was Bouncer. That year between the last week in June and the close of the Lexington meeting Andrews started Bouncer in eleven races, of which she won eight. One of them was the Transylvania, in which she defeated Lynne Bel.

In 1896 Andrews appeared with another champion. William Simpson purchased John R. Gentry for \$7,600 at auction and Andrews took him. A few thought that Gentry's racing days were over. Billy did not agree with them. That year at Fleetwood Park, New York, he won with Gentry from Frank Agan, Robert J., and Star Pointer in 2:03 $\frac{3}{4}$, 2:03 $\frac{1}{4}$, 2:03 $\frac{1}{4}$, the fastest three heats on record up to that date. The following week at Glens Falls he also won again, defeating Star Pointer in 2:03 $\frac{3}{4}$, 2:01 $\frac{1}{2}$.

After this race Andrews shipped John R. Gentry to Rigby Park, Portland, Maine. He reduced his mark to 2:00½, another world's record. Two months later John R. Gentry again appeared in the auction ring. He was sold for \$19,900.

About this time E. H. Harriman became interested in a few match races at Goshen, N. Y. In 1897 he matched the two-year-old filly, Elsie S., by Stamboul, to race with Marcus Daley's colt, Limerick, and J. Malcolm Forbes' filly, Nowadays. Limerick won. Elsie S. finished last. After the race the driver of Elsie S. claimed his filly was poisoned, when the facts were that she was foundered.

Notwithstanding this trouble another match was made to be trotted as three-year-olds. Harriman was determined to win. He conferred with Rensselaer Weston. Weston told the owner of Elsie S. that as he had the worst horse it was up to him to get the best driver. W. J. Andrews was sent for. He took charge of Elsie S. and won from Limerick after a six-heat battle. The following is a summary of the contest:

Elsie S., b.g., by Stamboul...1 0 2 2 1 1

Limerick, b.c., by Prodigal...2 0 1 1 2 2

Time, 2:27, 2:20¼, 2:22½, 2:22½, 2:23, 2:30.

Andrews remained in the employ of E. H. Harriman for four years. He then returned to the mile tracks with Tiverton. At Hartford he won the \$10,000 Charter Oak Purse from Sweet Marie. This pair had several stiff battles, the last being in the Transylvania at Lexington, where Sweet Marie

caught the Iowa bred gelding in the third heat and won in 2:05. That week Andrews also won the Kentucky Futurity with Grace Bond after a five-heat struggle with Alta Axworthy.

In 1905 he appeared again at Lexington and made another start in the Transylvania. His mount was Ethel's Pride. She won in 2:06 $\frac{3}{4}$ by a breath from Turley. It was the kind of a battle that everyone enjoys except the owner.

The next group of winners raced by Andrews were owned by John E. Madden. They were Hamburg Belle, Soprano and Tenara. In 1908 Andrews came down the line with Hamburg Belle, winning at almost every point. At Hartford he again won the Charter Oak Purse after trotting the three fastest heats on record. Hamburg Belle's match with Uhlan was trotted at Cleveland in 1909. She won in 2:01 $\frac{1}{4}$, 2:01 $\frac{3}{4}$, the two fastest heats on record.

Soprano made her trip in 1911. After finishing second to Dudie Archdale at Grand Rapids she won all of her engagements from that point to Lexington and pulled up with a mark of 2:03 $\frac{3}{4}$. Tenara followed in 1913. She won all of her starts but one. Her last race was in the \$10,000 Charter Oak Purse. She won. Andrews gave her a mark of 2:05 $\frac{3}{4}$.

Lee Axworthy was Andrews' last star. He took him when he was considered a trading proposition and had him in line for championship honors when his career was practically closed at Syracuse in 1915. That year Andrews won the \$10,000 M. & M. Purse with Lee Axworthy at Detroit in, 2:06 $\frac{1}{4}$,

2:04 $\frac{3}{4}$, 2:04 $\frac{3}{4}$, defeating Peter Scott in the only race he lost that season. Two weeks later Lee Axworthy made his next start against the undefeated champion, Peter Volo. He won in 2:03 $\frac{1}{4}$, 2:04 $\frac{1}{4}$, after Peter Volo landed the first heat in 2:02. On the day Andrews was prostrated at Syracuse, he also won with Lee Axworthy in 2:05 $\frac{1}{2}$, 2:05 $\frac{1}{4}$, 2:06 $\frac{1}{4}$.

On race days in an important event Andrews always knew within a fraction of a second how much speed he could expect from his mount. He also had a fair line as to what the others could do. As a rule that did not make much difference as when Andrews won he usually made a new record for the event, if not a world's record.

At the Hartford meeting in 1904 I had an apt example of this. Andrews had Tiverton in the Charter Oak Purse, with Sweet Marie the favorite; Dr. Strong; Consuela S., with which De Ryder won the Massachusetts at Readville; The Roman, and a few others. In the first heat Sweet Marie got away in a bunch and never could get clear of the field. Dr. Strong won the heat in 2:07 $\frac{1}{4}$. Tiverton was well up until near the three-quarters, when he fell back and finished seventh.

I was sitting in a road wagon in the infield. After the heat Andrews came through the gate near the timers' stand. As he passed me he stopped and in his jerky race day way said "I would have won that heat if my horse had not got his tongue over the bit and almost choked down. I'll fix him before the

next trip and win." With a nod he was on his way to the stables on the back stretch. When Tiverton came out for the second heat I could see that his tongue was tied down. He went on and won in 2:07 $\frac{3}{4}$, 2:07 $\frac{3}{4}$.

As a race driver Andrews never had a superior, possibly never an equal. When in a race he was nervous and irritable, his whole mind being occupied by the event. If there were any chances to be taken during a heat he took them. No one could drive closer in a tight place than Billy Andrews. If he could not get away in front he never failed to carry the battle to the leaders and wore them down by a sharp brush and a stiff drive at the end of it.

Andrews' skill as a race driver can be seen by what he did with the representatives of the different families that he trained. He made Hamburg Belle the world's greatest race mare. He marked Tiverton the fastest trotter by Galileo Rex and made Ethel's Pride the fastest trotter by Directum. Soprano, one of his pupils, was the best of the Bellini group. He also took John R. Gentry after almost everybody had a whirl with him and made him a world's champion. Bouncer proved the fastest performer by Hummer and Grace Bond the best by The Bondsman that appeared up to her day. The Real Lady and Fereno are the only Moko trotters with faster marks than Tenara. The positions might have been changed if she had not pulled up lame at Syracuse. Andrews also started Volga on her unbeaten career and prepared Lee Axworthy for the

miles which later on placed him in the two-minute list.

Billy Andrews was buried at Batavia, N. Y. Few of those who knew him will ever see his resting place. His fame, however, does not rest upon what someone cuts in a stone. It is carried in the memories of the thousands who saw him win races at Detroit, Cleveland, Hartford, Lexington and other cities. They will always remember him and his brown jacket in the thick of the battle when speed, strength and stamina were stretched to the breaking point. It was there he won the laurels which all racegoers cheerfully accorded him and which recalls Gray's immortal line

"The paths of glory lead but to the grave."

CHAMPION STALLIONS

The list of champion stallions was started by Ethan Allen at the Union Course on Long Island on October 28, 1858, when he defeated George M. Patchen, who was handicapped to a wagon, in 2:28. All of the early champions made their records in races. Maxie Cobb was the first to secure the honors in a trip against the watch. He trotted in 2:13 $\frac{1}{4}$ at Providence in 1884 and clipped half a second off the record of 2:13 $\frac{3}{4}$ which Phallas made in the fourth heat of a race at Chicago earlier in the season. After that date Directum and The Harvester were the only champions to earn their honors in races.

Fifteen years elapsed between the date on which Ethan Allen won his first race at Plattsburgh, N. Y., in his three-year-old form, until he was finally retired from the turf at the close of 1867, when in his eighteenth year with running mate, he defeated Dexter in 2:15. This was $10\frac{1}{2}$ seconds faster than he was ever able to trot to harness.

George M. Patchen, who was foaled in 1849, the same year as Ethan Allen and Hambletonian, was the next champion. He reached his limit on August 2, 1860, when he won a heat from Flora Temple in $2:23\frac{1}{2}$. George M. Patchen was the best race horse of the Clay family. He won to harness, to saddle and to wagon, at one and two-mile heats. Of his descendants, Lucy, $2:18\frac{1}{4}$, and in the next generation Hopeful, $2:14\frac{3}{4}$, who was before the public from 1873 to 1881, were the best, while the Village Farm trotters, Belle Hamlin, Justina, Globe and Nettie King, the dam of The Abbott, $2:03\frac{1}{4}$, each carried a cross of his blood.

Fearnaught, the third champion, was foaled in New Hampshire and made his record of $2:23\frac{1}{4}$ at Buffalo in 1868 when he defeated a field of seven, including American Girl and Myron Perry. Like Ethan Allen he was a member of the Morgan family and while a handsome horse, his racing qualities were not of a very high order.

George Wilkes and Jay Gould, the next two champions, were sons of Hambletonian. The first named was raced from 1865 to 1872, making his record of 2:22 at Providence in a race in which he defeated

Rhode Island and Draco Prince on October 13, 1868, when he was 12 years old. In 1873 he was taken to Kentucky, where between that date and his death in 1882 he founded a family of trotters. The male lines tracing to him have also produced champions at an increased rate of speed at each remove. The honor roll shows that his sons, William L. and Jay Bird, sired Axtell and Allerton, the former reaching his limit as a three-year-old. Axtell also continued the line through Axworthy and his son, Guy Axworthy, to Lee Axworthy, the first stallion to enter the two-minute list.

In Guy Axworthy, the blood of the brothers, William L. and Guy Wilkes, are blended. They inherited the golden Wilkes-Mambrino cross on a foundation of Seely's American Star, whose daughters were in the early days represented on the turf by Dexter, Nettie and Jay Gould. Jay Gould also succeeded George Wilkes in the list of champions, his record of 2:21½ being made at Buffalo in a third heat with William H., Allen and Huntress in the field. Jay Gould's memory was also kept green by the brilliant performances of Pixley, 2:08¼, and Robert J., 2:01½.

Smuggler, the sixth champion, was a converted pacer. He owed his place in turf history to Charles Marvin. During his career Smuggler cut the stallion record from 2:20¾, where he placed it at Buffalo on August 5, 1874 in the \$10,000 stallion race that was won by Thomas Jefferson, to 2:15¼ at Hartford in 1876. Mambrino Gift was the only

rival for the honors in the interval. On August 13, 1874, the son of Waterwitch won a race at Rochester, N. Y., in 2:20. He only retained the honors for a month as Smuggler equalled it in the stallion race in which he defeated him at Boston.

Eight years elapsed before another change was made, Phallas earning the honors in a race in 1884, only to lose it a few weeks later to Maxie Cobb. He had his revenge, however, the following year when he defeated the showy son of Happy Medium in a match race at Cleveland.

Axtell, the next leader, was the wonder horse of his day. Bred and developed by C. W. Williams, this horse in one brief season made him the most talked of man in America. As a two-year-old, Axtell trotted in 2:23. Few paid any attention to him as his performance was overshadowed by the record of Wildflower and its reduction that season by Sunol. The clouds were lifted, however, in 1889, when as a three-year-old he followed his mile in 2:15½ at Minneapolis in July with one in 2:14¾ at Cleveland, another in 2:14 in a race at Chicago, and finally reached 2:12 at Terre Haute, where he was purchased by W. P. Ijams, John W. Conley and F. T. Moran for \$105,000 and earned \$70,000 in stud fees the following year.

No one ever dreamed of anything like this or supposed that the next champion would come from Maine, the birthplace of Nelson. In some respects he was the most remarkable performer ever foaled. From birth Nelson was a trotter and notwithstand-

ing the handicap imposed on him by the manner in which he was trained and raced, he reduced the stallion record from 2:12 to 2:10 $\frac{3}{4}$, while he afterwards equalled the 2:10 of Allerton, when the resolute son of Jay Bird entered the list as a champion and continued until he reduced his mark to 2:09. The match between this pair at Grand Rapids on October 8, 1891, brought out more people than were ever seen at a horse race in Michigan.

Nelson was called the Northern King. In form, gait and poise, either when in motion or standing, he was a superhorse. Still he failed to reproduce himself in the stud while Allerton became a splendid sire.

When Allerton reached the limit of his speed, he had another rival in the half-bred trotter, Palo Alto, whose mile in 2:08 $\frac{3}{4}$ over the kite track at Stockton, Cal., on November 17, 1891, made him the champion. Death closed his career the following year, while Kremlin and Stamboul were preparing for the lead. Kremlin trotted in 2:07 $\frac{3}{4}$ at Nashville, Tenn., while Stamboul's mark of 2:07 $\frac{1}{2}$ at Stockton was rejected, although it did not keep E. H. Harriman from paying \$41,000 for him when he passed under the hammer in New York.

Another California leader also appeared upon the scene in 1893 in Directum. No one could question his title as after reducing the stallion record twice in trips against time, this gallant four-year-old won the third heat of a race at Nashville in 2:05 $\frac{1}{4}$. He was the best trotter of his year and remained the

champion until 1900, when Cresceus trotted Charter Oak Park in 2:04 $\frac{3}{4}$. The following year the son of Robert McGregor moved the limit to 2:02 $\frac{1}{4}$, where it remained until The Harvester won a heat at Fort Erie on August 17, 1910, in 2:02. This also proved his greatest effort in a contest, although later in the year he made a time record of 2:01 at Columbus. This restored the leadership to the Electioneer family and it remained there until 1916, when Lee Axworthy, an inbred Wilkes, was started on his record-breaking series, which culminated in a mile in 1:58 $\frac{1}{4}$.

CALIFORNIA HORSES

When gold was discovered in the Sacramento valley the men who were afterwards known as "forty-niners" started for the Pacific coast by way of Cape Horn, the isthmus, or over the plains. Of the thousands who made the dusty march, either in the wake of a prairie schooner or on horseback, many of them owned horses, that were either thoroughbred or had one or two crosses of that blood, while a few were descendants of Justin Morgan. The horses that survived the trip became in time the foundation stock on the Pacific coast, while at a later date their descendants were mated with the trotters which were brought to California after the railroad was completed.

Princess, to whom Peter the Great and all of his descendants trace, made two trips across the plains

and while in California raced with what was considered the best trotters of her day, a few of them having been bred there, while others like herself were foaled east of the Mississippi river. In time Occident, a product of the golden state, equalled the world's record of Goldsmith Maid when it stood at 2:16 $\frac{3}{4}$, but he was only a flash and had very little racing merit. His showing, however, prompted Leland Stanford to found Palo Alto, the world's greatest nursery of trotters and whose representatives at different times reduced all of the world's records at the trotting gait.

Electioneer brought the speed spark to Palo Alto, and while he was there Santa Claus, Steinway, Guy Wilkes, Director, and The Moor laid the foundation of light harness racing speed in California. Both Santa Claus and Steinway were sons of Strathmore, and while the former was returned to the east and died in Philadelphia, he left a colt named Sidney that in time got a record-breaking batch of pacers as well as the sire of the first two-minute trotter. Steinway put a number in the king row, and Guy Wilkes for a time led his family in the matter of record and racing speed of Grand Circuit caliber. Director was the best race horse of the group, and while he sired but few foals, he left two sons that became champions and made reputations in the stud. The Moor was located near Los Angeles and died young, his name being perpetuated by Sultan and Beautiful Bells. From the latter Palo Alto secured Hinda Rose, a yearling and three-year-old

champion; Bell Bird, another yearling champion; St. Bel; Bell Boy; Belleflower, and Chimes, sire of The Abbott, a champion. Sultan sired a few record-breaking youngsters as well as the magnificent trotter, Stamboul.

In the matter of extreme speed, California sent out a full quota. Lou Dillon, the first trotter to cross the divide, was foaled there, while every other trotter from The Harvester, who retired with a record of 2:01, to Uhlan, had California strains in their pedigrees. Uhlan was got by Bingen, whose sire, May King, was foaled at Palo Alto. Bingen also sired the dam of Lee Axworthy, 1:58 $\frac{1}{4}$, whose sire, Guy Axworthy, is a son of the California bred mare, Lillian Wilkes. Delmar, the sire of Major Delmar, 1:59 $\frac{3}{4}$, came from Palo Alto, and Conductor, the grandsire of The Harvester, was bred at the same establishment.

Of the two-minute pacers California can claim seven in the matter of inheritance. Directum I, 1:56 $\frac{3}{4}$, and Napoleon Direct, 1:59 $\frac{1}{2}$, trace to Director through Direct. Anna Bradford's Girl, 1:59 $\frac{1}{4}$, and Sir Roch, 1:59 $\frac{1}{2}$, belong to the Electioneer family, while Sanardo, 1:59 $\frac{1}{2}$, Prince Loree, 2:00, and Merriman, 2:00, trace to McKinney, a horse that made his reputation on the Pacific Coast.

While the limit of racing speed always has a fascination for people who are seeking off hand information about light harness horses, the flicker of fame which goes with the mark, rarely carries with it the acid test that keeps a race horse in the spot-

light week after week when the racing season is in full blast. In that respect California has also been fortunate as in Palo Alto, Azote, Directum, Hulda, Direct, Muta Wilkes, Sweet Marie, Little Albert, Flying Jib, Anaconda, Klatawah, Cricket, and Sonoma Girl, it gave the turf a group that it would be a difficult matter to duplicate from any other state. Each of them were tried when the heats were split and won. Each of them were leaders in their day and may be remembered when such speed marvels as Arion, Sunol, Lou Dillon, Stamboul, Wildflower, Sweetheart, Freedom, Gold Leaf, Fausta, and Frou Frou, are forgotten.

RACE TRACKS THAT PASSED

The growth of cities or changed conditions are responsible for the passing of the majority of race tracks. The first one in America was built on Hempstead Plain, Long Island, in 1665. It was located near the site of Belmont Park and was in time followed by the Centerville, Union, Fashion, and other courses, all of which have disappeared.

On the Island of Manhattan there was at a very early date a race track on the church farm near the site of the old Astor House and within two blocks of Trinity Church. At a later date there was another in Harlem, where General Grant attended an impromptu matinee and reviewed a parade of the best Metropolitan road horses, which were seen regularly on the Bloomingdale Road.

That track was followed by Fleetwood Park, the home of the Driving Club of New York. It was opened in 1870 and was the parade ground of the world's best trotters for over thirty years. Carl S. Burr won the first race trotted over it with the Hambletonian colt, Startle. It was an event for three-year-olds worth \$5,000. Startle distanced Lothair, his only competitor, in the first heat, in 2:37. It was also over this track that W. H. Vanderbilt in 1883 drove Maud S. and Aldine to a high wheel road wagon in 2:15½ after jogging the pair from his city stable.

Apartment houses now cover the infield and stretches of the old course. Few of those who live in them are aware that the flat beneath the bluff, where the club house stood, was in the days that are gone graced with the presence of such turf champions as Dexter, St. Julien, Jay Eye See, and Maud S.

Chicago, while a modern city when compared with New York in the matter of age, has had a number of trotting tracks within its boundaries. One of the earliest was located near what is now known as Twenty-Second Street. Dexter was started there in 1866 against George M. Patchen, Jr. This race was trotted two weeks prior to the \$5,000 match between Cooley and General Butler in which William McKeever, the driver of Butler, was killed while the horses were racing down the back stretch. A plank was torn from the fence and held so that McKeever's head struck it. The parties

who committed the crime were never found.

This track, which was known as Dexter Park, was in time followed by the West Side Course, where Johnston, Piedmont, Hannis, Charley Ford and their contemporaries met in many contests before it was given over to the runners.

Before the West Side Course was dismantled, Washington Park was rated among the leading race tracks for the gallopers as well as the light harness performers. The American Derby became a classic through the efforts of the association which controlled it. General Phil Sheridan was its first president. The North Western Trotting Horse Breeders' Association also held meetings there for a number of years. One of its last efforts was the \$15,000 free-for-all, which Alix won during the World's Fair.

Detroit has had three-mile tracks. Hamtramck was the first. It followed a half-mile course over which races were held in connection with a fair. Magna Charta won a race there in 1860, defeating St. Lawrence.

Hamtramck Park gave way in the nineties to the Grosse Point Course. The latter was built by D. J. Campau, who revived racing in Detroit in 1886. A prolonged invasion of the runners put the Grosse Point track out of commission. It was succeeded by the Michigan State Fair.

Cleveland had a half-mile track in the fifties. Races were given over it for over twenty years. The Abdallah gelding, Sir Walter, won there in 1866 from Nabocklish and Pilot. In 1870 the Northern

Ohio Fair opened its mile track at Glenville. In a few years the fair was abandoned, W. J. Gordon purchasing the fair grounds located on the north side of St. Clair Street, while the Cleveland Club took over the track and its equipment.

The Cleveland Club and its successor, the Cleveland Driving Park Company, gave one or two meetings each season for over thirty years. The conditions which governed the meetings faded when Glenville was annexed to Cleveland.

When the track over which so much turf history had been made under Colonel William Edwards and his successors was dismantled, another was selected at North Randall. It was a portion of the Forest City Farm, where C. F. Emery bred trotters with Hermes, Patron, Brown Wilkes, Nugget and McAdams at the head of his stud. This course is one of the fastest in America.

Racing began in Buffalo at Cold Spring Park. It was followed by the Buffalo Driving Park, over which Dexter and Rarus made their records and at which its management gave a number of \$20,000 purses for the old-time trotters. This park was owned by C. J. Hamlin when the gates were closed. A few years later Kenilworth Park was opened. Its lights went out when Governor Hughes repealed the betting laws.

Later the Buffalo folk crossed the Canadian border for mile track racing at Fort Erie, where the runners appeared regularly. The trotters also made several visits to the same course. The Canadian

three-day limit for trotting meetings made them unprofitable and they were abandoned.

The mile tracks at Utica and Rochester gave way to the growth of these cities. A Masonic home is located on the site of the Utica track while homes and business houses are located in Rochester where Maud S., St. Julien, Santa Claus, Robert McGregor, Jack, and Star Lily trotted for money and turf honors. For a time Rochester supported Crittenden Park. In time it went the way of other city tracks.

Riverside Park was one of the first tracks built in the vicinity of Boston. It was a half-mile course. In 1865 Jock Bowen started Captain McGowan over it to trot twenty miles in an hour. He won in fifty-eight minutes and twenty-five seconds. This track was followed by Beacon, Mystic, Saugus, Combination, and Readville. The site of Beacon is now a freight yard, while Mystic Park, where Goldsmith Maid made her record of 2:14 in 1874, was cut into building lots several years ago. Saugus is dismantled. Readville faded in 1926.

INDIANA'S FIRST CHAMPION

While for many years Indiana has been considered the stamping ground of the pacer, it was the trotter, Red Cloud, that first made a place for the state in the light harness racing world. He was bred by J. S. Wade near Edinburgh, being foaled in 1860, and made his record in 1874, when 14 years old, in a third heat at Buffalo, where he defeated Camors, Gloster, Nettie, Sensation, and St. James. Red Cloud was raced from 1871 to 1876. When he won in 2:18, he stood fifth in the list of fast trotters, Goldsmith Maid, Occident, American Girl, and Dexter being the only ones with faster marks. He soon had a few rivals, however, as the following week at Rochester, Lula trotted in 2:16 $\frac{1}{4}$ and Gloster in 2:18, while Nettie won in 2:18 at Boston.

Red Cloud was got by Legal Tender, a descendant of Blackburn's Davy Crockett, that was taken from Detroit to Kentucky in 1837. On July 8, 1874, he was also the storm center of one of the greatest demonstrations of anger that was ever seen on a race track. It occurred at Indianapolis, where he was named to start in a \$5,000 purse with Goldsmith Maid and Judge Fullerton. When the race was called it was announced that Red Cloud was drawn. This roused the fury of the Hoosiers from the banks of the Wabash and White Rivers, who had paid their hard-earned coin to see the state idol in action.

In a twinkling they stormed out of the grandstand

shouting "Red Cloud or no race." Someone produced a long rope and before the police could interfere, it was fastened across the track and guarded by men with pickets torn from the fences in their hands. A few of the leaders were convinced that Wade had been paid to draw his horse as it was well known that Goldsmith Maid was not on edge and on that account Red Cloud was expected to win. Wade was called to the judges' stand and finally consented to start Red Cloud, but notwithstanding his best efforts, no doubt on account of the horse not being properly prepared for the race, Goldsmith Maid won in 2:26, 2:25 $\frac{3}{4}$, and 2:23, with Judge Fullerton in third place.

THE GALLANT GRAYS

While authors and artists have always shown a fondness for gray horses, they have never been popular in the racing world. As a rule, they have been considered soft, although none of the followers of light harness racing would admit that such a charge could be laid against Earl Jr., The Eel, or Dr. Strong, who was almost white when he trotted his last races.

Being the weakest of all colors, gray does not remain very long in a family. It cannot be reproduced without having a gray parent. To this can be added the fact that there are but few gray stallions kept for service except by the breeders of Percherons. This accounts for so few gray horses

being seen on the track or road, although Bobby Burns said that Tam O'Shanter was

"Well mounted on his gray mare Meg" when the witches whisked off her tail at the brig, and Sir Walter Scott assigned Fitz James a "gal-lant gray" in the Lady of the Lake.

Of the thousands of trotting and pacing stallions which have been in the stud, Pilot Medium, Bobby Burns, and Strong Boy are the only grays that were successful sires of speed. Of these, Pilot Medium traces to Pilot Jr., one of the two gray horses which founded a family of light harness performers.

Pilot Jr. was got by the black horse, Pilot, out of the gray mare, Nancy Pope. His color was carried into the 2:10 list by his son, Pilot Duroc, who got Keller Thomas, 2:12 $\frac{3}{4}$, the sire of the handsome trotter, Locust Jack, 2:06 $\frac{1}{2}$, and through his daughters, Miss Russell, Tackey, and Dixie.

Miss Russell leads all brood mares in extreme speed among her descendants. Maud S. and Nutwood, her two most noted foals, were chestnuts; Russia, 2:28, and the pacer, Sclavonic, 2:09 $\frac{1}{4}$, being her only performers which inherited her color. Of her undeveloped foals, Nutbourne, the gray brother of Nutwood, sired Cheyenne, the winner of the Transylvania in 1891, and Lady Russell produced five performers, one of which was the gray horse, Re-Election, 2:27 $\frac{1}{4}$, sire of the pacer, Refina, 2:08 $\frac{1}{2}$, and the dams of Vaster, 2:07 $\frac{1}{4}$, and Mamie Locke, 2:08 $\frac{3}{4}$.

The line of performers from Tackey traces to

her son, Pilot Medium. The gray gelding, Jack, 2:12, was his first successful performer. He won the first Flower City \$10,000 Purse at Rochester in 1889 and the first Transylvania at Lexington the same year. Of Pilot Medium's 2:10 performers, Waubun, 2:09 $\frac{1}{4}$, and Pilot Boy, 2:09 $\frac{1}{4}$, inherited the color of their sire. His son, Lee's Pilot, sired the gray trotter, Judge Lee, 2:08 $\frac{1}{4}$, while one of his daughters produced Great Medium, 2:09 $\frac{1}{4}$, and Tokio, 2:09, another gray, had a daughter of Pilot Medium for a grandam. The color of Dixie was carried into the 2:10 list by Zoe Dillon, 2:08, through the gray mares, Zephyr, Baroness, and Rexie Maywood.

The imported horse, Messenger, to whom practically all of the trotters of today trace through Hambletonian, was a gray. His color, with a few exceptions, disappeared after two removes. One of the exceptions was the inbred horse Engineer 2nd, sire of Lady Suffolk, the first 2:30 trotter, the only world's champion that was a gray. The color was also continued through Gideon. After being taken to Maine, he sired the dam of the gray horse, Independence, 2:21 $\frac{1}{4}$, which William Rockefeller drove on the road with Cleora, after they made a team record of 2:16 $\frac{1}{2}$ to a pole cart at Hartford.

Of the old-time stars of the trotting turf, Hopeful and Charley Ford were grays. At a later date, Sam Purdy contributed the gray pair, Charley C. and Strontia, both of which were clever race horses.. Within the past decade, Lon McDonald came down

the line with Robbie B. McGregor, 2:09 $\frac{1}{4}$, and Bob Douglas, 2:04 $\frac{1}{2}$.

Up to the close of 1926 there were but five gray horses with records below 2:06. Of this lot Gray-worthy stood at the top of the list with a record of 2:02 $\frac{1}{4}$. The others are Dr. Strongworthy, 2:04 $\frac{1}{4}$; Bob Douglas, 2:04 $\frac{1}{2}$; Peter Daw, 2:05 $\frac{1}{4}$, and Dr. Strong, 2:05 $\frac{3}{4}$.

Of the other gray trotters, Jack Curry won several races with Supol, 2:10, before he was shipped to Russia, while Dandy Jim, 2:09 $\frac{3}{4}$, and Jim Ferry, 2:09 $\frac{1}{4}$, and Amo, 2:09 $\frac{1}{4}$, did the most of their the word in any company. Albert C., 2:09 $\frac{1}{2}$, did not do much racing. Vanity Oro, 2:09 $\frac{1}{4}$, was retired after she made her record; while Dr. Mack, 2:09 $\frac{1}{4}$, and Amo, 2:09 $\frac{1}{4}$, did the most of their racing on the half-mile tracks. The gray geldings, Hendryx and John Taylor, won the M & M at Detroit. Alcryon, another gray, won the Charter Oak Purse in 1889, and Senator A, the Transylvania in 1896.

Of the gray pacers Earl Jr. and Fay Richmond are the fastest. Each of them carry records of 2:01 $\frac{1}{2}$. Earl Jr. inherited his color from his dam, Jenny Cameron, while Fay Richmond got his from his sire, New Richmond, 2:07 $\frac{1}{4}$. This line runs from them through Jewess to the gray horse, A. W. Richmond, which Joseph Cairn Simpson took to California. A. W. Richmond also sired the mares which produced Silver Dick, 2:09 $\frac{1}{4}$, and Waldo J., 2:09, another pair of grays.

Of the other gray sires which are represented in the 2:10 list of pacers, Manager, with a record of 2:06 $\frac{3}{4}$, leads with Bob Manager, 2:09 $\frac{1}{4}$, and The Ghost, 2:08 $\frac{1}{4}$. He was got by Nutwood, out of the gray mare, Carrie, 2:29 $\frac{1}{4}$, a daughter of George Wilkes and the gray mare, Belle Bashaw, which also produced Strong Boy, 2:11 $\frac{1}{4}$, the sire of Dr. Strong, 2:05 $\frac{3}{4}$. Alcryon, the blind horse, is represented by Amos R., 2:09 $\frac{1}{4}$, while his son, Alcryone, another gray, is credited with Sylviaone, 2:09 $\frac{1}{4}$. The Eel, 2:02 $\frac{1}{4}$, appears in the list as the sire of Eel Direct, 2:09 $\frac{1}{4}$, and Re-Election, as has been stated, is the sire of Refina, 2:08 $\frac{1}{2}$, the gray mare which Jock Bowen raced for several years.

Blue Bull had two gray sons that sired 2:10 speed at the pace. Of this pair, Jim Wilson got Wiltranby, 2:06 $\frac{3}{4}$, the sire of the gray gelding, Arrow Tranby, that made a time record of 2:05 at Indianapolis. The other, Blueskin, was a brother to the gray mare, Kate McCall, 2:23, which John D. Rockefeller drove for a number of years to pole with Midnight. He got Bullmont, 2:09 $\frac{3}{4}$.

The gray horse, Democracy, 2:07 $\frac{1}{4}$, which carried everything before him on the half-mile tracks, was got by Happy Partner, a gray son of Happy Medium. Vernwood, a son of Wilkeswood, passed his color along to Joelisco, 2:08 $\frac{3}{4}$, while the gray coat of Birdie B., 2:09 $\frac{1}{4}$, ran through Nicholas B. to the gray mare, Lady Brooks, by Amber, one of the first American trotters taken to Austria.

The other gray pacers inherited the color from

their dams. Walter Hal, 2:04, was out of Duck, by Brown Hal and the gray, Mary Bales, 2:26 $\frac{1}{4}$. In addition to producing the beautiful trotter, Wilkes Brewer, she also threw the almost white pacer, Zombrewer, 2:04 $\frac{1}{4}$, dam of Graybrewer, 2:08 $\frac{1}{4}$. The gray horse, Wood Patch, 2:05 $\frac{1}{4}$, got his color from Phenol, 2:07 $\frac{1}{4}$, through her daughter, Heloise Grat-tan. Doctor B. P., 2:05 $\frac{1}{4}$, was out of Fossie O., 2:15 $\frac{1}{4}$, while Arab Girl produced Bessie Bonehill, 2:05 $\frac{3}{4}$, the dam of Joe Patchen 2nd, 2:03 $\frac{1}{4}$.

Of the other gray pacers, Valley Day, 2:03 $\frac{1}{4}$; Pale Face, 2:03 $\frac{1}{2}$; Harry the Ghost, 2:04 $\frac{1}{2}$; Kate McKinney, 2:04 $\frac{1}{2}$; Guy, 2:06 $\frac{3}{4}$; Ella T., 2:08 $\frac{1}{4}$, and Gil Curry, 2:09 $\frac{1}{2}$, were successful in racers. Prior to their day, when the high wheel sulkies were in vogue, Argyle, 2:14 $\frac{3}{4}$, was an important factor in a number of events. Sammy Keyes of Pittsburgh also made a place for Lucy, 2:14, in the big four. Her breeding was unknown, some one having shipped her east in a car of horses before her speed was discovered. The pacers also had a gray champion in Sweetzer. He cut the world's record at that gait to 2:16 in 1877 and equalled it the following after Sleepy George reduced it to 2:15 in a race.

HARVEY ERNEST

Buffalo was, for a number of years, the leading member of the Grand Circuit, but very few horses were raced from that city until C. J. Hamlin began blending the Mambrino King, and Chimes blood, with that of Almont Jr. and Hamlin Patchen, both of which failed when pinched in split heat races. While they were in the ascendant, the clever old gentleman, who made the name of the Village Farm a household word, advocated mile heats, two in three and even dashes, but when the Mambrino Kings entered the arena and were followed by the Chimes family, he wanted nothing but three in five, or seven in eleven if anyone was looking for an argument.

During the waiting period, C. J. Hamlin was seen almost daily at the Buffalo Driving Park, especially after Frank Baldwin put Belle Hamlin in the 2:30 list. While there he became acquainted with a young man from Lockport, N. Y., who was then in business in Buffalo, and also devoted a few hours each day to training a chestnut gelding by Mohican. He told the young man after watching this horse carefully that in his opinion the gelding would do for a trip down the line, so the latter shipped his pupil to Boston for a tryout in fast company at the June meeting. A third to Mill Girl was what stood to his credit when the race was finished, but after he cooled out, Harvey Ernest, as that was the name of the young man referred to, decided that he would

take a chance with Beauregard in the Grand Circuit. This was in 1885, in the high wheel sulky days, the year after Maud S. and Jay Eye See started the 2:10 list, but even then 2:20 trotters were not common.

Aiming for the highest spot in sight, Harvey Ernest entered Beauregard at Cleveland, Rochester, Buffalo not being in line that year, and in two races at Albany. The first start was at Cleveland. When Colonel Edwards called the 2:35 class, ten horses came out for the word. All of the bunch except Beauregard are now forgotten, although they were well known in their day. Horace Brown had the favorite, Sir Roger, while John Bostwick was up from Tennessee with Robin Hood, and Geers had the gray mare, Kate Isler. Peter V. Johnson was in line with Silver Leaf, while J. I. Case thought he had a second Phallas in Edgehill.

Brown was confident that Sir Roger would win. He sold at three to one over the field. When the horses were sold down, Beauregard tagged along in the field, which Bride and Armstrong scattered among the pikers in the betting ring. For the first two heats it was Sir Roger all the way, Robin Hood and Kate Isler keeping him busy. In the third heat, on the trip up the back stretch, the favorite made a break. Beauregard won the heat. That cinched first money but Brown did not give up until the fifth heat was decided. He also forced Beauregard to his record of 2:21½.

Harvey Ernest started Beauregard in the balance

HARVEY ERNEST

of his Grand Circuit engagements, winning the next three races in nine heats. In the last one at Albany he made Jack Feek think that Kitefoot was a counterfeit when she tried to take the pole on one of the sharp turns at Island Park.

After Beauregard was laid away, Harvey Ernest drifted into other business, and did not do much racing until H. S. Henry secured him to train the Penn Valley Farm horses in 1892. That was at the tail end of the boom days, when every cross road town or tank station, that felt so disposed, had either a kite track or offered a bunch of early closing purses that would have wrecked a national bank if anything went wrong. H. S. Henry was also a boomer in the horse business. When he started in, he would not pay a thousand dollars for anything that stood on hoofs, but as soon as he learned the ropes under S. A. Browne and a few other wise ones, he would bid ten or twenty thousand dollars for a horse at auction, and finally landed Anteeo on Browne for fifty-five thousand dollars. He purchased Young Wilkes, when he had one foot in the grave, and started in to make him a leading sire. He also raked together a stable of race horses and started after the money. As a rule they were not good enough to win, but they could get up close enough to the leader to let their owner know what one had a chance. That knowledge was a source of profit.

With Harvey Ernest as driver the Penn Valley Farm horses were chased after everything in sight. He also made the developers of early speed sit up

and take notice with two yearlings, all he trained. One of them, Mill Lady, made a pacing record of 2:30. The other, trotting under the name of Conformation, won over a field of eight at Sturgis, Michigan, and came through on the Independence kite, where he defeated a large field in 2:45½, 2:37¼, for a five thousand dollar purse, it being the last time that a baby trotter was required to race two heats in order to win. This colt was bred by John H. Shults and was by Cuyler.

Between the Independence days and 1909, Harvey Ernest located at Syracuse, N. Y. At odd times he trained, and drove a few horses, but did nothing startling until Ernest L. White requested him to drive Baron Alcyone in the thirty-five thousand dollar handicap for trotters that Andy Welch staged for his first Grand Circuit meeting at Readville. Thirty-eight horses took the word in the event, and while the Baron H. gelding had been a mile in 2:13¼ at a matinee, it was a very rare thing for him to go a heat without making a break.

When the handicap was announced Baron Alcyone was given five hundred and forty feet, one hundred and eighty yards, while as on the preceding year such good trotters as Sonoma Girl, San Francisco and Lady Jones were placed where they could not have caught the leaders if they had been on an express train. That, of course, made it all the easier for the platers, as after Hylie Bird had led for a mile and a quarter, Ernest sailed by and won, the time for the mile and a half being 3:09¼, a 2:15½

gait. For the one hundred and eighty-nine and a quarter seconds racing Baron Alcyone was paid fifteen thousand dollars.

After cutting a rather wide swath with the trotter, Daniel, Harvey Ernest decided when he located in Cleveland to purchase a trotter that was good enough to become a member of the family. A number were run through the mill before he selected Ima Jay, by Jay McGregor, that Scott Hudson raced so well before he was exported to Russia.

Ima Jay was developed under the slow method of Turner and Hickok and when she turned for the word on the half-mile tracks her competitors found that she had good manners, was ready to go the route and keep going. In 1916 she was given a peak at the mile tracks, but had to be taken home when she pulled up lame in the Charter Oak Purse. The next year she again appeared at Hartford and won and followed it up by winning the Transylvania at Lexington after what proved the fastest seven-heat race on record. It also gave Harvey Ernest an opportunity to touch another high spot in light harness racing.

HOME OF THE TROTTER

Notwithstanding the fact that the blue grass counties of Kentucky has been recognized as the home of the trotter Bingen is the only foundation sire or family builder bred in the state. From the earliest days, the Kentucky breeders were liberal buyers of stallions and in time they reaped a golden harvest. While all families were represented, the reputation of Kentucky rests upon the descendants of four horses. They are Mambrino Chief, Alexander's Abdallah, George Wilkes and Peter the Great.

Abdallah, the sire of Hambletonian, stood at Lexington in 1840 but was returned to New York. He was followed by the Canadian horse Pilot. Blackburn's Davy Crockett was brought from Detroit, several Morgans from Vermont, and Tom Hal from Philadelphia. Each of them added a few units to the horse history of Kentucky, but they would have been forgotten if Mambrino Chief had not appeared in 1854 and Alexander's Abdallah in 1859.

Mambrino Chief made seven seasons in Kentucky. He was dead when Lady Thorn, his fastest performer, carried everything before her on the northern tracks. Alexander's Abdallah's services were limited to six seasons, as in the winter of 1865 he was run off from Woodburn Farm by soldiers and died of exposure. These two horses and their descendants put the flying trot into the first flight of Kentucky horses, the Mambrino Chief family

UNDER THE KENTUCKY OAKS

supplying the mares with which Alexander's Abdallah and his sons were mated.

Almont and Belmont were the leaders in this branch. General Withers' methods spread sons of Almont all over the country. Of the exiles, Allie Gaines proved a leader in Minnesota, Altamont in Oregon, Atlantic in Ohio before he was exported to Italy, Hamlin's Almont Jr. and Almonarch in New York, Bostwick's Almont Jr. in Tennessee, Le Grande and Piedmont in California, and Rampart in Nova Scotia. Belmont also got a number of sons, the leaders being King Rene, who remained in Kentucky, and Nutwood, whose get was scattered over Pennsylvania, California, Kentucky, and Iowa.

In 1873 New York sent another family builder to Kentucky, the best of all, George Wilkes. He still had nine years of usefulness before him. In that period, George Wilkes got the greatest array of light harness performers and sires of racing speed that has ever been credited to any horse. In a few years his sons were carried to all of the states in the Union as well as the Canadian provinces, while Kentucky was fortunate in retaining Bourbon Wilkes, Gambetta Wilkes, Baron Wilkes until he was well along in years, Jay Bird, Wilkes Boy, Onward, Red Wilkes until he was an old horse, Simmons, Young Jim, Wilton, William L., Betterton, and Petoskey. All of them had their admirers but Baron Wilkes was the only one that left a great son in Kentucky to perpetuate his memory. That horse was Moko. William L.'s name was also recalled when his grandson,

Axworthy, was shipped to Lexington, where he was followed by Guy Axworthy. Alcyone, a son of George Wilkes, that was shipped to Massachusetts early in life, was in time represented in Kentucky through McKinney, by Belwin, and in the next remove through Zombro, by San Francisco.

Of the other sons of Hambletonian taken to Kentucky, Dictator, Happy Medium, Aberdeen, Harold, Administrator, Victor Bismarck, and Sherman's Hambletonian each enjoyed their day in the sunshine and then faded into the pages of turf history, although the Harold line was carried on for one remove by Lord Russell. Happy Medium was also destined to find a place when his Michigan bred grandson, Peter the Great, appeared in the blue grass country in 1902. He remained there until 1917 and in fifteen years proved the greatest sire of early and extreme speed.

The career of Bingen was just as unexpected. His sire, May King, was discarded after a test on the turf and in the stud, although one morning at Cleveland I heard Joseph Outhwaite offer J. C. Sibley \$20,000 for him. In time May King drifted to Fairlawn Farm, where A. Smith McCann succeeded General Withers. To McCann belongs the honor of mating him with Young Miss by Young Jim. She produced Bingen. He was purchased by George Leavitt and shipped to E. H. Greeley, Ellsworth, Me. Leavitt sold the colt in his two-year-old form to J. Malcolm Forbes of Boston. When given an opportunity, Bingen like Hambletonian proved a sire

of stallions. Nearly all of them were endowed with the quality of getting early and extreme speed. He also got Uhlan, 1:58, a champion.

HOLLYROOD FARM

Hollyrood Farm at Lexington, Ky., is the headquarters of John L. Dodge. He was born in New London, Conn. From that point he drifted to New York, where he acquired sufficient wealth to satisfy an ordinary mortal. He then began breeding trotters at Middletown, N. Y., but transferred his venture to Kentucky and Georgia, where he established a winter training camp at Grovetown.

In the interval he appeared on the New York Speedway behind a number of horses, his most successful wagon performer being the pacer, Redinda, which George West drove to a record of 2:07 $\frac{1}{4}$ over the kite track at Independence, Iowa, in 1887. This mare became the tap root of Hollyrood Farm and its racing stable. Her daughter, Fanny Stanton, 2:10 $\frac{1}{4}$, produced Hollyrood Bob, 2:04 $\frac{3}{4}$, the fastest three-year-old trotter in 1918; Joe Dodge, the sire of that splendid race mare, Hollyrood Kate, 2:05 $\frac{1}{4}$; Hollyrood Hebe, the dam of Hollyrood Naomi, 2:07 $\frac{1}{2}$, and a number of others.

After enjoying a dinner at Tommy Murphy's cottage on the day prior to the opening of the 1918 Poughkeepsie meeting, Mr. Dodge said: "I began breeding trotters with the Bingen family and got plenty of speed in King Cole and Fanny Stanton, but

like nearly all of the first Bingens, they would jump when pinched. In addition to that every wise body said that I was a poor driver, so I decided to switch to a breed that did not make mistakes. I selected Peter the Great. In the first crop of foals I got Hollyrood Bob and Hollyrood Naomi and I liked them so well that I purchased Lady Wanetka out of Walter Cox's stable. She was destroyed by fire after I refused twice what she cost me, while Hollyrood Bob won in 2:04 $\frac{3}{4}$ and Naomi is almost as fast and as reliable as an old-fashioned eight-day clock. Now everybody says that I am a very fair teamster."

The conversation was taken up again on the first day of the Boston meeting in 1919. The water was dripping off the roofs of the stables and while waiting for the rain to stop, Mr. Dodge said: "Hollyrood Kate could have trotted in 2:04 at Poughkeepsie. She won in 2:05 $\frac{1}{4}$, eased up all the way through the stretch. I never saw a trotter step a mile as fast with as much ease as she did that afternoon and I regret very much that there was not something in the field to force her out. Hollyrood Naomi, however, has plenty of company. At Cleveland the judges called me into the stand and asked why I did not make a better showing against Mignola after he had trotted a last quarter in thirty seconds. I had to come from behind and trotted the quarter in twenty-nine and a half seconds to catch him while he was going comfortable even at that clip. After that race Naomi hooked up with McGregor the Great at Kalamazoo and To-

ledo, where she was close up in 2:05 and a fraction as well as at the Cleveland August meeting, Philadelphia and Poughkeepsie. With Cox's four-year-old out of the way she would look even better than Hollyrood Kate."

Periscope was then a member of the Hollyrood stable. She was bred by John E. Madden at Hamburg Place. He put her in the show window after she won a two-year-old event at the inaugural meeting of the Grand Circuit in 1918 in 2:10 $\frac{3}{4}$ from First National, Brusiloff, and Brother Peter. The scouts kept looking her over as the stables moved down the line until John L. Dodge paid \$10,000 for the Siliko filly. He won with her at Poughkeepsie, Boston and Syracuse. A break put her out of the money at Columbus, where she trotted a half in 1:01, while at Lexington she finished second to Princess Etawah in the two-year-old division of the Kentucky Futurity.

In 1919 Periscope and Mr. Dodge were at the pay window regularly in the big three-year-old events. She won the Champion Stallion Stake from Molly Knight and Brusiloff in 2:06 $\frac{1}{4}$, 2:06 $\frac{3}{4}$. Her next appearance was in the Breeders' Futurity, where she finished third to Molly Knight and Norman Dillon in 2:06 $\frac{1}{4}$. The wet weather and heavy footing told on the chipper going filly. When she met the same field at Syracuse over the clay course as smooth as a billiard table she won in 2:04 $\frac{1}{2}$ and 2:05 $\frac{3}{4}$.

Periscope's next appearance was in the Review

Futurity at Columbus, where she won again from a field of nine. This was followed by a victory in the Kentucky Futurity in 2:04½ after Brusiloff had won two heats.

Periscope was not raced as a four-year-old. The following year she made a trip through the Grand Circuit. Her card showed that she was started in ten races, of which she won seven and was second in the other three. Her first start was in a trotting sweepstake at Cleveland, where she won in 2:03½ after losing a heat to Peter Coley. At Toledo she won in 2:03½ and at the Columbus summer meeting in 2:04¼, after losing heats to Millie Irwin and Charley Rex.

The \$15,000 free-for-all at Cleveland August meeting brought out all of the best trotters. It was won by Periscope in 2:04½, the second heat going to Millie Irwin in 2:04¼. Periscope made her next start at Readville, where she defeated Sister Bertha in 2:03¾. Her next appearance was at Hartford, where she finished second to Grayworthy in 2:02½ in the Charter Oak Purse. This start was followed by victories at Syracuse and Columbus, where Peter Coley forced her out in 2:04¾. At Lexington she again met Grayworthy and finished second to him in the Transylvania in 2:03 and the Castleton in 2:03½. While on the turf Periscope won over \$50,000. When retired she was placed among the brood mares at Hollyrood Farm.

John L. Dodge was one of the first Kentucky breeders who booked mares to Peter Volo after he

was retired to the stud. In 1925, when the tide of popular favor turned towards that horse on account of the showing made by Peter Maltby, Mr. Dodge also had a leader in Hollyrood Susan, the winner of the May Day Stake.

The Hollyrood Farm products by Peter Volo also went to the front in many of the leading events. Its group included Hollyrood Walter, winner of the \$25,000 pace at Kalamazoo, with Hollyrood Volo in second place.

Great Britton, like Periscope, proved a fortunate selection for Hollyrood Farm. He raced in 2:03 $\frac{1}{4}$. and was retired to the stud. Hollyrood Jacqueline, 2:03 $\frac{1}{2}$, was in his first crop of foals. She was the leading three-year-old pacer on the mile tracks in 1927. Her dam was Hollyrood Kate, 2:05 $\frac{1}{4}$.

STOTESBURY HORSES

In 1925, during the hot June day on which Gordon Dillon won the fourteenth renewal of the Horse Dealers' Sweepstake at Trenton, N. J., M. R. Margerum, the manager, and his son, Fred, entertained a few friends at lunch in his office in the grandstand. Edward T. Stotesbury was at the head of the table. In the whirl of horse talk the Philadelphia capitalist, notwithstanding the fact that he had then passed pier seventy-six on life's journey, took an important part and for the time tossed aside the cares and annoyances which follow in the footsteps

of those who control millions.

A glance from the office window brought into view a long row of maples which at one time stood on the edge of the Fashion Farm mile track. To the left in a clump of trees the roof of the house which H. N. Smith occupied could be seen. Across the broad field the last open space of the farm, which was at one time the home of General Knox, Jay Gould, Rosalind, Lucy, Goldsmith Maid, Lady Thorn, Tattler and many other turf celebrities, it was possible to discern the enclosure where most of them were buried.

In a few years the home builder and road maker will remove the last vestige of the Fashion Course which was on the map prior to the war between the states and its successor, the Fashion Farm.

Trenton has been a light harness racing center for almost a century. In 1833 the black gelding, Edwin Forrest, won there over the Eagle Course. The following year Sally Miller, afterwards the dam of Long Island Black Hawk, defeated Columbus and Screwdriver at two mile heats.

Since that date the Quintons, the Konovers, the Pitmans and others kept Trenton on the racing map. Meetings were given at intervals, but they did not become regular until the Interstate Fair was organized in 1888. Since that date the trotters and pacers appeared the last week in September and made considerable turf history.

When reference was made to the Fashion Farm and the champions buried there, Mr. Stotesbury said,

"I remember as a young man going to Aristides Welch's farm and seeing on the lawn two stone slabs under which two famous horses were interred. I do not remember their names, do any of you?"

One of the guests said, "The stones to which you refer were placed over the remains of Flora Temple, the first trotter to beat 2:20, and imported Leamington, sire of Iroquois, the only American bred horse that ever won the English Derby."

"A splendid tribute," said Mr. Stotesbury. "They were worthy of it."

Later on he referred to the days when he owned the great race mare, Sweet Marie, 2:02, by McKinney, and said, "George Webb, who had charge of my horses, purchased her for me. In 1907 she appeared at a number of places and tried to reduce her record. She failed on the mile tracks but she made a remarkable showing on the half-mile courses. At Allentown she defeated Major Delmar, who had a record below two minutes, in 2:07, and later on trotted the same course against time to harness in 2:07 and to wagon in 2:08. At Lima, Ohio, she trotted another half-mile track to harness in 2:07 and to wagon in 2:09 $\frac{3}{4}$."

As the conversation drifted on horses for the road, track and show ring, Mr. Stotesbury said: "From a boy I always wanted to be about horses. While I did not have to do it, as a youngster, I took a special delight in grooming my horse, cleaning the harness and washing the wagon I used on the road. From that time until the autos and hard sur-

face roads took away all of the pleasure of driving I had one or more teams and drove every day. Some of my teams were fast enough to win in any company. All of them were sound, handsome and had perfect manners. This in time prompted me to exhibit them at the horse shows.

"About this time Alfred Vanderbilt asked me to join with a number of other horse lovers and put the National Horse Show on a sound basis. It cost us over \$25,000 a year, but it was worth it. From that time I became a regular exhibitor in the road horse classes, winning my share of the honors and receiving the usual number of defeats. At times my manager resented the awards, but I told him to take the bitter with the sweet, as if he did not some one would say Stotesbury would not show unless he could win.

"For a number of years Colonel Kipp and I were rivals. The honors were very close. The Colonel always exhibited at the National. One year he came to Philadelphia and was defeated. He loaded his horses on the cars and went home. For a time there was a little letter writing, but like all other troubles it blew over.

"I am a director of the National Horse Show as well as the Show in London. One year when my horses were in England, Webb was taken sick. I did the driving. It afforded me great pleasure to win with American bred horses before the King and Queen. Finally we came to what looked like a difficult class. Webb insisted on driving. The doctors

told him that he was liable to die in the wagon. 'Nothing would suit me better,' said George. He was helped into the wagon and won. From that time he began to get well.

"In my day I have had a lot of pleasure buying and selling horses. One day I was in Pierpont Morgan's New York office. He took me aside and said 'Ed, up in Fifty-Eighth Street there is a dealer who has a pair of horses that look good to me. I want you to go up and buy them.' I suggested that he send some one who was unknown to the dealer and told him he would be sure to know me and fix the price accordingly on account of having seen me exhibiting at the shows. He would not have it that way so I went.

"The dealer spotted me as soon as I entered the stable and led out his team. I never asked for the price. Later he telephoned that he had an offer of over \$5,000, and asked if I wanted them. I told him that I was not interested. When I saw Mr. Morgan I told him that I did not like the team, but that I would send him a better pair with my compliments. They proved a little too much horse for him and I think he passed them along to his son.

"One year before we shipped to Atlantic City, Webb put together a pair that cost him about \$700. They made a clever team. After they won George Watson of Baltimore sent a man over to the stable to get a price on them. Webb asked \$5,000. The man returned with a report that the price was rather high, but if it was cut a little Watson would take

them. Webb made it \$4,700. Watson gave him a check.

"Webb called me up and reported the sale. He also said that Mr. Watson wanted him to show the team for him a few days later. I told him to send me the check. When received it was deposited for collection.

"When Webb brought out the team to show for Mr. Watson he looked them over and requested Webb to reverse them. Webb told him if he did they would be beaten, but as they were his horses he would make the change if he insisted on it. He did and the team was defeated. Watson was miffed and I was told said that Stotesbury cheated him. He did not say it to me, however. A little later when Watson took up short tailed horses I repurchased the team for \$2,500 and won with them at a number of shows."

STARTING THE "TROTTS"

In 1928, the morning after Ethelinda won the Kentucky Futurity, Ed A. Tipton and a few friends met at an early breakfast in Lexington, Ky. H. B. Rea of Pittsburgh remarked that there had been some changes in the "trotts" at Lexington in the past forty years. Tipton nodded and said, "Thirty-six years have elapsed since I was elected Secretary of the Kentucky Trotting Horse Breeders' Association.

"After W. H. Wilson brought George Wilkes to Kentucky he called a number of the breeders to-

gether and organized the association. The purses at the first four or five meetings were so small that few outside of Kentucky made entries. The stockholders in Fayette County were usually in the majority at the meetings. What they said went in those days.

"Finally in 1887 there was to be a change in the office of Secretary. The Lexington group picked Tom Martin for the place. So far as anyone knew he was the only candidate until R. G. Stoner, who had talked the matter over with the stockholders living outside of Fayette County, presented my name. I had not been consulted and for that matter did not know that the association was looking for a Secretary.

"Stoner won. He sent word for me to come to Lexington the next morning. I did so and when I arrived a few of those who knew me tendered their congratulations upon my election to office. That was the first that I knew about it.

"Later on I learned it was true. At the same time I found that the meeting had been adjourned without the salary being fixed. The home folks attended to that. They made it \$250 a year, expecting that I would not accept it.

"They were surprised when I told them that I would take it. I moved to Lexington and continued dealing in a small way in horses as I had at Paris.

"Up to that time I had never had anything to do with a race meeting. Colonel Stoner, however, assured me that I could do the work and would make a success of it.

"While living at Paris I had become acquainted with William B. Fasig of Cleveland. He came there two or three times a year to purchase horses for his Ohio friends. I also knew that he was the Secretary of the association which gave the Grand Circuit meetings. As soon as I was settled in Lexington I decided to go to Cleveland and have a talk with him.

"Fasig showed me all anyone could about planning a trotting meeting. When I asked him to suggest something in the way of a race that would attract national attention and ensure a large attendance, Fasig said that if I could make a race in which Belle Hamlin and Prince Wilkes would start, Lexington would have something that everybody would talk about. He also told me that he could not get it for the Cleveland meeting on account of the location and date.

"That night I went to Buffalo to see C. J. Hamlin, the owner and breeder of Belle Hamlin. He said that he would enter if the Kentucky Trotting Horse Breeders' Association would give a \$1,000 purse for the event.

"My next jump was to Philadelphia where I made arrangements with George Singerly to start Prince Wilkes. Later on an entry was secured from S. A. Browne for Lowland Girl.

"Upon my return to Lexington I got the directors together and told them what I had done. It was the first information they had on the subject. Some of them considered the matter rather bold, but finally the majority voted to go on with the race. Later on

they more than doubled the amount of money offered for the class and colt races.

"The 1887 meeting was the best one ever held in Lexington up to that date. Prince Wilkes defeated Belle Hamlin in 2:16 to high wheel sulky, while Princeton and General Wilkes won the stallion trots. The New York state bred mare Mamie Woods won a three year old trot in 2:26 and Chimes won a race for foals of the same age.

"From that day to this 'trots' at Lexington have grown in popularity until now they are attended each year by horsemen from all over North America with an occasional visitor from Europe. In 1893 the first Kentucky Futurity was trotted. It was won by the California bred colt Oro Wilkes. The Transylvania dates from 1889. Doble won the first one with the Pilot Medium gelding Jack from Geneva S., Norval, Alcryon and Nelson. The Walnut Hall Cup was added in 1897. Geers won the first one with The Monk. Since then the Ashland, Castleton, Tennessee and May Day Stakes have become fixtures while the time honored events known as the Kentucky and Lexington Stakes have been renewed each year with one or two exceptions since the association was organized."

CONNECTICUT HORSES

There is a tinge of romance connected with the first two horses which are designated by names in the history of Connecticut. Both of them lived during the Revolution and were, if the legends are to be believed, connected with it. They appear in the annals as Ranger or Lindsey's Arabian and True Briton, also known as Beautiful Bay and Traveler.

Ranger was a Barb. According to tradition, he was presented as a colt to the commander of a British man-of-war by the ruler of one of the Barbary states. He took the colt with him on a cruise to a South American port, where the youngster was turned loose in a lumber yard for a little exercise. While there, a pile of boards fell on him and broke three of his legs. When it was proposed to kill the colt, the skipper of an American vessel offered to try and save him. He had him carried on board his boat and slung up with his legs in splints. The bones knit and when the vessel reached New London, Conn., the colt walked on shore sound. In a short time this horse became the property of Colonel Wyllis of Hartford. He called him Ranger and advertised him for service in the Connecticut Courant in 1770. John Howard also had him in Windham in 1778, after which he was sold to Captain Lindsey and taken to Maryland.

General Washington, who was a clever horseman, is credited with calling the attention of Captain Lindsey to this horse, his interest in him being aroused

by the fact that he was the sire of many of the excellent horses in the Connecticut cavalry.

For over half a century True Briton was credited with being the sire of Justin Morgan, the founder of the Morgan family of horses. Joseph Battell in the first volume of the Morgan Horse Register also supplied him with an elaborately tabulated pedigree, tracing his inheritance to the Barbs, Arabs and Royal mares through Lloyd's Traveler and Betty Leeds by Barbraham, son of Godolphin Arabian. Linsley and other writers of the Morgan horse also state that True Briton was stolen during the Revolution from James DeLancey, who was the first importer of English race horses to the colony of New York.

No one ever disputed this story until John H. Wallace came along with his iconoclastic hammer and showed that James DeLancey never owned a horse named True Briton and also that he sold all of his horses and returned to England before the war started. He also produced an item from the New York Packet for October 19, 1780, showing that Lieutenant Wright Carpenter stole a horse from Colonel James DeLancey, who was at one time sheriff of Westchester County, New York, and rode him into the American lines at White Plains after a vigorous pursuit. Whether this horse or only the story reached Hartford has never been determined. It is a fact, however, that Selah Norton of East Hartford owned True Briton, having purchased him from a Mr. Ward of Hartford. He in turn is supposed to

have secured True Briton from someone connected with the horse stealing venture in the vicinity of New York.

The horse True Briton was in the stud in Connecticut and Massachusetts under one of his three names from 1784 to 1795. Justin Morgan, the man who took the original Morgan horse to Vermont, had charge of him at West Springfield, Mass., in 1785 but his claim to the paternity of the horse called Justin Morgan was shattered when it was found that True Briton was advertised in the Connecticut Courant in 1792 to stand for service in East Hartford, Conn., the year that some other horse, possibly Young Bulrock, a Dutch horse, got the tap root of the Morgan family at West Springfield.

In 1795 a horse called Figure appeared in the records at Hartford and was sent to Vermont, where he remained for a brief period in the vicinity of Rutland. After he disappeared, no horse of note came to the surface in the "Nutmeg State" until the pedigree investigators began looking for the ancestors of Flora Temple, the little bob tailed mare that startled the world in 1859 by trotting in 2:19 $\frac{3}{4}$. They found after considerable travel and correspondence that Flora Temple was got by Bogus Hunter, a son of Kentucky Hunter, sire of the pacer Oneida Chief, that won at three mile heats to saddle from Lady Suffolk in 1843. At a later date they also learned that Kentucky Hunter was by a horse called Highlander, that was foaled in 1821 and taken from Connecticut to Oneida County, New York, by

Joshua Watkins. This horse was represented as being by a son of imported Messenger out of Mary Dawson by imported Highlander.

Nine years after Watkins' Highlander was foaled, the Yankee peddler Elias L. Rockwell brought the black horse Pilot from Montreal to Stafford Springs, Conn. After wintering him there, he started on a trip to New Orleans, where Pilot was sold after pacing a mile in 2:26. Pilot's next transfer was to Louisville, Ky., where he got Pilot, Jr., whose son Tattler sired Voltaire, 2:20 $\frac{1}{4}$, one of the best trotters ever owned in Connecticut, and which was for several seasons in the stud with Idol at W. H. Peck's farm in West Hartford. In his day, he was also a rival of that sturdy trotter Thomas Jefferson, that was raced successfully by William B. Smith of Hartford from 1866 to 1878 and a contemporary of Rysdyk, sire of Clingstone, 2:14, the "demon trotter," that was bred by Charles M. Pond of West Hartford.

Thomas Jefferson was got by the Canadian horse Toronto Chief, out of the black mare Gypsy Queen, which appeared on the horizon of the racing world at Louisville, Ky., on October 27, 1860, in a ten-mile race with Captain McGowan and Belle of Wabash, whose name appears in the pedigree of The Moor, sire of Beautiful Bells and grandsire of Stamboul. At that time Gypsy Queen was represented as being by Wagner out of a mare by imported Glencoe, a first class race horse pedigree while if the truth is ever known she was either by a son or grandson of Vermont Black Hawk, that was owned

for a number of years near Rochester, N. Y.

Thomas J. Vail purchased Gypsy Queen and shipped her to Hartford. He also mated her with Toronto Chief and bred Thomas Jefferson, as well as his brother Naubuc that was taken to California, where he got the dam of Directly, 2:03 $\frac{1}{4}$. After one generation the family was no longer a factor in the light harness racing world.

For a number of years Rundle and White maintained a stock farm at Danbury, with the Alcyone stallion Quartermaster at the head of the stud. Like his sire he was a magnificent individual and was awarded first honors at the National Horse Show. This farm was also for a time the home of Andante and Nominee, both of which, as well as a number of the developed sons of Quartermaster, were sold to European buyers.

TROTting TURF WIT

Bonner and Beecher

In the seventies when Robert Bonner was driving Dexter on the road in New York City he frequently hitched him to a two-man wagon and invited a friend to have a ride through Central Park and along the Bloomingdale Road behind the champion. General Grant, after he was elected President, was included in the number, and in memory of the event a local firm published a colored print showing the two celebrated men riding behind Hambletonian's fastest son. The noted divine, Henry Ward Beecher, while writing his novel Norwood for the New York Ledger, also had a ride behind the horse which Charles J. Foster referred to as the "son of the morning." After jogging through the park Dexter felt the speed spark snapping and rushed off at the top of his clip. For a brief period he was beyond control, but when Mr. Bonner managed to take him back he noted that his passenger was clinging to the seat rail with both hands while tears were coursing down his cheeks. When he asked him if he would stop the horse, Mr. Beecher, whose voice had thrilled two continents, replied: "Do not stop him, Mr. Bonner. Do not stop him, sir. What you see are tears of joy over a ride behind such a magnificent horse."

Making Speed Rapidly

Al Blake was a hard luck trainer that was located

for many years at the old Cleveland Driving Park. It was a very rare event for him to get a horse that was good enough to go to the races, but he always lived in the hope that someone would bring him a trotter or pacer that would under his management prove a Dexter or a Darby. One spring day when all trainers' hopes are high, two young men living in Cleveland brought him a handsome mare. In their opinion she was perfection and had a chance to be a second Goldsmith Maid. Notwithstanding all of Blake's skill, however, he could not drive her a quarter faster than forty seconds. As Blake did not have many horses, he knew that if the owners were convinced that she would not improve he would be minus a boarder. So whenever they came out to see her perform, she had either been worked that morning or the day before, or had a little mishap that would make it unadvisable to take an airing.

Finally one day the judges' stand was moved toward the three-quarter pole so that the spectators in the grandstand could have an unobstructed view of a Knights of Pythias drill in the infield. As soon as Blake heard of it he sent for the owners of the mare and told them that she was ready to step a quarter. After locating them in the Judges' Stand he told them he would let her hum the last quarter. It was in the high wheel sulky days and when their favorite made the trip in 33 seconds they were astounded. In order to be sure that they made no mistake they asked Blake to repeat her and this time she whizzed by in 32½ seconds, a 2:10 clip. Being positive that

they had a champion the two owners decided that Blake could never train one of that kind so they settled with him, and sent her over to Splan with instructions to hold her over. Splan obeyed orders, but when he started her up the following spring she hung at a quarter in forty seconds. After trying everything that he could think of he asked Blake for the key that would unlock her speed and while he was miffed over the matter Al finally told Splan to move the Judges' Stand.

An Unusual Present

For a number of years Deacon Partridge won the county race at his home town in northern New York. In fact it became such a regular event that a few people suggested that the association give him first money in the spring and let him spend it when it would do the most good. Finally one bold spirit decided that he would call a halt so he slipped down to Syracuse and purchased a real trotter. His selection was a handsome gelding and after bringing him home he started in on a long slow preparation that always brings results. At every opportunity he worked out with the Deacon and was soon satisfied that he lay over his prospect at least four or five seconds. Finally when race day came the insurgent decided to let the Deacon have the first heat so as not to give the old gentleman too much of a jolt. On the next trip he decided to make a close finish so as not to get a faster record than necessary. When he won by a head as he thought, he was surprised that

the judges gave the heat to the Deacon. As he finished on the inside, however, he thought that they must have overlooked him. This exasperated him so much that he won the third heat by an open length. As he passed the stand he looked up at the judges and shouted: "Please give that heat to Deacon Patridge." Solomon in all of his glory was no prouder than that man when he jogged back to the stand only to hear the judges announce: "Third heat and first money to Deacon Partridge by request of Mr. Smith. Mr. Smith second and second money."

Jock Bowen in Eclipse

In 1869 Robert Bonner purchased a chunky brown gelding by Edward Everett and named him Joe Elliott, after the sporting editor of the New York Herald. After driving him a half to wagon in 1:11 he turned him over to John Murphy to train. He made good progress with the gelding and worked him a mile in 2:19 $\frac{1}{4}$. His deportment, however, went to the bad while he also became a confirmed puller. At that time Jock Bower was the strong man of the racing world and Mr. Bonner shipped Joe Elliott to him at Boston. Jock managed to get him ready for a fast mile, but before it could be delivered the horse refused to go the right way of the track. At this time the world's record was 2:16 $\frac{3}{4}$, held jointly by Goldsmith Maid and Occident. Mr. Bonner was satisfied that Joe Elliott could beat it if he would behave so he went over to Boston to try him out. After several attempts he suggested to Bowen that he turn

the horse and drive him the reverse way of the track. Joe Elliott appreciated the change and reeled off a mile in 2:15 $\frac{1}{2}$. Bowen was astounded when he saw the time, as that was before the day of watch carrying drivers, and when he asked Mr. Bonner how he happened to think of the reverse trip, the latter made no reply. He did, however, step up to Bowen and after removing his cap took his own high hat and put it on Jock's head. As he released it the rim dropped to the reinsman's shoulders and when Bowen emerged from the eclipse he did not require any further explanation.

Explaining the Market

John H. Shults and J. W. Daly were two very wealthy men. Both of them were fond of trotters and had large farms on which they bred them. Both of them also purchased and sold at the auctions, their selections nearly always costing large amounts and their offerings as a rule selling very low. One day when both of them were having their usual run of luck in the sale ring, Daly approached Mr. Shults and said: "Mr. Shults, can you tell me why it is that when you and I want to buy a horse the prices hop up into the thousands, while if we want to sell it is a hard matter to find buyers." Almost like a flash Mr. Shults replied with a smile: "Daly, every horseman in America considers you and I the two greatest judges of trotters in the world. As soon as we bid on one they know it must be first class or we would not look at it. They try to get it away from

us and we have to pay the top price. Then when we sell a few they know that they cannot be any good or we would not part with them. That accounts for the low prices."

OHIO HORSES

Ohio occupies a unique place in light harness racing. It gave the turf five champions before very much breeding was done in the state, while at a later date it placed the acid stamp of merit on its products by contributing Cresceus, the only trotting stallion that was a world's champion.

Pocahontas broke the ice for the Buckeye State in 1855 when she won to wagon in 2:17½. She was followed by Yankee Sam, 2:16½, in 1869, Sleepy George, 2:15, in 1878, and her grandson Sleepy Tom, 2:12¼, in 1879. Smuggler also appeared in the seventies, when his mile in 2:15¼ at Hartford gave him and Marvin a national reputation.

Nothing is known of the breeding of Yankee Sam or Sleepy George, but Pocahontas, Sleepy Tom and Smuggler, as well as Shanghai Mary, the tap root of the Electioneer family, trace to Iron's Cadmus, whose sire was one of the horses which the Virginia soldiers brought to southern Ohio after the Revolution. Hiatoga also came from the same source, which with the Morgans in the Western Reserve were the foundation stock of the state.

Brown's Bellfounder, the only son of imported Bellfounder that made a mark in the world, Mohawk,

and Merring's Blue Bull were the next additions. The reputation of Bellfounder rests on the descendants of Belle Lupe, the grandam of Belmont, while the Mohawk trotters spread all over central Ohio from Knox County. Merring's Blue Bull also known as Ohio Farmer was located in Butler County, where he got Pruden's Blue Bull. He was the sire of Wilson's Blue Bull, the horse that put the speed germ in the Indiana trotters.

The Hambletonian family contributed New York, Rysdyk and Alert, while C. F. Emery, encouraged by his success with Parana, went to Kentucky and purchased King Wilkes, Wedgewood, Monaco, Hermes, Nugget and Connaught. Also at a later date he strengthened the Forest City Farm stud by selecting Brown Wilkes and Patron. All of them got speed but none of them approached the showing of Elyria, the son of Mambrino King that put Lorain County on the map of the horse world. He proved a century sire. Wilton, another century sire, was located at Circleville during the last few years of his career. Bobby Burns, the banner bearer of Washington Court House, by including pacers, runs over a hundred, and Norval, who was located at Lima, is in the same list.

The above are only a few of the horses which made reputations in Ohio. No survey of the state would be complete without a reference to Robert McGregor, who got Cresceus while he was located at Toledo where he died, or Osgood's Patchen, that stood near the Michigan line and got the splendid

race mare Nightingale who was represented on the turf by Miss Bertha Dillon and Harvest Gale through her son Barongale. To these it is also necessary to add the names of Bayard, Atwood, Pilot Wilkes, Ortolan Axworthy, Binjolla, Strong Boy, Stillson, Wilkie Collins, Tom Rolfe, Star Pointer, Tom Rogers, Gold Leaf, Nutwood Wilkes, Highwood, Edgehill, Ambassador, Olcott Axworthy and Newton's Allie Wilkes. Williamson's Belmont and Simpson's Blackbird, two of the foundation sires of California, were also bred in Ohio and taken across the plains by those who followed the forty-niners.

TWO MILE RECORD

A remarkable performance against time was entered on the books in 1925 when Peter Manning reduced the two-mile record from 4:15 $\frac{1}{4}$ to 4:10 $\frac{1}{4}$. It was the first change in fifteen years.

Peter Manning was driven in this trip against the watch by Alonzo McDonald. He made the first mile in 2:05 $\frac{1}{2}$ and the second in 2:04 $\frac{3}{4}$.

The first two-mile record for trotters was made over one hundred years ago when the New York Trotting Club opened the track at Centerville on Long Island in 1825. On that occasion Screwdriver trotted in 5:38.

Screwdriver made his record in May. In October of the same year Trouble moved the mark down to 5:27, when he defeated Tom Thumb. This mark stood until 1835 when Columbus won a heat in 5:26

from Dutchman at Philadelphia. The next year Dutchman won at the same distance over the Center-ville Course in 5:18 $\frac{1}{4}$. In 1839 he made another slash in the mark when he placed it at 5:11. In the years which intervened Greenwich Maid and Edwin Forrest also changed the figures.

After Dutchman's day the two-mile record was held by Lady Suffolk, Ripton and Flora Temple. The last named left it at 4:50 $\frac{1}{2}$ where it remained from 1859 to 1882 when the Grand Circuit put on a series of two-mile races. Steve Maxwell won one of them at Rochester, N. Y., in 4:48 $\frac{1}{2}$. Doble carried the mark down to 4:46 with Monroe Chief.

Fanny Witherspoon was the next leader. In 1885 at Chicago, "Knap" McCarthy drove her two miles in 4:43 $\frac{1}{4}$. The record remained at that figure until 1892 when the bike sulky appeared. While at Nashville that season Geers started Nightingale to reduce it. She trotted in 4:33 $\frac{1}{4}$, a cut of almost ten seconds.

The following year George Fuller set Greenlander down for a trip against this mark. He changed it to 4:32. Nine years elapsed before another trainer made a bid. It was made by Scott Hudson with Onward Silver. His first start was at Lexington where he trotted in 4:29 $\frac{1}{2}$. The next week at Memphis the Onward horse tried again and trotted in 4:28 $\frac{1}{4}$.

The following week George Ketcham came out at the same point with Cresceus. In his trial he trotted the first mile in 2:10 $\frac{1}{2}$ and the second in 2:06 $\frac{1}{2}$, making the time for the trip 4:17, a reduction of

eleven and a quarter seconds.

For the second time in his career Geers started a horse to reduce the two-mile mark when he brought out The Harvester in 1910. He cut the limit to 4:15 $\frac{1}{4}$. It rested at that point until Peter Manning trotted in 4:10 $\frac{1}{4}$ at Cleveland.

The following table shows the reduction of the two-mile record from 1826 to 1925:

Screwdriver, ch. g., by American Commander.

Centreville, L. I., May 15, 1826.....5:38

Trouble, — — by Bishop's Hambletonian.

Centreville, L. I., Oct. 3, 1826.....5:27

Columbus, b. g., by Superior.

Philadelphia, Pa., Oct. 28, 1835.....5:26

Dutchman, b. g., by Tippoo Sahib.

Centreville, L. I., May 6, 1836.....5:18 $\frac{1}{4}$

Greenwich Maid, b. m., by Factor.

Hoboken, N. J., 18375:16

Edwin Forrest, bl. g., by Tuscarora.

Philadelphia, Pa., Oct. 16, 1838.....5:13

Dutchman, b. g., by Tippoo Sahib.

Hoboken, N. J., Oct. 4, 18395:11

Lady Suffolk, gr. m., by Engineer 2nd.

Centreville, L. I., May 10, 1842.....5:10

Ripton, br. g.

Philadelphia, Pa., May 31, 1842.....5:07

Flora Temple, b. m., by Bogus Hunter.

Jamaica, L. I., July 19, 1853.....4:59

Flora Temple.

Centreville, L. I., Oct. 17, 1855.....4:57

Flora Temple.

Centreville, L. I., Aug. 16, 1859.....	4:50½
Steve Maxwell, gr. g., by Ole Bull Jr.	
Rochester, N. Y., Aug. 10, 1882.....	4:48½
Monroe Chief, b. s., by Jim Monroe.	
Lexington, Ky., Oct. 21, 1882.....	4:46
Fanny Witherspoon, ch. m., by Almont.	
Chicago, Ill., Sept. 25, 1885.....	4:43¼
Nightingale, ch. m., by Mambrino King.	
Nashville, Tenn., Oct. 22, 1892.....	4:33¼
Greenlander, bl. s., by Princeps.	
Terre Haute, Ind., Nov. 4, 1893.....	4:32
Onward Silver, ch. s., by Onward.	
Lexington, Ky., Oct. 15, 1902.....	4:29½
Onward Silver.	
Memphis, Tenn., Oct. 23, 1902.....	4:28¼
Cresceus, ch. s., by Robert McGregor.	
Memphis, Tenn., Oct. 31, 1902.....	4:17
The Harvester, br. s., by Walnut Hall.	
Lexington, Ky., Oct. 13, 1910.....	4:15¼
Peter Manning, b. g., by Azoff.	
Cleveland, Ohio, Aug. 15, 1925.....	4:10¼

FORTUNE'S FOOTBALL

A short thick set man with reddish hair and mustache in which there was a sprinkling of white, turned his chair toward a table and called someone in Wall Street over a private wire. After ticking off a few messages and receiving replies he closed the key and resumed the conversation by remarking that it was his only connection with the street and

that when the wire was put in, the most of the calls came from New York from parties who were anxious to reach him while on a visit to the Fashion Stud Farm at Trenton, New Jersey. The speaker was Henry N. Smith, at one time the most rampant bear on the Stock Exchange and whose failure for over five millions almost caused a panic.

With a smile he referred to the ripple which he caused in the world of finance at the time and said: "From the beginning of my career fortune used me as a football. She favored me with many a boost when I did not deserve it, and whenever I received a jolt there was no one to blame but myself."

Upon being asked for a brief sketch of his career, Mr. Smith, who in his day owned Goldsmith Maid, Lady Thorn, Lucy and Jay Gould as well as Rosalind, Tattler, General Knox and several other fast trotters, replied: "My career dates from the Civil War. I was then living in Buffalo, N. Y. When gold went to a premium I made trips to Canada picking it up and disposing of it in the American market. In this way I secured sufficient capital to start a private bank in Buffalo, and when it began to prosper I started investing the deposits in Wall Street.

This was prior to the day of private wires and in order to look after my investments I was compelled to make two or three trips a week to New York. At the same time I was also forced to keep up appearances at the bank and see that the depositors were satisfied that it was solvent. Finally a rumor ran through the city that everything was not right at

the bank. When I heard of it, instead of making a denial I purchased the finest residence I could find on Delaware Avenue and started in to furnish the house and stable in a manner that made the neighbors stare and also loaded the local papers with a column or two story about it. In a few days the flurry was over and the deposits flowed in heavier than ever.

"About this time a Mr. Martin who had considerable capital asked me to make a few investments for him and in a brief time we opened a New York office under the name of Smith and Martin. One evening while stopping at the Clarendon Hotel in New York, Charles Kerner introduced me to a slim man with a sallow complexion, full beard and sparkling black eyes. He asked me to place a few orders for him in the street, and when I looked at his card I saw that his name was Jay Gould. His selections brought him a good return and he proved such a successful investor that we took him into the firm, changing it to Smith, Gould and Martin. By this time I passed the Buffalo bank along to other parties and located in New York. All the world knows the history of the firm on Wall Street, as well as the part it played on Black Friday.

"After doing a general business in almost everything in the street, we took up railroads and eventually controlled the Erie. With unlimited wealth there also came a desire to dabble in trotters and before long I owned the best in the world. Dan Mace had Lady Thorn ready to reduce Dexter's record

when he carelessly allowed her to walk off a loading platform at Rochester and broke her hip. Doble did the trick, however, with Goldsmith Maid, but there were days when it kept me busy to convince Hickok that he should not try and defeat her with Lucy.

"After purchasing Judge Brigham I changed his name to Jay Gould, and while my partner seemed to be pleased with the compliment and also owned a small interest in him for a time, he never did warm up to the trotters. He was a confirmed money grubber and would rather lay wires to trip up the unwary than get out in the sunshine and enjoy himself.

The first difference we ever had was started by a horse. Gould and I were out with a few others inspecting the Erie railroad. When returning to New York I instructed the conductor to side track the special train at Chester so that all of us could go to Rysdyk's place and see Hambletonian. At the last minute Gould decided that he would remain on the train. As the balance of us walked away we promised to be back in an hour.

Two or three hours had elapsed when we returned and the train was gone. Gould ordered the conductor to proceed to New York. The next morning I told him what I thought about it. He did not say very much but that quarrel led to others until one day there was an open break over some trivial matter.

Confident of my usual good luck I told Gould that it would not be long before I would have him grinding an organ in front of the City Hall. He listened

patiently until I finished my tirade and closed the matter by quietly remarking that when I did he would use me as a monkey to collect the pennies.

"Details are unnecessary. He won and while he did not press me to the limit I was stripped of everything except the property I had given my wife, this farm and the horses. Since that date I have devoted my time to breeding trotters and I have sent out a few good ones and also sold a number for fair prices.

"Goldsmith Maid and Lady Thorn are buried in a little plot near the Judges' Stand on the inside of the farm track and when Lucy dies she will also rest near them. This building is equipped with all the modern conveniences of a club house, but all that I use in it is this wire to call up some one on the street for a few minutes' conversation. Years ago I became an expert telegrapher and picked up many a tip direct from the sender, through my familiarity with the Morse code."

This conversation took place in the office of the Fashion Stud Farm at Trenton, N. J., in 1886. Since then the parties referred to have passed away. The farm is also a thing of the past. All of the horses that were then there are now dead, but a few descendants of Goldsmith Maid's son Stranger are seen occasionally on breeding farms or at race meetings. The Goulds still control the millions their father left them, while the family of his partner is forgotten in the world of finance.

PICKING WINNERS

There are two places to pick the winners. One is the sale ring and the other the race track. At the auctions, the horse owners and breeders bid against each other. On race day everybody either goes it alone, or follows the crowd. The latter get quick action for their money while the patrons of the sale ring frequently wait years before they know whether they drew a blank or a star.

While the latter are never numerous, there are years when they come in groups as was seen in 1912 when St. Frisco, Lu Princeton, Lee Axworthy, Prince Loree, Peter Scott, Guy Axworthy, Peter Johnston, and Major Woolworth passed under the hammer. The first four were sold as yearlings. St. Frisco was fortunate in passing into Geers' stable. From a fair three year old which few trainers would have continued to race on the mile tracks, the old master moulded the San Francisco colt into a free for all.

Lu Princeton drifted to New Jersey, where he became a fair half-miler. In time Walter Cox added him to his stable. Lu Princeton's first year on the mile tracks was so unproductive that Barton Pardee decided to sell him. Cox induced him to give the white faced horse another trip. He made good and trotted in 2:01.

Both Lee Axworthy and Prince Loree were out of mares that were in foal when purchased for Walnut Hall Farm. Gay Bingen was consigned by Ardmere Farm in 1911. The following spring she produced

Lee Axworthy, who in his four year old form defeated Peter Scott and Peter Volo and finally reduced the stallion record to 1:58 $\frac{1}{4}$. Deloree, the dam of Prince Loree, was sold twice while she was carrying him. In November, 1911, John H. Shults sold her to J. W. Bailey. He sent her back to the midwinter sale. She was purchased for Walnut Hall where she foaled the Transylvania winner of 1919.

Peter Scott was one of the best purchases made at the auctions in 1912. He passed into Walter Cox's stable. In 1914 he sold him for \$30,000. The following year he won \$50,535.

Another clever group passed through the auctions in 1915. It included The Real Lady, Sanardo, Emma Magowan, Miriam Guy, Labe Riddell, Bertha McGuire, and Baronatta. The Real Lady proved a futurity winner and reduced the three year old record to 2:03. Sanardo proved a two minute pacer, while at Atlanta he forced Single G. to pace the three fastest heats on record.

Emma Magowan was one of the two year old stars of 1916, and Bertha McGuire proved a high class three and four year old. Miriam Guy raced brilliantly as a two and three year old. Labe Riddell was a busy horse on both the mile and half-mile tracks for five years. Roger Rourke picked up Baronatta for a trifle. He proved one of the most successful half-mile track performers ever seen in New England.

Mr. Dudley and Jeanette Rankin were included in the offering for 1918, while in 1914 Mary Putney,

Chilcoot and Northspur ran the gauntlet of the bidders. An injury kept Chilcoot from being one of the greatest race horses that ever turned for the word. Even with that handicap he was the best stake horse in Murphy's stable in 1918 until he pulled up lame after winning the Charter Oak Purse at Hartford.

Few outside of Cox's stable ever heard of Mary Putney until she worked a fast mile at Hartford during the meeting in 1915. She was sold that week and within a month won the big futurities at Columbus and Lexington.

Native Belle, the first two year old to beat 2:10, and Tenara, one of the best stake horses out in 1912, were sold within a few minutes of each other in 1909. This was the year after The Harvester passed through the ring. He was then a three year old and won all of his engagements that season.

The half brothers Peter the Great and J. Malcolm Forbes were transferred to Kentucky through the sale ring, the former going in 1903 and the latter in 1909. Santos, their dam, was also sold at one of the early Cleveland sales.

In 1903 Lou Dillon was sold as the "fastest green trotter in the world." She made good by trotting in 1:58½. Star Pointer was heralded as a coming champion when he was sold in 1896 with a mark of 2:04¼. After he reduced it to 2:02½ he appeared again the following year. James A. Murphy purchased the half brother to Hal Pointer and reduced his record to 1:59¼. Another trip to the sale ring made the first two minute performer the property of

W. J. White for his stock farm at Cleveland.

Tiverton, the winner of the Charter Oak Purse in 1904, passed under the hammer with a trial in 2:18 $\frac{1}{4}$ to recommend him. Lisonjero also had a three year old trial in 2:21 $\frac{1}{2}$ to his credit when the bidders looked him over in 1901.

Carpet made four trips to the sale ring. In 1901 Marcus Daly sold her to J. B. Rhodes of New Bedford, Mass. He sent her back in 1902 when John H. Shults made the last bid. After being mated with Axworthy, she was sold again that fall. J. W. Bailey took her to Kentucky, where she foaled General Watts, a futurity winner, three year old champion and successful sire. Carpet's wanderings were not over, however, as in 1903 she was back again in foal to The Bondsman and sold to John Donovan of St. Joseph, Mo.

Guy Axworthy made four trips to the sale ring. Axworthy, his sire, and Lillian Wilkes, his dam, were each sold twice. The latter produced eight foals at Shultshurst. The first two died. The next two were fast road horses. The fifth was not trained. Lilly Stranger followed, while the seventh was a cripple. In 1902 she dropped a bay colt. After he was weaned, his dam was sent to the sale. That colt was Guy Axworthy.

The Wilton mares Silicon and Silurian, which had been used as a road team, were sent to the auctions in 1901. From there they went to Kentucky, where Silicon produced Siliko and Silurian foaled Manrico, both of which won the Kentucky Futurity. Spier

Farm contributed a noted trio in 1901 in Major Delmar, Ecstatic and Ethel's Pride. The fillies were then yearlings while Major Delmar had a three year old record of 2:25. This mark was reduced to 1:59 $\frac{3}{4}$. Ecstatic paced in 2:01 $\frac{3}{4}$ and Ethel's Pride trotted in 2:06 $\frac{3}{4}$. Soprano, Czarevna and Baroness Virginia passed through the auctions in 1909 a few weeks after they met in the Kentucky Futurity. Bertha C., a heat winner in the same event, followed them at the midwinter sale. After that date she produced Miss Bertha Dillon, 2:02 $\frac{1}{2}$, and Sister Bertha, 2:02 $\frac{3}{4}$.

John Dewey, the sire of Juno, 2:02 $\frac{1}{4}$, was in the same sale, while the Shultshurst lot included Queen Worthy and Morgan Axworthy. In 1911 Spriggan, the winner of one of the \$20,000 events at the Panama Pacific Exposition, and Worthy Prince was among the lots which had very little speed to attract the attention of the buyers.

Ortolan Axworthy was passed along in 1913. He was followed in 1917 by Abbie Putney, Edward P., and Lucille Bingen, the last named being in the Billings sale with The Harvester and William.

Many of the turf champions have appeared in the auction ring. One of the most remarkable groups was seen in 1900 when The Abbot, 2:03 $\frac{1}{4}$, at that time the world's record, Robert J., Azote, Onward Silver, Prince Alert, and Sunol were sold, while Maud S. was exhibited when Robert Bonner's horses were disposed of. There was another parade of racing material in 1904 when E. E. Smather sold Major

Delmar, who had then a record of 2:01 $\frac{1}{4}$; Billy Buch, 2:07 $\frac{1}{4}$; Dr. Strong, 2:05 $\frac{3}{4}$; John M., 2:02 $\frac{3}{4}$; Wentworth, 2:04 $\frac{1}{2}$; Sadie Mac, 2:06 $\frac{1}{4}$, and Sphinx S., 2:05 $\frac{1}{4}$. This was almost duplicated the following year when C. K. G. Billings reduced his matinee stable by disposing of Morning Star, 2:04; Prince Direct, 2:07; Prince of Orange, 2:06 $\frac{1}{2}$; Angus Pointer, 2:01 $\frac{3}{4}$; Greenline, 2:07 $\frac{3}{4}$; Sir Albert S., 2:03 $\frac{3}{4}$, as well as The Monk and Equity with which he reduced the team record to 2:07 $\frac{3}{4}$.

JOHN H. SHULTS

No emigrant ever demonstrated that the United States is the land of opportunity more than John H. Shults of Brooklyn and New York. He was born in Alsace in 1832, and decided to sever the home ties while a small lad. Nominally French, his parents were thrifty Germans, but from the day he landed in New York he became a full fledged American and never recrossed the Atlantic.

One day while walking along a street in New York he called attention to a "Boy Wanted" sign in a window and remarked that one like it gave him his start in life or as he remarked:—"I walked down the gang plank with all of my worldly possessions in a little bundle. While near Fulton Market I saw a sign in a window. I applied for the job and in ten minutes I was busy working for \$3 a week with the privilege of sleeping under the counter."

Days ran into weeks and weeks into years. In the

interval the sturdy lad from Alsace learned the English language and saved his dollars, although they came in slowly. One day a man who delivered soft drinks at the store told him he wanted to sell out and get an inside job. Young Shults asked him how much he wanted for the business. As soon as he told him, much to his surprise, Shults purchased it, borrowing a portion of the capital from a friendly butcher in the Fulton Market.

The pep that Johnny Shults put into the "pop" business resulted in a very rapid growth. In a few months he had half a dozen wagons on different routes while the proprietor of the new enterprise never missed an opportunity to purchase or trade for a bad acting or balky horse that other people could not get along with. His iron will that never deserted him through life, great strength, and the "tope" rope soon put the outlaws on their good behavior and it was not long before the sale of horses of this kind brought in more money than the soft drink business. At the same time the vigorous young owner had an eye for speed in harness and was frequently seen on Third Avenue and the Bloomingdale Road behind the Poughkeepsie pacer and a number of other local celebrities whose names were never recorded.

When the bank account connected with the combined ventures began to show a healthy growth, a Brooklyn man offered to trade a run-down bakery for it. While John H. Shults knew nothing about baking bread, he decided to take a chance and removed his headquarters across the East River. In

a short time the residents of Brooklyn and Manhattan began to hear of Shults bread. In four or five years, thousands of them were eating it, while the daily income of the thrifty emigrant leaped into the thousands.

Pleased with his success John H. Shults soon began adding light harness racing speed to the stable where his delivery horses were kept and on pleasant afternoons he was frequently seen on the Prospect Park drive behind Farmer Boy, Kitty Bates, and Lady Pritchard. He purchased the last named because she was a puller that no one could drive her with comfort. Under his method she became a perfect road mare and could be driven anywhere with two fingers, while under any conditions she would stop to a standstill at the word of command.

In October, 1886, when the Glenview Farm trotters were sold at Louisville, Ky., John H. Shults was at the ringside and secured a national reputation in a day by paying \$28,000 for Pancoast. At the same sale he also purchased five others, including Cuyler and Beatrice, dam of Patron, Prodigal and Patronage, paying \$46,350 for the lot. From that date he also became the most enthusiastic auction ring buyer of trotters in the world, and when he wanted a colt or a filly, if anyone got it away from him the price was well up in the thousands. One day in the old rink on Third Avenue in New York City, Scott Quinton was executing a few orders for Marcus Daly of Montana from the L. J. Rose consignment. He had orders to buy a two-

year-old colt named Mascot and he secured him after \$26,000 was charged to the Daly account. John H. Shults was the contending bidder, while on the same day the purchases for himself amounted to over \$60,000.

In order to make a home for his trotters Mr. Shults purchased the old Deerfoot half-mile track on the Brooklyn Boulevard and added to the property until he had over 200 acres in that section and Flatbush. Long low buildings were erected to shelter the stock and a splendid mile track constructed. The training operations were carried on on a large scale, such reinsmen as Driscoll, McDowell, Arnold, Sanders, Thomas, Wilson and a host of others being at different times on the payroll. For some reason or other few of their pupils ever got to the races and when they did usually failed to win, the few exceptions being Edith R. and Town Lady.

No one ever heard the proprietor of Parkville Farm complain of the hard knocks which fortune dealt him. He even came back with a smile when Pancoast was struck by lightning. Cuyler was sold and Stranger took his place in the stud. He failed to come up to expectations. Finally, one afternoon in Madison Square Garden, Mr. Shults made a starting bid of \$500 on a chestnut colt bred by A. B. Darling and named Axworthy. The son of Axtell was led over to Parkville Farm and remained there in the stud until the land was sold for more than twice what it and all of the buildings and horses on it originally cost. He was then removed to Shults-

hurst, near Port Chester, N. Y.

Prior to making this change John H. Shults while on a visit to California offered William Corbett half a million dollars for his farm and trotters, including Guy Wilkes. The offer was declined, and by a strange stroke of fortune he secured for \$500 a stallion by a son of William L., brother of Guy Wilkes, that founded a family greater than the one which John Goldsmith made famous.

The Axworthy family started slowly as its founder was given but very few opportunities in the stud. As soon as his colts began to appear on the turf such performers as Tom Axworthy, Jack Axworthy, Alta Axworthy, Guy Axworthy, Hamburg Belle, General Watts, Haleworthy and many others soon demanded recognition, and proved conclusively that their sire was as great a stock horse as his sire Axtell was a trotter when as a three-year-old he reduced the stallion record to 2:12 and sold for \$105,000.

While in pursuit of his hobby, John H. Shults spent over a million dollars for trotters and while speaking of it a short time before his mind passed into the shadow, he said that he had made money by the venture as his profits on the real estate investments for farms on which he kept his horses more than offset the losses. He also frequently remarked that half of the pleasure was taken out of his life by all of his ventures except horses, which he made in a business way turning into gold.

For all time John H. Shults will be remembered

as the greatest buyer of trotting horses at auction. His appearance in the sale ring always made a flutter while his cape overcoat, high hat, and white hair worn rather long made him conspicuous. He adopted the auctions to dispose of his surplus horses, his greatest offering being Axworthy, for which William Simpson paid \$21,000. He also sold at public auction Guy Axworthy, sire of Lee Axworthy, the champion trotting stallion, as well as Carpet, when she was carrying General Watts, the Kentucky Futurity winner in 1907.

THE BLUE RIBBON

The first colt stakes for trotters were given by the Spirit of the Times and Turf, Field, and Farm, two New York publications devoted to all kinds of sports. Both disappeared several years ago. A few associations and clubs also offered purses for two and three-year-old races for small amounts, but none of them had what could be called established futurities until the Charter Oak Park Association, at Hartford, Conn., opened one which matured during its Grand Circuit meetings the latter part of the eighties and early in the nineties. They were for large amounts, and received a tremendous entry. It was so large, in fact, that mushroom associations sprang up at a number of places and offered events for large amounts on the chance that they would make a profit on the entrance fees. This actually happened at a number of places, one of them being.

Terre Haute, where Orrin Hickok, after he won with Silicon, 2:13½, was handed the guaranteed amount, while the promoter retained the excess payments.

In 1890 the Kentucky Trotting Horse Breeders' Association adopted the plan which had been started by the association at Hartford and opened a stallion representative stake for foals of that year to be trotted in 1893, when the youngsters were three years old. Also in 1891, when renewing the offering, it added a two-year-old division and named the event the "Kentucky Futurity." In these two races and several others that followed, all of the money that was received went to the winners. That they were well patronized is evidenced by the fact that in 1893 the two-year-olds raced for \$5,000 and the three-year-olds for \$11,900. In 1894 the two-year-olds raced for \$5,000 and the three-year-olds for \$26,430, while in 1895, when Oakland Baron won the three-year-old division, it was worth \$20,000, while the two-year-olds raced for \$7,500.

In 1893, when the first of the three-year-old events matured, the California-bred colt, Oro Wilkes, 2:11, by Sable Wilkes, 2:18, won after a five-heat contest, in which Medio, 2:14½, by Pilot Medium, won two heats. In the two-year-old division the Wilkes Boy mare, Nellie A., defeated the Nebraska-bred filly, Ella Woodline, 2:23½.

California did not show in front again until 1912, when Manrico, 2:07¼, won after a six-heat struggle. His connection with the Pacific coast was only through ownership, as he was bred and foaled

in Kentucky, where his sire and dam were also bred. The returns show that up to the close of 1927 twenty-three of the thirty-five winners of the three-year-old division were either bred or foaled in Kentucky, and included such performers as Thorn, 2:12 $\frac{1}{4}$; Boralma, 2:07; Grace Bond, 2:09 $\frac{1}{4}$; Miss Abdell, 2:09 $\frac{3}{4}$; Siliko, 2:11 $\frac{1}{4}$; Guy McKinney, 1:58 $\frac{3}{4}$; Aileen Guy, 2:03 $\frac{1}{2}$; Mr. McElwyn, 1:59 $\frac{1}{4}$; Lee Worthy, 2:02 $\frac{1}{2}$; Rose Scott, 1:59 $\frac{3}{4}$; Periscope, 2:03 $\frac{1}{2}$; General Watts, 2:06 $\frac{3}{4}$; The Harvester, 2:01; Grace, 2:04 $\frac{3}{4}$; Peter Thompson, 2:07 $\frac{1}{2}$; Manrico, 2:07 $\frac{1}{4}$; Peter Volo, 2:02; Mary Putney, 2:04 $\frac{3}{4}$; Volga, 2:04 $\frac{1}{2}$, and The Real Lady, 2:03.

Of those which invaded Kentucky and secured first honors in the Kentucky Futurity, Rose Croix, 2:11 $\frac{1}{4}$, was bred and developed by M. E. McHenry, who drove her in the race. She was foaled in the blue grass country, and was sent to Illinois for development.

Peter the Great, 2:07 $\frac{1}{4}$, was the first colt foaled in the north to win the Kentucky Futurity. He was bred by D. D. Streeter, of Kalamazoo, Mich., and made his first appearance at Lexington in 1897, when he finished second to Janie T., 2:14, in the two-year-old division of the futurity. In his three-year-old form he again returned to Lexington, and won, while Limerick, 2:14 $\frac{3}{4}$; Charley Herr, 2:07, and Seraphina divided second, third and fourth moneys. Shortly after this race Peter the Great was purchased by J. Malcolm Forbes, of Boston, Mass., and taken to Milton, Mass., where he sired

Sadie Mac, 2:06 $\frac{1}{4}$, the winner of the Kentucky Futurity in 1903. She was also the first in the Peter the Great family to place her name in the list of winners to which her sire afterwards contributed Grace in 1910, Peter Thompson in 1911, and Peter Volo in 1914, when he placed the three-year-old record at 2:03 $\frac{1}{2}$, Volga in 1916, and Ethelinda in 1923. The family also added another winner when Rose Scott, 1:59 $\frac{3}{4}$, by Peter Scott, landed the futurity.

Until the Peter the Great winners appeared on the horizon the Baron Wilkes trotters were considered the leading futurity family. Oakland Baron, 2:09 $\frac{1}{4}$, one of his sons, won the event in 1895, with Baronmore, 2:14 $\frac{1}{4}$, another son that was to be heard from later, just outside the money, while Oakland Baron also sired Lady Gail Hamilton, 2:06 $\frac{1}{4}$, that finished second to Nella Jay, 2:14 $\frac{1}{4}$, in 1902, and Rhythmic, 2:06 $\frac{3}{4}$, in turn the sire of Rhythmel, 2:04 $\frac{1}{4}$, that was second to Manrico in 1912. In 1899 The Bondsman, still another son, finished third to Boralma.

Through his sons Baron Wilkes secured a stranglehold on the Kentucky Futurity. The first one to break into the limelight was Moko, when Fereno, 2:05 $\frac{1}{2}$, won in 1900 after having secured first honors in the two-year-old division. This splendid filly was followed by Siliko in 1906, Manrico in 1912, and The Real Lady in 1917. Moko also sired the dam of The Harvester, who won the Kentucky Futurity in 1908, as well as Susie N., 2:09 $\frac{1}{4}$, who finished second to Miss Adbell in 1905.

Of the other sons of Baron Wilkes, The Bondsman sired Grace Bond, the winner in 1904, after a terrific battle with Alta Axworthy, 2:10½, and Colorado E., 2:04¾, winner of second money in 1910 as well as the three-year-old champion trotter of his day. Baroness Virginia, 2:08¼, the winner of 1909, was sired by Baron Review, 2:21¼, another son of Baron Wilkes. The Baron Wilkes horse, Baronmore, also sent a winner to Kentucky in 1901, when Peter Stirling, 2:11½, defeated Walnut Hall, 2:08¼. Another son, Barongale, 2:11¼, finished second to Sadie Mac in 1903, and still another son, Ed Custer, 2:10, was awarded third money in 1916. In 1909 this horse also was represented in the classic by Miss Bertha C., 2:10¼. In this race Czarevna, 2:07¼, won the first two heats, Baroness Virginia the next two, and Miss Bertha C. the fifth in 2:10¼. Baroness Virginia won the deciding heat in 2:14. The premiums were awarded Baroness Virginia, first; Czarevna, second, and Bertha C., third. This line was again represented at Lexington in 1917, when Miss Bertha Dillon, a daughter of Miss Bertha C., started in the futurity. In the first heat of the event she was beaten a head by The Real Lady in 2:05, and was distanced in the second heat through a mishap. That the Lexington race, however, did not show her true form is evidenced by the fact that two weeks later, at Atlanta, she won the deciding heat of the Matron Stake in 2:03¼, making a new world's race record for three-year-olds. In 1919 Periscope, 2:03½, won. She was by

Siliko, the Moko colt which landed the event in 1906.

Sadie Mac, the winner of the Kentucky Futurity in 1903, was the first New England winner, while the Allen Farm finished second with Bisa, 2:10 $\frac{1}{4}$, in 1907, and with Binvolo, 2:07 $\frac{3}{4}$, in 1908. John H. Shults, of New York, was responsible for the production of General Watts, the winner in 1907. The colt was foaled in Kentucky, where his sire, Axworthy, died in 1917, and got Sparkle Watts, 2:10 $\frac{1}{2}$, winner of the two-year-old division in 1914; Mahomet Watts, 2:08 $\frac{1}{4}$, who finished second in the same division in 1911, and Allie Watts, 2:07 $\frac{1}{4}$, winner of second money in the four-year-old division in 1916.

In 1918 the supremacy of the Axworthy family started. Nella Dillon was its first winner. She was followed by Lee Worthy, Mr. McElwyn, Aileen Guy, Guy McKinney and Iosola's Worthy.

Wisconsin was credited with a futurity winner in 1901, when Peter Stirling defeated Walnut Hall. That state also has to its credit in this event such good trotters as Barongale, Ed Custer, and Miss Bertha C. The South contributed its only winner in 1913, when Geers defeated Peter Johnson, 2:08 $\frac{3}{4}$, with Etawah, 2:03, a son of Al Stanley, 2:08 $\frac{1}{4}$, that finished third to Trampfast, 2:12 $\frac{1}{4}$, in 1907.

The Kentucky Futurity was started as a three-year-old event in 1890. The two-year-old division was added in 1891. Another change was made in 1895, when the pacing division for two-year-olds was included in the published conditions. The first of these races was contested in 1897 and won by Will

Leyburn, 2:06. From that time until 1902 this division was won by Extasy, 2:10½; Lucie May, 2:22½; Alice Mapes, 2:06¼; Improbable, 2:20, and Jessie Herr, 2:18. There was no pacing race in 1903, as in 1901 the pacing division was changed from a two to a three-year-old event. Phalla, 2:04½, won in 1904, and was followed, respectively, by Bonalet, 2:09¼; Brenda Yorke, 2:04¼; Shakespeare, 2:09¾; Catherine Direct, 2:10¼; Maggie Winder, 2:06¼; Twinkling Dan, 2:06¼; Braden Direct, 2:01¼; Anna-Ax-Me, 2:08¼; Homer Baughman, 2:08¼; Anna Bradford, 2:00¾; General Todd, 2:04; Sister Bingen, 2:06¼, and Poorman, 2:07¾. In the twenty races for the pacing division of the Kentucky Futurity there was but one creditable contest. It was programmed in 1911, when Braden Direct was the winner.

The Kentucky Futurity is the blue ribbon event of the trotting turf. It never has been won by a counterfeit, while many of the greatest trotters have taken the word in it. No other race can furnish such a galaxy of winners as Peter the Great, Boralma, Sadie Mac, Siliko, General Watts, The Harvester, Peter Thompson, Manrico, Grace, Etawah, Peter Volo, Mary Putney, The Real Lady, Arion Guy, Rose Scott, Lee Worthy, Mr. McElwyn, Guy McKinney, Iosola's Worthy. The last two also won the Hambletonian Stake, the most valuable event for trotters. They in themselves constitute a gallery of champions, but they are not by any means the only great ones, as among the de-

feated may be found such names as Lee Axworthy, 1:58 $\frac{1}{4}$, the champion trotting stallion; Larabie the Great, 2:12 $\frac{3}{4}$; Surpol, 2:10; Charley Herr, 2:07, one of the best race horses that ever wore a shoe; Walnut Hall, 2:08 $\frac{1}{4}$; Ethel's Pride, 2:06 $\frac{3}{4}$, a Transylvania winner; Soprano, 2:03 $\frac{3}{4}$, a champion of two continents, and The Bondsman colt, Colorado E., that reduced the three-year-old record from 2:06 $\frac{3}{4}$ to 2:04 $\frac{3}{4}$.

DAVID BONNER

One of the last golden cords that bind the lovers of light harness racing to the days when a 2:30 trotter was a star and a 2:25 horse a champion was severed when David Bonner died on December 31, 1917. For over fifty years his face was familiar to all the patrons of trotting tracks while thousands knew and admired him for his sterling qualities as a man as well as his skill as a reinsman.

As a lad David Bonner emigrated with the other members of the Bonner family from Londonderry, Ireland, to Hartford, Conn. Robert, his older brother, learned the trade of a printer in the Hartford Courant office and started for New York as soon as he completed his apprenticeship. It is now an old story how he purchased the New York Ledger and built up a family story paper which was seen in thousands of homes all over this continent. Robert's success induced the family to follow him to New York, where his brother David was soon in-

stalled as circulation manager of the Ledger. Another brother went west, locating in Wisconsin, while a sister remained in Hartford, where she married John Allen.

Upon the suggestion of his physician Robert Bonner purchased a pair of horses to drive on the road. As he jogged through the park and up Harlem Lane he saw Commodore Vanderbilt and other admirers of speed glide by behind their fast trotters. He decided to join them and beat them at their own game. With this object in view and also with an eye on the advertising that went with it, he purchased the fast mares, Lady Palmer and Flatbush Maid, as well as Peerless and the Auburn Horse. They were followed by Dexter, for which he gave A. W. Fossett \$35,000, as well as Joe Elliott, that trotted a mile in 2:15½ when the world's record stood at 2:16¾; Lady Stout, the first three-year-old to beat 2:30; Grafton, Mosely, Startle; and beautiful mare, Pocahontas, by Ethan Allen.

While he never raced a horse Robert Bonner soon found that his brother David was not only a splendid judge of a trotter but also one of the best amateur reinsmen that ever put a foot in a wagon. It was, therefore, not long before David was seen on Harlem Lane and the Bloomingdale Road behind his brother's trotters and the latter was delighted when he heard that he was usually the victor in his brushes with Commodore Vanderbilt and other members of the sealskin brigade.

There came a day, however, when there was a slight cloud in the sky over a little brush between Dexter and Pocahontas. Robert Bonner drove the champion while David was behind the mare. As the pair flashed down Harlem Lane the white-faced gelding was in front, Robert Bonner as usual yelling louder than Splan ever could. Pocahontas was at Dexter's wheel and Dexter could not pull away from her. David was driving her very carefully and actually had her in hand when they pulled up. That evening in Robert Bonner's library a reference was made to the brush and after being asked for his opinion David said: "Robert, that mare Pocahontas can beat any living trotter in a brush on the road. I do not except even White Legs," which was the stable name of Dexter. This did not please Robert and he saw that David did not have another brush with Dexter, but that David Bonner was right was evidenced by the fact that John Murphy afterwards drove Pocahontas a half over Fleetwood Park in 1:04 $\frac{1}{4}$, a 2:08 $\frac{1}{2}$ gait, and that at a day when the world's record was 2:17 $\frac{1}{4}$.

As soon as Robert Bonner was convinced that David was a good judge of a horse he sent him to Kentucky to purchase mares for the farm which he established near Tarrytown, N. Y. On one of these trips he was accompanied by his nephew, Alley, and while at Woodburn Farm purchased for himself the Harold mare, Bicara, that was at the time carrying the colt, Pancoast, for which John H. Shults afterward paid \$28,000 at auction. The price

of the mare was \$300, but on the following day Alley persuaded him to trade her for Tina. He also selected Nutbourne, brother to Nutwood, to place in the stud at the Bonner farm as a stable companion of Startle, the fastest and best looking son of Hambletonian, that was literally buried all his life among the Westchester hills. Also when Robert Bonner purchased Maud S. from W. H. Vanderbilt, David was selected to go to Saratoga and look her over before the transfer was made.

In a brief period David Bonner began buying horses on his own account, his boldest venture being the selection of Dictator, the brother of Dexter, which he purchased in partnership with H. C. McDowell and Alley Bonner, and sent to Kentucky, where his reputation was already established by the performances of Director, Phallas and Jay Eye See. He also purchased in partnership with Charles Raymond the gray gelding, Phil Thompson, before he appeared in Chicago in 1881 and reduced the three-year-old record of the world to 2:21, while he sold Midnight, the dam of Jay Eye See, 2:10, to Senator Stanford, who took her to California, where she produced the well-known trotter and sire, Electricity, to the cover of Electioneer.

Mambrino Startle, a brother of Majolica, was owned by David Bonner. He kept him for a number of years at Danville, Ky., where he sired the great race mare, Mambrino Maid, as well as the dams of Emma Offut and Guinette. The Canadian bred mare, Wanda, 2:17 $\frac{3}{4}$, by Ridgewood, was the

last brood mare owned by him. She was a present from Frank Work, who drove her on the road a number of years. From her he bred several trotters, three of them being by Axworthy.

In the early eighties, when the Driving Club of New York controlled Fleetwood Park and the admirers of trotters gathered there every afternoon and Sunday morning to see them step over the fast oval that swept over to the New Haven tracks and back around the point of rock in front of the Morris Mansion, David Bonner was its President. Then, as now, everyone at some time during their career made a trip to New York and when those who admired trotters joined the throng, very few of them left the city without visiting Fleetwood Park, where they never failed to meet David Bonner. While holding the highest office in the gift of the club, located in the leading city of the country, David Bonner always had time to stop and speak with anyone that addressed him. A man's station in life did not make a particle of difference with this big, whole-souled gentleman, and if there was anything that he could at any time do for anyone his services could be had for the asking.

In 1883, during Mr. Bonner's term of office as President of the Driving Club of New York, arrangements were made for a special race between the champions, St. Julien and Jay Eye See. At the time the star of the Volunteer gelding was on the wane, while Jay Eye See was within three-quarters of a second of his limit. September 29th was the

date selected and as rain fell the preceding night, it was a hard matter to get the track in shape for fast work. The footing was safe, however, when J. I. Case, the owner of the gelding which placed the initials of his name in turf history for all time, demurred about starting. At this point the Scotch-Irish of the Bonner family broke loose and in a few curt words David Bonner told the western millionaire that the thousands that came to see the race at Fleetwood Park would be disappointed and that he would not be responsible for what they would do to him and his horse if he kept him in the stable. This caused consternation in the Hickory Grove Farm stable and in a few minutes Bither appeared on the track behind Jay Eye See and Orrin Hickok with St. Julien. As a contest the race did not amount to much as St. Julien gave it up in the last half of the first heat.

David Bonner was one of the first men to recognize the fact that Hambletonian was destined to be a great sire of trotters. Seeing a small advertisement in the Spirit of the Times he went to Chester and looked him over. Also after examining his colts and seeing a few of them step, he prepared another advertisement for W. M. Rysdyk and placed the horse's fee at \$100, from which it gradually rose to \$500. He was the only man aside from Rysdyk's employees who was ever permitted to drive this emperor of stallions at speed on the road, while he also lived to see Uhlan, one of his descendants in the fourth generation, place the world's record at 1:58.

David Bonner was born December 17, 1837, at Londonderry, Ireland, and kept constantly abreast of the times. Up to 1910 he never was ill for a day while he was spared to see all of the old guard that made the roads of New York famous cross the divide. In his day he had many a brush with Commodore Vanderbilt and his son, William, Sheppard F. Knapp, Joseph Harker, M. L. Mott, L. D. Pettee, J. W. Perrin, George Alley, Charles Kerner, Z. E. Simmons, William Simmons, William Humphreys, Isaiah Rynders, Fred Dietz, William Parks, James Galloway and a host of others. As they passed on, he picked up new friends and acquaintances whose tastes were kin to his own and took just as much interest in the performances of The Real Lady and Miss Bertha Dillon as he did in the days before the 2:30 list was thought of or the trotter recognized as a fixed breed.

In the early days Hiram Woodruff, Dan Pfifer and Sim Hoagland knew and respected David Bonner as a thorough horseman. He also saw John Murphy, Orrin Hickok, Dan Mace and Hiram Howe and others pass on in the next generation, while the world knew that they also had the same opinion of him. As his name passed into the shadow it was with the knowledge that Thomas W. Murphy, Alonzo McDonald, Walter Cox and the other reinsmen looked upon him in the same light.

All the great trotters and pacers that America has produced, as well as their owners and breeders, passed in review before David Bonner. He saw

Lady Suffolk, the first 2:30 trotter to harness, and was present when Flora Temple, the first 2:20 trotter, started in many of her races with George M. Patchen, John Morgan, Widow Machree, and Princess, the dam of Happy Medium. In their day he also drove Dexter, Rarus and Maud S., and followed the careers of Goldsmith Maid, St. Julien and Jay Eye See. He was present when Sunol was delivered to his brother's stable in New York and noted from time to time how the world's record for trotters was reduced after the appearance of the bicycle sulky by Nancy Hanks, Alix, The Abbott, Cresceus, Lou Dillon, and Uhlan.

In the early days David Bonner was one of the admirers of Ethan Allen, the typical Morgan trotter, and saw him succeeded as the champion stallion by George M. Patchen, Fearnaught, George Wilkes, Jay Gould, Mambrino Gift, Smuggler, Phallas, and Maxie Cobb. He could recall vividly the time trials for the championship honors in 1890 and 1891 by Nelson, Allerton, and Palo Alto, and which was followed the following year by the struggle between Kremlin and Stamboul. Later on the honors awarded the son of Lord Russell were wrested from him by Directum, Cresceus, The Harvester, and Lee Axworthy, 1:58 $\frac{1}{4}$. In his day the pacer also came to his own, Pocahontas being followed on the honor roll by Yankee Sam, Sweetzer, Sleepy George, Rowdy Boy; the blind horse, Sleepy Tom; Johnston, Direct, Mascot, Flying Jib, Robert J., John R. Gentry, Star Pointer, and Dan Patch, 1:55 $\frac{1}{4}$.

During the growth of the trotting industry David Bonner knew personally all of the leading men who were actively identified with it. In Orange and Dutchess Counties, New York, he frequently visited the homes of W. M. Rysdyk, Charles Backman and Edwin Thorne. He was also a welcome guest in Kentucky at the farms maintained by A. J. Alexander, W. T. Withers, H. C. McDowell, J. C. McFarren, R. S. Veech, Richard West, W. C. France and a host of others, while at times he visited Tennessee, where he was entertained by Campbell Brown, the Overtons, V. L. Kirkman and General Harding at Belle Mead. Senator Stanford, Count Valensin and William Corbett in California knew him, while scarcely a season passed that he did not look in on J. Malcolm Forbes, William Russell Allen, Erastus Corning, William B. Smith and other eastern breeders whose names appear frequently in the early volumes of the stud book.

In 1867, 1868 and 1869 David Bonner was present when the first colt races open to the world were trotted on the Long Island courses and followed the youngsters that appeared each season from that date, noting the triumphs as they reduced the world's race records to the points where they were placed by such horses as Etawah, Colorado E., Peter Volo, Volga, Miss Bertha Dillon, and Air-dale. Of no other man connected with light harness racing can it be said that he saw the first trotter that beat 2:30 to harness and lived until there were over thirty-three thousand with records below that

figure. He also lived in the days when it was scarcely considered worth while to keep a record of the breeding of pacers and until over twenty-five thousand had placed their names in the 2:25 list.

SPLENDID CRIPPLES

The most exasperating feature in connection with racing is to have a horse that has speed and the perfect manners which go with a high class performer and a defect that is apt to keep him in the stable on race day. Such a horse makes a lot of trouble. Still, with a skillful groom and careful work a number of such cripples keep on the move all season after they have been fortunate enough to stand the preparatory work.

A sample of this was seen in four Charter Oak Purses. In 1900 Andy McDowell dropped off at Hartford with the Epaulet mare, Georgena. No one looked for her to win. Many considered her a doubtful starter. Andy, however, considered Georgena his meal ticket at the time and prepared her carefully for the big event, which she won after McDowell sized up the field in the first heat.

McDowell's showing with this mare recalled what he and Monroe Salisbury did with that magnificent cripple, Azote. This big gelding was bred at Palo Alto. He started out in life as one of a lead pair in a four-horse team. One day while Orrin Hickok was at the Vina ranch with Captain N. T. Smith, he saw the Whips gelding and took a fancy to him. A

few days later Azote was transferred to the Hickok stable. The following spring he shipped him east, but notwithstanding his clever way of going and perfect manners Hickok could never get him up to a mile where he thought he would do in Grand Circuit company.

Azote was returned to California. Monroe Salisbury got control of him. He and Andy McDowell found the key to his speed and in time gave him a record of 2:04 $\frac{3}{4}$. During all of that time Azote had a bad ankle. The trouble was caused by the joint being bruised by the chain traces when he was a work horse on the Vina ranch.

After Hulda knuckled over in the fourth heat of the \$15,000 free-for-all at Chicago in 1893 Hickok took her back to California and patched her up for another trip to the races. When she was ready Orrin shipped her to Cleveland and put her in trim for a trip in the fast classes. Hulda's first start that year was over the Glenville track.

When race day came Hulda was led out to meet Hickok's old pupil, Azote. He had been mowing down the fields wherever he went and at Cleveland McDowell won with him looking for horses. McDowell always claimed that Azote was the best racing trotter that ever wore harness. He could carry his flight of speed further than any horse he ever drew a line over and if another brush was required to land a heat Azote always had it in reserve when called on.

Murphy won two renewals of the Charter Oak

Purse with the limpers, R. T. C. and Chilcoat. In 1911 the initial horse won all of his engagements, notwithstanding the trouble which he had with his feet. As only a couple of days elapsed between R. T. C.'s race at Readville and Hartford he was rather crimpy when led out at Charter Oak Park. He warmed out of it, however, and won. R. T. C. had corns. Chilcoat had tendon trouble. His last start was in the Charter Oak Purse. He won it although Murphy had some doubts over being able to keep him in the race to the finish.

Lameness was all that kept Chilcoat from being one of the fastest trotting stallions that ever stepped on a race track. He had the speed and a dash of the gameness which was displayed by the Mambrino King mare, Nightingale. The pair traced to the same family in the maternal line. Geers had plenty of trouble keeping Nightingale's feet in trim to carry her through a race, but when she was ready few could catch her and none could race longer.

Tenara was another Charter Oak Purse winner that was patched up for a trip to the races. Andrews prepared her for the fray. She won almost all of her engagements in 1913, but was finally compelled to stop the week after the Hartford meeting.

Few trainers have gone to the races and won with more cripples than Walter Cox. In 1922 he aired Abbedale on a few occasions and showed that if nature had provided him with a set of sound tendons he would have been a champion. Prior to that he put over A Game of Chance when everyone

thought he was ready for a trip to the dry dock, and followed it with that clever pony, Frank Dewey.

Star Pointer and Napoleon Direct were another pair of racing pacers which notwithstanding faulty underpinning placed their names in the two-minute list. Star Pointer was the first to beat even time. Prior to that he had been raced by Geers and McClary, who marked him. Pointer always had trouble with one ankle. It was started by a sprain when he was a three-year-old. As he grew older it bothered him.

Napoleon Direct was also hampered by leg trouble. Geers made a special study of him and kept him going as long as anyone could. When he was ready there was not a pacer in training that could catch him. None of the free-for-alls ever had a greater flight of speed than Napoleon Direct and no one ever saw a horse in harness show a faster brush than Napoleon Direct did in a race at Lexington.

Hal Pointer, the best racing pacer ever foaled in Tennessee, was rather crimped the first year that Geers had him in his stable. Corns caused it. When they yielded to treatment the big horse made trouble for everybody. California owners made a target of him. The first sent Adonis against him and failed, after the Sidney gelding won a heat. The next year they tried Yolo Maid, but with no better success. The little black horse, Direct, was the next one to appear. He came over the mountains as a trotter. Considerable weight was required to make him go at that gait. When it was removed Monroe

Salisbury had a pacer that made the world stand at attention.

In time Hal Pointer and Direct met. In their first race Hal Pointer won. When the pair arrived in Tennessee, the home of the Hals, the result was reversed.

In time Direct was hampered by tendon trouble. Still, he kept going until nature called a halt. Geers admired the little horse which defeated his star. He bred a Tom Hal mare to him and got Direct Hal. This horse retired unbeaten and founded a formidable family of pacers.

Palo Alto, one of the last of the high wheel sulky champions, was a cripple. He was lame in all of his races. Marvin kept him going and finally drove him in 2:08 $\frac{3}{4}$. Palo Alto, like Expressive, was out of a thoroughbred mare. They were the best pair of half-breds ever seen in harness.

No three-year-old ever made a campaign that could compare with Expressive. She was on the go from one end of the season to the other and did more to convince the public that the Electioneers were game than any trotter bred at Palo Alto. Nature finally rebelled and Expressive was retired to the stud, where in time she became a famous brood mare.

Fred Egan made a race horse out of Braden Direct by constant attention to his feet. Jay Eye See, the first trotter to go in 2:10, came back after being rated as a relic and paced in 2:06 $\frac{1}{4}$. Prince Loree was marked defective and dropped to a point where he was valued at \$50. With care he recovered and

became the double-gaited champion. Country Jay also had his ups and downs. Macey made a remarkable campaign with him as a four-year-old. After that hock trouble kept him in the shadow for a number of years.

Mignola and E. Colorado, two of the cleverest racing stallions that have ever been seen on the mile tracks, had their troubles and survived. While owned in Iowa the Allerton horse broke a bone in one of his ankles and was sold as soon as he would go sound. He cut a wide swath in the fastest company. Mignola closed his racing career at Hartford when Mariondale defeated him in the Charter Oak Purse. E. Colorado also trotted one of his fastest miles in that race in 1921 when Cox won the event with Greyworthy.

SPLAN, THE WIT

While on the turf John Splan was credited with many witty remarks. They made him almost as well-known as the fact that he reduced the world's record of Goldsmith Maid from 2:14 to 2:13 $\frac{1}{4}$ with Rarus, marked Johnston in 2:06 $\frac{1}{4}$ to high wheels, secured the first sweep through the Grand Circuit with Wedgewood, and made the names of Newcastle and Newburger familiar by winning a long series of races with them. Splan lived and sparkled in the days of harness racing when the breed was being founded and trotting horses were in a measure manufactured by the men who developed them.

One of Splan's most brilliant flashes was placed on record in the lobby of the St. James Hotel, on Broadway, near 33rd Street, in New York. The English jockey, Fred Archer, whose name became a household word on this continent on account of him winning the English Derby with Iroquois, had made a trip across the Atlantic in search of health. His headquarters were at the St. James, whose proprietor, Captain Conner, was an ardent admirer of the gallopers.

One afternoon while Archer was there John Splan dropped in for a visit. A group of horsemen suggested that it would be a capital idea to introduce Archer as the greatest living jockey to Splan as the greatest living driver. Archer was very much pleased with the suggestion and after the greetings were exchanged the slender little man sidled up to the big, six-footer and said, "By the way, Mr. Splan, what are the principal fixed events on the trotting turf in America?" He then went on to state that in England they had the Derby, St. Leger, City and Suburban, etc., etc., under that head. Splan waited patiently until his new acquaintance had completed his explanation. He then stooped over and in a hoarse whisper said in Archer's ear: "Between you and me, Fred, they are nearly all fixed." When Captain Conner heard of it he offered to bet a bottle and a bird against a glass of cold water that Archer would die without ever knowing what Splan meant.

After the campaign in 1876 Splan took Rarus to

California. He did not hesitate to state in the most emphatic terms that the long-backed gelding could beat any trotter on earth. A gold miner in "Frisco" named Patrick Finnigan at that time owned Santa Claus. Hickok was training him and considered him a good horse, although at that time he was a long way from top form. Finnigan, however, was satisfied that his horse could trim anything that wore shoes and that all that would be necessary for Hickok to do would be to hitch him to a sulky, appear on the track and scare everyone into the bushes.

When Splan found how the land lay he skirmished around, succeeding in raising \$5,000 and offered to make the match. When Finnigan saw that Splan was in earnest he refused to warm his horse up for less than \$10,000. As the conversation took place at the Baldwin Hotel, he asked the clerk to bring him a check on the Bank of California. Sitting down at a desk he made it out for \$10,000, handing it to the clerk and said they would have the race as soon as Splan covered it.

Splan looked at him for a moment and without batting an eye asked the clerk to bring him a check. He also sat down at a desk, made it out for \$10,000, handed it to the clerk and told Finnigan that they would have the race the next day. This staggered the worthy representative of the Emerald Isle, but the race failed to materialize.

In 1887 Splan had a gay time with the black gelding, J. Q., by Kentucky Prince, Jr. He was then

owned by J. H. Temple, proprietor of the old Rossmore Hotel, Forty-Second Street and Broadway, New York. J. Q. was a good trotter, but very uncertain and no one ever knew what he was going to do until he was actually in the contest. Also at times he would race like a dub for a heat or two, then come to and tramp on everything in sight. J. Q. was certainly a trouble maker for drivers, owners and gamblers. He took a fall out of all of them and frequently scattered his followers in all directions.

One pleasant day Splan had J. Q. in the free-for-all trot at Detroit, Mich. The judges were satisfied that he could win, but J. Q. would not try. After two trips, both of which Hickok won with Arab, Splan was taken down and Frank Van Ness substituted. The change did not improve matters, while Hickok went on and won with the Arthurton gelding. The following week the Grand Circuit followers were at Cleveland. On the morning prior to the meeting Splan was sitting alone near the entrance to the big barn at Doan Brook Farm. While glancing toward the gate which led into the Cleveland Driving Park he saw a horse jog through hitched to a phaeton. It had two occupants, D. J. Campau of Detroit, a well groomed gentleman, and a colored boy.

As the phaeton approached Splan, Mr. Campau, who was driving, stopped the horse, handed the reins to the colored boy, stepped out of the vehicle and came toward him. As he was one of the officials who was in the stand at Detroit the preceding

week the greetings were not very cordial. This, however, did not prevent him from presenting the object of his visit, as after a crisp good morning, he said: "Mr. Splan, I have come here to tell you that I am convinced we made a mistake by taking you out last week." Splan looked at him a moment and when the situation was getting rather embarrassing said with a slight smile, "My friend, this is very kind of you. Last week you insulted me before ten thousand people and this morning you take it back before a nigger."

Splan had another merry race with J. Q. in 1887. It was trotted at Rochester, N. Y., and, while the horse had been doing well, no one would bet a cent on him. On this particular day Hickok was again behind Arab. The latter started at three to one over the field and romped home in front in the first heat, with J. Q. last in a field of six. In the second heat Bessie interfered with Arab going away and J. Q. won after a sharp brush with Kitefoot. The manner in which the black gelding stepped this mile convinced Splan that he was on edge. Splan conveyed this information to a few friends and between heats they were very busy in front of the grandstand, where Quimby was doing business with those who were inclined to speculate.

The showing made by J. Q. did not disturb Hickok or make those who were backing his horse suspicious. On the trip up the back stretch in the third heat, however, when J. Q. came through the field and was lapped on the favorite as they flashed

by the half-mile pole, Hickok looked over and asked Splan why he was in such a hurry. Splan replied that he had a little business out in front and was going to attend to it. This rather staggered Orrin, for J. Q. was going easy, while Arab was out to the limit. He then intimated to Splan that it would be advisable to take back, but, instead of making a move in that direction, Splan replied, "Well, Orrin, I just received a telegram from 'Little Splan' that she needs a sealskin coat for next winter and J. Q. is going to win it for her today." He did, but it was by a narrow margin.

In the early nineties Hickok came over the mountains with a light colored chestnut gelding called Peep O'Day. He was aptly named, as his sire was Dawn, but nature, when completing the job, failed to favor him with four legs sound enough to carry him.

Hickok tried all known methods to get him to the races in the Grand Circuit, but failed. He, therefore, left him with Splan to patch up and sell. Splan found a customer in Cal. Morris, a coal operator and banker, and, after getting the horse half ready by giving him as little work as possible so as not to interfere with his underpinning, Peep O'Day was pointed for a trip through the Ohio fairs.

The races at those meetings proved easy picking for the California trotter, as it was only a workout for him to defeat the horses he met. His owner's eyes also sparkled with delight when he would read in the Plain Dealer and Leader how Peep O'Day was

winning one or two races a week. Also, when he was not busy swapping coal mines or running the bank, Cal. Morris footed up in his mind the winnings of his horse, but without allowing anything for entrance fees, shipping expenses, hotel bills, and the long preparation he had been given at Glenville before disappearing in the bushes.

Finally the day of reckoning came and Mr. Morris, with smiles radiating from every angle of his rotund personality, drove out to Doan Brook Farm for the "coin." After a little visit with Splan on the porch of the farmhouse he explained the object of his visit. Splan told him that his account had not as yet been made up, but that if he would come out Sunday morning it would be ready. Bright and early Sunday morning Mr. Morris appeared at Glenville. His account was ready, and showed that it just balanced, while the horse and halter were still his property. Also in order to make him feel good, Splan walked him over to his garden and gave him a couple of heads of cabbage and a bunch of beets for the family.

In the seventies, when Splan was located at Buffalo, a young man moved out to the track with a horse and a copy of Hiram Woodruff's book on the trotters. The horse was trained according to the printed word until one day after a rain storm there was a big puddle of muddy water on the inside of the track fence near the three-quarter pole. At that point the horse bolted and tossed his trainer over the fence into the mud.

Splan jogged by as the embryo trainer jumped to his feet and pulling over to the rail he said with a smile, "Well, Charley, what does Hiram say to do now."

THE M. AND M.

In the latter part of the eighties, when D. J. Campau revived light harness racing at Hamtramck Park, Detroit, Mich., he decided after giving three meetings that it would be advisable to stage an event which would attract National attention. After considerable deliberation he opened a \$10,000 purse for 2:24 trotters. It was named the Merchants' and Manufacturers' Purse, which in time was abbreviated to the M. and M.

The race was a success from the start. "Tink" Hills won the first one in 1889 with the Dauntless gelding, Hendryx, from a field of thirteen. Bud Doble finished second with the favorite, Amy Lee, while such horses as Alcryon, Greenlander, Yorktown Belle and So Long were outside the money. The event was not disposed of so easily the following year, when of the eleven starters Play Boy and Suisun each won heats before Bob Stewart was awarded the honors with Walter E., one of the most consistent trotters that ever took the word.

The M. and M. in 1891 was made memorable by the plunge of the Montana delegation on Prodigal. Andy McDowell had the mount and considered his horse a sure winner. In the first heat a railroad

conductor from South Bend, Ind., flashed out in front behind the bay gelding, Prince M. He remained there to the finish. The judges set him back for a swerve in the stretch and gave the heat to Prodigal in 2:17 $\frac{1}{4}$. The next three heats proved easy sailing for Temple Bar, driven by George Spear. Geers finished second in the last one with Honest George.

The next three renewals of the M. and M were won in straight heats by the black Nightingale, Siva, and J. M. D. George Ketchem, of Toledo, Ohio, was among those who saw Nightingale win. Her success prompted him to purchase her dam, from which he bred the champion, Cresceus, 2:02 $\frac{1}{4}$.

The race won by Siva was the last renewal of the M. and M. contested over Hamtramck Park. The following year the flags floated over Grosse Pointe track, where J. M. D. defeated Rex Americus, much to the discomfiture of C. J. Hamlin as well as the admirers of the Onward colt, which cost the Buffalo man \$15,000.

Geers had a winner at Detroit the following year when he drove The Corporal in the deciding heats of the seventh renewal, defeating Don L. and Iron Bar. He was also behind the Mambrino King mare, Valence, when she finished third to Emma Offut in 1896, Red Star being in second place. Rilma was the next winner, Foote's laying-up-heat tactics enabling her to defeat Oratorio, Red Star and The Abbott, which afterwards reduced the world's record

to 2:03 $\frac{1}{4}$. There were many unpleasant things said after this race. They were also repeated in 1899, when Royal Baron won in the same manner for N. W. Hubinger, a victory which, in a measure, compensated him for what he lost the preceding year when Directum Kelly defeated Belle J., after she had won two heats.

Geers appeared in the limelight at Detroit in 1900 when he won the M. and M. with Lady Geraldine. It was a very cheap race, the deciding heat being trotted in 2:22. From that date, however, it required a 2:10 trotter to win, Eleata stepping the deciding heat in 2:08 $\frac{3}{4}$ when Tom Marsh won with her in 1901 over Country Jay and Neva Simmons. Scott Hudson also won a splendid race in 1902 with the blind horse, Rhythmic, while Wentworth could only save his entrance.

The downfall of the Texas trotter, Wainscott, made the renewal of this race in 1903 memorable, Dick Wilson defeating him very unexpectedly with John Taylor, but it required a fifth heat in 2:10 $\frac{1}{2}$ to do it. Stanley Dillon, Angle and Ann Direct won the next three renewals of the M. and M., the last named trotting her race at Cleveland, Ohio, where the big event was transferred on account of a local disturbance.

Conditions being favorable in 1907, the M. and M. was again revived at Detroit and resulted in the best contest seen in the event up to that date. When the list of nominations was published, it was found that Sonoma Girl and Highball were named. High-

ball won the first heat in 2:07½, "the Girl from the Golden West" forcing him out. On the next trip Springer showed in front with Sonoma Girl, the time for the heat being 2:06¼, the fastest time made in it up to that date. She also won the deciding heat in 2:09¼, the race being on the three-heat plan.

The following year the race was advertised to terminate at the end of the fifth heat, and while Geers had in Alceste what proved the best starter, the honors went to Spanish Queen on account of her position in the summary. The next three renewals of the M. and M. were never in doubt after the word was given, McDonald winning one with Margin and Geers the next two with Dudie Archdale and Anvil.

Murphy won his first M. and M. in 1912 with Queen Worthy. The next year Geers again led the procession with Reusens, the big chestnut gelding defeating Tenara after the Moko mare had won two heats in 2:08¼ and 2:06¾.

In 1914 the M. and M. was reduced from a 2:24 to a 2:14 class. The change brought out a higher class lot of trotters. Rhythmell won the first heat in 2:06¼ and was distanced in the second, which was placed to the credit of Linda Wrona in 2:05½. Cox showed in front on the next trip with Peter Scott and won in 2:07¼, McDonald getting the place with McCloskey. Lassie McGregor, the starter from the Murphy stable, was unsteady in the first three heats. In the fourth she was on her good

behavior and won in 2:09 $\frac{1}{4}$, Mahomet Watts getting the place. She also won the fifth heat in 2:10 and the seventh in 2:08 $\frac{3}{4}$, the sixth having been placed to the credit of Peter Scott. This showing gave him second money. Peter Scott tried again in 1915. He was then in the Murphy stable and was defeated by Lee Axworthy in 2:06 $\frac{1}{4}$, 2:04 $\frac{3}{4}$, 2:04 $\frac{3}{4}$, the fastest and most closely contested M. and M. ever trotted. In 1916 the royal battlers, Mabel Trask and St. Frisco, met in the M. and M. and the mare won, her first heat being trotted in 2:05 $\frac{1}{4}$. Cox won again in 1917 with Busy's Lassie after Al Mack had placed two heats to his credit. That race closed the chapter.

ANDY WELCH

Andy Welch was one of the most unique characters ever seen on the trotting turf. While he was Irish to the finger tips, he was born on the Island of Jersey in the English Channel and came to America with the balance of the family as a small boy. Hartford, Connecticut, was selected as the stopping place and like many a motherless lad, Andy grew up on the streets. While peddling papers and shining shoes in the vicinity of the old City Hotel and Gold Street he also had ample opportunity to see more green cloth tables than school books.

His start in life was made in a gambling room when a jewelry salesman staked him to a stock that he soon disposed of at a profit. He also followed

that business for a time, but the fairy wand of chance caught his fancy, although he soon abandoned the spinning wheel with the nimble marble for work in the open. This led him to the trotting tracks. Charter Oak Park was one of the first he saw, and as soon as he put up his board as a book maker it did not take him very long to extend his operations to the leading courses of the country.

While a betting man, Andy Welch was like the big Boston boy, John L. Sullivan, "always on the level." In the thirty odd years that he was connected with light harness racing as a layer of odds, horse owner or manager of race meetings, no one could ever point to a shady transaction that Andy Welch was connected with. He saw the cheaters come and go and while at times a few stung him for a big play on a fishy looking heat, he usually was clever enough to place it in the auctions before the tickets were cashed.

In 1887, during the Grand Circuit meeting at Utica, N. Y., Andy Welch made his first good investment in a trotter when he purchased Atlantic from R. W. Davis of West Williamsfield, Ohio. The sale was closed after the races and as the Ohio farmer refused to take a check, it kept Welch busy to find sufficient currency. When he did it was all in bills of small denominations. That, however, did not make any difference with Davis and rolling them up in a newspaper he started for the race track with the bundle under his arm. The next morning Welch learned that he sat up all night in a box stall re-

counting the money by the light of a lantern.

Welch turned Atlantic over to James Goldsmith. He won six out of seven races with him that fall. Goldsmith also had the horse ready to start down the line of the Grand Circuit the next summer when Welch sold him to an Italian.

The amount which he received for Atlantic, together with what he won on him, put Andy Welch in easy street. He then began buying and selling trotters as well as making book and while he owned several, one of them being the colt trotter, Wild Rake, which he sold to William Rockefeller, his next good winner and possibly his best one was the chestnut mare, Star Lily. He picked her out of a Michigan trainer's stable in 1889 and within a month landed a ton of money with her when she won the \$10,000 Flower City Stake at Rochester, N. Y.

W. B. Fasig, who was a splendid judge of trotters, always said that Andy Welch could watch a heat from a chair and after it was over know more about what was going on than half of the drivers in the race. He also gave Fasig a sample of this in 1896 when the latter was racing Rifle. Prior to the meeting at Cleveland, Welch told Fasig that Rifle would win. Fasig said that he did not have a chance, but Welch backed him just the same. After Rifle won, defeating such good horses as Lily Young, Angelus, Franklin, Bryson and eight others, Fasig asked Andy what he knew and Welch replied: "You started him in the 2:17 class. Two weeks ago you started him in the 2:12 class at Saginaw, Mich.,

where he finished second to Bravado in 2:11½ over a slow track. I figured that none of the horses in the race at Cleveland could do that and to show I was right Rifle won the fifth heat in 2:11¾ and came back in 2:12¼."

Very few knew that Andy Welch gave Fasig his first boost in the sale business. He had been holding sales at Cleveland but was unable to get many outside consignments. Finally he booked one from California but at the last moment the consignor refused to ship unless he was guaranteed a certain amount. Fasig didn't know which way to turn until he thought of Andy Welch. He wired him and in a few hours he received a reply to draw on him for the amount required. The guarantee was never called for but it put Fasig on the up-grade in the sale business.

One day Andy Welch said that the first time he entered Charter Oak Park he crawled under the gate. In 1891 he was warned off the course for shouting at the judges while they were discussing a decision in the Charter Oak Purse that was won by Hamlin's Nightingale and in 1897 he owned it. Later on he purchased Oakley Park near Cincinnati, Ohio, and gave Grand Circuit meetings at that city and in Hartford. His first jolt came with the purchase of Readville Park in Boston. When those who agreed to go in with him stepped aside he shouldered the whole of it in order to make his word good and even then he would have come out all right if he had not renewed the \$50,000 Handicap. This made him a bor-

rower while for the first time in his life he was called upon to pay interest. Up to that time he did not know what it was.

So long as Andy Welch confined his operations to speculation, the balance remained in his favor but when his restless disposition and lightning like change of ideas were applied to the management of a race track and its upkeep, the bills were rather large. All of them were paid, however, and if it had not been for the depression in real estate values on account of the war, the balance would still have been in his favor when his spirit went out with the tide at Winthrop, Mass., in 1917.

As he mingled with men on the race tracks or in the hotels, Andy Welch's subtle wit and sparkling repartee made him a conspicuous figure. He could always be found in an argument and while Andy was sure to differ with you on any subject from the weather to the next presidential election, no one ever heard him try to strengthen his argument by offering to make a bet. That was confined to the race track where if he happened to get a jolt, he would open the back of his watch, take a peep at a bunch of shamrocks which he picked from a bank near Blarney Castle in Ireland, and chalk up the odds for the next heat.

SEALSKIN BRIGADE

On October 14, 1887, while on a return trip from Fleetwood Park, New York, I took a chair on the porch at Barry's. The sun was beginning to drop behind the bluff back of the present Polo Grounds which were used at that time as a cinder dump by the elevated railroad. The road drivers who had crossed the bridge were returning while the blast of a horn floating over the Harlem told that the four-in-hands were rolling down the Avenue from Jerome Park where Lucky Baldwin won a race that afternoon with the Emperor of Norfolk. Inside the hotel I could hear the voices of a few of the members of the sealskin brigade, while the grooms were taking care of their horses under the sheds.

The rumbling of the coaches on the wooden floor of McComb's Dam bridge gave notice of their approach, but before they made the turn into 155th Street a thick set man with a full beard, wearing a top hat and driving a chestnut mare hitched to a one man wagon jogged down the slight incline and turned into Seventh Avenue. It was Robert Bonner with Maud S., 2:08 $\frac{3}{4}$, the queen of the turf. Also in a brief interval Barry's guests drove away and quiet reigned on the Harlem.

When the New York road drivers of Dutchman, Katy Darling and Ripton's day shifted their speeding ground from Third Avenue to Harlem Lane and the Bloomingdale Road a few of the proprietors of the road houses, including "Topsy" McGuire, fol-

lowed them. Later on when the tide ebbed to Seventh Avenue where Colonel Mooney kept the road in as good condition as a race track, Commodore Vanderbilt and his associates changed their stopping place from the Cayuga Hotel to the Romantic Hotel, later known as Barry's. After this change Robert Bonner who stopped occasionally at the Cayuga to talk horse with the Commodore joined the group that did not stop on the road except at Fleetwood Park. The others included John D. Rockefeller, his brother William, Josiah M. Fisk and A. B. Darling. All of them had splendid outfits; Peerless, Pocahontas and Dexter in the Bonner stable being succeeded by Pickard, Uncle Dave, Maud S. and Alfred S. John D. Rockefeller usually drove his cross matched pair, Midnight and Kate McCall. His brother, William, owned Independence and Cleora, that trotted in 2:16¼ to pole cart, while A. B. Darling started with Daisy and continued with her descendants until he bred Axworthy, the sire of Hamburg Belle.

Commodore Vanderbilt died in 1876, after having many a brush behind Mountain Boy and Mountain Maid. He would not pay the high dollar for a trotter like his son William H., who was soon the leader of the sealskin brigade and who also had the honor of making four reductions in the trotting record of teams. In 1877 his pair, Small Hopes and Lady Mac, placed the mark at 2:23. When John Sheppard of Boston cut it to 2:22 with Mill Boy and Blondine, he brought back the honors to Gotham with a mile in 2:20 by William H. and Lysander Boy.

A local rival appeared in 1882 when Frank Work's geldings Edward and Dick Swiveller trotted in 2:16 $\frac{3}{4}$. Their performance prompted W. H. Vanderbilt to purchase Aldine. When hitched with Early Rose, the pair trotted Charter Oak Park in 2:16 $\frac{1}{2}$. His limit, however, was reached in 1883, when on June 15 he drove Maud S. and Aldine to road wagon in 2:15 $\frac{1}{2}$, the first half down the hill being trotted in 1:05 $\frac{1}{2}$. Frank Work could not duplicate this, although in 1884 Murphy drove his geldings in 2:16 $\frac{1}{4}$. The rivalry was kept up until W. H. Vanderbilt died in December, 1885.

While W. H. Vanderbilt and Frank Work were the leaders in the matter of teams, there were other fast pairs that brushed not only with them, as they never declined a challenge, but with the single hitches. Sheppard F. Knapp was always in the thick of the racing with Charley Hogan and Sam Hill until he sold the pair to Charles Schwartz of Chicago for \$15,000 after driving them in 2:21 $\frac{3}{4}$. John Harbeck and his son had several fast teams which they never favored with names, while I. Cohnfeld never missed an opportunity to parade Maxie Cobb and Neta Medium that trotted in 2:15 $\frac{3}{4}$ to pole. David Hammond also had a fondness for pairs and was frequently seen behind Frederica and Nellie S. as well as the white-faced mares Corona and Roberta.

Major S. N. Dickinson was the last leader in team driving. He began with Alice Oats and Sally Brass. They were succeeded by Flora Huff and Cora Belle, which he sold to the Governor of Minnesota for

\$10,000. His next pair were Aubine and Lady Wellington, the first named costing him \$15,000, while at the same time he offered \$50,000 for Nelson. The Major's last pair were the race record makers Roseleaf and Sally Simmons, the dam of Hamburg Belle, 2:01 $\frac{1}{4}$. Of single horses he also owned Jane R., Lady Winship, Zembia, Marie Jansen, Sir Walter Jr., sire of the dam of Uhlan, 1:58, and Cocoon, the dam of Robert C., 2:09 $\frac{3}{4}$.

Of the single hitches owned by members of the sealskin brigade, the spectators who lined the curbs on Seventh Avenue saw Frederick Vanderbilt behind Arthur Boy and Captain Jake Vanderbilt with Boston, trial 2:20; William Trumbull with Mansfield, trial 2:25 $\frac{3}{4}$; T. C. Eastman with Richard, 2:21, and at a later date Maud C., 2:10 $\frac{1}{4}$; George Alley who selected Dexter in the rough with the Middletown horse; and William Knapp with Nettie Thorne, 2:25 $\frac{1}{4}$. Of the Bonner family, aside from Robert, his brother David drove Addie and Cora Belmont, 2:24 $\frac{1}{2}$, while Alley used Volmer, 2:24 $\frac{1}{4}$, and King Rene Jr., 2:17. William M. Beach depended on Lady Emma and David Scott thought so well of Jennie that he refused an offer of \$10,000 from a man who wanted to race her. Sammy Weeks drove Major Root, 2:27, and Jerry Coster used the Young Jim gelding Garnet, 2:19, while Henry Hughes had Fides, 2:22 $\frac{1}{4}$, and Skylight Pilot, 2:19.

Colonel Lawrence Kipp, whose road rigs set the fashion for appointments and style not only at the National Horse Show but all over the country, fre-

quently drove a pair, but for fast work depended on Bonita, 2:18½, and Emoleta, 2:24¼. The Captain, trial 2:21, was the favorite road horse of A. Newbold Morris, who at a later date owned Lena Holly, 2:18¾. Charles Kerner owned Philosee, 2:22¼, and frequently reminded his friends that he at one time drove Fleetwing, the dam of Stamboul, 2:07½, on the road.

For a number of years J. B. Houston kept a splendid stable of trotters, the list including Suisun, 2:18½; Spofford, 2:18¾; Compeer, 2:24½; Hades, 2:27¾, and Clara, 2:21, which he sold to Cortland D. Moss. Rose Medium, 2:26½, was Willie Taylor's favorite, while E. H. Harriman drove Rowena, 2:24½, and Henry T. Mali owned Lassie, trial 2:23. When not being raced Kenilworth, 2:18¼, was driven on the road by Hugh J. Grant. Nathan Strauss enjoyed many a brush behind Joe Ripley, 2:25, and also owned Majolica, 2:15. George Sistairstair had a lot of pleasure with Black Jack, 2:22¼, and C. W. Griswold drove Palma, 2:22¾.

Albert C. Hall had many a brush with Wolford Z., 2:22, and Joe Clarke and C. H. Chatfield sold Ellard for \$5,000 after he led a few fields down the road. Knoxie, trial 2:23, was a favorite with Alex Taylor and John Alexander depended on Peralto, 2:26½, when the clip was fast and the going good.

The above are only a few of the sealskin brigade members, who made road driving popular and who by their liberal purchases encouraged breeders and trainers to develop trotters that had not only ex-

treme speed but also good manners and desirable road qualities. In their day some of them could be seen every pleasant afternoon at Barry's or over the bridge at Gabe Case's, Fleetwood Park, Judge Smith's, Sibbons' or Jerome Park until it was taken by the city for a reservoir in 1894. In winter when the sleighing was good they were all out, in sealskin coats, riding in spider web cutters to the music of the bells. During the balance of the year their white melton coats with large pearl buttons, black derby hats and road wagons with black bodies and red running gear distinguished them from all others.

All of those who made life merry on the New York roads have passed away and the glorious days when America's most famous trotters in beautifully appointed road rigs were seen almost every afternoon in spirited brushes on the speeding grounds faded with them. The descendants of the road horses of the last century are the race horses of today.

TAGGING FATHER

After lunch when those who smoked were lighting their cigars, Walter T. Candler asked the venerable Charles E. Cox from whom his son Walter inherited the inclination to train and race horses. The old gentleman smiled as he turned towards the Georgian and said: "It must have come from a remote cross in the family pedigree. I never had horses that were fast enough to race and none of my people except

Walter ever showed a disposition to get speed out of a horse. It is true that I used good horses in my business but none of them were trotters."

"What's that?" snapped Walter Randall as he ran his fingers through a two-day stubble of beard and twisted a cigar into the corner of his mouth. "You never had any trotters? I wonder what you were doing at the Manchester race track every Friday morning from the day I was big enough to hold a whip."

"Why, Walter, you know I never owned a horse that was fast enough to be called a trotter," replied his father.

"I know different," said Walter Randall. "You had as good as any of the butchers and raced them every Friday."

"On fish day," remarked an interested listener.

"Sure," said Walter, "and I can prove it."

With that he was off upstairs and in a few minutes returned with a framed photograph of a horse hitched to a high wheel sulky and a boy on the seat.

"What do you call that?" said Walter Cox, handing the picture to his father from whom it was passed to the balance of the guests who had lunched at the Cox home in Goshen, N. Y., that day in 1925. "Looks something like a trotter, doesn't it? I am the boy in the gig."

The old gentleman laughed when reminded of the days in Manchester, New Hampshire, back in the eighties when the little gelding, and his son, now one of the most famous reinsman, raced for oats or

a few dollars and won in 3:05 to 3:08.

"That was some trotter," continued Walter. "I trained him, drove him, took care of him and father owned him. He could not trot within a minute of some that I have had since but folks were not in such a hurry in those days. I will also say that no horse ever had better care than that one."

"What was his name?" asked a listener.

"Why, do you want to look him up to see if he was straight?" asked Walter.

"Oh, no. If he was wrong it is outlawed by this time," answered the same party.

"Well, then, I will tell you," said the host. "It was Patten's Tom."

"What became of him?" asked another.

"Dad drove him into the country one day," reported Walter, "and returned with the handsomest gray horse I ever saw up to that time. He had made a trade and it looked like a good one for him. When I gave the new horse the once over I saw that he was wearing a set of three calk shoes, each of which weighed at least two pounds. He also had a long toe, something I had been led to believe a trotter should not have. I gave him a trial on the road hitched to an old Concord wagon and found that he could according to my idea trot fast. Father's knowledge of trotters in the rough moved up in my estimation five hundred per cent.

"The next day I almost rubbed the skin off my hands scrubbing that gray horse with soap and water. He was as clean as a whistle when I finished.

I braided his tail and mane with rags and as I tied each braid I was thinking what I would do to the Manchester butchers the next Friday morning.

"The new trotter was then taken to the shop to be shod. I had his shoes removed and feet cut down until the horse looked to be half a hand lower. For foot wear I selected a pair of toe weighted shoes which were all the rage then and put on a light pair behind. Over a pound was taken off each foot. As I led the gray horse home I kept chuckling to myself when I thought of what I would do with him Friday morning.

"When the day came I was at the track with the new horse ready to race. He looked like a picture with his mane and tail frizzed and his dapple coat glistening in the sunshine. Some one called him Gray Eagle and I smiled. As soon as I started him up I got a jolt. In the new outfit he could not trot or run. Some one said he might fly. I did not dispute it and drove him back to the stable. The next day the handsome gray wearing his racing shoes went out in front of a butcher cart.

"Oh, no, dad never had any trotters if you let him tell it. He started me and we're here."

OWNERS UP

Before the autos forced the trotters off the roads, it was an ordinary occurrence for an owner to appear in races behind his horses and campaign them for several seasons. At that time, the majority of the horses were kept in the home stables and driven on the road, except during the racing season. A few owners also bred and developed their racing material while others purchased it.

Of the owners who bred and developed their trotters, few had more spectacular careers than Charles Wagner and C. H. Nelson. The former was a Canadian farmer from Dickinson's Landing, Ontario. He raced Phyllis all over the country and won in all kinds of company. One of her first starts was in a three-year-old race at Ogdensburg, N. Y., and one of her last at Montgomery, Alabama.

Wagner whisked the big brown mare into all kinds of races and did what he thought was best for the Wagner family. Phyllis never failed to respond when called on, even when her owner resorted to swimming her in a lake or river for exercise instead of track work.

C. H. Nelson was a Maine contribution. He wore a Grand Army button. Few owners ever had a more beautiful pair of trotters than Aubine and Nelson. They were a revelation to the western race goers when the pair appeared at Buffalo, N. Y., in 1889.

John Carey was another owner that drifted on to the mile tracks with a stallion. His mount was

behind the Michigan bred horse, Junemont. There never was a finer individual and very few had a more consistent race horse than the big son of Tremont.

In 1907 J. Springer from the Pacific Coast attracted national attention by the brilliant series of races in which he drove Sonoma Girl against Highball. No such a pair of record-breakers had ever appeared in the slow classes prior to that date and the "girl from the golden west" more than held her own in her bouts with the pride of the Geers stable. Their first meeting was at Libertyville, Ill., where Highball won in 2:06 $\frac{1}{4}$. A few weeks later at Detroit in the \$10,000 M. & M., Sonoma Girl appeared at the top of the summary in the same time after Highball landed a heat in 2:07 $\frac{1}{4}$.

To Iowa belongs the honor of sending out two of the most successful owners that were ever seen in the sulky in C. W. Williams and M. D. Shutt. Williams won his spurs behind the stallions, Axtell and Allerton. He bred and developed them. Both of them became champions and both founded families of trotters, the Axtell strain being a leader today through the sons of Axworthy. The name of Shutt is linked with Penisa Maid. She was a trotter of the watch charm type with a winning habit that made all fields look alike to her. When in the zenith of her career, a broken pelvis bone resulted in her death and deprived the turf of what looked like a two-minute trotter.

Ohio is credited with three amateur owners who

earned turf honors with stallions. George Ketchem led off with Cresceus. He bred and developed him and strange to relate, this son of Robert McGregor is the only entire horse that became a world's champion trotter. No one ever saw a better race horse. From his first start as a three-year-old he was raced early and late, wherever the money was in sight. All tracks looked alike to him.

The other two Ohio amateurs are H. K. Devereux and David Shaw. When the League of Driving Clubs was operating on the mile tracks, the former made a sweep with John A. McKerron, while the latter duplicated the Ketcham and Williams showing by breeding and marking Peter Mac. Hitched to a cart he drove him to a record of 2:03½, the three-quarter mark being passed at a two-minute gait.

A unique character flitted across the screen when Prime Wright unhitched Nata Prime from a milk wagon and started for the races. She made her debut at Goshen, Conn., where the horses were raced on the road. When she won, Wright moved on to other fairs, where Nata Prime kept in the money until she touched 2:10. No one ever saw a trotter trained or cared for as she was. Still Nata Prime gave all she had in the matter of speed until out-classed.

Of the owners who made a bid for the leading fixtures of the trotting turf, the returns show that George Forbes won the Charter Oak Purse with Oliver K. and that Harvey Ernest landed that event and the Transylvania with Ima Jay. E. E.

Smathers won the gold cup at Memphis with Major Delmar, while Lou Dillon, the first two-minute trotter, swept off in front in a number of brilliant amateur events to wagon with C. K. G. Billings behind her.

J. L. Dodge, Frank Jones, C. W. Lasell and H. S. Crossman are among the owners who drove in races. Mr. Dodge bred and developed the most of his racing material, the best known being Hollyrood Bob, Hollyrood Kate, Hollyrood Naomi, and Hollyrood Susan, while of his other winners he purchased Periscope and Great Britton. Frank Jones frequently drove the leading members of Geers' stable, a number of which were owned by him. The latter included Highball, Dudie Archdale, Anvil, Etawah, Ardelle, and Baron Grattan.

C. W. Lasell devoted his time to the development of the Henry Setzer trotters. In 1915 he won the National Stallion Stake with Henry Todd over the Empire City track, while in 1913 Nowadays Girl was the champion three-year-old trotter over the two-lap courses. Terrill S. was his most consistent performer and Judge Lee his fastest.

H. S. Crossman started with a few polo ponies. He shifted to the New York speedway and from there to the race tracks. He had a number of winners on both the mile and half-mile tracks, the star of the stable being the gelding, Worthy Chief, with which he reduced the half-mile track record for three-year-olds to 2:09 $\frac{1}{4}$ at Mineola, N. Y.

CAT TIPS

One morning in 1926, when a shower drove everybody at Charter Oak Park to cover, Gene Hyde drifted into Crozier's office. As the oldest inhabitant he was given a chair and a hint to start something. He hung fire until someone said that horsemen were superstitious. Gene broke in with the remark that there was none of that stuff in his makeup but that there was a day when a cat almost got him.

"A what?" said Hodson, as he climbed on top of the desk to get away from the jinx.

"I said cat," replied Hyde. "Has your hearing gone bad?"

"Well, what do you think of that?" said Crozier. "I saw Snow and Millard Sanders traveling with pigeons. Mr. Snell had a gamecock and Billy Dickerson a goat, but I never heard of anyone carrying a cat."

"Well, I did for one trip," said Gene Hyde. "It was in 1891, the last year of the high wheel sulky. I trained here. John Shillinglaw did the driving. For horses we had Fanny Wilcox, her sister, Lizzie-mont, and Tom Carpenter.

"That year the Philadelphia Driving Park offered a \$2,500 purse, to which Fanny Wilcox was eligible, and other events. The meeting was early in July. I shipped over.

"Some time before we shipped a cat that was almost as big as that dog, Nipper, joined the stable.

It put up in Lizziemont's stall. I saw it but said nothing. When we arrived at Philadelphia the cat was there. I then spoke to the boy. He said that he brought it for luck.

"Lizziemont was my first starter. There were ten horses in her race. For two heats she finished last. In the third Shillinglaw managed to get through and won. It was a tight fit. The boy said the cat did it.

"After skipping a day on account of rain, Tom Carpenter's race was called. Tom finished last for three heats. Before the fourth heat the boy who was taking care of him came to me and said the cat was in Tom's stall. At the same time he said that I owed him for two months' work and asked me to put it on Tom to win.

"Billy Weeks had won the first two heats with Soto. She had a bad ankle. It bothered her in the third trip. Dr. McCoy won it with Gypsy Girl. I had a few field tickets and was satisfied that they were good. I also put the boy's money on Tom Carpenter.

"Shillinglaw won the fourth and fifth heats. He would have won the sixth if Mart Demarest had not carried him out until he made a break. Gypsy Girl finished first that trip. She was set back for a run. The heat was given to Grand R. Al Cummings drove him. He is still around Reading with a cork leg, but his upperworks are all right.

"I went to the judges and called their attention to what Demarest had done. They told me I had

laid up for three heats, and I had better go down and keep still.

"Tom Carpenter made a break in the seventh heat. Grand R. won it. The race then went over. That night Dr. McCoy and a few others got me out of bed and wanted to do something. They wanted it all. I could not see it that way so I told them to help themselves. Tom won. His eighth heat was the fastest he trotted.

"When the boy cashed he told me the cat did it, and said she was then with Fanny Wilcox. Fanny was the favorite in her race. She won in straight heats.

"That made three firsts for the cat. Next day, when I was getting ready to ship, the boy with Tom Carpenter looked me up and said 'Come over to the barn. I want to show you something.' I went and found the cat in the stall occupied by the black colt, Belmont Prince. He was in a three-year-old race. No one had ever heard of him, while two of the other starters were rated up to 2:20, which was fast in those days.

"By that time the cat was beginning to get me. In the betting ring I saw a couple of strangers buying a few tickets on Belmont Prince. As soon as they stopped I took a few. As the colt race was the last on the card, I made it my business to see Belmont Prince get ready. He went a mile in 2:53. When he did not come out again I went to the two men who backed him and asked if the driver was going another mile.

"They did not know. I told them that the colt could not go in 2:20 from a mile in 2:53. They suggested that I talk it over with the man who drove him. I did and at the same time told him to use my light sulky. He then went out and overdid it by trotting the last half in 1:07.

"I knew if that colt was not a champion he was cooked. It did not do him any harm. Belmont Prince won, pulled up in 2:21 $\frac{1}{4}$. He distanced all of the field but one. That night or the next morning, George Hossington, the owner and driver, sold Belmont Prince for over \$10,000."

"What became of the cat?" asked Hodson as he dropped from his perch on the desk and almost upset the stove.

"I don't know," said Hyde. "I think Hossington stole it."

MIRACLE MAN

Not since Noah paired the animals in the ark and led them out to renew breeding operations after the waters subsided has the world seen the equal of John E. Madden of Lexington, Ky., in the production and development of race horses. Within thirty-five years this powerful athlete has run a shoe-string into millions and purchased blue grass farms that extend to the horizon when viewed from the house in which he lives during the winter months.

Glancing back into the early eighties those who know him can recall when he retired from the cinder

path and appeared on the trotting turf with the gray gelding, Class Leader. He failed to make even an impression. Plodding along determinedly he soon made his presence felt. Good things began to come his way, while before long this restless spirit owned or controlled a high class lot of trotters and a number of valuable stallions. When he located in Kentucky a few resented his intrusion, but before long everyone was forced to recognize his ability as a dealer, while many of them also adopted his original method of doing business.

Early in life John E. Madden decided to never sell a good horse to a poor man and that axiom frequently brought him thousands for selections which in other hands would not bring hundreds for the same kind of material. The uniform success of the horses sold by him put the mintmark of merit on his establishment, while the limelight of victory followed in his wake not only among the trotters but also into the remotest recesses of the thoroughbred world.

In the gray mare, Abbie V., Madden had a trotter that was only a few seconds shy of being a champion and the big horse, Wyandotte, by Artimus, died on the verge of a triumph. He also owned an interest in Robert McGregor when he sired Cresceus, and selected the Kentucky Futurity winner, Siliko, as a yearling.

That the trotter still and always has had a warm place in his heart is shown by the careful development given Hamburg Belle, Soprano, and Tenara.

JOHN E. MADDEN

The splendid series of races which they won brought their own reward. Each of them as well as Siliko were wintered at Hamburg Place under the Madden method, a formula that carried health and strength with it, while he also reserved the right to trim their feet and shoe them when they were sent away to race. No matter where they were on shoeing day the Hamburg Place farrier went to them with a set of shoes made under their owner's supervision, put them on, and departed, leaving Andrews or McCarthy to display the farm's representative on race day. Also if the food in the section in which they were racing was not up to the standard, hay or grain was also sent by express. No item was ever too small for Madden to overlook in the preparation of a horse for a race.

When he purchased Hamburg Belle from her breeder it was known that she was a very fast mare but a confirmed knee knocker and worthless for racing on that account. He leveled her feet and shod her so she went clear and in 1908 Hamburg Belle won five races in the Grand Circuit, one of them being the \$10,000 Charter Oak Purse at Hartford in 2:05, 2:06, 2:04 $\frac{3}{4}$. The next year she defeated Uhlan at Cleveland in 2:01 $\frac{1}{4}$, 2:01 $\frac{3}{4}$, a new race record, and was sold the same day for \$50,000. Soprano, supposed to be fourth in the list of great three-year-olds in 1909, became under his management a magnificent race mare, while Tenara, known to be unsound, won a number of important events, one of them being the twenty-eighth renewal of the

Charter Oak Purse.

In the thoroughbred world John E. Madden has been equally successful. In that field, however, he added production to development and year after year a group of prospective winners passed between the granite posts at the entrance to Hamburg Place en route for the metropolitan tracks. To name the list of great race horses that John E. Madden has bred or owned would in a measure look like reproducing a handful of pages from the racing guide. He has had horses of all sizes, colors and ages, but in his own estimation the greatest of all was Hamburg, which he honored by annexing his name to the place he calls home. He was followed by Yankee; King James; Sir Martin, who came very near winning the English Derby; Salvidere; The Finn; Old Rosebud; Sir Barton; Zev, and a host of others. From 1917 to the close of 1927 Madden-bred horses won 3,811 races, a remarkable record, probably never approached anywhere. During that period Hamburg Place was each year credited with more winners than any other breeding establishment.

The success of John E. Madden can be attributed to the faith that he has in his work as well as the constant care which he gives all of the horses that he breeds or owns. When he breeds a horse or purchases one on the strength of his blood lines he does so with the knowledge of the fact that the sire plants the seed and if the sire is a failure, the colt is also very apt to follow suit. The germ of speed is in the seed of the sire. If it is not there the

produce of the greatest mare will fail. This with the thorough understanding that the family is greater than the individual and that a fair horse of a good family is more apt to succeed in the stud than a champion of a black sheep family is the foundation stone of his establishment. There is, however, still another wheel in the cog work of his success. It is the range given the colt while following his dam and after weaning time and his training after being taken in hand. Without the latter a good race horse is of no more value than an ordinary one. If it is not conducted properly he will drop still lower in the scale and his greatest efforts will under such conditions result in disappointments and losses. Under the Madden method it begins with regular feeding of nutritious food, all of which has been sampled freely and analyzed as to content and particularly as to food value and moisture. This is followed up with constant reports on the behavior of each horse night and day, especially during the nights of days on which he has been worked or raced.

From the time that the work of the stable approaches racing speed each individual is studied constantly and given the exercise that his condition warrants. No two get the same kind of a preparation. The delicate or unsound ones are handled with kid gloves, while the gluttons are fed and worked accordingly, the former being walked and breezed, while the latter are sent out for one or sometimes two repeats and finish flying.

At feeding time and especially after being worked each member of the stable is watched as carefully as a sick child in a convalescent ward and the manner in which they dispose of their rations noted and reported. This is the "open sesame" of success as no one knows better than John E. Madden that the best horse that ever wore a shoe cannot defeat a plater if he is not eating and digesting his food properly. Also when trouble comes as it will in the form of sprains, bowed tendons, and all that sort of thing, the miracle man of the turf does not fly for the firing iron or a violent irritant. On the other hand he applies a cooling lotion with cotton and bandage, trims down the feet after removing the shoes to get proper frog pressure, and gives the afflicted one a couple of hours' run in the morning and afternoon in a paddock. By this method the fever is removed and Nature given an opportunity to repair the injury. It may take a little time to do this, but it will usually save the horse for future racing.

One day an anxious owner accosted John E. Madden and asked him for a little advice in regard to a valuable colt that had a complaining leg, and wanted his opinion in regard to applying a blister. Without going to look at the horse Madden told him that he would get better results if he applied a light blister where the saddle is placed on the colt's back, as it would insure a rest for two or three weeks and by that time a cooling lotion would remove the fever.

John E. Madden's method of breeding, feeding,

care and training are the four sides of the keystone of his success as a racing magnate. No one ever hears of his failures if he has any, while there has never been a year that the acid test of the race track failed to award him his share of winners even after he permitted his friends to select what they considered the best in the paddocks at Hamburg Place. The records also show that no man will pay more money for a good horse than John E. Madden and no one has ever sold as many for the high dollar as the owner of Hamburg Place.

MARGIN OF VICTORY

There is a very narrow margin between victory and defeat in many races. Over-confidence has put many a driver on the mourners' bench. A mistake in getting a horse ready for a race frequently results in a defeat.

The only way to defeat a fast horse in a heat race is to carry the battle to him and hang on as far as you can go. At times when the horses are evenly matched and the fielders unite to pull down the favorite a fresh horse is detailed to carry him each heat and then combine in what will be the final if he wins it. The matter of leaving the decision to a brush in the last quarter only catches those who are not up to much. A skillful man will go along with a fast horse and when the teamster depending on a brush pulls out he has nothing to go with.

In 1924, at Columbus, there was a remarkable

contest when Fayette National defeated Etta Druien after she landed a heat in 2:02 $\frac{1}{4}$. Murphy drove Etta Druien. When referring to the race he said: "I cannot remember a horse hanging on like Fayette National did in the first heat when the speed rate was so rapid. I thought I could slip away from him in the third quarter, which we trotted in 29 $\frac{1}{4}$ seconds, but the gelding was striding at Etta Druien's head and never seemed willing to let up. Had McKay let me get away from him I would have had a chance to ease up the filly and that might have won the next heat for her. As it was I had to race every foot of that heat and the next one and finally Fayette National wore my horse down. If McKay had made a single mistake he would have been beaten."

Drivers who are in the habit of pulling up and letting the winner jog in should read the above paragraph before going into a race. If they are bothered with a short memory it would not do any harm to paste it on the inside of their driving caps. At least they should never forget that the only way to defeat a fast horse is to force him up to the top of his speed and keep him going to the end of the route.

The trailer has a greater incentive to go on than the pacemaker. He has a horse in front of him to catch. The leader is also tormented by the steady footfall of the horse shadowing him. He has no way of knowing how much speed he has in reserve, while his driver must be ready at all times to stall off a brush. The majority of horses can make but one fast brush in a heat. When it is used the bolt is

shot. If a fresh horse comes along the leader is beaten.

When training a horse or when getting him ready for a race, a driver touches the danger point when he permits him to move up to the limit of his speed for a long distance. A sample of this occurred at Lexington. That season Geers was chasing a trotter that trimmed him at every town. Prior to the Lexington race a friend looked up "Marse Ed" and asked him if he had a chance. Geers shook his head. As he turned to leave his friend said, "When the favorite was warming up, I timed him a quarter in thirty seconds."

"Are you sure of that?" said Geers.

When his friend said there was no doubt of it the veteran reinsman said, "I will beat him today." He did.

When a horse is required to do anything out of the ordinary during a race he is very apt to tilt the margin of victory against him. The most glaring sample of this was seen in Chicago in 1883. That was the year that John Murphy brought out Majolica. In his first race at Fleetwood Park, New York, the Startle gelding won from Judge Davis, Phallas, Frank G., and Peach in 2:17, the fastest time ever made by a green trotter in a race up to that date. The following week Majolica won the Clay Stake at Albany from Phallas and four others in 2:19½. He also won at Washington, Phallas being again second.

From that point the horse was shipped to Chicago.

Majolica was started there with Phallas, Felix, and Index. He won the first heat in 2:17. On the next trip the starter, Charles Smith, gave the word and rang the bell by mistake. Murphy went over the course. At the time the rules did not require the other competitors to do so. The time for the heat was 3:41.

When Majolica was pulled up the other horses were standing on the stretch. When Murphy returned to the judges' stand the starter asked if he would then score for the third heat or claim the time fixed between heats by the rules. Murphy agreed to go on. Majolica lost the third heat to Phallas in 2:16 $\frac{1}{4}$. After the heat he was very much distressed. He also lost the race in 2:20, 2:21 $\frac{1}{4}$.

MATCH RACING

The present system of racing originated in matches, the first being friendly brushes on the road or turnpikes, followed by wagers on tracks which were built for the contests. In time stands were added so that the spectators, who flocked to the trial grounds, could see the races. For years they were free to all comers, but finally a thrifty individual began to make a charge to meet the up-keep, while at a later date someone thought of enclosing the grounds and charging an admission fee. Individuals and clubs also offered cups and plate for special events and when the track management began collecting money at the gate and grandstand, they also

offered purses as an inducement for owners to enter and start their horses.

No form of racing in the early days created so much enthusiasm as a genuine match, as was shown by the race between American Eclipse and Henry, which before it was contested became a battle between the north and the south. When the trotters began performing under saddle they adopted the same method as the gallopers and it was continued after races to harness were introduced. In the days of Topgallant, Dutchman, Ripton and Lady Suffolk, if a match was made, it was for money and it was deposited before the horses took the word, or there was no race. These were the kind of events that enthused the old-time followers of light harness racing on Long Island, one of the most spectacular being the flash between Pocahontas and Hero over the Union Course in 1855 for \$2,000, when the pacing queen to wagon distanced her rival in the first heat in 2:17½ and in so doing established a world's record that remained unbeaten to any hitch until 1869.

When the horses began to drift from the eastern tracks, there were so few of them in the first flight that their managers planned a series of hippodromes. The first set of these sham battles was staged in 1859 with Flora Temple and Princess as the stars. James D. McMann won all of them with the little bob-tailed mare, while James L. Eoff managed the affair and divided the receipts.

Eoff was a California product, or at least he first

attracted attention in that state. He was fortunate enough to play a return engagement of the same kind in 1866 with George M. Patchen, Jr., when Budd Doble had Dexter. In that year they trotted twelve of those matches, which was also the same number credited to Flora Temple and Princess. Of course Dexter won, while "Dismal Jimmy" gathered in his share of the spoil with a horse that scarcely had speed enough to see which way Dexter went if his speed had been turned on in any of the events.

This gave Doble the cue in handling Goldsmith Maid. During the ten years he had her before the public, he took her on several barnstorming expeditions. The first was pulled off in 1869, when she won six races from American Girl. In 1871 and 1872 she trotted a series of twelve races with Lucy, both of the mares being owned by H. N. Smith, although the public was not aware of it. In 1874 the perennial Goldsmith Maid came through again in half a dozen races with Judge Fullerton, while in 1877 she made a tour of the California tracks with Rarus.

By this time the public began to have doubts in regard to the genuineness of trotting turf matches and the series which W. H. Crawford planned for Jay Eye See and Phallas, with other horses, when he was managing the Case stable in the early eighties, did not improve matters. Still a few of them were genuine, although their value was nearly always multiplied by two or four before the public was invited to see the contest. On this trip Jay

Eye See defeated the old champion, St. Julien, over Fleetwood Park, New York, while he also defeated Majolica at Pittsburgh and Cleveland. At Rochester the clever people from Wisconsin struck a snag when they started Phallas against Trinket. The latter was then being trained by John E. Turner and on the day of the race he gave J. I. Case \$500 to put on Phallas for him. After that no one could get a ticket away from the Case family. Those who were in with Turner took the other end. Trinket won in straight heats. Turner had Trinket up to record form and no one knew it but himself.

In 1885, Phallas started in a real contest at Cleveland, on July 4, when W. B. Fasig succeeded in bringing together that formidable representative of the Dictator family and Maxie Cobb, the two champion stallions. The bills stated that the race was for \$15,000, but whether it was or not does not make any difference as it was a battle royal until Maxie Cobb showed the white feather in the second heat. The time was 2:14, 2:15 $\frac{3}{4}$ and 2:20 $\frac{1}{4}$, at a period when the stallion record against time was 2:13 $\frac{1}{4}$.

In 1889 there was another genuine sporting match on the program at Lexington, Ky. That year A. L. McCrea, Jr., of Gouverneur, N. Y., offered to match the yearling filly, Stamina, by Patron, against any foal of the same age in Kentucky for \$2,500 a side. Bowerman Brothers accepted the challenge and named Axminster, by Wilton. McCrea also went to Kentucky to race them and won in 2:44 $\frac{1}{4}$, three days after Stamina defeated a couple of other

youngsters in a purse race for \$750.

Since that time match races for large amounts have not been very numerous, as races take the most of a horse's time, while owners are not disposed to risk the amount required to bring two good horses together in an event in which one of them must lose half of the wager. C. A. McCully, however, succeeded in 1901 in bringing together two champions when he had Cresceus and The Abbott take the word for \$12,000 at Brighton Beach.

They were race horses of different types, Cresceus being of the bull dog variety that went away from the word with the whizz of a cannon ball and finished without knowing where the wire was. The Abbott, on the other hand, wanted to be eased away with a silk glove and when under way had two-minute speed for the balance of the trip.

All New York was out to see them go. It looked like another American Eclipse and Henry day. On the first trip they raced like trotting machines, Cresceus winning in 2:03 $\frac{1}{4}$. In the second Cresceus shot away true to form. The clip made The Abbott leave his feet and as he broke his check before getting back on his stride, he was distanced. Cresceus won as he pleased in 2:06 $\frac{1}{4}$. Twenty minutes later he trotted another mile in 2:05.

The last trotting match for big money was decided over Charter Oak Park at Hartford when Lord Derby and Boralma met on August 2, 1902, for \$20,000. Boralma won the first heat in 2:08 and went amiss in the second, which Geers won

with Lord Derby in 2:09½. Two more heats were trotted by Lord Derby in 2:18¼ and 3:44 in order to comply with the terms of the match. Since that date two record-breaking matches were staged at North Randall, Ohio. The first was between Hamburg Belle and Uhlan on August 25, 1909, when the daughter of Axworthy and Sally Simmons defeated the Bingen gelding in 2:01¼ on the first trip and distanced him in the second in 2:01¾. W. J. Andrews drove the winner. He also had the mount behind Lee Axworthy when he defeated Peter Volo over the same course in 1916. Both of them were then four-year-olds, and up to that time Peter Volo was unbeaten. He won the first heat in 2:02 but lost the next two in 2:03¼ and 2:04¼. Peter Volo retired from the turf with the mark that he made that day. Lee Axworthy trained on to a record of 1:58¼, being the first trotting stallion to enter the two-minute list.

NEW STARTER

When Dell McLean came east to Poughkeepsie, N. Y., to identify the horse Jack London, he referred to the days in his career when light harness racing was in the wild and woolly era in Oklahoma. At one meeting in an embryo town, a new starter appeared. He was sharp featured, slim built and walked with a limp. He looked more like a school teacher than a man who would step out in front of a judges' stand and lay down the racing law to a lot of drivers,

any one of whom would cut down a man or run over the top of him if he thought he could make a dollar.

On the first day, everything ran as smooth as oil. Each of the drivers seemed to be doing his level best to make it pleasant for the starter. The horse that Dell was racing was in the first race the second day. And as he remarked: "I made a bet on him for the first heat. After two scores, the word was given with my horse turned the wrong way of the track. Of course, I wheeled him around, set him a-going and managed to beat the flag. After pulling up, I jogged back to the stand and what I said to that starter would not look well in print.

"He never replied and no one said a word. When I said my piece, I drove over to the stables. While the horse was being unhitched, the man who had a pacer in the next stall came over. He looked at me for a minute and when I began telling him a few things about the start and what I said to the starter, he smiled and asked me if I knew the starter. When I told him I did not and did not want to, he said, 'Well, possibly you may. It is Frank James.'

" 'Who,' said I, and I could almost feel the hair on my head stand on end. 'You do not mean Jesse James' brother.'

" 'That is just who it is,' was the reply as he walked away towards the grandstand.

"I could see that a few of the other drivers and grooms were whispering and looking towards me, so when the horse was put in the stall, I began to rummage around in a trunk for a big revolver which

the grooms used to scare tramps off the trains when shipping. It was loaded and I slipped it in my hip pocket.

"When my next heat was called, I told the groom to lead the horse down to the stand. I followed behind the sulky. As I approached the stand, I saw the starter come down the stairs. When he stepped on the track, I turned towards him with my right hand on the handle of the gun.

"Of course, he saw what I did but Frank James never faltered. Walking towards me, he said scarcely above a whisper, 'Don't draw. If I wanted to get you, I would have winged you when you moved your hand. All that I came down for was to apologize for overlooking you when I gave the word in the last heat.'

"The way he said it took all of the pep out of me. As I turned away without even accepting his apology he said in the same tone of voice, 'If you are not carrying that gun to make weight, leave it with the clerk of the scales until after the heat.'

"I did."

LAST OF THE OLD GUARD

The last of the old guard among the trotting horse breeders of Kentucky passed when Lister Witherspoon died at his farm near Midway in 1925. When he started in the business the average man was groping in the dark when looking for speed lines and he continued until a trotter raced into the two-minute list.

In October during the "trots" at Lexington, Lister Witherspoon called at Henry B. Rea's box to inquire about Reamore, one of the products of his farm. When referring to this Guy Axworthy colt he said, "I bred six generations of his family and all of them in the female line produced speed."

Between heats the breeder of Fanny Witherspoon and Aldine, both of which were Grand Circuit stars, said: "I began breeding trotters after the war between the states. One of my first brood mares was by Johnson's Toronto, a son of Kinkead's St. Lawrence, the sire of the dam of the famous brood mare, Waterwitch. She produced Mambrino Gift, the first stallion to trot in 2:20. My mare was Mother Hubbard. Richard Johnson, who lived near Georgetown, bred her. He sold her to R. A. Alexander for Woodburn Farm. While owned there she had foals by Alexander's Abdallah, Norman and Edwin Forrest. I got her in 1872 and sent her to Almont. In 1873 she produced the brown filly, Aldine.

"The fact that I bred this filly gave me more pleasure than all of the other horses I raised. This

was on account of what William H. Vanderbilt did with her. I raced Aldine and won. Later on she passed through several hands to Frank Noble and John Sheppard of Boston, who sold her to W. H. Vanderbilt in 1882, the day she made her record of 2:19 $\frac{1}{4}$ at Hartford.

"At that time Mr. Vanderbilt owned Maud S. and Early Rose. Both of these mares were bred near me. Early Rose was foaled at Georgetown. James Elliott of Philadelphia purchased her and sold her to Mr. Vanderbilt after racing her a few years. She had a record of 2:20 $\frac{1}{4}$. Maud S. was bred at Woodburn Farm. She was sold at auction to a man named Bugher of Cincinnati. Bugher died the following year and Captain George Stone purchased the Harold filly. Stone named her Maud S. after his daughter.

"W. W. Bair trained Maud S. over Chester Park, a half mile track near Cincinnati. Stone sold Maud S. to W. H. Vanderbilt after she defeated Trinket at Chicago. In that race Maud S. trotted a third heat in 2:13 $\frac{1}{2}$, which was for a long time the world's race record for four-year-old trotters.

"When Aldine was added to the Vanderbilt stable Bair had Maud S. and Early Rose at Charter Oak Park. He hitched Aldine with Early Rose and drove them a mile in 2:16 $\frac{1}{2}$. This was a quarter of a second faster than the world's record. It was held by Frank Work's team, Edward and Dick Swiveller.

"At that time the rivalry between the Vanderbilt and Work stables was keen. The air was full of

challenges for a race as soon as it was announced that Aldine and Early Rose trotted in 2:16½. Nothing came of it.

"The following year Mr. Vanderbilt put an end to the controversy when he drove to Fleetwood Park from his city stable behind Maud S. and Aldine and to an ordinary road hitch trotted a mile in 2:15½. It was the greatest amateur performance ever seen up to that time and was not beaten by a professional until 1890, when W. J. Andrews drove Belle Hamlin and Justina in 2:15 at Terre Haute. Their owner and breeder, C. J. Hamlin, also drove this pair a mile in 2:13¼ over the kite track at Independence, Iowa, the same year.

"The Mother Hubbard family, to which Aldine belonged, gave me Betsey Baker, 2:30, by Dictator. She produced a number of foals, several of which raced. From her flock I reserved The Flower Belle, by Expedition. She had several trotters. From her I kept Harvest Belle, by Arion. She was mated with Peter the Great and produced Maru, 2:29½, the dam of Reamore.

"In the old days I had a mare by Gough's Wagner named Lizzie Witherspoon. Today on her breeding you could not get a dollar for her. In 1873 I bred her to Almont and she produced a chestnut filly. She was named Fanny Witherspoon. Crit Davis won a race with her at Louisville in 1880. From his stable she passed to Commodore Kitson. He owned her in 1884 when she trotted in 2:16¼. Splan marked her. She was a good race mare. While on

the turf Fanny Witherspoon defeated such horses as St. Julien, Edwin Thorne, Santa Claus, Driver, Robert McGregor and Monroe Chief. That sounds splendid, but with me her showing never measured up to what Aldine did with Maud S. at Fleetwood Park in 1883 when W. H. Vanderbilt drove the pair to a top road wagon in 2:15½."

VANISHED SLEIGHS

Christmas does not bring as much outdoor enjoyment to the horsemen of to-day as it did thirty-five or forty years ago, when every city and town in the north country had its afternoon session of racing on the snow. Today the trotters and pacers have their activities limited to the race track. In the old days racing was a side issue, while driving on the road was the incentive which prompted men to purchase and use them.

The auto and the hard surfaced street which followed in its wake put a stop to road driving. When the road wagons with red wheels and black bodies were laid away, the sleighs with the robes and bells soon followed.

In the eighties and for that matter up to 1910 the cities north of the Mason and Dixon line set aside each winter a street for racing on the snow. Every afternoon its curbs were lined with enthusiastic spectators who never grew weary applauding the fleet-footed trotters and pacers as they flashed by, hitched to sleighs of every description.

Seventh and Jerome Avenues were the battle grounds in New York. Those who saw the throngs on those streets will never forget it. So long as there was sleighing they were crowded with every type of horse that was ever bred or imported to this continent. While the trotters and pacers were the most numerous the owners of other kinds drove to the Avenue so that they could mix in and also see the sport.

Those who were familiar with the faces of the more famous road riders and especially the members of the "sealskin brigade" passed the word along as they saw W. H. Vanderbilt glide by behind Maud S. and Aldine or Early Rose, with which the Almont mare was frequently hitched. Attention would also be drawn to Robert or David Bonner as one or both of them whizzed up the avenue.

They were in time followed by Frank Work behind Edward and Dick Swiveller, at one time the world's champion road team, or Colonel Lawrence Kipp, behind one of his prize-winning pair of trotters. These names also recall many who were on the road in those days. The group included A. Newbold Morris, Charles Kerner, J. B. Houston, John D. Rockefeller and his brother William, Jack Dawson, Henry T. Mali, Hugh J. Grant, George Sistare, Shepard F. Knapp, John Quinn, and the popular old-time road house proprietor, Gabe Case.

All of the bright lights of road racing were not, however, confined to New York. Boston was always a formidable rival. For years John Sheppard

was one of the leaders in the "Hub." With James Golden to select his horses, this enthusiastic reinsman more than held his own behind Mill Boy, Blondine, Reina, Arab and Senator L.

Worcester and Springfield each had a battle ground. The members of the old guard in Hartford still speak with enthusiasm of the days when William B. Smith showed the way on Washington Street with his natty little black stallion, Thomas Jefferson.

In Maine, Waterville still glows with the spirit aroused by C. H. Nelson. The leaders which he raced on Silver Street included Aubine and the stallion, Nelson, which he made a champion.

For years Utica, Syracuse and Rochester had snow paths on which the horsemen battled for supremacy. In Utica, Charley Green and M. G. Thompson were the leaders, while at Syracuse A. J. Feek and his friends were always well in front. George Archer, Fred Cook and Burt Sheldon kept the light burning in Rochester. They always had plenty of speed with which to meet all comers.

Delaware Avenue was the battle ground in Buffalo. It gave C. J. Hamlin ample opportunity to display the style and beauty of the Almonts which he was then sending out from the Village Farm. C. J. Dunbar also appeared behind Johnston, the champion pacer of his day, and Perry Taylor with Mascot, the first horse to pace in 2:04.

The battle ground in Cleveland was on Euclid Avenue. Its broad lawns gave the spectators ample opportunity to see the horses race and admire the

skill of such old time road drivers as Colonel William Edwards, W. J. Gordon, C. F. Emery, Melville Hanna, Cyrus Bosworth, and scores of others who answered the bell years ago. On this street Harry Devereux frequently displayed the skill as a reinsman which subsequently made him so conspicuous in the amateur ranks.

A trip by Ed Smith's was for years the goal in Chicago. In that city James Murphy made his presence felt by appearing behind a triple team of pacers that flashed down the road like a runaway. No one ever tried that at any other point on a public street, although C. J. Hamlin did succeed in making a world's record to that kind of hitch at Cleveland in 1891, when Geers drove the trotters Belle Hamlin, Globe and Justina in 2:14.

In this way the trail could be followed westward to Milwaukee, St. Paul and Minneapolis, where there is still ice racing on the lakes, Kansas City, Omaha, and other cities in which the horsemen each winter raced on the snow. Finally the crowded conditions of the city streets shunted the horse to speedways. From there they moved to the race tracks, where the amateur end of the sport was soon blended with the professional. The road horse either became a race horse or disappeared. With them went the pleasure of driving on the road.

Road riding had its mission. It made the trotter a reality. The pacer, a by-product, followed. The race tracks became their goal. Today they are to be found in the track stables scattered all over North

America. Each summer they entertain thousands by their contests on the turf, while at Christmas time a few old gray heads gather around the hearth and tell of the glorious battles on the snow in the days that are gone forever.

ST. CLAIR

In 1849, when the call of the gold turned the world's mind towards California and lured thousands from their eastern homes across the isthmus or over the plains on horseback or under the canvas of a prairie schooner, St. Clair was six years old and eating his fodder in a stable near Springfield, Ill. He was a dark brown horse with the usual tan markings, about fifteen and a half hands high, and weighed a trifle over a thousand pounds in fair condition.

When the gold fever rolled along the banks of the Sangamon River the breeder of St. Clair gave the horse to one of his sons before he moved toward the setting sun to seek his fortune in the Sacramento valley. From that day all trace of the horse was lost, while even the name of his breeder as well as the name of the man who drove him in the lead of an ox-team into the town now known as Placerville, Cal., in the fall of 1849 is unknown.

The only link connecting the gallant pacer that founded a little racing family in the gold country with the prairies of Illinois is an old man's repetition of a conversation on a street in Sacramento in

1853 when Peter Roberts, who at that time owned St. Clair and was working him in a dray, was stopped by a stranger, who said he brought the horse to California. Roberts made a memorandum of what the stranger said in regard to the history and the breeding of St. Clair, but it was burned before anyone interested in the light harness horse made an inquiry in regard to it. This made St. Clair an unknown quantity in his little world which was limited to Sacramento and that vicinity until he was in 1864, like his pedigree, destroyed by fire.

The above is all that will ever be known of the early career of St. Clair, a name that was also tacked on to him late in life by a pedigree maker, who after favoring him with an inheritance resplendent with Morgan and Canadian pacing blood, also fixed the place of his birth as St. Clair, Mich. His opportunities in the stud were limited as in his day the only horses in the Sacramento valley were either native stock of Spanish descent or whatever the "forty-niners" brought with them. Still from that source when the final roll call was made, St. Clair was credited in the matter of racing speed with the clever performer, Lady St. Clair, a pacer that won at five miles to wagon in 12:54 $\frac{3}{4}$ in 1874 and retired with a record of 2:20; Ben Butler, 2:19 $\frac{1}{4}$; Jim McCue, 2:30; as well as the trotters, Mayfly, 2:30 $\frac{1}{4}$, and Mayflower, 2:30 $\frac{1}{2}$.

In the seventies, when Leland Stanford placed Electioneer at the head of Palo Alto, he purchased the St. Clair mares, Melinche, Mayfly and Mayflow-

er. They were mated with Electioneer and each of them produced champion trotters. Fred Crocker was Electioneer's first 2:30 trotter. He was out of Melinche and in 1880 placed the world's record for two-year-olds at 2:25 $\frac{1}{4}$. The following year Mayflower contributed another two-year-old champion when Wildflower trotted in 2:21. In 1883 the Mayfly filly, Bonita, reduced the four-year-old record to 2:18 $\frac{1}{4}$, while three years later, Manzanita, a sister of Wildflower, cut it to 2:16. These were the colt trotters that made Palo Alto famous. They also paved the way for Sunol, Palo Alto, Arion and the other record breakers.

Before he started breeding trotters, Governor Stanford owned and developed California's first champion, the brown gelding, Occident. He was by Doc, a son of St. Clair. In 1873 he equalled the world's trotting record of 2:16 $\frac{3}{4}$, which was then held by Goldsmith Maid. His record was also the fastest made by a descendant of St. Clair in the male line, while in the maternal line the pacer, Yolo Maid, carried the limit down to 2:12. She was a handsome brown mare with two-minute speed for a brush. Marcus Daly sent her east in 1891 to defeat Hal Pointer and failed.

Yolo Maid's dam was by Dietz's St. Clair, a horse that also sired the dams of Mabel H., 2:20, and General Logan, 2:23 $\frac{1}{4}$. With them the St. Clair family passed into the shadow. Like a pocket it gave all of its golden speed quickly, the finest nuggets being treasured at Palo Alto, where the descendants of the

Sacramento dray horse found a place among the seats of the mighty.

ONE HORSE MEN

A glance through the names of the leading drivers shows that a number of them remained in the spotlight for years, while there were others who fluttered into the sunshine for three or four seasons with one horse and then disappeared forever. The latter can be rated as one horse men, who found a trotter that had sufficient speed to warrant a trial with the leaders.

W. W. Bair is the most conspicuous driver on this list. He started in the business as a young man and was for a time associated with John E. Turner and W. H. Doble, being at one time a partner of the latter. He failed to find a horse that could earn his oats. Moving from Philadelphia to Evansville, Ind., Bair remained there two years before locating at Chester Park, near Cincinnati, Ohio, in 1876. The following year Captain Stone, a resident of Cincinnati, made arrangements with him to develop the three-year-old filly, Maud S. Bair took her in hand and after weeks of patient work broke her to harness.

As the weeks ran into months and the months into years, the name of Maud S. became a household word. Bair not only succeeded in making her a clever race mare but also a champion that dimmed the lustre of St. Julien and Jay Eye See, and finally

retired her with a world's record of 2:08 $\frac{3}{4}$ to high wheels, while as a four-year-old she made a race record of 2:13 $\frac{1}{2}$ in a third heat.

Eight years elapsed from the time that Bair took Maud S. until he returned her to Robert Bonner's stable in New York, after her record-breaking mile in 2:08 $\frac{3}{4}$ at Cleveland in 1885 and her failure to change the figures at Providence, where she trotted a half in 1:03 and made a break in the third quarter. Bair's next efforts as a trainer were with Westmont, Lorene and McLeod for Frank Siddall of Philadelphia. They were raced out before he took them, while none of the other horses which he trained after that date attracted attention.

In 1877 W. Van Valkenberg defeated Barbara Patchen and Phyllis with Mars in a three-year-old race at Ogdensburg, N. Y., in 2:50 $\frac{1}{4}$. At that time it did not look as if the big, brown filly, by Phil Sheridan, would ever cut much of a figure in the racing world. Still by training her consistently, Charles Wagner, a sturdy Canadian farmer, made a place for Phyllis in the turf records, and at the same time won a comfortable fortune, which he kept.

Wagner did not look like a racing man or at least one that would be successful in the sulky. His square frame, stolid face and full beard appeared very much out of place under a peaked cap. Still he made good, not because he was a clever reinsman but because he and Phyllis understood each other and she kept trotting when "he wound her up."

After spinning around the half-mile tracks for six years, Phyllis appeared in the Grand Circuit in 1882 and came back regularly for four seasons. Her best showing was in 1885, when after winning in Texas, Wagner swooped down on the talent with a thud. That season Phyllis won fourteen races out of twenty-two starts and finished second in seven, while she also gave Cleveland such a jolt that the statue of Moses Cleaveland in the public square trembled for a week.

A few days prior to the Cleveland meeting Wagner and his trotter dropped into town. After getting located he hired a boat and began giving Phyllis swimming lessons in Lake Erie instead of working her on the track. Those who saw the aquatic exhibitions off Gordon Park took it for granted that the mare's racing days were about over and when she came out to start against Clemmie G., who had defeated her at Detroit, and Maud Messenger, they bet accordingly. Wagner with his Croker like face and whiskers kept his own council. He made a killing as after Clemmie G. gathered in the first heat in 2:17 $\frac{1}{4}$, he went on and won in 2:15 $\frac{1}{2}$, 2:16 $\frac{1}{4}$, 2:17 $\frac{1}{4}$. At the close of 1886, after she had been started in one hundred and two races, of which she won fifty-seven and was second in twenty-three, Wagner sold Phyllis for export. She died on the Atlantic.

In 1886, while soliciting entries for the Cleveland fall meeting, W. B. Fasig found another one horse man at Wheeling, W. Va. He was a small, elderly

individual with a full beard, and a silent, far-away expression. He signed the entry H. D. Kyger, Darrtown, Ohio, and named Kit Curry in the forty trot. Kyger shipped to Cleveland and won after a two days' session. He also made a good winning on the race, although all of the others hedged. It prompted him to go on with the little brown mare for five years, during which he made three trips through the Grand Circuit and gave her a record of 2:18½.

Week after week, the silent little man sat at the door of Kit Curry's stall, rarely venturing a word with anyone but at all times seeing that his trotter was ready for the fray. He never spared her on race day. In fact, it is doubtful if any trotter that ever appeared in public received as much punishment as she did. Still she never resented it and was always willing to try in desperately contested heats with Gean Smith, Spofford, Susie S. and scores of others whose names are almost forgotten. At Poughkeepsie, when she defeated Thornless, Pilot Knox and David L., that gallant old gentleman, Major S. N. Dickinson, offered Kyger enough money for Kit Curry to purchase a quarter section of land in Ohio, but he shook his head. He would not sell the little brown mare and finally after starting her in seventy-four races, of which she won twenty-four and was second in twenty-seven, he took her back to the farm. Kyger tried to find another trotter and did race Frank B. He won in 2:15¾ to the bike sulky over the kite track at Sturgis, Mich., but failed to show the racing spark of Kit Curry.

In the early nineties Ohio supplied the trotting turf with a unique figure in "Dad" Whitney of Chardon. He was tall and slim, with a long beard, boyish face and a sparkle in his eye, as well as a brand of honesty which some folk said kept him poor. Whether it did or not, "Dad" Whitney never complained and those who saw him go over the range from Illinois to the Atlantic with Fred B. have never forgotten him.

Fred B. was foaled in 1886 and began racing as a five-year-old when he made a record of 2:41. He gradually reduced this mark to 2:10³/₄ after six years' racing. In the interval the Reveille gelding was started over all kinds of tracks from sand paths to the golden oval at Cleveland and while he was not always out in front, it was not because his trainer was not trying.

For four years Fred B.'s racing was confined to the half-mile tracks. Finally his owner, who had only the winnings of this horse to depend on, made a move for the mile rings. While he never jarred anyone, "Dad" Whitney was always ready to grab a heat at any stage of a race. It was up-hill work for Fred B. as week after week Whitney was trying to win with a 2:10 trotter from such horses as Grace Hastings, Elloree, Athanio, Pilot Boy and Bingen, to all of which he was giving three or four seconds.

In 1896 Fred B. defeated Newcastle at Indianapolis and saved his entrance in the Transylvania. In 1898 he also won at Columbus over Tommy Britton, Pilot Boy and Dan Cupid in 2:11¹/₄. That fall

after starting in one hundred and three races, of which he had won twenty-eight, Whitney consigned his old favorite to the Chicago sale, where he was purchased by James A. Murphy. His trainer started on a still hunt for another trotter of the same calibre, but failed to find him.

ROAN RACERS

Webster defines a roan horse as one having bay, sorrel or a dark color with spots of gray or white thickly interspersed in his coat. Roan is a mixture of all the horse colors, the different shades being known as black, blue, red, silver or strawberry roan. The numerous references to roan horses by the early writers shows that they must have been common in their day. This has led many to believe that roan was the first step from the original dun horse, which is still seen in Norway, Sweden, and Central Asia to the bay, black, brown, chestnut, and gray of the present day.

Roan thoroughbred horses are very rare, the nearest approach to it among the gallopers being a sprinkling of white in the coats of bays and chestnuts, especially the latter, when they are freely marked with white. When the color appears in the light harness horse, it can be traced to an ancestor whose breeding is unknown. None of the foundation sires, except Tom Hal, were roans. In all other families the color was brought in by mares of unknown breeding.

Roan horses have always been distinguished for their gameness and endurance. Their success in light harness racing, when their number is considered, has been phenomenal. The Kentucky Futurity was won by the roan fillies, Rose Croix in 1886, Nella Jay in 1902, and Baroness Virginia in 1909, while Susie J. finished second in 1900, and Tramp-fast won the two-year-old division in 1907.

There were twenty-six roan trotters in the 2:10 list and thirteen pacers in the 2:05 list at the close of 1926. Twenty-one of the trotters trace to the roan mares, Lady Franklin, Nell and Laura Fair. The breeding of Lady Franklin is unknown, while the other two disappear with a roan mare at two removes. Of the pacers, the most of them trace to the three mares named, Tilla, and the stallion, Tom Hal.

The group of the roan 2:10 performers shows the influence that an unknown cross has in the horse world. It also demonstrates why breeders hesitate before using a horse that has a blank or two in his pedigree.

About 1820 a strawberry roan horse was purchased in Philadelphia. He was called a Canadian. This horse was Tom Hal. He appears in the third remove of the pedigree of the roan horse, Gibson's Tom Hal, whose dam, Julia Johnson, was also a roan.

Gibson's Tom Hal founded the Hal family of pacers. It was the first to beat 2:12 and the first to have a representative in the two-minute list. Three of Tom Hal's seven performers were roans.

His descendants show eighteen 2:10 performers of the same color. The list includes Roan Hal, 2:00 $\frac{3}{4}$; Alcyfras, 2:03 $\frac{1}{4}$; Zulu Hal, 2:03 $\frac{1}{4}$; Hal S., 2:04 $\frac{3}{4}$; Roan Wilkes, 2:04 $\frac{3}{4}$; Lancelot, 2:05 $\frac{1}{4}$; Queen Hal, 2:05 $\frac{1}{4}$, and Chimes Hal, 2:06 $\frac{1}{4}$. In this family the roan color frequently disappears and returns after one or two generations, as was shown by Zulu Hal and Hal S. Both of them were got by bay sons of Brown Hal.

Of the roan mares which transmitted their color, Lady Franklin is the most prominent. She made a trotting record of 2:29 $\frac{3}{4}$ in 1864. After being retired she was mated twice with Mambrino Star. She produced Cottage Girl, 2:29 $\frac{1}{2}$, and the roan mare, Lady Frank. The latter was the dam of the roan horse, Jay Bird. He founded a family in which there were eighteen roan 2:10 performers. Ten of them were trotters and eight pacers.

In the first remove, Jay Bird is credited with Hawthorne, 2:06 $\frac{1}{4}$; Dulce Jay, 2:09 $\frac{3}{4}$, and Early Bird, 2:10, as well as the Kentucky Futurity winner, Rose Croix, 2:11 $\frac{1}{4}$. Jolly Bird, a roan mare by Jay Bird, produced Codero, 2:09 $\frac{3}{4}$. Rachel, another daughter, is the dam of Bessie Drake, 2:08 $\frac{3}{4}$, Virginia Reynolds the dam of Baroness Virginia, 2:08 $\frac{1}{4}$, and Nimble, the grandam of Bird B., 2:09 $\frac{1}{4}$. All of them were roan.

Kentucky lost a great sire when the roan horse, Jayhawker, by Jay Bird, died as an eight-year-old. He made a record of 2:14 $\frac{3}{4}$. During his brief stud career he got the roan mare, Susie J., 2:06 $\frac{1}{2}$, the

world's record for four-year-olds when made; the Kentucky Futurity winner, Nella Jay, 2:14 $\frac{1}{4}$, which produced the roan horses, Cavalier Gale, 2:08 $\frac{1}{4}$, and Director Jay, 2:08 $\frac{1}{4}$, as well as Denella, the dam of Nella Dillon, 2:05 $\frac{1}{4}$, winner of both divisions of the Kentucky Futurity. Moonrise, another roan mare by Jayhawker, produced the roan horse, Al Stanley, 2:08 $\frac{1}{4}$, who in addition to transmitting his coat to the pacer, Ardella, 2:08 $\frac{1}{2}$, is the sire of Etawah, 2:03, winner of the Kentucky Futurity and Transylvania. Jayfoot Jr., another grandson of Jay Bird, is the sire of the roan horse, Moonbeam, 2:06 $\frac{1}{4}$.

The line of roan speed from Lady Franklin was also continued through The Tramp, a brother of Jayhawker. He is the sire of Easton with a three-year-old record of 2:06 $\frac{1}{2}$; Lady Ripples, the dam of Peter Buskirk, 2:08 $\frac{1}{4}$, over a half-mile track and Lady Elmhurst, 2:10, as well as the successful sire, Trampfast. The last named was retired to the stud after he won the two-year-old division of the Kentucky Futurity in 2:12 $\frac{1}{4}$, the race record for two-year-olds when made in 1907. Trampfast is also passing along his color, the fastest of his roan performers being Trampsafe with a three-year-old pacing record of 2:02 $\frac{3}{4}$; Trampabit, 2:07 $\frac{1}{4}$; Bringfast, 2:08 $\frac{3}{4}$, and Pressfast, 2:09 $\frac{3}{4}$.

Laura Fair became connected with turf history in 1873 when she produced the roan colt, Keene Jim. In 1877 he reduced the four-year-old record to 2:24 $\frac{1}{2}$, a mark which was subsequently cut to

2:19 $\frac{1}{4}$ in a race at Buffalo. Laura Fair was by Rattler, her dam being by President, out of a roan pacing mare by Copperbottom. Laura Fair also produced the roan mare, Maggie Keene. She was mated twice with Happy Medium and produced the roan mares, Happy Damsel, 2:16 $\frac{1}{4}$, and Spanish Maiden, 2:29 $\frac{3}{4}$.

Spanish Maiden became the dam of two roan colts by Baron Wilkes. They were Margrave, 2:15 $\frac{1}{2}$, and Baron Review. The first named transmitted his color to Margate, 2:08 $\frac{1}{4}$; Princess Margrave, 2:10, and Maida Wilkes, 2:09 $\frac{1}{2}$. One of her daughters produced the roan mare, Margin, 2:05 $\frac{3}{4}$, with which McDonald won the \$10,000 event at Detroit in 1909, and Princess Margrave is the dam of the roan gelding, Theodore Guy, 2:02 $\frac{1}{4}$. Baron Review leads the Laura Fair family with fast roan performers. He is credited with Baroness Edgewood, 2:03 $\frac{1}{4}$; the Kentucky Futurity winner, Baroness Virginia, 2:08 $\frac{1}{4}$, dam of Baroness Chelsea, 2:13 $\frac{1}{4}$, and Kate Bonner, dam of Hollyrood Kate, 2:05 $\frac{1}{4}$, the fastest roan trotter, and the dam of the roan mare, Hollyrood Jacqueline, which in 1927 made a three-year-old pacing record of 2:03 $\frac{3}{4}$. Five trotters and three pacers in the 2:10 list trace to Laura Fair.

Nell is one of the keystone mares in the Trotting Register. She produced fifteen foals that either made records or produced speed. Nell was foaled in 1878. She was bred by Caleb Moore, Princeton, Ill. All that is known of her breeding is that she was by Estill Eric, a son of Ericsson, whose breeder

is unknown, out of a roan mare by a son of Embry's Lexington.

Nell first attracted attention in 1888, when Belle Vara, her fourth foal, made a yearling record of 2:38. Prior to that date she had produced the black filly, Georgette, 2:27, by Count Wilkes; a chestnut filly, by Hylas, that died, and the Fayette Chief filly, Lissa Ben, which became the dam of Lady Carlisle, 2:15 $\frac{1}{4}$, and Lissa B., 2:16 $\frac{1}{4}$. Nell's next three foals were by Vatican. They were Belle Vara, 2:08 $\frac{3}{4}$; the roan horse, Lighthall, 2:25 $\frac{1}{4}$, and Vassar, another roan with a three-year-old trotting record of 2:21 $\frac{3}{4}$ and a pacing record of 2:07.

S. A. Browne & Co., of Kalamazoo, purchased Nell in 1889. While owned in Michigan she produced a filly by Anteeo and three foals by Ambassador. The Anteeo filly was named La Rose. She produced the roan colt, Gray Gem, 2:09 $\frac{1}{4}$. The Ambassador foals were Susie T., 2:09 $\frac{3}{4}$; Ambidexter, 2:11 $\frac{1}{4}$, and Amnell, the dam of Guy Nella, 2:06 $\frac{3}{4}$; Amie, 2:09 $\frac{1}{4}$, and Aulsbrook, 2:16 $\frac{1}{4}$.

Nell passed from Kalamazoo to Shulthurst Farm, Port Chester, N. Y., where she dropped five foals by Axworthy. All of them were roans, and all made records. Nellworthy, the first, was foaled in 1889. She trotted in 2:22 and produced Worthy Prince, 2:06 $\frac{3}{4}$; Nell Cord, 2:26 $\frac{3}{4}$, dam of the roan trotter, L. E. O., 2:07 $\frac{1}{4}$, and Bingen Silk, 2:07 $\frac{1}{4}$. Nell's next foal was Tom Axworthy. He trotted in 2:07. Nelaworthy followed in 1901. She trotted in 2:21 $\frac{1}{4}$ and produced Nell McLintock, 2:17 $\frac{1}{2}$. Nell's foal

in 1902 was named Nellyworthy. She made a record of 2:25 $\frac{3}{4}$ and is the dam of the roan horse, Hayworth, 2:10. Neldaworthy was her last foal. She was dropped in 1903. After trotting to a record of 2:12 $\frac{1}{2}$, Neldaworthy produced the roan mares, Prinelda, 2:09 $\frac{1}{2}$, and Princess Nelda, 2:14 $\frac{3}{4}$.

Nell has seven roan descendants in the 2:10 list. Five of them are trotters and two pacers. The trotters are Tom Axworthy, 2:07; L. E. O., 2:07 $\frac{1}{4}$; Gray Gem, 2:09 $\frac{1}{2}$; Prinelda, 2:09 $\frac{1}{2}$, and Hayworth, 2:10. The pacers are Vassar, 2:07, and Corvass, 2:09 $\frac{3}{4}$, the latter being out of a mare by Vassar.

The roan mare Tilla was foaled in Tennessee. She was by Tattler Chief. The breeding of her dam is in doubt. Tilla produced the roan horse, Fred S. Wilkes, 2:18. He is represented in the 2:10 list by the roan horses, Fred S. Wedgewood, 2:05 $\frac{1}{4}$; The Contractor, 2:09 $\frac{1}{4}$, and Tom Calhoun, 2:10.

The only other roan mare that left a broad impress of her color on the records of the trotting turf was purchased in a New York sale stable by Daniel Van Sykle of Wantage, N. J. She was called a Morgan. In 1857 this mare was mated with Alexander's Abdallah. The following year she dropped a roan colt. He was known as Wood's Hambletonian. During a career of thirty years, this horse was located in a section of Pennsylvania where there were few trotting bred horses. Still he founded a family which included the old-time roan performers, Mamie Woods, 2:20; Nancy Hackett, 2:20; Telephone,

2:22½; Blue Mare, 2:23; Allegheny Boy, 2:27¼, sire of Harry McNair, 2:16, and Chrystine, 2:29¼, the dam of the strawberry roan trotter, Mount Morris, 2:19½. Minnequa Maid, by Wood's Hambletonian, also produced that splendid race mare, Hamlin's Nightingale, 2:08, which reduced the three-mile record to 6:55½; Milan Chimes, 2:13¾, which dropped dead in a race at Hartford when he was up to a mile in 2:10, and Chimes Girl, 2:26, the dam of Chilcot, 2:04¼, winner of the Charter Oak Purse in 1918.

EXIT JOHN SPLAN

"Oh, for a touch of a vanished hand
And the sound of a voice that is still."

The above were the lines from Tennyson, that flashed through my mind when I heard that John Splan died at Lexington, Ky., May 11, 1918. He certainly had a glorious career, and one that he built to his liking, as nowhere in the history of the turf is there a man who can compare with him as a reconteur, a wit, and a reinsman. Merrily he wended his way through life, dropping a flower here, and a kind word there, without ever a thought of tomorrow. Improvident to a degree that was almost reckless, he smiled at those who laid aside their gold for a rainy day. He was optimistic enough to believe that the world owed him a living, that he would always have his wants supplied, and he did.

For years Splan stood like a beacon of good fellowship and cheer on the path of life, waving the signal flags of joy to those who found the footing deep, or the going rough, and was always willing, if possible, to make the burden lighter for those who were passing out with the tide, being at all times a living type of Lindsay Gordon's lines

“Question not, but live and labor,
Till yon goal is won,
Helping every feeble neighbor
Seeking help from none;
Life is mostly froth and bubble,
Two things stand alone—
Kindness in another's trouble,
Courage in your own.”

Splan worked his way from the bottom of the ladder to the commanding height, that comes to a driver who controls a champion. But, with it all, life seemed to him but one big round of pleasure, and if ever he had any cares, he did not burden his friends with them. He lived the life, and after the recording angel had checked off his seventieth birthday, he crossed the bar.

In his home life with “Little” Splan, he was very happy. When she died, it looked as if his days of usefulness were over. For years she was his eyes in the conduct of his business, and while always living in comparative retirement, she never lost sight of John, and his racing ventures out in the limelight. In the Rarus days, when the struggle for existence

in the racing world was over, they traveled from coast to coast with the big gelding. Years after, when one summer afternoon, I called on the little lady at Doan Brook Farm, and told her that Rarus was dead, tears came to her eyes, and turning towards the painting of the gelding which hung in the living room of her home, she said: "You can never know what that horse was to us. He won all we had, while in return all that we could give him was a carrot, some hay and oats, and a little clean straw to sleep on."

Splan started his career as a boy by running away from home at Little Falls, N. Y., where he was born May 6, 1849, as he remarked "the day after Hambletonian was foaled. After drifting about for a time he pulled up at the Buffalo race track and went to work. Pelham Tartar was his first trotter and he gradually moved out into the sunlight until he attracted the attention of Z. E. Simmons. He gave him Kansas Chief and while the ex-cattle herder did not appear to be much of a find, he proved a good horse for him, and won a number of races.

Rarus added the next leaf to Splan's book of fame. He was a race horse, and a champion. In his day he met and defeated such trotters as Clementine, Carrie, Adelaide, Bodine, Cozette, Judge Fullerton, Smuggler, Sam Purdy, Nettie, Hopeful, Lucille Gold-dust and a host of others until finally the great day came at Buffalo, August 3, 1878, when he trotted in 2:13 $\frac{1}{4}$ and dethroned Goldsmith Maid. This mile was also made two weeks after Rarus had placed the

half-mile track record of the world at 2:16 at Toledo, and was followed by a splendid series of exhibitions, which were continued until the horse was sold to Robert Bonner at Hartford, and also expelled for failing to carry out an engagement at Charter Oak Park.

When Rarus was retired, Splan turned his attention to the Phil Sheridan mare Adelaide and the gray gelding Charlie Ford. With the former, he gave every one in Cleveland a memorable jolt when he won over Prospero and Midnight, while at Chicago the followers of Jerry Monroe's gelding received a jar when their favorite was defeated by Hannis at the West Side track. Splan always contended that the judges gave Charlie Ford the worst of it that day but whether they did or not, makes no difference now as all of them have joined the silent brigade. Wedgewood was another star that was in Splan's stable at this time. He made a sweep with him through the Grand Circuit in 1880, it being the first on record.

The marvelous pacer Johnston was the next stepping stone in Splan's career. This was one of the few light harness horses foaled ahead of his time. In the matter of speed, there was no horse at his gait that could get within three or four seconds of him. Johnston passed into Splan's hands in 1884 when he was in the employ of Commodore Kittson. He drove him to his record of 2:06 $\frac{1}{4}$ at Chicago.

After Splan located at Cleveland he was for a time in the employ of W. J. Gordon. This thrifty New

Englander could never look with composure on Splan's reckless ways. At every opportunity and especially on pay day, he would take Splan aside and give him a talk but without making much of an impression. Splan took it like a soldier as he saw it made his employer forget his own ills for a brief period and it did not do him any harm. One day, however, his wit bubbled over and he said: "Mr. Gordon, when I am old like you, if I am broke, I can think of the good times I had when I could enjoy it, while with all your wealth you cannot even scare up a smile, and do nothing but hand your money over to doctors and nurses."

After leaving Mr. Gordon, for whom he raced Nobby, Mambrino Sparkle, William H., George V. and a few others, Splan dropped into line with Protection and the drummer gaited Governor Hill. Both of them were winners for him before W. G. Pollock purchased a strip of land back of the Cleveland Driving Park and built the big barn at Doan Brook Farm. When it was completed "Little" Splan and her husband located in the old farm house at the end of Apple Tree Lane. That place was home to them and the first they had outside of a hotel. It was also headquarters for all they knew and scarcely a day passed that Splan did not march in unannounced with several guests for meals beginning with breakfast and continuing frequently until after the morning glory blossoms on the porch had closed for the day. From this stable he went to the races with J. Q., Cleo, Newcastle and Newburger.

When the passing years began to plant a few white hairs in Splan's hair, he decided to retire from the sulky. For several years he was connected with a sale business in Chicago, but finally removed to Lexington, where he did a little training, and bought and sold horses for his friends. His last racing pupil was the beautiful mare, Bi Flora, owned by A. B. Deysher of Reading, Pa.

As a reinsman Splan never had a superior—some may claim an equal. In his younger days, before he took on weight, his seat in the sulky was perfect, and what he would not do for a tired horse in a close finish, or one that would not try when matters were getting desperate, cannot be found in any book on driving. Being rather indolent, except when aroused by the excitement of a race, Splan was not the best man in the world to get a horse ready, but when the bell tapped if his mount was fit for the fray, his backers got a drive for their money that they never forgot. Splan also had one peculiarity that I never saw in any other driver, who was disposed to plunge on a horse that he was racing. The more he stood to win, the better he drove. The risk made him firm as a rock. He never seemed to think what would happen if he lost. All he thought of was winning at the wire, and that by the narrowest margin in the deciding heat, and not at every fence post in every heat.

Through life John Splan was a total abstainer. The soothing nicotine or sparkling wine had no allurements for him. All of them were waived aside

and no one knew better than he, how far a man could go on the glowing path of pleasure and return without impairing his vigor and usefulness. As he wended his way through life he never joined a party without adding his mite to their merriment, and while he never left a message when departing, his witty remarks remained with you, and at intervals popped up in memory like the flash of a glow worm on a summer night.

JOHN D. AND BOB FROST

For over thirty years there was a little blacksmith shop with one fire at the lower entrance to the Cleveland Driving Park in Glenville, Ohio. In the early days it had a number of occupants but in the eighties J. Adams came over from Jefferson, Ohio and located there. He was a natural born farrier with a thorough love for the trade and what he did not know about leveling a horse's foot or correcting defects in gait by weight or the shape of a shoe could not be found in Robert Bonner's library or any other devoted to that line of literature.

Adams presided at the fire and made all of the shoes by hand, even when the work horses were brought in by Jack Denman. Also if there was a horse at the end of each of the five or six tie chains, all that could be done was to wait your turn like in a barber shop on Saturday night, or take the prize pupil back to his stall and bring him in when the floor was clear.

In the eighties and early nineties John D. Rockefeller had a stable for his fast road horses on the outside of the track fence about halfway to the three-quarter pole. During the summer and early autumn months, Sandy McLean was located there with them while the balance of the year they were in New York in a brick stable on a lot adjoining the building that sheltered Robert Bonner's champions.

One pleasant summer morning while Sandy McLean was out on the track jogging the cross matched pair, Midnight and Kate McCall, a groom appeared at the blacksmith shop leading Bob Frost. He was a gelding that William Rockefeller bred and was by Independence out of Cleora, the pair of trotters that pulled a pole cart in 2:16½ over Charter Oak Park at Hartford in 1883. Bob Frost was a mealy gray in color with considerable white in his tail and while he had a fair turn of speed he could not give a very good account of himself when at speed unless he had a long toe. Also as his feet were brittle, a common fault with gray horses, Adams had a difficult task in keeping him balanced for fast work.

That particular morning Bob Frost was minus a front shoe, having pulled it off in the stall when getting up and as a portion of the shell was broken, it looked as if it would be impossible to reset it. In that event Bob was booked for a vacation until nature supplied a little more horn to fasten the iron to. After examining the horse's foot, Adams told the groom to ask Sandy McLean to come down and

take a look at the wreck before he did anything with it.

In a short time he returned with the trainer, who was accompanied by a tall man dressed very plainly in black and whose brown hair and mustache were beginning to show the whitening touch of time. Both he and McLean examined Bob Frost's front foot very carefully and also watched the smith closely when he tested it with the hammer and pinchers. Finally after a consultation that was as deliberate and grave as though it involved millions, they decided to punch another nail hole in the shoe and have it reset. Seating themselves on two inverted nail kegs, Sandy McLean and his companion watched the floorman point his nails carefully with the bevel to the outside and drive them slowly into the shattered hoof. As each of the seven nails held and was clinched they heaved a sigh of relief and after a little rasping Bob Frost was himself again.

The tall man was so pleased with the work that he was soon busy going through his pockets to find something to reward the floorman. Finding nothing but a small watch and a pocket knife, he borrowed fifty cents from the groom and handed it to him while Adams took a piece of chalk and made the usual charge of a dollar on the big slate hanging near the bellows. With a bow and a good morning Sandy McLean and his companion departed and as they walked towards the grandstand some one asked Adams who the tall man was and he replied: "John D. Rockefeller, the richest man in the world."

BAY STATE CIRCUIT

On March 11, 1914, the representatives of a dozen towns met in Boston and organized the Bay State Circuit. These delegates pledged the associations which they represented to give a series of meetings over New England half-mile tracks which were then laying idle during the summer months except on holidays.

The returns for the year showed that they held eleven race meetings, two of them being in connection with fairs.

The new race towns on the summer map of New England were Medford, Haverhill, Worcester, Framingham, Springfield, Northampton, Hills Grove and Taunton.

After a lull of over fifteen years the Bay State Circuit took the place of the summer racing schedule which was formerly covered by the mile tracks at Hartford, Medford, Allston, and Saugus, and the half-mile tracks at Nashua, Worcester and Holyoke.

Light harness racing in New England during the summer time came into its own again through the Bay State Circuit. Since 1914 its members gave meetings in twenty-one towns. The patrons of racing at Springfield followed the trotters and pacers from Imperial Park to Willimansett and finally to the magnificent course of the Eastern States Exposition over which Directum J. in 1920 won a heat in 2:04½, the circuit record.

Woonsocket was given dates in 1915. Windsor was assigned a place in 1916. Greenfield joined in 1918. Of the other meetings, Justin Edwards, who usually backed one each season, gave one over the mile track at Readville in 1919 and two others were blended with the Grand Circuit events on the same course. Avon joined in 1920, Norwich in 1923 and Stafford Springs in 1928.

The patrons of the Bay State Circuit had the pleasure of seeing a wealth of racing material in action. Walter Cox won the first race with Margaret Druien at Combination Park in 1914. Crozier also uncovered Earlwood L. that week. On the trip down the line that year Eddie Rowe stepped out in front and won five races with Doctor G., while Porter won six with Dick Direct, and Downer the same number with Clara Walker.

In 1914 James Carpenter won at Marshfield with Dr. Kilburn. The Cochato gelding was then a four-year-old. That he wore well is shown by the fact that Crozier won a split heat race with him in 1921 at Northampton in 2:11 $\frac{3}{4}$.

Warman was the leading reinsman in the Bay State Circuit in 1914. He won ten races, four with Mainstep, three with Emerald, two with Foxy Jane, and one with Spark Wilkes.

In 1915 John R. Hal was the circuit star. He won seven races. Dore won six with LaRestina and tied for first place with Crozier, each of them being credited with nine victories.

Harry Brusie pushed out into the limelight the

following year. He won eight races with Koroni. The balance of his stable run his score for the season in the circuit up to seventeen. Frank Fox was his nearest rival with ten, of which Andy Ashland and Miss Elmarsh each won five.

Binworth and May Bird were the leaders in 1917. Crozier won seven races with the former before he shipped to the Orange County Circuit. Fox also won seven with May Bird and as she added four more in 1918 it jumped the number of her victories in the circuit to eleven. This was tied by James Albert and Forest B. The Canadian bred gelding won three in 1917, one in 1918, and seven in 1919. Gillies placed three to the credit of Forest B. in 1917, seven in 1918, and one in 1921.

Rose Watts from John Dillon's stable was among the leaders in 1918. She won six races. Three more were added to her score the following year before she was sold for export. Her showing, as well as that of Tom Donahue; The Clansman mare, Betina; Lord Lochabar, and Silver King jumped the number of Flemming's winning mounts to twenty-three. Crozier won twenty-one races the following year. His leaders in 1919 were Teviston, Ashlook, Patrick Duluth, Proud Peter, Plucky Chat, Jungewood, and Sweet Spirit.

The season of 1919 was made memorable by the appearance of Margaret Dillon. She slipped in and won three races. The following year she gathered in four more before starting over the mile tracks. In 1921 this little marvel won again after

a seven-heat battle at Windsor from Adioo Guy, Directum J., and Direct C. Burnett, and was defeated at Springfield the following week in a five-heat encounter with Directum J.

In 1920 Harry Brusie topped the list of winning drivers with a score of eleven. His winners were Minor Hal, Berney Hayt, Galetton, Sister Peter T. and Monte Volo.

Thirty-five drivers won the 115 races programmed in the Bay State Circuit in 1921. Of this group Joe Johnson led with eighteen, nine of them being earned by Colonel Bidwell. His other winners were Mr. Hoover, Berney Hayt, and Northern Lilly. Of the others, Crozier, who was on the ground for several weeks on account of an accident, won eleven; Brusie, nine, and Leese, seven, with Lockspur, Adioo Guy, and the two-year-old filly, Julia C.

In 1914 George Graves started Bronson on his remarkable career by winning a heat in 2:13 $\frac{1}{4}$ at Haverhill from Margaret Druien, and by making Earlwood L. trot in 2:12 $\frac{1}{4}$ to defeat him at Framingham. In 1916 Coakley swung into line with Earl Jr., and won two races. The old veteran also scored once the following year in the eight-heat battle which Warman won with Major Woolworth over Combination Park, the other starters being Judge Ormonde, Roan Hal, Our Colonel, Peter Stevens, Possibility, The Ideal Lady, and Andy Ashland.

In 1919 Kingsley put the stamp of merit on Millie Irwin by winning with her at Windsor, where she trotted a fourth heat in 2:10 $\frac{3}{4}$. Sam Hastings flew

away with the amateur honors that season, when he won at Springfield in 2:08 $\frac{3}{4}$ with Oro Fino from Ben Ali, Baronatta, and Roan Hal.

The two surprises of 1919 were put over with The Problem at Worcester and Lady Gamage at Windsor. Joe Johnson made his debut in the Bay State Circuit with the black pacer and won after a six-heat encounter from Roan Hal, Baronatta and Baxter Lou. Small was up behind Lady Gamage when she won from Princelyne and Baby Doll in 2:09 $\frac{3}{4}$. Frank Whitcomb had sold the Maine-bred mare a few days before the race and after he had seen the three heats reeled off at top form he said, "Pacers are peculiar. Sometimes they go good for you when you own them and sometimes they go good for the other fellow when you sell them."

In 1921 the clip was fast all the way down the line. Peter Look opened the ball by reducing the track record at Woonsocket to 2:09 when he defeated Margaret Dillon and Un. The following week at Avon, Colonel Bidwell cut the record of Cherry Park to 2:08 $\frac{1}{4}$ when he raced home in front of Tony Mack and Charles Direct.

At Springfield, Hale Garner reduced the three-year-old half-mile track record for trotters to 2:11 $\frac{1}{4}$ when he defeated Sylvia Brook, while his stable companion, Jackson Grattan, was forced to pace in 2:06 $\frac{1}{4}$ to defeat Mary O'Connor. At Greenfield, Labe Riddell trotted in 2:10 $\frac{1}{4}$ to win. Grace Dawn forced him out and followed her airing at that point by winning at Worcester and Woonsocket, where

she placed two races to her credit and cut her mark to 2:12 $\frac{1}{4}$.

Iskander was the leader in the Bay State Circuit in 1922. He won all of his races that season. Trumpet was also a conspicuous figure in the two-year-old events and Dan Hedgewood paced in 2:05 $\frac{1}{4}$ in Greenfield.

In 1923, Anoakia, Watts-in-Bond, Sir Etawah, The Ultimate and Commodore Wilson kept the starters in their respective classes very busy. Two meetings were given that year over the mile track at Readville, the second one being in connection with the Grand Circuit. While it was in progress Commodore Wilson won an engagement in which he made a two-year-old record of 2:10 $\frac{1}{4}$.

The circuit in 1924 started at Norwich, which was admitted to membership the preceding year. This trip was made memorable by the two \$10,000 events which were put on at Windsor. The one for the trotters was won by Fayette National. Jennie H. won the pace after losing two heats.

Guesswork won all of her circuit engagements that year except at Windsor. The gray gelding, Pale Face, also flashed in front at Avon and Springfield in 2:07 $\frac{1}{4}$, while Commodore Wilson made a three-year-old record of 2:06 $\frac{1}{2}$ over the mile track at Readville.

Peter Buskirk proved the leader in the Bay State Circuit in 1925. He won all of his engagements except at Springfield. At Avon he landed a \$5,000 event in 2:08 $\frac{1}{4}$ from Ensign Tige and Great Bells.

The other \$5,000 events at Cherry Park that year were won by Counterpart and Silver Weather. Windsor renewed its two \$10,000 purses. They were won by Robert Commodore and Ensign Tige. Harrison Dillon was the most conspicuous three-year-old in the circuit in 1925. The two-year-old honors were divided between Bright Dawn, Tippie Volo and Purple Volo.

A few speed marvels invaded the Bay State Circuit in 1926, when Sturbridge became a member. Kate Hal won there in 2:06 $\frac{1}{4}$. She also paced in 2:05 $\frac{3}{4}$ at Norwich and in 2:06 $\frac{1}{4}$ at Avon. Jean Grattan dropped into the fast list by winning at Norwich in 2:07 $\frac{1}{2}$ and in 2:08 $\frac{1}{4}$ at Windsor, where she placed a \$10,000 purse to her credit.

Cherry Park had two \$10,000 purses on its card. Subpoena won the trot in 2:10 $\frac{1}{4}$ and Silver Weather the pace in 2:08 $\frac{3}{4}$. Golden Direct won all of his engagements, his fastest flight being at Windsor, where he paced in 2:06 $\frac{1}{4}$.

All the Bay State Circuit three-year-old trots were won by Tippie Volo. She was undefeated in 1926. The returns for the season gave her thirteen first monies. Signal Flash showed so well in the two-year-old trots that when he was sent to the New York sale he brought \$7,100, a fine profit on a \$300 yearling.

Millie W. made a sweep in the 1927 Bay State Circuit. Her contests with Wayne Hal were the most exciting in the summer series. Plucky and Miss Eclipse had a number of spirited encounters in the

two-year-old trots. Doane won four of the seven three-year-old events, two of the others going to The Buccaneer and one to Bob Maxey.

The \$10,000 races in 1927 at Avon were won by Bert Abbe, Silver Weather and Prince Charming, and the \$5,000 colt stakes by Doane and Azure Volo. The contests between Bert Abbe and Carolyn Logan proved fast events. The limit was reached at Springfield, where the California bred mare won in 2:05½. Millie W. was also forced to pace in 2:05¾ at that meeting to defeat Wayne Hal.

At Windsor the first \$10,000 purse went to Billy D. after Silver Weather and Guesswork each won a heat. In the second Bert Abbe landed in 2:06¾ after dropping a heat to Carolyn Logan. Guy Reaper won the \$10,000 trot, the third heat in the event going to Jeritza.

Guesswork won the fast pace at the first three Bay State Circuit meetings in 1927 and Ace High all of his starts in the three-year-old pace, the first one being made at Avon.

MARVIN

In his day Charles Marvin and the Palo Alto trotters were the most prominent figures in the light harness racing world. Wherever world's records were being made the little man in gray was very much in evidence, as under his peaked cap there was enough gray matter to furnish all of the trotting world with new material in making speed at a rate that was not even dreamed of when Goldsmith Maid, 2:14, and Smuggler, 2:15 $\frac{1}{4}$, were entertaining thousands.

In the early nineties all of the world's records stood to the credit of the Electioneer family. Marvin made them and Palo Alto reaped a golden harvest.

While Marvin's greatest honors came to him in California, he was born in New York state and was descended in the seventh remove from Matthew Marvin, one of the original founders of Hartford, Conn., and whose home lot was on what is now known as the corner of Front and Pleasant streets.

Matthew Marvin came from England in 1634. He landed in Boston and moved with the Hooker company to Hartford in 1636. In 1650 he became one of the original proprietors of Norwalk. Later on some of his descendants moved to New York state and located in the Genesee Valley, where Charles Marvin was born in 1839.

As a lad he followed the migrations of his father to Michigan, Illinois and Iowa, where he struck out

for himself, his fondness for horses leading him to freighting over the plains. During the war between the states he was with the northern troops in Kansas, and when peace was declared his earthly possessions consisted of a couple of quarter horses. After a little experience with them, he found that he could not depend on the boys in the saddle. Therefore, when he took up racing as an occupation, he selected the trotters and did his own driving.

In 1872, while located at Olathe, Kan., John Mason Morgan brought him a bay pacer to train. As there was very little money offered at that time for horses racing at that gait, Marvin told him he would not take the horse unless he could convert him to a trotter. Morgan laughed at the idea, but after several months Marvin succeeded in shifting him to a trot. Also as soon as the horse learned what was wanted of him he improved very rapidly, dropping in a few weeks from a mile in four minutes to 2:30, and from there to 2:22, when an offer of \$10,000 was declined.

Early in 1873 Captain Tough, of Leavenworth, Kan., bought the converted pacer, which was named Smuggler. He shipped him to New York with the intention of selling him to Robert Bonner, who at that time owned Dexter, 2:17 $\frac{1}{4}$. Marvin accompanied him and drove Smuggler over Prospect Park three heats in 2:19 $\frac{1}{2}$, 2:21 $\frac{1}{2}$, 2:21. This was the three fastest heats ever trotted by a stallion up to that date.

After the performance Mr. Bonner told the Cap-

tain that if he could show him a mile in 2:16 $\frac{3}{4}$, which was then the world's record held by Goldsmith Maid, he would give him \$75,000 for him. While he was considering this offer, Colonel H. S. Russell, of Milton, Mass., gave \$30,000 for the horse. Smuggler was shipped to Boston and Marvin returned to Kansas.

In 1874 Colonel Russell tried a new trainer with Smuggler. As he failed Marvin was sent for. From that day he was in the first flight of drivers. For the first two seasons he had rough sledding, but in 1876 Smuggler came to his own when he defeated Goldsmith Maid at Cleveland and also placed the world's record for stallions at 2:15 $\frac{1}{4}$ over Charter Oak Park at Hartford, Conn.

When conditioning and racing Smuggler, Marvin first showed the qualities that made him successful at Palo Alto. He was never a brilliant reinsman, but he had courage and originality and never hesitated about jumping out of a rut or taking a chance when matters looked desperate or anything was to be gained by doing so. He showed this at Cleveland in 1876, when he pulled Smuggler out of a pocket in the stretch, flashed around the field and won. Doble, Green and Mace never forgot that day or what they tried to do with Goldsmith Maid, Lucille Gold-dust, 2:16 $\frac{1}{4}$ and Judge Fullerton, 2:18, in order to defeat the man from Kansas.

In the fall of 1877 Marvin took Smuggler to California in the hope that a winter in the mild climate would put him in shape for another campaign. He

broke down and when it looked as though his trainer would be forced to return to his old stamping ground in Kansas, Governor Stanford invited him to take charge of the trotters at Palo Alto. Marvin proved the man for the place. When his thorough knowledge of the horse was grafted on the new ideas advanced by Senator Stanford, the Palo Alto stable sent out champions as regularly as the years were checked from the calendar.

Attention was first called to the outfit by Fred Crocker trotting in 2:25½ as a two-year-old. He was followed by Hinda Rose, with a yearling record of 2:36½, and a three-year-old mark of 2:19½, both of which were world's records. The two-year-old filly, Wildflower, 2:21, was also trained under his direction, while he gave Manzanita, a four-year-old record of 2:16 in a race. Their successes were followed by Sunol, 2:08¼, Palo Alto, 2:08¾, both world's records to high wheel sulkies in 1891. That year Marvin also brought out Arion. Very few had ever heard of him until one morning the world was startled by reading that a two-year-old had trotted a mile in 2:10¾ over the kite track at Stockton. In a few months this colt was sold for \$125,000.

Arion was Marvin's masterpiece. In him he united all the knowledge which he had acquired in making speed and all the skill which he possessed in balancing a colt. Being opposed to toe weights, he put the weight in the shoe just as John E. Madden did with Hamburg Belle and both of them succeeded beyond their expectations.

All of the Palo Alto champions were broken and developed by Marvin or under his orders. In their fastest performances his mounts did what he taught them, many of them making their greatest trials on practically a loose line. His driving had none of the dash of McHenry or rustle of Jack Curry. With the brush system he made speed and taught his pupils to carry it through a series of heats. This was his gift from Senator Stanford. From Robert Bonner he acquired a knowledge of the horse's foot and shoeing which gave him the key to the unparalleled performances of Sunol, Palo Alto and Arion.

With all of his skill Marvin had one quality that endeared him to everybody connected with racing. He was honest, and amid all of the temptations that beset a driver, no one could ever cast a reflection on him. One day, during a race at Chicago, when matters were getting desperate in the betting ring, a man came to Marvin with an offer to lose a heat. As an inducement he laid down several bills of large denominations on the lid of a trunk in the stall and told him what was wanted. The little man in gray brushed them aside and when the other, remonstrating, said that if he had been working for Stanford as long as Marvin he would be acting as his banker. Marvin replied: "I have known you a long time and I have never known you to ever need a banker." That ended the interview and the man who called on Marvin and those who sent him received their answer in the next heat as Marvin won.

STALLION BOOMS

The breed of light harness horses was established in seventy-five years. Starting from a thoroughbred foundation and a few fast road mares, whose ancestors except in an odd case were unknown, the flying gaited trotters and pacers gradually reduced the record from 2:30 to 1:56 $\frac{3}{4}$. Many families of horses battled for supremacy during that period, but in the last count all of them were submerged except Hambletonian.

During the life of Hambletonian the rivalry between him and Blue Bull was very keen. The Indiana horse was a pacer. Many of his get started off at that gait. As there were but few purses offered for pacers the Blue Bulls were forced to trot either by putting on heavy shoes and weights or riding them over rails. Very few of them were reserved for the stud, while almost all of Hambletonian's sons and daughters were used there.

In the third generation the Blue Bull family disappeared. There was nothing but their sire's speed back of them. On the other hand the Hambletonians increased the rate of speed and volume at each remove.

Up to the sixties over twenty-five per cent of the trotters were Morgans. Ethan Allen was the idol of the family and Daniel Lambert his best son. His dam was by Abdallah, the sire of Hambletonian.

As a racing family the Morgans began to fade when the rate of speed dropped below 2:20. Lord

Clinton and Lamp Girl were the only ones that beat 2:10. The Morgans were road horses of the highest type. As a family they were almost destroyed by trying to make race horses out of them.

When Hambletonian was in the heyday of his career the honors of the turf were divided between him and the Mambrino, Clay, Bashaw, American Star, Cadmus, Pilot, Champion, Norman, Drew, Hiatoga, Blue Bull, Morgan and Kentucky Hunter families. The Mambrino line traced to Mambrino Chief. He was taken to Kentucky and died after making a few seasons. His sons, Mambrino Patchen, Mambrino Pilot, Clark Chief, Woodford Mambrino and Ericsson, proved sires of speed. At the next remove Pancoast, Princeps, Mambrino King and Kentucky Prince bred on into the fast list. Princeps got a champion in Trinket, while Patron, by Pancoast, was the first Kentucky bred three-year-old trotter to beat 2:20.

Mambrino Pilot got a race horse in Hannis. Mambrino King sent out a flock of winners, of which Nightingale and Lord Derby were the best. Elyria and Heir-at-Law were his only sons that became noted as sires. By the end of the century the Mambrino family was among the missing. Alix and Minor Heir were its last leaders.

The Clays dropped out earlier. From the start the family was unfortunate in having its leading sons from mares with very little or no breeding. Then Robert Bonner, who was accepted by many as a Delphic Oracle, said he would rather have a

handful of sawdust in a trotter's pedigree than a cross of Clay blood. This statement was made after George M. Patchen had proved himself a splendid race horse and when American Girl, Lucy and Hopeful were winning in the fastest company. Notwithstanding that fact the statement was accepted and the family suffered.

The test of time proved that the Clay blood was a valuable asset. Robert Bonner lived to see it. Electioneer was out of a mare by Harry Clay. The same horse also sired the dam of St. Julien. George Wilkes, another leader, was for years reported as out of Dolly Spanker, by Henry Clay. Later on the man who supplied a part of the evidence said that he made a mistake in a date and the Henry Clay cross was dropped. Many people believed that he told the truth the first time. When the male line dropped out the Clay family slipped into the book of the dead.

The Champions were stout horses. The Auburn Horse appeared at an early day. He was so high class that Hiram Woodruff said he could drive him in 2:18 when the world's record was 2:19 $\frac{3}{4}$. St. James was the best race horse in the family. As it was located where the stallions got but few well-bred mares it was not long before the public gave them the gate.

The Hiatogas were located in Ohio. They traced to the horses which the Virginians brought into southern Ohio after the Revolution. The Hiatogas raced at the trot and pace for about thirty years

GUY AXWORTHY

and disappeared.

The Cadmus line contributed Smuggler and Pocahontas and possibly Shanghai Mary, the grandam of Electioneer. Smuggler and Pocahontas were pacers. Smuggler was forced to trot by weight. Pocahontas became the champion pacer. Her son, Tom Rolfe, got Young Rolfe, the sire of Nelson, while she also produced Strideaway, a fast trotter which appears in the pedigree of Axworthy.

The American Star was almost a female line. It contributed largely to the reputation of Hambletonian and Volunteer. The best of their performers were out of Star mares. The Kentucky Hunter line produced Flora Temple and the Drews were for a time prominent in Maine.

The Bashaws traced to Andrew Jackson. The line ran through Long Island Black Hawk, whose son, Vernol's Black Hawk, got Green's Bashaw. He was the first trotting sire of note to stand in Iowa.

The Pilot line started in Quebec. The founder of the family was picked up by a Yankee peddler in Montreal. He took him to New Orleans. From that point he was shipped to Kentucky, where he got Pilot Jr. and the other horses which made a place for him in the Trotting Register.

Pilot Jr. was the best horse in the family. He got the trotters, John Morgan and Tattler. As a family founder Pilot Jr.'s reputation rests on the produce of his daughters. Of these the most noted were Midnight, dam of Jay Eye See, the first horse to trot in 2:10; Miss Russell, the dam of Maud S.,

2:08 $\frac{3}{4}$, the first trotter to beat 2:10, and Waterwitch, dam of Mambrino's Gift, the first stallion to trot in 2:20. Tackey proved another leader. She produced Pilot Medium, whose son, Peter the Great, flooded the turf with winners at all ages and at both gaits. The male line of the Pilot family passed out with Bayard, but the blood of his daughters form a net work in the pedigrees of the present day leaders.

The Norman line touched its high point with Lula. For a time it was continued through Blackwood and Swigert. It was stout but none of it can be found in the present day pedigrees except through May King, the sire of Bingen, his dam being the old-time trotter, May Queen, 2:20.

When Hambletonian died Volunteer took his place in public favor. For a time he enjoyed a boom. He was entitled to it as few horses sired a better lot of racing material than St. Julien, Driver, Gloster, Alley, Powers, Bodine, Huntress and Unalola. In the stud the returns were different. All of his sons failed except Louis Napoleon and Landmark. They disappeared at the next remove.

Other horses in the Hambletonian family took up the torch of success. The early leaders were George Wilkes in Kentucky and Electioneer in California. The rivalry between them was keen. While it was in progress the Electioneer family made a new set of world's records from yearlings to aged horses.

George Wilkes made the reputation of the trotter in Kentucky. Harold, Belmont, Strathmore, Almont and others preceded him, but he soon passed them

all. His sons and daughters put every man in the blue grass country that pinned their faith to them on easy street. For the stud he contributed Bourbon Wilkes, Gambetta Wilkes, Jay Bird, Onward, Baron Wilkes, Simmons, Young Jim, and Wilkes Boy, to whom the Grattans trace, while for racing they had Harry Wilkes, J. B. Richardson, So So, Joe Bunker, Kentucky Wilkes, Alcantara, Rosa Wilkes, and Wilson by the old horse and hundreds of performers by his sons, to say nothing of the produce of his daughters, which included Rachel, Blake, Butterfly, Celaya, Delmarch, Idolita, Poteen, Manager and Refina.

When the time came for the Electioneer and George Wilkes lines to show the test of speed production in the third and fourth generation, the horses which stood out over and above all others came from a pair that were discarded. The Electioneer line ran through May King, who would have been forgotten if it had not been for Bingen. As for the Wilkes line it was carried on by Axworthy, a son of Axtell, whose sire, William L., would have been sidetracked if C. W. Williams had not bred the Mambrino Boy mare, Lou, to him in 1885.

The story of the Peter the Great line hangs by almost as slender a thread. Happy Medium, a son of Hambletonian, was standing near Philadelphia. The Pilot Jr. mare, Tackey, was sent to his court. In 1879 she produced a gray colt afterwards known as Pilot Medium. It met with an accident and at one time it was decided to kill him. Walter Clark

saw the colt at Robert Steel's farm and purchased him. He took him to Michigan, where at the age of seventeen he got Peter the Great. This horse became one of the big four, the others being Axworthy, Bingen and McKinney.

McKinney is a member of the Wilkes tribe. Through his dam he brings in the blood of Governor Sprague. McKinney was taken to California as a colt. While there he got considerable racing material, Sweet Marie and Zombro being the best. Later he stood in Indiana, New York where he sired Belwin and Kentucky. Zombro also got San Francisco, a leading speed sire.

The daughters of McKinney have also made a number of notable contributions to the fast list. Their leaders are Rose Scott, Highland Scott, and Guy McKinney, all of which are in the two-minute list.

The high dollar is now paid for the get of horses tracing to the Axworthy, Peter the Great, Bingen and McKinney families. The leading sires in the Peter the Great line are Peter Volo, Peter Scott, Azoff, Caduceus the Great, Peter Montgomery, Peter McKlyo, Peter O'Donna and Peter Wood. There is also an active demand for his daughters. The Axworthy strain is represented by Guy Axworthy, Dillon Axworthy, Ortolan Axworthy, General Watts, Morgan Axworthy, now in Europe, and Judge Maxey. The mares of the family are also noted speed producers.

Bingen was a family founder. This was shown

by Bingara, Admiral Dewey, Binjolla, Bingen Silk, J. Malcolm Forbes, Joe Dodge, Malcolm Forbes, and The Exponent.

The McKinney line has a long list of representatives, Merriman, Kashmir and Sumatra being the leaders by Belwin. San Francisco, the fastest son of Zombro, also sired Sanardo, Lu Princeton, Chilcoot, Jeanette Rankin, St. Frisco, Mary Putney and Fireglow.

The future history of light harness racing will be built around the descendants of these four families. All of them are represented in the two-minute list and all of them are noted for their racing qualities and perfect manners.

Since the Hals and other pacing families dropped out the lateral gaited horses have been rated as a by-product of the trotters. At present the only prominent pacing sire traces to Hambletonian through Dictator, Director, Direct, Direct Hal to Walter Direct, the sire of Napoleon Direct. Ed Geers started this line in 1895 when he bred his Tom Hal mare, Bessie Hal, to Direct after the "little black rascal" defeated Hal Pointer. He got Direct Hal, developed him and sold him to C. J. Hamlin. He also sat behind him when he won fourteen races in 1902. Direct Hal retired unbeaten. Walter Direct, the next link in the chain, was raced by Geers. He also put his son, Napoleon Direct, in the two-minute list.

This is a stout pacing line, but there are others as has been shown by the get of Grattan Royal,

Braden Direct, and Barney O'Connor, as well as the big four which contributed Margaret Dillon, Miss Harris M., Anna Bradford's Girl, Sir Roche, Highland Scott, Sanardo, Prince Loree, and Merriman, all of which are in the two-minute list.

"KNAP" McCARTHY

The passing of W. H. McCarthy, at Terre Haute, Ind., on September 30, 1917, is entitled to more than a stickful of matter in the obituary column. While not a very old man, the returns showing that he was born at Elmira, N. Y., March 22, 1855, "Knap" McCarthy belonged to the old school of trainers, having started racing early in life and remained at it for over fifty years.

The first glimpse of him dates from the opening of the Civil War, when, as a tow-headed lad of seven, he put in all of his spare time riding army horses for a government purchasing agent at Elmira. When the seventh Artillery joined the Army of the Potomac, young McCarthy went with it, and remained with that command and the Ninth Cavalry during the war. On the battlefield or during the march the sturdy little lad from the Empire State was always in the van. All of his possessions were toted from camp to camp in an old knapsack picked up on the battlefield. It made him so conspicuous that the soldiers dubbed him "Knapsack," which was soon shortened to "Knap" and stuck to him through life.

After peace was declared "Knap" remained with the government, riding horses offered for sale. When they were sold he drifted back to Elmira, where he was soon busy riding runners in quarter races and dashes at the fairs and race meetings in western New York.

Opportunity tapped at his door in the fall of 1867 when Dan Mace visited Elmira with a mixed stable of trotters and runners to start at the fair. Among other horses Mace had the thoroughbred mare, Charlotte F., that in time became famous as the running mate of the old-time trotter, Ethan Allen. Young McCarthy was selected to ride her at Elmira. His work made such a favorable impression that, when Mace returned to New York, he took "Knap" along with him. The following spring, at the "mature" age of thirteen, W. H. McCarthy began a thirteen-year apprenticeship with Dan Mace. Being a plodder and entirely devoid of the magnetic temperament and light hands which go with a great reinsman, "Knap" rose slowly to the surface. Finally he was given a mount at St. Louis in 1878. Mace was injured, and McCarthy was sent out behind Darby. He won. Later on he drove Sorrel Dan and Hopeful in a few races. This convinced him that he could paddle his own canoe, and in the fall of 1880 "Knap" made a contract to drive for H. V. Bemis, of Chicago.

The next year he came down the line with Little Brown Jug, Sorrel Dan, Bonesetter, Silverton, and Fred Douglas. The Jug won twelve races for him

that season and also paced in 2:11 $\frac{3}{4}$, 2:11 $\frac{3}{4}$, 2:12 $\frac{1}{2}$, the fastest three heats on record up to that date, when he won over Charter Oak Park track, Hartford, Conn. Silverton also won nine races for the Bemis stable, and Bonesetter two before he dropped dead at Pittsburgh.

In 1882 "Knap" made a contract to drive for Commodore Kittson, of St. Paul, Minn. He invaded the Grand Circuit with So So, Fanny Witherspoon, Gem, Von Arnim, and Minnie R., as well as Little Brown Jug and Silverton, both of which were purchased from Mr. Bemis. He only had fair success with the new outfit, the double-gaited mare, Minnie R., and Von Arnim being his best pupils. The next year he opened a public stable and remained a free lance during the balance of his career, except in the early nineties, when he trained a stable of runners for D. D. Withers. Starting off with Flora Belle, Zoe B., Mattie H. and Belle F., McCarthy held his own in the fastest company, and followed up their successes with the second money trotter, Felix, Jewett, Mambrino Sparkle, Harry Roberts and Prince Middleton.

In the fall of 1887 McCarthy purchased the chestnut mare, Geneva S., from Andy Welch. Welch knew that she was a good trotter, but he didn't want to keep her as she was going blind. That did not stop "Knap," and that he acted wisely was shown by the splendid second money campaigns which she made for him, while she also won occasionally when least expected.

About this date "Knap" selected "safety first" as his motto, the hope of winning being allowed to go glimmering for the surer and more profitable plan of helping. The only slip he ever made in this roll with Geneva S. was in 1888 at Rochester, N. Y., in the \$10,000 Flower City Purse which Budd Doble won with Jack. The Kentucky Prince gelding, Guy, was the favorite. He had five or six seconds more speed than any of the other starters, but was known to be a bad actor. The result depended on Guy getting away on a trot, as he was never known to make a break after he took the word. Geneva S. won the first heat, which under ordinary conditions cinched second money for McCarthy. In the second heat Guy was sent away behind the field, but trotting. When the horses struck the home stretch the word was passed along that Guy was coming on the outside. McCarthy deliberately carried him into the fence. Doble went on and won with Jack. The judges distanced McCarthy for the foul, a very mild penalty for the offense. W. J. Gordon, the owner of Guy, at the close of the season, retired from racing on account of this incident.

After Geneva S. was laid away, "Knap" spent about all he had saved for a rainy day trying to make a race horse out of the gray mare, Anna Mace, by Robert McGregor, dam, Mattie H., 2:27½, by Blue Bull, and which was bred by his wife. She had plenty of speed, but was unfortunate, and finally found a place in the discard after the Cleveland

meeting in 1894, when "Knap" made an effort to defeat Eloise after W. B. Fasig refused to divide with him.

Shortly after this race "Knap" made a contract to train D. D. Withers' gallopers. Either he or the horses failed to make good, the Favordale colt being the only good one which he sent to the post. Later he returned to the trotters and rounded out his career by bringing out Oro, 2:05 $\frac{1}{4}$, Nancy Royce, 2:06 $\frac{1}{4}$, Norman B., 2:06 $\frac{1}{4}$, Dan Cupid, 2:09 $\frac{1}{4}$, and Derby Boy, 2:09 $\frac{1}{4}$, while he also raced the Frank Agan, 2:03 $\frac{3}{4}$, being behind the latter when he defeated Joe Patchen, Robert J., Rubenstein, and Badge at Cleveland in 1896 in 2:05, 2:05, 2:03 $\frac{3}{4}$. This race was also the fastest three-heat event paced up to that time.

In 1906 "Knap" trained the Kentucky Futurity winner, Siliko, 2:11 $\frac{1}{4}$, for John E. Madden, and was severely injured while the race was in progress. Ethel Mac, 2:07 $\frac{1}{4}$, also proved a winner for him, and, after being retired, produced a number of fast foals. One of his best trotters was W. J. Leyburn, which he sold for \$15,000 in 1916 after showing that he could trot in 2:10 over a half-mile track.

Towards the end of his career "Knap" McCarthy confined his racing operations to the middle west, with headquarters at Terre Haute. In 1917 he made a fair showing through the Michigan circuit with June Red, winning a number of long, drawn-out races with her. He was also behind a member

of his stable at Charleston, Ill., on September 25, 1917, when he was thrown from his sulky, fracturing his skull, dying five days later from the injury.

"Knap" was the hardest working man in the light harness racing world. No one ever heard of him pulling off anything with a catch mount or having a prospective champion handed to him after being prepared for a campaign. What he had he made and what he won he kept. His methods were tough, but thorough, and, if a horse stood his preparation, he raced well for him.

Mace told him that he would never make a success as a driver, as he had a heavy hand and could never learn to send a horse away at top speed without holding him as if he were in a vise. This was the method of Woodruff, Hoagland, Whelan and Pfifer. It was what he had seen as a boy, and he clung to it, notwithstanding the fact that he was trained under the Mace method of light hand driving, perfect balance, and just enough work to keep all of the spirit and play in a horse, but at the same time sufficient to leg him up for a supreme effort in a series of heats.

ISKANDER

Iskander was a pacer, not a Turk. Justin Edwards bred him. He belonged to the Alcyone family. The line ran through McKinney, Zombro and San Francisco. Iskander's dam was the Bingen mare, Owaissa. She had a pacing record of 2:06 $\frac{3}{4}$.

Owaissa's colt inherited her black coat. He also wanted to pace. His breeder said no and sent him to Walter Cox to be developed as a trotter. In 1919 Cox gave him a three-year-old record of 2:28 and told Edwards that the black gelding would never do to go to the races at that gait. This was the year before Cox migrated to Indiana.

With the Granite State Park speed maker in the corn belt, Iskander was shipped to Hartford. Crozier was requested to go on with him. He got him up to a mile in 2:20. At that point Iskander pulled up lame.

In order to save training bills, Iskander was turned out with a bunch of misfits. A few cows kept the limpers company. One morning the long horns became too familiar. There was a battle. When the dust rolled away Iskander and his mates had killed a cow. No one knew which one struck the fatal blow, but all had to pay.

At that time Roger Rourke appeared on the scene. For years he had been attending horse sales, where he purchased a few bunches of horsehide with pedigrees attached and turned them into race horses. He heard that Iskander had fallen from grace. He

wanted him and made a deal. The price was \$200. Iskander was shipped to Greenfield, Mass. Roger gave him a few drinks of Green River whiskey—no, no, water, and he went sound. Then Iskander began to trot. Roger said: "No. You must pace." Iskander did not understand the new order of things and stuck to a trot. He was shod with light shoes in front and heavy ones behind, vice versa and every other old way, but it did not change matters. Iskander was still a trotter. He refused to be converted.

Roger Rourke had about decided to pass up Iskander when it dawned on him that the big black gelding owed him a feed bill. In order to offset it he put him to work on the track. Late and early the son of San Francisco was busy hauling a float, track harrow or one of the other tools that are used to keep the Greenfield track like a billiard table.

Finally it dawned on Iskander that he still had one stunt which he had not shown at Greenfield. It was a disposition to "shuffle along" on a pace. As soon as Roger saw the change he hitched the gelding to a cart and encouraged Iskander to go at that gait. He made speed very rapidly.

Iskander was once more back in easy street. He had blankets, bandages, leg wash and a groom. As his speed increased the news spread to Boston. Justin Edwards heard of it. He made a quick trip to Greenfield and purchased a half interest.

In 1921 Iskander beat 2:10 at Readville and paced in 2:12 in a race over a half-mile track. The horse

hunters heard of him. Finally John A. McGregor of Athol, Mass., took him home in exchange for a \$3,500 check.

In 1922 Iskander won fourteen races over the half-mile tracks and was sold to W. N. Reynolds for \$15,000. The following year he was lame. Iskander was tried again in 1924. He made three starts before leg trouble laid him away.

JACK BATCHELOR

Jack Batchelor was one of the odd characters connected with light harness racing for a couple of decades after the close of the Civil War. He would make any kind of a wager if he thought he had a shade the best of it, while he hesitated when he had to spend over half a dollar for a meal. During the racing season a ten-dollar note would have purchased all of his wearing apparel, of which the most conspicuous item was a long linen duster.

Of Jack Batchelor's racing material the Black Bashaw gelding, John H., which made a record of 2:20, and Mattie Graham, 2:21½, by Harold, were the most successful. They kept him going for ten years from 1872 and met all kinds of company on both the mile and half-mile tracks.

Batchelor's ability to hold his own when playing a lone hand in a race came to the surface at Mystic Park, Boston, in the fall of 1877. He had John H. in with Prospero, Huntress and Lady Snell. The drivers of the other starters decided that Huntress

was the best and played her to win. John H. was left out in the cold. Batchelor was convinced that his horse had a chance. Scenting what the others were doing he sent a friend into the betting ring with an order to purchase the cheap tickets on John H. They were easy to get and when the bell rang for the race Batchelor stood to win enough to carry him through the winter if he could finish in front.

No one appeared to be very anxious to win the first heat. It went to John H. in 2:23. On the next trip the others managed to get in his way until well into the stretch, when Batchelor pulled his horse to the outside of the course and won under the whip in 2:21.

When the horses came out for the third heat Batchelor drove John H. up above the distance and stopped. As the drivers of the others came up to turn he called their attention to a new pin which he had sticking in the front of his vest. It was the butt of a revolver.

When they stopped Jack with a few curt remarks advised his rivals that he was out to win and anyone who got in his way might have a little trouble before the finish of the heat. He told them that if they could trim him on the level he had nothing to say, but that if one of them took a run and set down in front of him he might put a dent in his driving cap. The heat proved a scorcher. The four horses raced like two double teams with John H. at the pole. He won by a narrow margin in 2:25.

During the off season Jack Batchelor toured the

west, near what was then the frontier. One night in Cheyenne he was sitting in a game with a few cowmen when a tenderfoot breezed in. Picking two fifties from a roll he asked Jack, who was acting as banker, for a stack of chips. Batchelor shoved over two white ones. The stranger looked surprised and asked what was the limit.

"The green grass and the blue sky," remarked Batchelor and as he returned the man his money he said, "You will find the game you are looking for in the second room down the hall."

In the fall of 1882 Jack Batchelor dropped off at Cleveland with Mattie Graham for a race meeting. He ate his meals at O'Brien's Last Chance Saloon, which was opposite the entrance of the old Driving Park on St. Clair Street. The day that he was to start Mattie Graham, Batchelor dropped in early for dinner and began calling O'Brien down for the prices which he was charging his boarders. After telling him that he paid seven cents for a loaf of bread and twelve or fifteen cents for a pound of cheese from which he made twenty sandwiches by cutting them thin as wafers and charging a dime for each and also explaining how O'Brien made twenty cents on the sale of each quart of milk that was brought into the place, a flashily dressed individual, decorated with a heavy watch chain and a diamond pin, stepped up and offered to pay for Jack's dinner if he was shy of cash.

Batchelor looked at him and said, "My friend, you should not interfere with other people's pleasures,"

and pulling out his wallet he offered to bet him a thousand even that he did not have five hundred in his clothes. When there was no response Jack said "The only difference between you and me is I carry my capital on the inside while you hang yours on the outside where everybody can see it."

That afternoon Jack Batchelor won with Mattie Graham. She picked off the first heat in 2:24 $\frac{3}{4}$. On the next two trips Red Cross and Fred Douglas showed in front. The next two went to the Harold mare.

The last time that I met Jack Batchelor was in the eighties at Parkville Farm, when John H. Shults was selecting brood mares for that establishment. He dropped in on a Saturday when Mr. Shults was paying off. When he got a chance Jack asked Mr. Shults to buy Mattie Graham and her filly by Nutwood. At the same time Jack said he was looking for enough money to take him west and leave a grub stake. The play in the east had been too brisk for him.

When Mr. Shults told Batchelor that he never purchased horses except at auction and that there would not be another until late in the fall, Jack seemed to be up against it. "We can have an auction, however, without waiting if you will agree to it," said the master of Parkville Farm. "Get up on that box and start calling for bids. When you think I have bid enough for the pair knock them down." He did. Jack Batchelor was given a check. He passed out and never came back.

CATCH COLTS.

Chance has frequently played an important part in the production of remarkable individuals in the different breeds of horses and cattle. In the horse world no family has as much evidence of it as the Clays.

Cassius M. Clay owed his existence to the showing made by a catch colt out of his dam. The dam of George M. Patchen, the champion stallion of his day, was a catch filly and Clay Pilot, the sire of The Moore, was out of a filly of the same kind.

Jersey Kate, the grandam of Cassius M. Clay, was a fast road mare of unknown breeding. She was used in livery work and was in demand when any person had to make a trip for which speed and endurance was required.

A pair of Canadian stallions were kept in the stable with Jersey Kate. They were very stylish but did not have any speed. One of them slipped his halter one night and got Jersey Kate with foal. Her colt when matured showed so much speed on a trot that he soon appeared on the New York tracks under the name of John Anderson.

When the owner of Jersey Kate saw what her colt by the Canadian pony was doing in races he bred her to Henry Clay and got Cassius M. Clay. This horse was a fast trotter for his day and in time got George M. Patchen, whose dam was a catch filly.

The dam of George M. Patchen had a peculiar inheritance. She was known as the Carmen Mare and

was got by a two-year-old colt called Head'em, out of a mare which a New York contractor worked in a cart. This work mare was at times turned into a pasture lot near the home of Samuel Broadhurst. The latter at that time owned the American Eclipse fillies Frolic and Itaska, both of which were out of the noted race mare Betsey Ransom.

In 1837 Samuel Broadhurst bred Frolic and Itaska to imported Trustee. The following year Frolic produced a filly and Itaska a colt that was afterwards raced as Head'em. In 1840 when Head'em was running in the Broadhurst pasture the contractor turned his work mare into an adjoining lot. One morning it was found that the colt had broken down the fence and was in the pasture with the mare. In time she proved with foal and produced a chestnut filly.

After passing through several hands the filly became the property of Richard Carmen of New York. He used her as one of a fast road team until through neglect she was foundered. The Carmen Mare was then bred to Cassius M. Clay. Her first foal was George M. Patchen. He was on the turf from 1855 to 1863 and held the stallion record for trotters when he died in 1864.

The catch filly that produced Clay Pilot came from a good family. Her dam was the Pilot Jr. mare Kate that produced the dam of Almont. Through The Moore the name of this filly appears in the pedigree of Stamboul and the Palo Alto matron, Beautiful Bells, whose descendants include Hinda Rose, Adbell, Belleflower, Bell Boy, Bow Bells, The Abbott, The

Monk and Signal Peter.

The showing made by the descendants of these chance products recalls almost as remarkable a one in the annals of Hereford cattle. It occurred on the farm of David Williams of Newton, Breconshire, in Wales in 1844.

Williams had a bull named Chance of uncertain paternity. One night he broke loose from his box and served one of his own daughters called Dutchess 2nd. From this union Williams got a bull calf which he named Sir David. The history of Herefords shows that Sir David was the greatest of his day and generation. During Sir David's long career he was a leader at local and national shows. His sons and their sons were also leaders, the group including Sir Benjamin, Sir Roger and Lord Wilton.

MICHIGAN'S FIRST CHAMPION

The veteran fair manager, I. H. Butterfield, one day when in a reminiscent mood said Utica, Michigan, is my native town. My father's farm was one and one-half miles west of the village. Les Voorheis, the breeder of Magna Charta, had a small farm two miles north. In the early fifties he had a nice, trim, blood like mare that was said to have been bought in Kentucky. In 1852 and 1853, a number of Morgan stallions were brought from Vermont to Michigan. Among them was a horse called Morgan Eagle, a grandson of Woodbury Morgan. He was a smooth, compact horse with good bone and weighed

about 1,100 pounds. He was not fast, probably could trot a mile in four minutes, but he was strong enough to draw two men in a buggy at that gait.

In 1854 Voorheis bred his mare to Morgan Eagle and the following spring Magna Charta was foaled. He was a very handsome colt and was purchased in 1857 when two years old by Ezra Wright, a local horseman. Wright broke him to harness and soon found that he could trot fast. There was no track at Utica at that time and Wright trained the colt on a smooth stretch of road which ran through my father's farm. I often saw them there that summer when I was working in the fields.

Magna Charta's training was continued in his three-year-old form, when Wright showed him at the State Fair in Detroit, where he trotted a half-mile track, at least it was called that, in 2:57. He was awarded first premium as the best Morgan at the fair. In 1859 Ezra Wright took Magna Charta to Coldwater to a summer race meeting and while there traded him to F. V. Smith & Co. for another horse and considerable cash. The colt's new owners exhibited him at the State Fair that year, when he trotted a mile in 2:47 and was again awarded first premium. Later in the season, they shipped him to Kalamazoo, where he won a race in 2:33½, making a new world's record for four-year-olds, and also the first one ever placed to the credit of a Michigan bred trotter.

One day when Wright was jogging Magna Charta in his two-year-old form, he drove into my father's

yard. While he was there, a six weeks' old calf, which as a rule can run like a deer for about half a mile, got out of the barn and raced down the road. Someone was trying to turn it back when Wright said "Hold on, I will get ahead of him," and raced away at full speed. He did not head the calf, however, until it turned a corner and stopped.

Wright never heard the last of that trip, while the mention of it recalls a similar incident at the California State Fair at Sacramento in 1862. I was with John D. Patterson, a stock breeder who exhibited sheep and cattle. Among the latter he had a Jersey cow and calf. On the last day of the fair, when we were taking the stock from the grounds, the calf ran on to the track near the first turn just as a heat in a team race was started. The calf ran off ahead of the teams and kept the lead clear around the track, the occupants of the grandstand applauding the performance to an echo, as the calf and horses raced through the stretch. By that time the calf was winded and I got him off the course, while the teams finished the mile.

JOHN A. GOLDSMITH

John Goldsmith was but thirty-six years old when he died at Washingtonville, N. Y., in 1895, in the house in which he was born and from which as a mere lad he went forth to make a reputation as well as a fortune on the trotting turf. In his brief span of life he made a reputation for a few Volunteer trot-

ters, swept through the Grand Circuit with Director, started the Sidneys on the high road of success, and established the fame of the Guy Wilkes family. The returns show that he reduced the yearling record with Freedom, made a new three year old mark with Sable Wilkes, won the first \$10,000 Charter Oak Purse and the first Kentucky Futurity as well as hundreds of other races. Also while he was busy starting the big round dollars rolling toward his father, Alden Goldsmith, and his first employer, Monroe Salisbury, as well as Count Valensin and William Corbett, he did not overlook his own welfare as when his estate was probated it showed that he was worth over \$100,000 in hard cash, all of which was made with trotting horses. He never owned a share of stock or a bond, but he did train and race horses that could win, and he was also clever enough to know when they were fit to go to the front and get a decision in his favor. John Goldsmith was the first reinsman to adopt the extreme high arm style of driving. At times he seemed to carry a tired horse along at top speed on his finger tips while the gloved hand of steel was ready at all times to take back one that faltered or showed a disposition to make a mistake. By this method he appeared to be able to give the most sensitive touch to the bit of a trotter that was all out at the end of the mile.

W. E. WEEKS

Time takes the toll. Frequently the call comes early and occasionally after the four score mark has been checked. One of the latter was recorded in March, 1926, when William E. Weeks passed at Tampa. He had lived twenty days beyond his eighty-third birthday.

With Budd Doble and George Saunders he was frequently referred to as the three horsemen born in the forties of the last century. Each of them sported silk on high wheel sulkies when a 2:20 trotter was a champion and a 2:30 horse a Grand Circuit prospect.

Doble was born in 1841 and George Saunders in 1846. In 1882 Saunders won everything with Clingstone until Turner caught him with Edwin Thorne at Hartford.

While Billy Weeks was born at Palmyra, N. Y., he took the air during the first ten years of his life on the "sidewalks of New York." In 1854 his parents moved to Illinois. He accompanied them and remained in that state until Lincoln called for volunteers. Weeks went to the front with the Illinois Cavalry. When mustered out he was in the New York Artillery.

When the war clouds scattered Weeks arrived in New York with a pair of trotters which he had driven in 2:40 over the half-mile track at Waterloo, N. Y. They were as good as the gold in those days. W. H. Van Cott, who had a stable on 37th street near Broadway, purchased them and employed their

owner as stable manager and bookkeeper.

Van Cott belonged to one of the old Dutch families on Long Island. His father was a horseman. For a few years he had charge of imported Bellfounder, the sire of the dam of Rysdyk's Hambletonian. As a lad W. H. frequently exercised this English horse under the saddle on the Jamaica Turnpike, where Boston Blue in 1818 trotted the first recorded mile in three minutes.

With this as a starter, young Van Cott drifted into the stable business in New York City. For many years he selected the racing material for the gentlemen who boarded their horses with him. Late in life he moved to 58th street to a stable which at times sheltered over a hundred trotters and fast road horses, a number of which were owned by Major Dickinson, Peter Duryea, Andy Welch, W. Hamilton and Jerry Coster.

While Weeks was in Van Cott's employ Dan Mace and a few other enthusiasts put on a series of trotting races under the saddle in Madison Square Garden. This was not the building which was pulled down in 1925, but the one which preceded it on the same site. At one time it was used as a freight shed by the New York Central railroad, the trains being pulled down to it by horses from the present terminal through the Park avenue tunnel. It was abandoned when the 42nd street station was built. From that time it was leased for large amusement enterprises.

The first National Horse Shows were held in this.

building. For a portion of one winter Mace and his friends had trotting races under the saddle there at night. Everything was conducted as at a regular meeting, the betting at times being very heavy.

While the races were in progress Mace was always on a still hunt for riders. Johnny Murphy was the leader at that time. Almost all of his mounts were favorites and they usually won.

Van Cott suggested to Weeks that he take a mount. He did. After a few nights in the saddle Billy was the talk of the town.

At that time Murphy's reputation as a rider was established. He had placed the stamp of merit on it by giving Dexter a record of 2:18 $\frac{1}{4}$, over the Fashion Course. It was something of a surprise to have an unknown soldier lay aside his pen and snatch a few laurels from the "Red Prince."

When Fleetwood Park was opened in 1870 Weeks engaged a stable. It was at the end of the row referred to as Wall Street. Murphy's headquarters was back of it at the end of the Broadway row. Here as in Madison Square Garden the rivalry between Weeks and Murphy continued until the latter died in the summer of 1889.

While they met in many races to harness none of them attracted so much attention as two matches under the saddle in November, 1876, between the gray gelding, Tanner Boy and the black mare, May Bird, one of the few trotters got by George Wilkes before he was taken to Kentucky. Murphy won both with May Bird. The first required five heats,

one of them being trotted in 2:19 $\frac{3}{4}$, and the second four.

W. H. Van Cott was so pleased with these races that he gave McAuliffe an order for a painting of the event. The black and gray trotters in action with Murphy and Weeks in the saddle and a Fleetwood Park background was one of the most attractive pictures in the Van Cott gallery.

Weeks was located at Fleetwood Park for over twenty years. During that time he did considerable racing. Strange to relate almost all of his mounts were geldings. Along towards the end of his sojourn he had a few mares and one stallion.

The last named was moved into his stable in the summer of 1887 during the July meeting of the Driving Club of New York. On the opening day Weeks won the first race with J. B. Thomas, a horse which he had campaigned for Doc Hedges but which was then owned by the circus man, J. Bailey. This race was sandwiched with a 2:20 trot for a \$500 purse in which there were fourteen starters. All of the local talent and a few from New Jersey were represented. Jesse Yearance was up behind Perplexed while Hurd was driving Jesse. Murphy was out behind Western Belle and Frank Van Ness had Governor C. Dave Herrington started Montgomery Boy, while Hiram Smith drove Cuba and Weeks the gray gelding Marcus. The New Jersey visitors brought over Sir Walter, Jr., a handsome chestnut stallion, and Jesse while Mathew Riley, who had risen from a bell boy in the Hoffman House to a villa at Newport, started

the chestnut gelding Dan.

Yearance won the first heat with Perplexed. After that he faded for the day. Western Belle won the second and was distanced in the fifth. The third went to Dan. Sir Walter Jr. won the next two in 2:23½, the fastest in the race. By that time it was getting dark and the race went over. It was also announced that Major Dickinson had purchased Sir Walter Jr. for \$6,000 and turned him over to Weeks, whose mount, Marcus, had been drawn after going three heats.

On the following day Dan, Perplexed and Sir Walter Jr. went out to finish the race. Perplexed won the sixth heat, Weeks going an easy mile so as to get a line on his horse. In the seventh Weeks started to win. At the point of rocks he was in front. Coming into the stretch Sir Walter Jr. threw a toe weight, made a break and Perplexed won the heat and race in 2:32.

Later on Sir Walter Jr. reduced his record to 2:18¼ in a race at Utica. Today he is referred to as the side of Alcidalia, 2:10¼, and Blondella, the dam of Uhlan, 1:58.

While the names of the horses which Weeks raced are unknown to the modern race goers it will not do any harm to rub the dust off their name plates and show by their records how fast they had to go to win in the fastest company in the old days. Tanner Boy was his best. He trotted in 2:22½. The others were George Moody, 2:35½, Eight Bells, 2:35½, Frank Wood, 2:24, Captain Emmons, 2:19¼, Glos-

ter, 2:26, Charley Champlin, 2:21 $\frac{3}{4}$, Pickard, 2:18 $\frac{1}{4}$, J. B. Thomas, 2:18 $\frac{1}{2}$, Tony Newell, 2:19 $\frac{1}{2}$, Keene Jim, 2:19 $\frac{1}{4}$, and the pacer, Bay Billy, 2:14. Weeks did not mark the last named but in 1882 he won a splendid race with the Hal gelding at Chicago from Buffalo Girl, Mattie Hunter, Gem, Sorrel Dan and Lucy.

The mares that Weeks won with were Adele Gould, 2:19, and Nora Temple, 2:27 $\frac{1}{4}$, while he took a few mounts behind Miss Alice after E. C. Walker parted company with the handsome daughter of Alcantara.

In 1893 Billy Weeks went to France to train the trotters owned by Antonio Terry. He raced over the European tracks for seven years, winning a number of events with Cash and Bosque Bonita. He also tendered the tip which resulted in unmasking Heffner and his associates when they were racing Bertie R. in France as Adria.

None of the old time or modern trainers ever approached Weeks in the upkeep of their stables. All of his appointments were perfect, either in the stable or on the course. The men who worked for him were busy from sun up. His system pleased the owners with whom he did business, it being a common remark with some of them that they would rather have a horse in Weeks' stable and lose than with those who gave him a lick and a promise and won.

SENSATIONAL SALES

The turnover in the New York horse auction each year recalls the sensational transfers which were made since Peter C. Kellogg started combination sales about fifty years ago. Kentucky Prince was the first high-priced one to pass under the hammer. He was consigned by A. B. Darling in 1878 and sold for \$10,700 to Charles Backman for Stony Ford.

The era of high prices at auction dates from the Glenview Farm sale at Louisville, Ky., in 1886, when John H. Shults paid \$28,000 for Pancoast and H. L. and F. D. Stout \$22,000 for Nutwood. Pancoast was shipped to Parkville, Long Island, where his new owner established Parkville Farm.

After being there a little over a year Pancoast was struck with lightning. From that time his days of usefulness were over, although he was subsequently sold and taken to Bardstown, Ky.

Nutwood was transferred to Dubuque, Iowa. He became the most successful stock horse of his day, while mares by him rivalled the descendants of Mambrino Patchen as speed producers.

After Palo Alto and San Mateo Farm received good money in the New York market for their surplus stock other California breeders dropped into line. Consignments were sent by L. J. Rose, Count Valensin and finally the Hobart horses. Stamboul was among the latter.

During the autumn of 1892 there was a contest between Stamboul and Kremlin for the stallion rec-

ord. Kremlin was at Nashville, Tenn., and Stamboul at the kite track at Stockton, Cal.

Kremlin stopped at 2:07 $\frac{3}{4}$. Stamboul came back with a mile in 2:07 $\frac{1}{2}$. The time in this and other miles trotted by Stamboul was then attacked by the followers of Kremlin.

At the time Kremlin's owner, William Russell Allen, was the President of the American Trotting Register Association. Stamboul's performances were rejected by that Association, the record credited to him being 2:11, which he made in 1890.

N. T. Smith, the Treasurer of the Southern Pacific Railroad, was then second Vice-President of the National Trotting Association. He was delegated to investigate the performances of Stamboul. After exhaustive hearings Mr. Smith reported that Stamboul trotted in 2:07 $\frac{1}{2}$.

While this battle was being waged Stamboul was sold in New York. Notwithstanding the uproar he brought \$41,000. The last bidders were A. J. Welch, a Mr. Wallace from Springfield, Mass., and E. H. Harriman. Stamboul was knocked down to Mr. Harriman.

After the sale there was some correspondence about the record between Rensselaer Weston and the American Trotting Register Association. The Association would not accept the record and was advised that while Mr. Harriman was a stockholder in the Association he would never register a horse with it.

As the years rolled by the horses and all of the

parties to the controversy passed away. Finally in December, 1926, I purchased a controlling interest in the American Trotting Register Association for E. Roland Harriman, a son of the owner of Stamboul. A transfer of the Association to Goshen, N. Y., followed and its office is now located within a hundred yards of Stamboul's grave.

The most sensational transfer of a gelding was seen at Cleveland in 1889 when W. J. Gordon sent Guy to the Fasig sale. He was a speed marvel and looked like a trotter that would change the 2:08 $\frac{3}{4}$ of Maud S.

J. I. Case wanted Guy. His horse, Jay Eye See, was in 1884 champion for a day. He wanted another thrill. Guy did not go to Racine. The Case representative stopped at \$15,000. When the limit was in sight, D. J. Campau bid \$29,500. H. A. Stevens, a local merchant, said \$29,750, and the horse was knocked down to him. Later, Mr. Gordon gave him \$1,000 for his bargain and sent Guy back to Gordon Glen.

In 1893, after Mr. Gordon died, Guy was sold again. I purchased him for D. J. Campau for \$1,500. The following summer he had the pleasure of seeing Guy reduced the wagon record to 2:13 and trot to a bike sulky in 2:09 $\frac{3}{4}$.

Both of these records were made at the Detroit Grand Circuit meeting. Notwithstanding that fact Guy's record of 2:09 $\frac{3}{4}$ was rejected by the American Trotting Register Association because his name was not on the score card.

At that time there was a feud between D. J. Campau and John H. Steiner, the Secretary of the American Trotting Register Association. He dug up this rule to annoy Mr. Campau.

On account of this Guy appears in the Year Book with a record of 2:10 $\frac{3}{4}$, which he made to a high wheel sulky in 1889.

Star Pointer, the first two-minute performer, made three trips to the auctions. In 1896 J. Titley consigned him to a Cleveland sale. A few days before he was shipped Star Pointer was wounded on the side by the discharge of a gun in the stable office, which was separated from his stall by a thin partition. The wound had not healed when the horse was sold. Ed. Geers was there with C. J. Hamlin and begged him to buy Star Pointer. Mr. Hamlin stopped at \$5,000 and the horse went to Boston on a bid of \$5,500. As he was led away Wallace Pierce said "There goes Geers' first chance to drive a horse in two minutes."

The honor went to Dave McClary in 1897. In the interval James W. Murphy had purchased Star Pointer at a New York auction for \$15,600 and subsequently sold him to W. J. White in the same manner for \$15,000.

An unusual sale occurred at Lexington in the winter of 1891, when Barnhart, a brother to Allerton, passed under the hammer. He was the first horse in the catalogue. When Barnhart was led out there was but one bid. It was \$20,000. H. S. Henry made the bid. The horse was knocked down to him.

H. S. Henry began buying trotting horses in 1887 at the Alden Goldsmith dispersal sale. At that time he would not pay over \$300 for any horse. Later on he paid all kinds of prices.

In Henry's day there were a number of wash sales of high-priced horses. He and S. A. Browne did considerable. It continued until Henry handed Browne Anteeo for \$50,000 and collected the price.

S. A. Browne developed Bell Boy, a brother to Bellflower and Chimes. He was a clever two-year-old and was sold a couple of times for big money. His last transfer was for over \$50,000 to George H. Hopper and Judson H. Clark at auction. Part of the bidding was done by a man behind a partition. Bell Boy was paid for and was shortly after destroyed by fire.

The single bid for Barnhart recalls another that was made for the imported horse, St. Blaise, in New York. It was \$100,000. It stunned the other prospective buyers and the horse was sold.

The Harvester made three trips to the auction ring. Walnut Hall Farm sold him as a three-year-old. After he had become a champion and toured Europe he brought \$31,000 at the Billings dispersal. In 1928 when twenty-three years old The Harvester was sold again at the Forest Park Farm dispersal for \$1,000. Bingen was disposed of at the Forbes Farm dispersal sale at Readville and was subsequently purchased to take the place of Todd when he died at Bradley Farm in New Jersey.

Todd went with Guy Axworthy to the Bradley

Farm from the auction ring. During a stringency in the money market J. M. Johnson disposed of his trotters, including Todd and Nancy Hanks. Payment for the horses that year was in cash. After the sale Johnson returned to Boston with over \$40,000 in currency.

Peter the Great and Guy Axworthy went to Kentucky from the New York auctions. Peter Duryea selected Peter the Great. Guy Axworthy made four trips before he was selected for Walnut Hall Farm. On the day of his last appearance Pierre Lorillard told me that Averill Harriman and three others dined at a New York hotel. Averill proposed that each of them chip in \$5,000, buy Guy Axworthy and send him to Kentucky as a public stallion. He had an engagement which prevented him going to the sale and when the price moved above the figure fixed by the syndicate, Guy Axworthy went to the establishment where he made a world-wide reputation.

C. K. G. Billings purchased Lou Dillon as an unmarked trotter for \$12,000. He made all kinds of amateur records with her and also had the pleasure of seeing her cut the world's record to 1:58 $\frac{1}{4}$.

The two trips which John R. Gentry made to the auctions shows the value of a world's record. Early in 1896 Andrews asked William Simpson to buy this horse. He cost \$7,600. That year John R. Gentry won in the fastest company and reduced the world's record to 2:00 $\frac{1}{2}$. This was followed by another trip to the Garden. John R. Gentry sold

for \$19,900. Later when his new owner met with reverses E. H. Harriman purchased the "little red horse" and he remained the property of his estate until he died in Tennessee.

MADDEN'S HORSE HINTS

During the past forty years no one in America bred, bought or owned so many high-priced race horses as John E. Madden. He paid the high dollar and received it when he sold.

When adverse legislation blighted the running meetings in New York state, there was a shrinkage in values. Instead of reducing his operations like most breeders, Madden went in deeper until he had over four hundred brood mares at Hamburg Place in Kentucky.

When the tide turned, Madden had horses to sell. When the Hamburg Place products began to win in all kinds of company, more buyers appeared. Madden supplied the demand. After they had culled the crop, Madden went to the races with what they left and won.

John E. Madden's success made him an authority on race horses. What he knows has stood the acid test. On account of this his remark that the sire is more than three-fourths of the stud has weight. He said: "Mares are necessary but at the best they can give you but one failure or winner each year. A stallion will get from fifty to seventy-five. If he is a blank, and many are, two or three years will

put a large operator on the rocks.

"Patchen Wilkes, a fine individual and a well-bred horse for his day, failed absolutely. From the same mares Peter the Great sent out a shoal of winners. Milton Young had a leader in Hanover. When he died Lamplighter was selected. He was a good race horse and just as well bred. Lamp-lighter failed.

"Of the Hanover colts I selected Hamburg. He was good. One day at Sheepshead Bay after Hamburg had won a stake with 138 pounds up, I was holding him by the head in the paddock. A thick set man with a stubby mustache came up and said, 'Young man, do you own that colt?'

" 'That depends,' I replied, 'whether you want to buy or attach him.'

" 'I would be pleased to buy him,' said my caller, who was Marcus Daly. 'What is the price?'

"I told him \$45,000.

" 'Rather steep,' he remarked.

" 'Not for this kind,' I replied.

"Marcus Daly gave me \$40,001 for Hamburg. He handed me a Wells Fargo draft for \$40,000 and a silver dollar.

"Hamburg had a brother named Frankfort. I owned him. While I was in New York the stable in which he was kept was burned. The farm superintendent wired me and added Frankfort was rescued. I replied that so long as the brother of Hamburg was saved, the loss of the barn did not amount to anything. Someone heard of the dispatch and

made me a swell offer for Frankfort. He got him.

"Brothers and sisters among race horses do not amount to much. When I went to Kentucky back in the eighties, if you went out to Barney Treacy's farm you were shown into a stable full of brothers and sisters to horses with records. They were all dolled up and for sale. If by any chance you drifted to the training stable, the brother and sister stuff was cut out. You were told how fast each one could go. Later on their brothers and sisters would be in the sale barn.

"The same thing was seen at Woodburn. As soon as a visitor arrived, Mr. Brodhead or one of his assistants would be calling for Mr. Hull to bring out the brother or sister of Maud S. or Nutwood. If purchased their new owners did not get very rich racing them. As for the training stable it was the same as Treacy's.

"Each race horse must be judged by what he can do. His relatives will not help him very much in the thick of the fight. If a runner is sound and will race he can be used somewhere. The ones that will not make stake horses can be aired as selling platers or sold for bush horses.

"The trotters are different. Their chances are cut into four parts. One-fourth breeding, one-fourth growth and development, one-fourth balancing with a toe weight tossed in, and the last quarter training and driving.

"Some one remarked that horses race in all shapes. He did not say how far. Without racing

blood no horse can train on and show class. Unless a horse is grown properly a trainer has nothing to build on. Gameness is another name for strength with the racing spirit back of it.

"A horse that is not balanced does not have a chance. It is only a matter of time until he gives himself a rap that will put him on the shelf. I gave \$5,000 for Hamburg Belle. She was hitting her knees. I tried what Robert Bonner and Charles Marvin showed me on foot balance and added a few of the ideas that I picked up. Hamburg Belle went clear. The day she placed the world's race record at 2:01 $\frac{1}{4}$ I sold her for \$50,000.

"As for a horse being trained and driven properly, it is only necessary to look around and see what some folk get for their money. In some men's hands a \$30,000 horse looks like 30 cents. He goes and acts all right but he cannot deliver. The horse is not placed properly.

"All cannot be champions. A skillful man knows that. He starts his mounts where they have a shade the best of it or at least a chance.

"There are horses which train to stake form. There are others that have speed to burn until they are classed. The trainer who learns that before the bell rings is always near the top of the winning drivers.

"Many trotters and pacers go their races before they go to the races. They are drilled, not trained. Their owners are happy on workout day and blue on race day."

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