THE HORSE FOR
NEW ENGLAND

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THE SUCCESSFUL TYPE OF HORSE THAT MAY BE PROFITABLY RAISED BY NEW ENGLAND FARMERS.

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THE AMERICAN TROTTER AND ROADSTER.

The successful breeding of trotters by New England farmers has proved, nine cases out of ten, to be a failure, for the reason that in producing the type everything is sacrificed to the one desire, namely, speed; and every one I believe will acknowledge that the hilly, rocky roads of New England are not what one would term proper speedways for the working out of the three and four year olds.

Then, again, when speed is the one desire, to obtain same fifty per cent of the colts raised are made unsound before they come to a marketable age. This is brought about from the fact that few of the breeders have suitable, light road wagons to work the youngsters in; consequently a heavy weight is put behind them, and curbs, spavins, etc., are often the result; or we find they are over-driven by ignorance in training, and a large percentage of the horses become afflicted with chronic indigestion or scouring.

Feeding is also one of the essential points that the average New England farmer is not up on. It is generally conceded by most of the New England breeders that hay is good enough for horses until they are three years old, and then possibly two quarts of oats to a feed.

The following illustration shows how the two-year-olds in England are taken care of and nurtured, and the necessity of careful, generous feeding of the youngsters.

There is absolutely no doubt but what to nine-tenths of

the people a fat horse is always more attractive than a thin one, and the same applies equally well to the young stock.

Our thoroughbreds which have come from the Arab stock have within the last one hundred and fifty years been raised from an average height of 14-2 hands to fully 15-3 and 16 hands. This has been brought about by careful, systematic and generous feeding of the youngsters, and it is a fact that many of the training stables to-day feed their two-year-olds twelve to fifteen quarts a day.

It cannot be said that the New England farmer is the only one that has had the one point in view, namely, that of speed. Throughout the whole United States this has been the only point sought for in trotters for years; and this is naturally so, because it is speed that brought the money and won the money.

Cicero J. Hamlin, years ago, was criticised on all sides for purchasing "Mambrino King," the so-called "dude horse," in Kentucky, on account of his good looks. All those who had the pleasure of attending the Madison Square Garden show of 1893-94 remember the handsome chestnut stallion, as he was led down the side line of the ring, with simply a nose band in the hands of his colored attendant. The attention of the vast audience was perhaps equally divided between "Mambrino King" and Prescott Lawrence's celebrated hackney stallion "Fashion."

C. J. Hamlin made up his mind at that time that there would come a time when there would be a call for American trotters that would be good looking and of good type, with well-set-on necks, etc., as well as having the one attribute, namely, speed. He worked for this continually, and was successful, by the aid of his "Mambrino King" and "Chimes" cross, in putting more winners into the 2.10 list than any other stock farm in America; but also, as is generally acknowledged everywhere, the Village Farm has done more to produce good-looking trotters with speed than any other farm. But the Village Farm was the exception; nearly every one worked on the same idea, — speed, speed, speed; consequently one cannot wonder that the breeders here and there scattered throughout New England were

impressed with the same fact, and, now that a tremendous demand has come for good-looking trotters as well as those having speed, on the different speedways throughout the United States, those able to produce same are few and far between.

Then, again, a farmer devoting himself to the raising of trotters exclusively is confronted with the fact that he is obliged to put his youngsters in the market to compete with millionaire breeders, who perhaps expect to drop \$40,000 or \$50,000 a year in their farm or racing stable. A great many of them, being ignorant of the game themselves, do not know what is wanted, and consequently the market is flooded with bad types and bad kinds. It is this flooding of the market annually that makes the price.

The expensive stock farms are all provided with private race tracks, and many of the leading owners are making a point of breeding their youngsters in the south and California; and it can readily be seen that even the rich New England breeder is at a great disadvantage on account of the cold, rigorous winters; and at what disadvantage must the New England farmer be, who has none too warm stables, and the only place to put his colt out in the winter a frozen-up barnyard, and the only place to exercise him through the snow drifts to the post-office and schoolhouse.

That it is possible to breed good-looking speedway horses in New England no one can doubt. All these difficulties have been overcome time and time again in the past, and will be overcome in the future. I shall not dwell long on this point for the simple reason that there will be enough breeders who will still continue to breed trotters.

The cut of "Baron Born" gives one an idea of what is the needed type on the speedway. "Baron Born" by "Baron Wilkes" has won a number of blue ribbons at the Madison Square Garden on account of his rare breeding and good looks; and to those whom it is impossible to wean away from their first love, namely, the American trotter, I can only say this: if a youngster is worth raising, he is worth taking care of; feed him well, clothe him well in winter, and break him carefully. It is far better to break

a horse single, so that he will drive evenly on both reins, rather than put him in double for six or seven months, and get him to lugging on one rein.

Go out on the speedway in New York, and you will see that the trotters that bring the prizes are high class in every respect ; they not only have speed, but they have manners ; they understand, when they are brought around to the door, that they are to stand quietly while their owner gets in ; when the reins are taken up, to start easily and pleasantly ; not to throw their heads up and down when a horse comes up beside them, but just show by their manner that they are ready to move along, and waiting for the necessary word to be given and their speed called on ; but not boiling over, trying to brush with every horse that may come up behind.

THE AMERICAN TROTTER AS A HEAVY HARNESS HORSE.

We can all remember when every American drove in a light four-wheel carriage drawn by either a pair or single horses, with a breast plate, over-draw check, breeching, etc., a collar being only used for draft or job purposes. This was the typical American hitch, and a most satisfactory one for the trotter or roadster.

When one thinks that it is only within a short time, so to speak, that there has been a call for the heavy harness horse in America, it can readily be seen how promptly the type has been produced.

At the last New York show I had the pleasure of spending a good part of the week in the judges' ring with DeLancy Kane, who brought the first four-in-hand coach to America some thirty years ago.

In England and France it has been a custom for years to name the different coaches, for instance, "The Harkaway," "The Rocket," etc. DeLancy Kane's imported English coach was named the "Tally-Ho," and the name was rightly lettered on the coach ; consequently, every American, when he saw a four-in-hand coach of any kind, at once called it a "Tally-Ho," and the name, which at first was wrongly given, is now understood everywhere, north, south, east and west.

It was only a question of time when American gentlemen

wanted means of carrying more than one or two in a carriage, and this necessitated a more substantial equipage, together with stronger harness, stouter horses, etc. This is what our English brothers had been working on for years, and when in search of heavy carriages, we naturally turned to their Brougham, Victoria, Tandem cart, Stanhope gig, and Coach and Brake.

The English coaches of to-day are principally manufactured by Holland & Holland, and are only equalled by the American coaches manufactured by Brewster. They have a weight of some 2,500 pounds, and sell for about a dollar a pound on either side of the Atlantic.

With the heavy carriage came the heavy harness, broad leathered straps, curb bits, heavy collars, etc.; and how absolutely incongruous our rangy, leggy, light-boned, light-bodied trotter looked in such a harness. He was out of place, and his most enthusiastic admirers must concede ungrudgingly that the hackneys, as a class, far excelled him in compact form, roundly turned quarters and well-set-on tail.

Before 1902 the majority of the heavy harness class in New York were won by imported hackneys, the property of W. Seward Webb, Twombly, A. J. Cassatt, Joseph E. Widener and others. I can remember distinctly when Widener carried off the four-in-hand prize with his team of imported chestnut hackneys that were worth a trip to New York to see.

The American horse dealers in New York at once saw what was wanted, and C. F. Bates, who later developed into one of our largest winners of blue ribbons throughout the horse show circuit, at once took the initiative. He established a farm in Ohio, sending out representatives all through the east and west, purchasing trotting stallions of good conformation, size and action, and sent them to the stock farm, where they were gelded, their tails docked, and taught to drive single, double, four and tandem, and to carry themselves in a proper manner, dropping their chins to the curb, etc.

This at once opened up the field for trotting-bred, heavy

harness horses. The prices obtained in the market fairly rival those for winners on the track. At one of the large sales held in New York a year or two ago 44 heads realized \$65,750,—an average of \$1,494. The first 20 of these horses brought more than \$50,000; a four-in-hand realized \$10,750.

Thomas W. Lawson paid \$29,000 for his four-in-hand of prize-winners, “Glorious Flying Cloud,” “Whirling Cloud,” “Thunder Cloud” and “Red Cloud,” and it is generally acknowledged for horse show purposes as a park team their equal has never been seen. Mr. Lawson has always been a firm believer in the American trotter as a heavy harness horse, and from the start has been willing to pay any price so as to obtain animals which would win the blue ribbon, and be a credit to “Dreamwold.”

His exhibit, at the Grafton Country Club horse show in the spring, of “Red Cloud” and “Bonnie” won the heart of every farmer who attended, from Vermont on the north to Connecticut on the south.

When C. F. Bates first brought out “Coxey,” “Brown Donna,” “Hi,” “High Tide,” “Whirl of the Town” and others, there were 21 classes exclusively for hackney stallions, mares and colts, and 32 breeders made 110 entries; but this has fallen off year by year, until now there are less than 30 hackneys shown, and these by only 2 or 3 breeders.

In the years 1892–93 I showed “Sky High;” he was by a trotting stallion out of a Morgan mare, bred in New York State. In the high-stepping class at Madison Square Garden in 1892 the competition was not especially keen; but in 1893 he came up against Joseph E. Widener’s champion hackney mare “Dorothea,” who just carried everything before her at the show in hackney classes.

Widener drove “Dorothea” and I drove “Sky High;” it was the American type and breeding against the English type and breeding, from the drop of the flag. After fifteen or twenty minutes the majority of the horses had been called to the middle of the ring or had been sent out, until there were only four or five of us left. I had been carrying “Sky High” carefully and easily, husbanding his strength

as much as possible, for, with his flashy markings, four white feet and white nose, and his previous record, it was impossible for him to be turned out of the ring without a thorough trial. Then came the crucial last ten minutes, and here the American pluck and energy won out. "Sky High" could not only go as high, carrying himself as well, but could go one-third faster; consequently he carried off the coveted blue ribbon, and it was thus in the majority of the heavy harness classes.

Every American has a desire to get there, and get there promptly. The American trotting-bred heavy harness horse, with his ability to go down in 2.20 to 2.30, produces this type; and it is only a question of getting, with the speed, the proper conformation, substance, and, above all, bone.

"Lord Brilliant," winner of 410 blue ribbons and 90 championships, is perhaps the best known of our American heavy harness horses; and the only point against "Lord Brilliant" that can be spoken of is his size, 14-3½, and lack of bone.

"Sundown," in my opinion, was the "beau ideal" of an American heavy harness horse, standing, as he did, some 15-3 hands high.

Judge Moore of Chicago, who has for years been an advocate of the American heavy harness horse, this year commissioned W. D. Grand to purchase "Forest King," the champion heavy harness horse of England, and for once departed from his love of the American type, and brought over the English hackney. He landed a few days before the New York show, but was in good condition when shown against "Lord Brilliant" for the Waldorf-Astoria cup. "Brilliant" was not at his best, being shown by his owner, Dr. Wentz. Then, again, "Forest King" towered above him, and, with his wonderful knee action and almost perfect manners, carried the judges with him, and was adjudged the winner.

The same scene, principally the same audience, the same actors on Saturday night for the championship, both high actors of the highest quality; Judge Moore still driving "Forest King," but Batonyi, the wizard of the tan bark, up

behind "Lord Brilliant." It was the battle of the giants. Batonyi at once saw that his only chance with the smaller horse to beat "Forest King" was to show more speed, more quality, more action, and, withal, more "brilliancy;" and added to this must be the power to go twenty-five to thirty minutes round and round the tan bark ring. Judge Moore, who had driven "Forest King" only once before, and had possibly never been up behind a hackney until that time, at once attempted to follow the flying "Brilliant." He was able to do so for a few turns of the ring, but after that it was all over,—but the shouting. Batonyi would carry "Brilliant," with his little side step, around the corners and set him down at the long side of the ring at a 35 or 40 gait, head up, eyes flashing, ears pricked forward, his beautiful neck with just enough substance about it to show strength and crest, and just enough lightness about it to show the necessary curves and quality. The old horse went almost as fast as he had ever gone.

When you think that he was originally kept in the stud at Illinois as a trotting sire; shipped to Boston in 1896 with a carload of horses, and sold at auction there for \$145 to Charles F. Baker, who has the honor of developing him as a heavy harness horse; was first shown at the national horse show in 1897, and for five successive seasons has been the champion winner there,—one can readily see that he had a record behind him that no heavy harness horse can ever expect to equal. I grant that he is a bit old, but still the fire and dash were there; and it were far better to still hold him up as the type, and acknowledge him as the champion of American heavy harness horses, than to give the blue ribbon to the imported hackney, with his beautiful manners and high knee action, but thick-necked before the withers, light middle piece, and lacking endurance and speed.

In talking with Fownes, who, with his brother, are the best-known four-in-hand and coaching experts in England (in fact, it was in their honor that the Fownes driving glove was named), he stated that hackneys were never used on the coaches in England, they always preferring some breed with a dash of the thoroughbred.

Now, the hackney should be exactly the type needed for coaching, being, as we all know they are, the ideal, English, heavy harness horse; and this frank acknowledgment of one of the leading exponents in America of English coaching would seem to cover the point conclusively.

There are trotters that are perfectly capable of winning in the heavy harness classes at our door. In this connection the following story will be interesting:—

My “Sky High” was just a little bit hard to handle, so much so that when I went to Genesee valley hunting in the fall I used to leave him in the hands of my friend, Thomas Callahan of Worcester. He got along beautifully with him, and in driving him Mr. Callahan soon became acquainted with what a high stepper and a heavy harness horse should be, so much so that a year or so later he came to my office and stated that he had seen a high stepper in Charlton who was as good as “Sky High.” I laughed at the idea, and asked him to produce the horse, which he did. She was a chestnut mare and an in-bred Lambert, and, whereas lacking a little in bone and substance, was one of the best-actioned mares that has ever been produced in America. He kept her for a year or so, and asked my advice as to her disposal. I advised Mr. Charles F. Baker, who had developed “Brilliant,” and Mr. Baker purchased the mare, naming her “Queen of Quality.”

She was shown at Philadelphia, and carried all before her in the high-stepping classes; was then sold at auction for \$1,950, later on was sold for \$4,000, and is now going up and down the Bois in Paris, the admired of a thousand eyes, — and she was bred in Charlton.

O. A. Kelley of Worcester had a trotting stallion, “King,” of good type, conformation and color. I first saw him at the Grafton Country Club horse show in the roadster class last year, and admired his type, and later on saw him at Sturbridge. I made up my mind that when I was next in need of a heavy harness horse I would purchase him. When “Ting-a-Ling” died I purchased the horse from Mr. Kelley, made him into a heavy harness horse, showed him at the Grafton Country Club horse show, winning three blue rib-

bons there, beating all comers, and have been offered a very large price for him.

This all goes to show that the American trotter as a heavy harness horse is a success; but it has been generally necessary to take stallions and geld them, to obtain the size, substance and conformation desired.

HACKNEYS.

Prescott Lawrence's "Fashion," who was one of the first hackneys imported, always had a warm spot in the heart of every heavy harness horse admirer.

The hackney had its origin in England, and came from the efforts of a number of breeders who were interested in the production of a certain type; they found here and there mares of this type, and from this a stud book was started, these mares being marked as inspected mares, — that is, they had been inspected, and were of the proper type.

There is no doubt in the minds of many that to produce the hackney the Suffolk punch and different cart breedings were used; but even with this the case, the hackney as he stands to-day is in the opinion of many the beau ideal of heavy harness horses.

Their breeding was taken up by the leading horse fanciers of England, Burdett-Coutts, with his immense wealth, being one of the foremost breeders.

There was something most attractive about them. The picture of "Fashion" yet before you shows all the fire, vim and dash; and in the hackney there was a breed which, while it produced in its stallions horses of a standard and type, likewise produced the same in its mares, which can hardly be said yet of the American heavy harness horse.

The hackney fever soon came to America, and such breeders as W. Seward Webb at his farm in Vermont, Twombly in New Jersey, Prescott Lawrence in Newport, Henry Fairfax in Virginia, Widener in Philadelphia, A. J. Cassatt of Pennsylvania, soon established large studs, importing thousands and thousands of dollars worth of the best-bred hackneys that could be purchased in England.

In reading the history of the hackney, one is impressed

that in "Norfolk Phenomenon," who was said to have done twenty miles an hour in England, was the type of what we wanted in America. But the horses that were brought across the water were not of that type. Away back in the dark ages there may have been hackneys that were able to go twenty miles an hour, but they have never been landed on this side. In fact, in my opinion, the reason why the hackney as a harness horse has not had the proper justice done to him in America, is because the majority of those who were originally imported were kept hog fat, simply shown at the end of the halter, rather than being put into work, and shown in working condition.

Widener's "Dorothea," that "Sky High" defeated at the New York show in 1893, was in hackney show condition rather than heavy harness condition.

The hackney stallions were not in this country a great time before experiments were tried in crossing them on the leading strains.

A. J. Cassatt, who imported "Cadet," the champion of England, to this country, crossed him on a thoroughbred mare, and produced "Clipper," who has won a number of blue ribbons in the saddle classes, both in New York and Philadelphia.

Henry Fairfax, who imported "Matchless Lonsboro," a horse who carried all before him at the New York show in 1900, 1902 and 1903, and later sold him to W. Seward Webb for \$20,000, did a vast amount of experimenting in breeding to the thoroughbred and the trotting mare.

It was only last year when in Virginia that I came across a splendid type of the heavy harness horse, 15-3, that was a descendant of his stock, half thoroughbred and half hackney.

Webb, Cassatt, Widener, Fairfax and all the rest retired from the ring, as their colts were brought to New York year after year from their stock farms and sacrificed at low prices. There was absolutely no call for the hackney, and, as he was beaten in show after show in the heavy harness classes, it seemed to many a wonder that he was ever produced.

It remained for Eben D. Jordan of Boston, with his Plym-

outh stud, to take up the fight and show, as he has done at the last two New York shows, Boston and Newport, that there was good in the English hackney when he was properly handled, and the right type purchased from the other side. Mr. Jordan, instead of sending agents, went over himself and personally inspected the many studs, and visited a large number of the attractive horse shows at the old country places and shire towns in England. Whereas he shows yearly in the breeding classes, his greatest pleasure is in winning in the harness classes, and in this he was most successful this year at the New York show. At the last Grafton Country Club horse show we were fortunate enough to have Mr. Jordan exhibit a number of his hackneys, and they made a most favorable impression among the farmers.

Mr. Jordan does not take the position that the hackney as a heavy harness horse is far ahead of the type of the American heavy harness horse; but he does take the position, and rightfully, that the American heavy harness horse is not of a type as yet; he is apt to be light-bodied, rangy looking, and moreover light boned, so much so that it is invariably necessary to go to the stallion to get the proper type of harness horse. In fact, of late years I hardly remember a mare that has been successful in carriage classes.

In "Gentleman John," champion hackney stallion of England and America, Mr. Jordan has a wonderful stock horse, and he is not only large in size, but of good color, temper, and good conformation and bone.

If the hackneys who were founded thirty or forty years ago are now of a type so that like begets like, it is not at all impossible to suppose that hackneys crossed on trotting mares will give them the additional bone and substance which they so much need.

In "Knight Errant," by "Lord Denby 2d," Mr. Jordan has produced a good type; he is a four-year-old bay gelding, standing 16 hands; his dam was "Lady Leonard," a standard-bred mare by "Jay Bird."

Another point which was clearly carried in mind by those who desired to produce a successful harness horse type is the fact that they must have well-turned quarters, the tail

carried in the right place, and properly. This the hackney has, and has always had, and is one of the few types that is invariably good in this point. In the American trotting mare we have the pacer type with sloping rumps, and the trotter with its thin neck and badly carried tail, all of which are unsatisfactory from a horse show point of view.

Right here I want to pay a tribute to the American trotting mare, and the chances of what she would produce when properly mated with the English hackney or other breeds. When one stands in the show ring and watches twenty or thirty horses go around, the first thing that catches his eye is action, next speed, next conformation. The hackney has the action and the trotting mare the speed, and what must the combination be? Once in a while, the desired type.

After the horses have been slowed down to a walk, the worst weeded out, then the rest brought into the ring and looked over for conformation, you find the American type of stallion—as I have stated before, there are almost no mares shown—to have the one failing, namely, lightness of bone. A good hunter should be nine inches below the knee, and many a blue ribbon winner does not span seven and one-half inches. Sloping rumps and badly set-on tails are the next most objectionable points; badly carried heads and lack of proper biting are perhaps the next.

Picking the hackney to pieces, he has a wonderfully well-made head, although a trifle coarse, but broad between the eyes; generally of a good disposition; the neck, especially in the mares, is well cut about the throttle, and crest exceptionally good; but the worst point is the thickness just in front of the shoulders on the neck,—this no doubt comes from the cart breeding. All hackneys are invariably of good color, which is a desirable point.

The majority of those I have seen have the best of feet, broad heels; and this is where many of the American trotters are very lax.

In the American mares we have intense virility, enthusiasm, dash and boundless energy, that carry you at a three-minute gait up hill and down hill.

I drove “Sky High,” having Mrs. Smith with me, in a

Stanhope gig weighing 600 pounds, with heavy show harness, after one Boston show in April, forty-five miles from Boston to Worcester in four and one-half hours; and I should believe it perfectly possible to get together a four-in-hand with a 2,500-pound coach to come from Boston to Worcester in the same time; but they would all have to be of the American trotter type.

Now, it must be clear to all that the American mare has just what is lacking in the hackney; and, as I have before remarked, if they are properly interbred, the desired results must ensue in a fair proportion.

Now, when this fair result is obtained, how much better is the position of the farmer than with his young trotter. Here is a horse which when a three or four year old is capable of doing a little work; he is the right size and substance, and there is no reason why he should not be worked to a certain extent, and help earn his hay and oats; and if he is not over-done the chances are that at five or six he is sound. Then, if he is properly bitted, there is a chance that he may be sold and come to his proper position, — that of a heavy harness horse; but if he is not sold for a brougham or coach horse, he makes a most useful delivery or job horse, and on account of size and substance has a certain value over that of the weedy, light-waisted trotter in the heavy truck work of the world. Then, again, if he should remain on the farm, he is large enough to do his share, and need not be kept for light driving alone.

It is to be regretted that the New England farmer did not appreciate the Morgan horse when he had him in all his pureness. Have we ever had, or will we ever have again, a horse that, when you got in behind him, filled you so full with the love of his kind as the Morgan? I grant they ran from 14-3 and 15-1, but this was absolutely the only fault you can put your finger on. They were always of a good color, and nine cases out of ten clean-legged, and chuck full of that controllable energy that makes a success of horse or man.

I remember three or four of them, all chestnuts, well-carried tails, beautiful hazel or blue eyes, ears and mouth asking you questions and answering your questions through-

out the entire ride. There are all sorts and degrees of happiness; but no matter how high or how low your degree was, you could always add twenty-five per cent by a ride after one of these chestnut wonders, that never knew what "tire" was, and thought hills were made to run up.

ACTION.

I have said a good deal about action, and, so as to give you an idea of what action is, it seems necessary to describe it a little more fully.

There is knee action, shoulder action, combination knee and shoulder action; hock action, stifle action, and combination stifle and hock action. The accompanying illustrations give one a very clear idea of the difference between the action of the American heavy harness horse and the hackney. "Jersey Lilly" and "Lord Pick-'em-up" are representative hackneys and blue ribbon winners at a number of the leading shows in New England; "Sporting Duchess" and "Show Girl" won blue ribbons at Newport this year; "Fascination" and "Elevation" carried all before them at the Madison Square Garden show.

It will be readily seen that attractive action and so-called flashy action can be easily obtained by simple knee action and hock action; but there is absolutely no go-ahead to this action, — it is up and down, and it is in the same place, with only possibly a little advance all the time.

To the American trotter there is added shoulder action and stifle action; and they not only show that flashiness, but also place the feet when they are put on the ground at a certain distance ahead, so that the covering of the distance rapidly, or speed, is the result.

One would hardly believe it possible that horses could be trained to show such phenomenal even action both in front and behind as in the illustration shown, — "Sporting Duchess" and "Show Girl;" but the camera is true, and you see before you the knees absolutely even, the hock absolutely even, — in fact, the whole horse poised to a nicety, with his chin dropped and neck bent, consequently his body properly contracted, with the hind legs underneath him where they belong, which is biting.

BITTING.

I can only devote a few moments to biting, and I want to say at the outset that I thoroughly appreciate the American abhorrence of curb bits, etc.; but they are absolutely necessary, and it is impossible to drive four horses or even two horses properly with a plain snaffle bit.

As the previous illustration showed, action is brought about to a great extent by proper biting and the carrying of the chin in the right place; and one would not be able to drive four horses, to turn figure eights, — in fact, have them under proper control at all times, — unless they were properly curbed.

Every horse must be taught to know at once that he is absolutely under your control; and each horse of the four must then, of course, feel the same. No man can hold four horses, should they attempt to run away; but they simply do not attempt it, because they have been taught that they cannot go up against the curb. With the plain or snaffle bit the runaway with well-conditioned horses is easily obtained; but with the curb bit it is almost impossible, — hence the need of same.

Our American horses for years have been driven with the overdraw check, to hold their chins out; and the average race driver has a pair of holders on the reins, and pulls 150 to 200 pounds on the lines; and we all know many and many a horse who pulls two in a buggy on the reins.

This is absolutely wrong for heavy harness horses. The first thing to do is to have the chin dropped, the head in the proper position; have the body in touch with the bit from the point of the chin to the tip of the shoe behind. This was the principle of the celebrated French school of Haut-e-Cole, and it is the principle that all successful hunters, high steppers, heavy harness horses, jumpers and hackneys are broken in on.

There are many different kinds of bits and many different methods of biting; but with the heavy harness horse the principal point is to teach him that he must not pull a

pound. No coachman can keep his proper position on the box, have the team under good control, and be able to drive through a crowded thoroughfare, with a lugging horse, in either a pair or four.

With the curb bit goes the nose band, which is the most important part of it, especially with the port bit; most nose bands are wrongly made, and only for looks. The proper nose band is broad, and can be buckled up tight enough so that the horse, instead of being able to open and close his mouth at will and get away from the bit, finds his jaw held where it belongs.

If I should give any trait which I would consider absolutely necessary for horses of any type, I would say mouth. To show you how necessary this is, I would state that "Sure Pop," by Barrett, that I won the high jump at Boston with, — six feet, six inches, — was almost unmanageable when I first purchased her; she had never been taught to drop her chin, but would throw her head up and boil away at her jumps a thousand miles an hour; there was absolutely no way of settling her into her stride and keeping her back without raising her temper to an ungovernable degree.

Then, again, in driving she had that very pleasant habit of starting out on her hind legs, and seemed to believe that her front feet were made for looks only. I worked her with the curb and broken snaffle, and finally put in a perfectly plain snaffle, the same as the ordinary check bit, before I found out just what was needed. With this I was able to control her absolutely; the broken snaffle pinched her and irritated her; the plain check bit gave her an easy bit when she behaved nicely; the curb bit with the tight nose band when applied let her know immediately that she must turn either to the right or left, or stop at once. After a few days she began to acknowledge the bit, and it was only a question of time before she was going over six and seven feet as quietly as a lady.

The picture of "St. Rudolph," the champion hunter of America, shows the system of nose band, curb biting and well-carried head. The picture of "Pierrot" gives a slight idea of the Haut-e-Cole method; and in the hands of H. L.

DeBusigney "Pierrot" is a wonderful example of the high school horse.

That there must be something to the mouth and biting goes from the fact that there has been no way yet brought out that would teach a horse to do this or that at command. Of course we have all seen horses go down the crowded streets with no bit, guided by a whip; but that is simply a trick, consequently of no value.

The "Presidential four at Worcester" shows clearly four horses all in touch, excited by a vast multitude, behind them our strenuous President, and he whom every New England farmer loves best and honors most, — George F. Hoar, — with a brake weighing 1,800 pounds; yet all with their chins in the proper place, and under proper control.

To give you a little idea of the breeding of the four horses, I would state that the off wheeler, "Sapolio," came off a milk wagon in Worcester; the nigh wheeler, "Rubdry," was wheeler on the "Red Jacket" four from Buffalo to Niagara Falls, and was one of a carload of ranch horses, half thoroughbred and half Percheron; the off leader, "Stop Not," is a grandson on one side by "Gallopín," winner of the English Derby, and on the other side by "Barrett," the best thoroughbred that Pierre Lorillard ever owned, — in fact, "Stop Not" is fifteen-sixteenths thoroughbred; the nigh leader, "Ting-a-ling," was by \$75 ex a street car, but the pick of the basket, the flower of the flock; there was no doubt a large proportion of Arab in him, as the mottled Belton ticklings on his skin showed. These were horses all of different breedings, all tremendously excited, yet all under control because they were properly bitted.

"The Cad," winner of the \$10,000 championship in 1900, is perhaps the best illustration one can get of a thoroughbred under control. He was a horse who, in the hands of McLaughlin the trainer (who was the premier jockey of America for years), was found more or less unmanageable and impossible to bring up to his field of horses, and was continually breaking at the wrong time.

I got him from Mr. Wadsworth of Genesee valley for \$150, and I can distinctly remember that it was three days

before I could get him so that he could put his head into the proper place, and by pulling, breaking, twisting and rearing he kept me intensely busy. At last I was successful, and, like all of the best horses and best men, the harder they are to manage the better they are in the end. What he accomplished you all know, and the picture now before you shows that he had pitted against him the best riding talent of the country; he won hands down, and never threw his head throughout the entire journey of three miles and a half, over liverpools, water jumps, hurdles, banks, etc.

FRENCH COACHES.

Whereas England has gone ahead with its hackneys and produced a successful type of heavy harness horse, at least successful for its short distances and heavy traps, we must look to see what France has done in the same line with its heavy harness horse, namely, the French coach.

But the work in France, rather than being undertaken by individuals, has to a great extent been done by the government, through the national haras.

The French coach horse has never been so popular in the United States, — has never been so much of a fad, so to speak, as the hackneys were; at least not in the east, where the principal horse shows have been held, and this is where the heavy harness horse naturally made his reputation.

Too much credit cannot be given J. S. Sanborn for his pioneer work, so to speak, in bringing over the best French coaches that could be obtained to his Elmwood stud farm at Lewiston, Me.

One has but to read the matter sent out by Mr. Sanborn to see that he is a thorough student of French coaches, and had the ideal, which we are now working for, in view, namely, a heavy harness horse, which would possess action, courage, great road powers, style and beautiful conformation. He spared no pains in importing such stallions as "Gemare," "Lothaire" and others, and crossing them on the native-bred stock.

That the French coach also has a type in its mares is easily seen from the picture of "Clementine;" and in

“Freddie” we have one of the most attractive crosses from a native mare.

Long before Mr. Sanborn started his good work, so to speak, Dunham, the western importer at Oakland Farm, Fort Wayne, Ind., had taken pains to import the finest coach stallions that could possibly be obtained in France; and from the illustration, “America leads in horse importation,” now shown, you will see that McLaughlin Bros. not only wanted to win all there was to win in America, but went further, and purchased, from time to time, all the best stallions that could be obtained in France, and showed them before importation.

The French coach has one point which makes him a most desirable stock horse, and that is, that he has fifty to seventy-five per cent of thoroughbred blood in him; and this type of horse was no doubt produced by the crossing of the thoroughbred on the Norman or Percheron mares.

The family of French coach horses, taken as a whole, show more of the beautiful curve and type of the thoroughbred than the hackneys; and many of the horses imported by Mr. Sanborn were closely related to some of the best winners on the tracks of France. For instance, the grand-sire and great grand-sire of “Gemare” were the begetters of trotters that were winners to the amount of 500,000 francs.

To give you the best possible illustration of the crossing of a French coach on a trotting-bred mare, I would show you the picture of “Queenston.” This beautiful saddle mare was bred by C. J. and Harry Hamlin at the Village Farm, and was the result of sending out a number of their “Mambrino King” mares to the Dunham Farm at Fort Wayne to be bred to “Perfection;” and certainly “Queenston” shows that she was bred to perfection, as a more perfect animal of her type is hard to be found.

At the Boston horse show in the saddle classes she was almost invincible; at the Grafton Country Club horse show she carried all before her, even to the combination class; and at Newport won on Tuesday, and on Wednesday the championship for the best saddle horse in the show.

I think you will agree with me that the picture of "Queenston" is almost perfect in every detail. The beautiful head, well-cut-out throttle, perfectly turned neck, coming nicely into the shoulders, each foot in its proper place, or, better, in its natural place, well-filled quarters and perfectly set-on tail. Looking at "Queenston" without knowing her breeding, one would say that she was three-quarters thoroughbred.

If the nick of the French coach with our standard-bred mares can produce the type of "Queenston" once, they may do it again. The dam was simply an average mare, one not thought good enough to breed trotters from at the Village Farm; and the value of "Queenston" is what? Anywhere from \$1,500 to \$3,000. The cost of bringing her up was what? Simply her feed until she was three or four years old, and then careful breaking. In fact, her whole training for saddle purposes could have been done in a five-acre lot, in fact, better than anywhere, so as to make her supple and prompt to bit; and all that is required in the saddle classes is a good walk, good trot and canter and a pleasant disposition, all of which she possesses.

I never had the pleasure of meeting Mr. Sanborn, but I only wish he could have had the pleasure of looking at "Queenston," as he was so interested in the French coach, and was so absolutely sure (and it is this absolute sureness that brings success) that he was on the right line.

THOROUGHBREDS.

"Ben D'Or," one of the most celebrated sires in England, is beautifully illustrated in the picture now before you, with his stable companion who was always with him nestled up in his accustomed place.

You do not often see a finer type of muscle, sinew and bone; yet you can go down to the race track and you will find stallions almost as good looking to be had for the asking, simply broken down from over-work on a tremendously hard track. Nature has as yet to make a back or middle tendon that can stand what the trainers ask; and year by year good thoroughbreds are broken down by the hundreds.

Pierre Lorillard's "Barrett" was taken to England, as he had been tried on the dirt course and found faster than "Iroquois;" but he was unable to extend himself on the slippery grass courses, and was later brought back to this country. He stood at Genesee valley, and sired some wonderfully good hunters, one of which I purchased, "Sweet Brier," whose dam was a road mare.

To show you the staying qualities of this one-half bred, I would state that she was driven on Saturday from Worcester to Lynn; on Sunday, from Lynn to the Myopia Hunt Club; on Monday she was shown in the hunter classes, and won several ribbons; Tuesday I hunted her on a twelve-mile run at 6 A.M.; at 9 A.M. she started for Worcester, sixty odd miles, and landed there at 9 o'clock that night in good shape, having eaten every meal on the road, and four quarts after she arrived home.

The champion hunter at Islington, "Royal Mask," will give you a little idea of what may be obtained with thoroughbred crosses; and the horse rearing on one leg shows that strength is not necessary to jump, simply the "know how." This was wonderfully exemplified at the last New York horse show, when the half-bred hunter "Rupert" walked into the wings of the jumps from four feet six inches up to six feet without an effort, and hopped over the top of them.

The winning English stallion of 1903 will show you that the thoroughbred type of to-day, instead of being light-boned, thin and lanky, is a wonderful example of much in little, as compared with the Percheron or shire.

There are many sluggish, coarse-bred mares, which, crossed with thoroughbreds, would produce a type of horse such as my "Rubdry." When my country place at Grafton was in the process of construction, "Rubdry" could and did outpull every horse that was on the place; if there was ever a rock to be got out that the others could not start, they put him on, and he generally pulled it. As a weight-carrying hunter he won second at the late Norfolk show, and carried my brother successfully for a season with their hounds; has jumped five feet time and time again, and is a most useful

horse in a wheel of four; he has not tremendous action, but from his thoroughbred breeding it is impossible to kill him.

In the illustration of "Blue Grass Maid" we have a typical picture of a Kentucky gaited saddle horse which has been produced by years of careful work of our southern brothers; and the principal sires have in their pedigree the blood of "Squirrel" or "Denmark," who were clean thoroughbred. When quality, suppleness and energy are needed, one must invariably go to the thoroughbred.

In his majesty "Ambush 2d" we have about a perfect type of a thoroughbred steeplechaser; and in winning the grand national, as he did in four and one-half miles, he readily showed that he not only had the ability to jump, but also the brains to carry him around the difficult course without falls from interference or otherwise, and stamina enough to finish out the distance.

It has been proved by Governor Stafford of Palo Alto that it is very necessary to cross out to the thoroughbred to produce our high type of trotters. Our English brothers even go further, — that is, they cross out to the thoroughbred to produce about any type of horse they desire.

The thoroughbred is as much of a type and as game as the American trotter. You will note I give the preference to the American trotter, for the reason that we have thoroughbreds who can run their mile in $1.35\frac{1}{2}$ on a straight track, and in 1.38 and a fraction on a curved track.

Where can we find thoroughbreds that, like the American trotter, can repeat and run six or eight miles all in less than .41 or .42 in the same afternoon? They do not seem to be bred these days; yet the American trotter will go out and try heat after heat in .08 or .09.

Of late there has been a call in England for a lighter horse of the truck type, to have enough breeding to be quick on his feet, start a load promptly, and be tough enough so as not to go wrong.

This type is wonderfully well exemplified in "Black and White" and "Sandow," who are half thoroughbred and half shire horses, and very much of the heavy-weight hunter type. It is this class of horse that is used exclusively on

road coaches in and out of England, as they are bred well enough so as to be able to gallop if necessary, and gain enough with the aid of their warm blood to keep the cold blood going.

REVIEW.

Now, suppose that arrangements could be made so that Mr. Jordan's hackney stallions and Mr. Lawson's trotting-bred heavy harness stallions could be shown at the principal "cattle shows" throughout the fall,—as yet they have only been shown at a few shows outside of Boston, Brockton and Grafton, and the average New England farmer is not conversant with them; then in the spring have them walk from town to town, as is the habit in Europe, standing one or two days here and one or two days there, the whole matter being done in a careful, systematic, methodical way, breeding the hackney to the light-boned, waspy, exceptionally breedy-looking mare, and breeding the trotting-bred heavy harness stallion to the cold-bred mares, with the cross of the Percheron or Clyde, and I cannot but believe that good results would ensue. The hackney would correct the bad points of the American mare, and the American stallion would, with his warm blood, speed and dash, help bring up to line the cold-blooded part Percheron, shire or Clyde.

With the two send a thoroughbred stallion, which could also be crossed on a cold-blooded mare, and give to those interested a heavy-weight carrying hunter, or a lighter truck horse or carriage horse, where action is not desirable; and in order to make the matter complete, a coach stallion should be included; then I believe farmers in all parts of the country would be able to obtain just what stock horses they would need, and be able to produce at the end of a certain length of time a desired type.

In France this matter is taken in charge by the government in a most careful way. The stallions are inspected carefully before being put into the stud, and infinite pains are taken that at the fairs suitable prizes are offered for the get of different ages; and in many cases the government itself adds interest to the matter by buying in the better examples.

In my opinion, it would take only a certain length of time, if the matter was gone into carefully, before the very best results would ensue. Some one who was thoroughly conversant with the types that are desired would want to be sent out with the stallions, and it would be perfectly simple to have cuts of the different leading crosses shown to the farmers who are interested in breeding their mares.

And now that horse shows are springing up everywhere, and from the fact that the country fairs are all in want of attractions, it is only a question of time in my opinion before they will all include a horse show among their regular lists, and in a broader plan than they have hitherto done. The mere taking of these stallions around from show to show in the fall would open up an entirely new field for the farmer; and I feel sure that the leading fairs and horse shows of Massachusetts would be very glad to offer prizes for half-breeds of this or that type shown by legitimate farmers.

The whole matter could be easily done from one head; and in ten years' time, instead of raising a crop year by year, as we do of trotters, one out of ten of which is useful for regular carriage purposes, we would raise a crop of heavy harness horses, eight out of ten of which would be useful for regular service; and at the same time build up a type of American harness horse, by use of the cross of the hackney, thoroughbred and French coach, that would rectify the bad points in each.

Can any one point to a type to-day and say that it is the true type? In my opinion it is impossible to do so as yet.

By the systematic crossing of the four types of harness horse with standard-bred and cold-blooded mares we would be bound to produce in the course of years the right type; and, if the proper judges were kept at their posts at the shows and country fairs, it would only be a question of time before those in charge of the matter would obtain stallions which, with proper brain work in this stud use, would beget the qualities that are sought for, and would produce the ideal American heavy harness horse.

If the time, brain work and energy of the American farmer has produced the American standard-bred trotter, who to-day

stands unrivalled by any type of horse of the world, it would seem to me far easier to produce the heavy harness type. It is far easier to produce hunters than race horses, and the same comparison holds good of the heavy harness horse and the standard-bred race horse. Extreme speed is the hardest goal to gain.

Let us show those interested in breeding an object lesson of what we would produce by the crossing of the different breeds of which I have endeavored to give a little history, and I believe they would agree with me that it is far easier to breed the heavy harness horse than the light harness horse, and the owner's purse in the end would also be of the heavier type.

QUESTION. In your opinion, is it advisable for a breeder to practise the high action we have heard so much about?

MR. SMITH. I don't think so. There are plenty of ways by which you can readily see whether a horse has high action or not; you do not need to know whether he steps high or not, you can tell by the way he carries himself. It is not necessary to take them out and pound them to get this action; it comes naturally. They can be balanced to bring forth a higher action, but you cannot put it there if it was not there.

QUESTION. You say it can be done by breeding?

MR. SMITH. Yes.

QUESTION. Is the horse better controlled by a check-rein?

MR. SMITH. Fashion controls a great deal in the horse world, excepting in the race track or trotting park.

QUESTION. Will you kindly tell us what a colt ought to receive for feed?

MR. SMITH. The question of feeding is about the same with horses as with the human race. You can get as many horses spoiled by over-feeding as you can by under-feeding. I purchased two or three years ago a thoroughbred, bred by Mr. Haggin. He has eight hundred thoroughbred mares on his Kentucky and California farms, and he has forty or fifty thoroughbred stallions. His product in thoroughbreds is

about the highest that can be attained. The horse I bought was the handsomest type I ever saw for a steeple-chase horse, thin and wiry. The same idea applies to horses as to big men. Most big men are apt to be built on the soft type. He was fed on eighteen quarts a day, and became impossible to handle. I bought him, and thought I should have a world-beater. He had catarrhal fever, and he all at once wasted away and became of no value. With this tremendous amount of food he was over-fed. If you can get a horse fat on the ribs, with the fat laid pleasantly, when he goes out in the spring he is rounder and more supple, and he grows easier, and if he grows easier it is more natural.

QUESTION. What is the best kind of feed to give a mature horse?

MR. SMITH. Well, that is a pretty hard question to answer, I believe, and I think you will agree with me. There is not much doubt that if horses are to be worked hard and regularly, oats are like beefsteak, and for a steady diet are something to be depended on; but if one eats oats and beefsteak all the time, he will get run down.

I remember as a boy taking a trip from Oregon to the lower part of California, to San Francisco. There was no railroad, and we were obliged to go all the way on a stage coach. About every eight miles they changed horses, and I would stay up day and night; I would have to stay to keep the seat, that is the only way I could get it; and I found out, from the eight or nine miles, the total distance the horse could go, that they fed a great deal as we did,—oats and hay and mash. There is no doubt about mash being necessary, as it is necessary for us to have an amount of vegetables, and if carrots are fed we have good results. You go where horses are worth thousands of dollars apiece, and you will be surprised at the kind of diet that is given them. At Saratoga and Morris Park they bring carrots and everything you can think of. They bring fresh clover, and many breeders send back to California and have hay brought out. Enoch Wishard goes to infinite pains. He has the whole thing reduced to a system. He watches the horses carefully, and has them all guarded by mosquito netting, and

the horses in his stable are made as comfortable and put to as few inconveniences as possible. The health of a horse and the use of a horse depend on how he is fed. We have horses who do not seem to need a mash, but no doubt, in the opinion of most of us, if a horse is turned out to grass a little while before the flies come, it tones and freshens up his digestion, and he lasts longer.

The CHAIR. Dr. Twitchell, we would like to hear from you.

Dr. TWITCHELL. Mr. Chairman, ladies and gentlemen, I have sat here for an hour or more, and have been most intensely interested; and personally I want to thank Mr. Smith, for, while he has shown us all where his natural love and fancy would be, he has given us at the same time a most clear, fair and discriminating setting forth of the essential qualities of all the types he has presented; but, gentlemen, I think I am in the same condition of mind as you. We have not seen our old horse yet. There is one class of horses you want, Mr. Smith, before you show your pictures in Maine. You have not shown us one of our western chunks.

Some years ago I attended fairs in this State and saw horses being bred, and since then I have known a little something, but not so much as to what you are doing now. But if I were home in the State of Maine to-day I should say we might take hold of the work along the lines Mr. Smith has set forth, because the State of Maine is cursed by the western chunk. It is the heaviest burden we have upon us. I don't know whether it applies to you, but I mean the poor little low-headed, coarse-framed, slow-motined western horse that represents nothing adapted to New England life, or that of New England agriculture. If you have such, go home and knock them in the head to-night. To be behind a horse like "Brilliant" you will be a better man, your head will be in the air, and you will be filled with the thrill of life that always comes in driving a good horse. You get behind a western chunk, and where are you?

I tell you there is an application in this thought of tremendous import. If we burden our farms with that class

of stuff, as New England has been burdened for the last ten years, we drag down our agriculture. You put in Maine or Massachusetts those fine horses, horses that will walk more than four miles an hour, free, easy, elastic-moving animals, and they will drag some of us out of the old ways. They would be good for the farm and for the farmer. There are too many ox-horses being employed in plowing. They are not fitted for our conditions to-day. We want better horses. Our agriculture merits better attention. We want more breed in our horses and teams we are driving. We never can get out of our present condition and reach the point we desire until we get freed from the entanglements, and get freed from all deformations. A well-built horse is a help to better agriculture. You may find them in the American trotting horse, in the Percheron crossed with thoroughbreds, with the French coach horses, find them anywhere, but for Heaven's sake, let's find them.

Mr. A. M. LYMAN (of Montague). About ten years ago Dr. Twitchell gave a lecture at Greenfield on the horse, and some of us got the best horse we could procure for him to score, and when the scoring was finished it footed up 67. Some of us were disappointed because it didn't score 90. The explanation Dr. Twitchell gave was that the best horse in the world would not score 100, and I should like to know how much nearer to that figure he is now than he was ten years ago.

Mr. SMITH. I have been up against the same proposition, ever since I have been in the show ring, in Montreal, New York and Newport, and generally with different judges each time. They bring different types out, and I have agreed with Dr. Twitchell that in the conformation of a horse 40 out of 50 is as high as I believe in placing them. A judge would say put him at 50; I say put him down 40. I say, how can you put him to 50? Is he perfect? I think we are advancing just as much as the trotting record is advancing.

Now, in regard to the question of conformation and type of horse, it is perfectly wonderful how the market has advanced in the last ten or twelve years. When I first showed in New York, in 1891 or 1892, you could count on

your fingers the good-looking horses that would come in harness classes ; now you can count as many in the dealers' class ; and we not only have gone ahead so fast, but pairs are shown now where ten or fifteen years ago it was hard to get well-matched pairs. Now you see eight or ten pairs matched to one not matched. The horse dealers are just as much of business men as any men. They simply scour the country from one end to the other. In Maine there was a man named Bishop who had a wonderful heavy harness horse, and it was reared in Maine, and I tell you in my opinion he was the finest type of horse, and "Sundown" was the name. Mr. Morgan used to go there each year, and had posters put up of the type of horses he wanted, and would have them come to the hotel to see if he wanted them. The same was done by Mr. Bates in the west. When you get the public working on a certain type, they generally produce something, whether horses or soldiers.

QUESTION. Should you use blinders on farm horses ?

MR. SMITH. Well, blinders in my opinion are a pretty useful sort of a thing. They keep a horse a little more alert, and a little more sharp. If a horse is without blinders he is inclined to get a little bit lazy and careless. He does not see as much, and sees only what is in front of him, and is not frightened by objects appearing at the side.

I want to go back to what Dr. Twitchell said about the ox-horse. I don't think I ever heard it put exactly in that way. We were always taught to have a horse with some ping-pong, something that would make you feel good when you got in to ride. I have taken friends out to drive whose fathers had horses, and they have said they did not know before what a good horse meant. The same is true of farmers, — any one with ox-horses. I never heard a better definition than that. If we go back to ox-horses, we are working backwards and bound to get backward. Now, if we get energy in our horses, we are bound to get a little of it ourselves. We are with our horses half the time.

MR. B. P. WARE (of Marblehead). Many of the suggestions made by the lecturer are very valuable, but I want to warn my farmer friends against the attempt to breed the

fast trotting horses that have been shown to us. I suppose not more than one in a thousand attempts is successful, and if perchance you succeed in getting anywhere near the points, it costs to train the horses to a fast pacing trot. It is well enough for millionaires, who are not obliged to earn their money as we farmers do, to indulge in such things if they want to.

Now, in regard to the horse with the string halt, that style of horse is very good for a show, but you see at once with that high action that would tear the forelegs and feet all to pieces in a very little while.

I want to say that all the bob-tail horses we have seen on the screen and on the street represent criminals. You know very well there is a reward of one hundred dollars by the society with a long name, of which I am a director, for any information that will lead to the conviction of the man or men who mutilated any of those horses,—mutilated them for life. It is a shameful thing. When it was first introduced I suppose it was because it was “English, you know,” but if it was so then it is not now. When I was abroad I went to Queen Victoria’s mews, and there she had one hundred and twenty horses,—not one allowed on her premises with a mutilated tail. King Edward has adopted the same rule; not a bob-tail horse is allowed on the premises. There is an example worthy of imitation by us. It is shameful to see what we do see as represented there,—such mutilation, such cruelty.

The question was asked, What is the best way to feed horses? I learned over there that a study has been made for years as to the best method of feeding carriage horses. The method adopted there at Queen Victoria’s mews was to feed horses with six quarts of oats a day, with a sufficiency of hay, with bran mash once a week, and in the winter season an occasional mess of carrots.

Our friend, if I understood him rightly, recommended what seems to me is the proper class to breed. Brother farmers, if we raise a horse, let us raise a good one. Mr. Sanborn has introduced beautiful stallions. I have visited his place and seen the products,—most beautiful horses,

and well adapted to New England uses. The thoroughbreds are another safe kind to follow. The hackney I believe our friend recommended, — those three breeds. I have no doubt that the French coach horses, of which “Gemare” is a good representation, would bring to us as farmers good returns for use or sale or anything, and we would be pretty sure of getting a good horse, with the best mare we have.

Speaking of breeding fast trotters, showing the uncertainty of it, I happened to know of the first colt that was produced of the stallion “Sinclair,” who was the prize stallion in Massachusetts. The first colt that came from him never was worth more than \$125, — I doubt if he was worth that. He was put in a milk wagon, but disgraced that, and was taken out. A homelier horse I never saw, and perhaps that was the highest type stallion of New England for a while. I speak of this showing simply the uncertainty of getting that kind of a horse, if you attempt it, for a fast horse. It is very unsafe for us farmers to attempt any other kind but French coach horses, which, according to my idea, is the proper type to follow as near as we can; and while we are raising colts, if we do, let us get something which is good.

Three years ago I had three generations of horses raised by myself on my farm. I have two now that are beautiful horses, representing the American and the Percheron. Not large and heavy, like the Percheron, a little larger than the American, my little horse has taken first premium, and his walking gait is more enormous than the trotting one. We are satisfied with a fast-walking horse to let him walk a while, but cannot with a slow walker. For farm work you want to have a horse walk as fast as you want him to, rather than to have him only creep along. A fast-walking horse I think is of more importance for the average family farmer, — I don’t mean sportsmen; but it is decidedly of more value than any other fast gait that we get. It is just as well to breed a good horse while you are about it; but I beg of you, my friends, don’t try to raise a trotter.

Mr. SMITH. I think the gentleman who has just spoken has hit the nail squarely on the head. He has come down

on the trotter. You remember my first chapter was about the greatness of the trotter ; but, while that is so, the average farmer is inadequate to compete against the millionaire. If you are bound to raise a trotter, raise a well-made one, — one you could drive along the Speedway.

In regard to short tails, I am going to go back to that for a little. The Queen of England had reached that time when she did not set the styles over there. Now it comes down to the simple question of style. I don't like a short tail any more than Mr. Ware does ; but when you are in New York of an evening you have to wear a full-dress coat. Now, I want to say that at the last one or two New York shows Mr. Gouch, an English expert, came over to judge saddle horses, and he has put the blue ribbon on the long-tailed saddle horse. Now, if Mr. Gouch can go ahead with his good work, he can bring the style around. It is simply a question of style. If the society with the great long name will get as much of a hustle on as the Massachusetts State Board of Agriculture, we would soon get where we could stop docking.

I have my stable as carefully screened as can be. I have an arrangement by which I have sticky fly-paper around, and above that I have sanitas dropped, so as to keep the place clean all the time.

Ex-Secretary SESSIONS. I want to express my hearty appreciation of the lecture this afternoon, coming as it does from a source where we might expect some fancy ideas rather beyond our approval ; but I must say we have had a good, sensible lecture, one that the farmers of Massachusetts can well profit by, and I want to compliment the lecturer on his good, sound common-sense.

THIRD DAY.

The meeting, which was held in the hall of the Young Men's Christian Association, was called to order by First Vice-President Sessions, who introduced Mr. John Bursley of West Barnstable as the presiding officer.

The CHAIR. In yesterday's session there was some criticism made of the Agricultural College, which has done so much for our Massachusetts boys ; and I am happy to say at the present time they are undertaking to give our girls instruction in those lessons which are so very dear to all of us who have spent our lives upon the farm ; and I assure you it is with great pleasure that I am able to present to you this morning one who acquired his education there, and who, like many others, has gone forth to help organize and carry on the work in agricultural institutions for education all over this country and other countries. It is now my privilege to present to you Dr. Homer J. Wheeler, director of the Rhode Island Agricultural Experiment Station, who will speak to you upon those subjects connected with the keeping of the fertilizing element in our soils.