Twelfth biennial report of the Kansas State Board of Agriculture, 1899-1900

Section 7, Pages 181 - 210

This biennial report from the Kansas State Board of Agriculture includes information on dairying, road construction, livestock, and other agricultural topics. Also covered are county statistics for population, acreages, productions, livestock, assessed valuation of property, and a listing of churches for each county.

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and if the quality feature is in the smallest degree lost sight of, there is great likelihood of not only producing an inferior animal but at the same time one altogether too large. Probably the most desirable horses of this breed at the present time will weigh 1650 to 2000 pounds.

The Percheron horse no doubt stands among the first of the draft breeds of the world, his value having been thoroughly and successfully tested and demonstrated in the United States. They have excellent conformation, attractive style, activity and endurance, considerable speed united with power, amazing strength for their weight, and with their kind and docile disposition would seem to favorably recommend themselves to American farmers, stockmen, and breeders. They are especially adapted to the moving of immense loads at a rapid gait, and in the early days of France were largely used in drawing heavy diligences and post-coaches, before the introduction of more modern facilities for transportation.

CLYDESDALE.

The Clydesdales seem to have had origin in south-central Scotland, in the rich valley of the Clyde river, from which they take the name; Scottish authorities almost unanimously designate the Upper Ward of Lanarkshire as the place where they were first brought to any considerable degree of perfection and prominence.

According to records, and the views of various prominent writers on this subject, the breed undoubtedly has in its veins the blood of the great Black horse of Flanders, and it is reasonably certain that the Clydesdale is the product of native mares of Lanarkshire bred to imported Flemish sires about the close of the seventeenth or beginning of the eighteenth centuries. The Clydesdale no doubt largely owes its present distinctive character to these native mares of Lanarkshire, known as the Lochlyoch stock, mostly of brown and black color, with white faces and some white on their legs, gray hairs in their tails and occasionally scattering over the body, and invariably a white spot on their bellies, the recognized mark of purity of blood. Their progenitors were likely of English origin, and of a somewhat mixed character. There is, however, reason to believe that Flemish stallions had been introduced into Scotland long before this, and previous records show that Scotland was recognized as an excellent district for horse stock-breeding even duriug the early Stuart reigns. The earliest positive recorded mention of great horses in Scotland is July 1, 1352, when William, earl of Douglas, obtained a special edict of "safe conduct" from King Edward I to take "ten grooms and ten large horses from certain places in Scotland to certain places in Teviotdale in the king's dominion."

Available data and information fail to indicate when or where the Clydesdale was first introduced into this country, but as the Clydesdale Society of America was organized in 1877, it is not altogether improbable that they were quite numerously imported from some time prior to that year, at least to such an extent that a Clydesdale society and stud-book were very desirable and valuable, not to say well-nigh indispensable, and, with the exception of the Percherons, there has been no other breed of draft-horses so extensively imported into the United States as these. Their popularity is, no doubt, well merited, and they have exercised a potent influence in the horse stock of America. With our breeders the color has always been an especially strong point in favor of the Clydesdale, the prevailing colors being dark, with usually more or less white markings on face, feet, and legs. Bays and browns predominate, although there are now and then blacks, grays, and chestnuts.

The approved modern Clydesdales have large, round, open feet, with particu-

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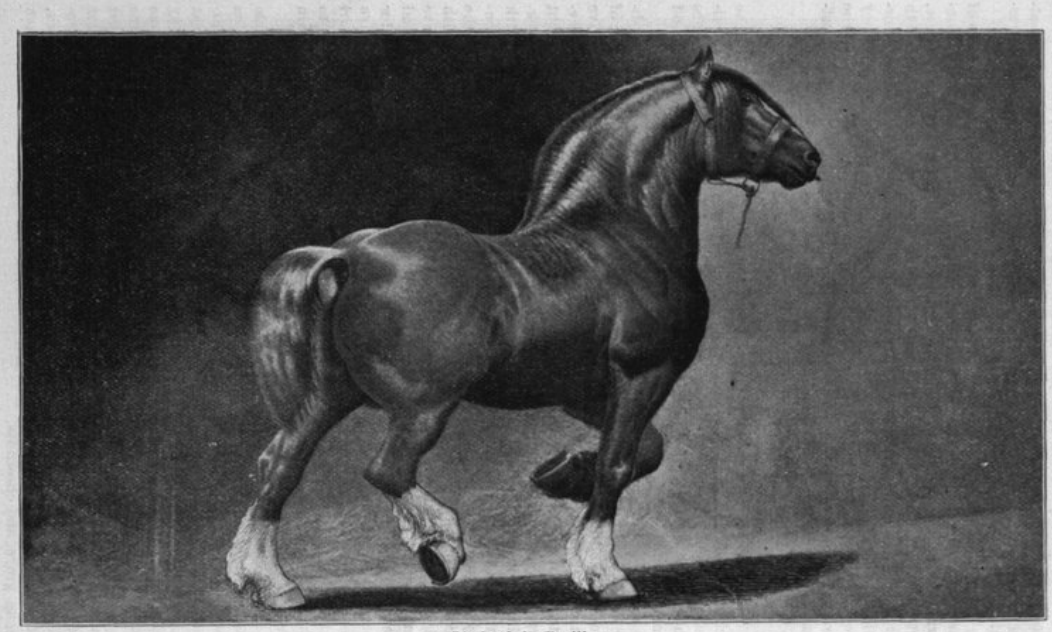


Clydesdale Stallion.

larly wide coronets, heels wide and clearly defined, and the presence of a heavy growth of long, silky hair from the knee and hock to fetlock is generally accepted as an indication of quality and good breeding. Pasterns long and set back at an angle, tail set well up, and the quarters and thighs should not be too sharply marked off; bones wide, flat, thin, and dense. They should have wide chests and low counters, with limbs planted well under them; oblique shoulders lying well back on high withers and arching high necks are also quite characteristic and very attractive. The head should be of medium length, and broad between the eyes and at the muzzle. An open, level countenance, vigorous eye and large ear are also greatly valued.

Clydesdales are as a rule, for such heavy horses, both fair walkers and trotters. "Individuals of this breed have shown action and speed in both the trot and walk equal to that of some of the best Hackneys," says a British authority. In approach they should carry both feet absolutely straight and level.

The popular weight of the modern Clydesdale stallion is probably 1700 to 2000 pounds, while the mares are of course relatively lighter.

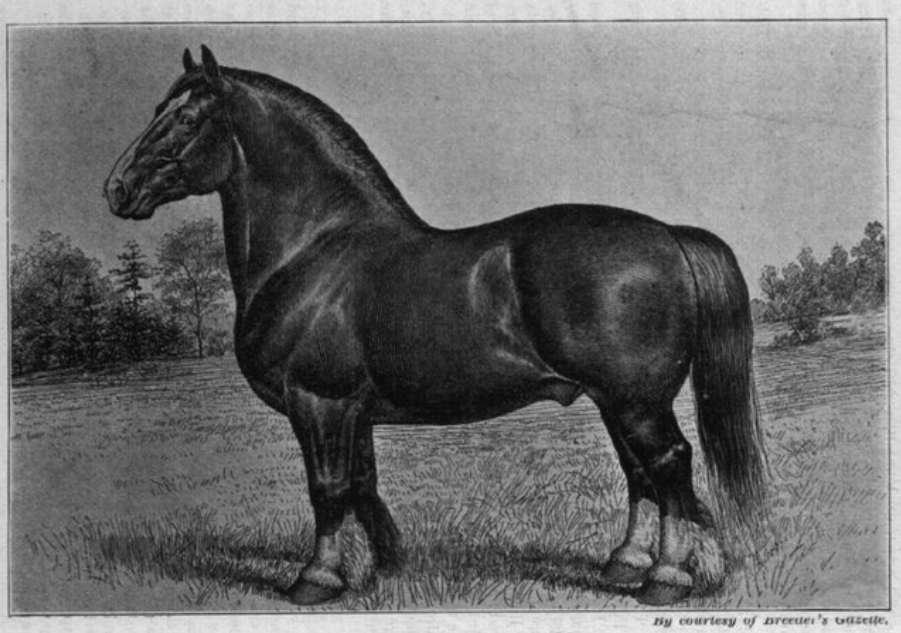
From the introductory to volume II of the Clydesdale Stud-book the following is taken:

It is well known that the Clydesdale owes its quality and many other good characteristics in a large degree to the pasture; sluggishness and coarse, greasy legs often being noticeable in animals reared in low-lying lands with moist pastures; while on dry hills or mixed sandy lands, the grass of which contains plenty of lime, active animals, with sound, clean legs and healthy durable hoofs, are bred and grazed to advantage. . . . Indeed, to the rich, sand-mixed lands of Kintyre, the healthy herbage which covers the thin soils of the Galloways and the nourishing blades of grass which cover the lime-containing hills of Lanarkshire the Clydesdale of the present day greatly owes his activity and quality, characteristics which have always rendered him superior in the eyes of the foreigner when viewed alongside of his more massive market competitor in the south, reared on the "wershy" herbage of the fens.

ENGLISH SHIRE OR CART HORSE.

From time to time centuries ago heavy horses from Germany, Holland and Flanders were imported into England, and the mingling of their blood with that of the horse stock found there and breeding from the best of succeeding generations resulted in a type of sturdy, slow-going animal favorably known there as the English Shire or Cart Horse. With this draft breed, as with the others, the famous Black horse of Flanders seems also to have been a dominating influence in their formation, and they so nearly resemble the Clydesdale in some ways that many intelligent breeders of both England and Scotland have argued that the two breeds should be classed as one. For many years the Shire has been extensively bred and reared in England in the counties of Leicestershire, Staffordshire, Derbyshire, Oxfordshire, Lancashire, Yorkshire, Cheshire, Nottingham, Northampton, Lincolnshire, and Cambridgeshire; the last two named perhaps are especially noted as producing the most thoroughly characteristic and representative animals of this breed.

According to good authority, the improvement of the British breeds of heavy horses owes much to the especially active efforts of one of the early earls of Huntington and Robert Bakewell; the latter importing from Holland to England several mares of his own selection, and with the advantage of his former signal success and valuable experience with other kinds of stock, and by much the same careful methods of selection, mating, and feeding, he was enabled to



By courtesy of Breeder's Gazette.

Imported English Shire Stallion, HOLLAND MAJOR.

quite materially assist in the formation of a breed of draft-horses which has since become famous the world over. His example was widely followed by other breeders, and as late as the beginning of the present century importations of both stallions and mares from Flanders were by no means uncommon.

As the various draft breeds of the world apparently have for their ancient ancestry the great Black horses of Flanders, the following from "The Breeds of Live Stock," by J. H. Sanders, should be of interest:

"No point in equine history is better established than is the fact that to the regions bordering on the western coast of Europe, once known as Normandy and Flanders, the world is indebted for the basis of its various breeds of draft-horses. Flanders especially was famed, away back in the middle ages, for its famous breed of Black horses; and this race appears to have been the prevailing one throughout the north of ancient Gaul, and of Germany from the mouth of the Rhine eastward, and Professor Low thinks 'inhabited in the wild state the vast region of marsh and forest which stretched all through Europe eastward to the Euxine sea.' It was from this source that the rulers of Great Britain drew in large numbers for the purpose of increasing the size of the horses of the island. How or when this breed originated is a subject upon which history throws no light; but as early as the eleventh century they were largely imported into England, and royal edicts and regulations were repeatedly issued for the purposes of encouraging the use of the large stallions of this breed."

While some are grays and roans, blacks, bays and browns are the prevailing colors of the Shires, often marked with more or less white in the face and on the feet and legs, and, as with the Clydesdales, an abundance of fine silky hair from knee or hock to fetlock is considered an indication of pure breeding. The Shire stallion should stand seventeen hands high or over; legs big and massive; hair plentiful at all seasons, without tendency to wooliness. Their action should be straight, level, and true, and the walk be forward and free. Hocks should at all times be kept together and in position; feet wide and open at the heel, with wall of sufficient depth to avoid giving the foot a flat appearance; the pasterns should slope sufficiently all around to enable smooth work. The head is of special importance, and should always be throughly masculine in character. The typical brood-mare should be rather long, low, and wide, standing on short legs, with well-sprung pasterns and strong, open feet, while the bone should be as wide and massive as can possibly be had; the depth of both the heart and short ribs should be conspicuously present, and the walk true and level, without any symptoms of rolling.

These horses weigh from 1800 to 2000 pounds, and make no pretensions to gayety of carriage or dash, but are slow of motion and very powerful, and their extreme weight admirably fits them for the labors of the field, heavy truck and wagon use, as well as for transporting enormous loads.

In recent years these heavy horses have been imported into the United States, although not in large numbers, especially to the agricultural states of the Mississippi valley.

Society owes to the horse a debt of gratitude a thousand times greater than it does to thousands of men who abuse him. He has ministered to progress; has made social intercourse possible when otherwise it would have been slow and occasional or altogether impossible; he has virtually extended the strength of man, augmented his speed, doubled his time, decreased his burdens, and, becoming his slave, has relieved him from drudgery and made him free. For love's sake, for the sake of social life, for eminent moral reasons, the horse needs to be bred, trained and cared for with scrupulous care.—*Henry Ward Beecher.*

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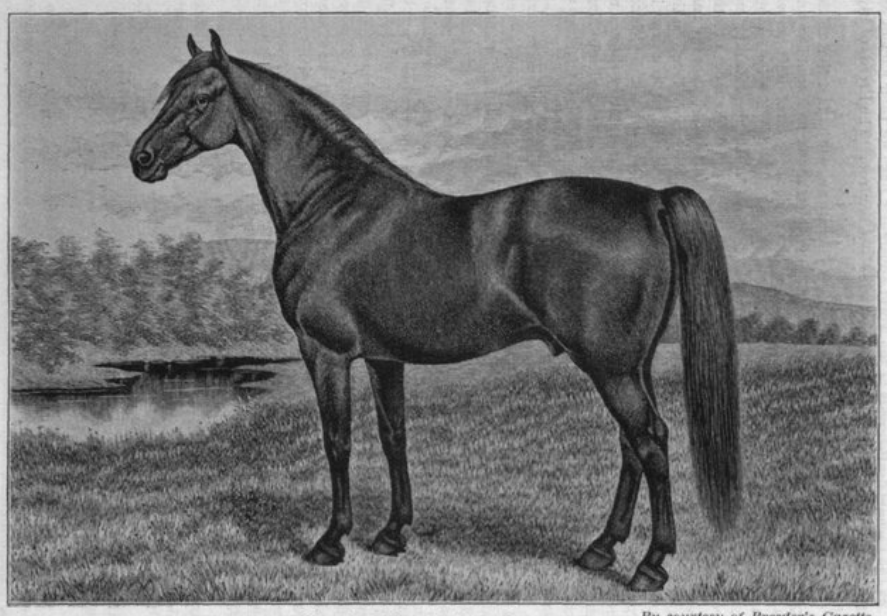

Cleveland Bay Stallion, ROYALTY. *By courtesy of Breeder's Gazette.*

CLEVELAND BAY.

One of the oldest and most popular of the English Coach breeds is that called Cleveland Bay, on account of the uniformly bright, golden bay color of the horses bred in the vale of Cleveland, Yorkshire, England.

The exact origin of the breed is a matter of some speculation. One authority states that they were a cross between Thoroughbred stallions and the large, active and stylish native bay mares of Yorkshire, and were bred to fill the demand for fast, powerful, stylish horses, useful for moderate farm and town work. Another theory, considered by many the most reasonable, is that it has been produced by a system of natural selection from the original breed of horses found in the southern part of the island of Great Britain, with the possible introduction of eastern blood, probably the Barb, at a very early age.

It is an established fact that the existence of a breed of clean-legged, active, powerful horses was acknowledged more than 200 years ago. Unfortunately no written record of their early history was kept, and our chief source of information concerning it is tradition. In the early written record of the breed there appears the following description: "Yorkshire has long been famed for its breed of horses, and particularly this, the East Riding, in almost every part of which numbers are still bred, the prevailing species being those adapted for the coach or saddle. In the north part of the vale of York the breed has got too light in bone for the use of farmers, by the introduction of too much racing blood; but the most valuable horses for the saddle and some coach-horses are there bred. In Cleveland the horses are fuller of bone than those last described; they are clean, well made, very strong and active, and are extremely well adapted to the coach and plow."

Up to the earlier years of the eighteenth century the Cleveland Bays, previous to that time also called Coach horses and Chapman horses, were probably not known as a distinct breed. The frequency with which the pedigrees of many of the older stallions are traced back to a certain Thoroughbred, Old Traveller, where they stop, undoubtedly shows that his influence was greatly felt as imparting fresh quality and courage to the Cleveland Bay. He was bred in 1735 and was owned by a Mr. Osbaldeston.

During the middle and later part of the eighteenth century and the early part of the nineteenth much of the agricultural work was done by Cleveland Bays, which were sufficiently heavy to perform the labor of the farms, a large proportion of grass lands prevailing. But with the demands for more cereal crops the requirements of cultivation increased, and larger, stronger horses were needed.

Accordingly the farmers crossed their fine Cleveland mares with such cart-horses as they could get, with a disastrous result, almost destroying the identity of the characteristic Cleveland horse. But later the American trade began to seek just such horses, and a reaction set in, causing breeders to study carefully methods of recovering the lost ground. Some few men of forethought had jealously guarded the purity of the breed and were prepared to aid others in the revival of the breeding interests. The Cleveland Bay Horse Society was formed in 1884 and the standard of the breed was raised by the creation of a stud-book.

The Cleveland Bay is the embodiment of combined substance and quality. His usual height is from 16 to 16¾ hands; his weight from 1250 to 1500 pounds. He has a fine head, full, bright eye, long, arched neck, oblique shoulders, deep chest, short back, long quarters, strong, cordy legs, and perfect feet. His color bay, full, flowing mane and tail, and black legs, usually clear of white. His notable hardness of constitution and staying powers, style and elegant conformation are well calculated to make him a favorite with those who seek an animal seemingly so appropriately named, "the general utility horse."

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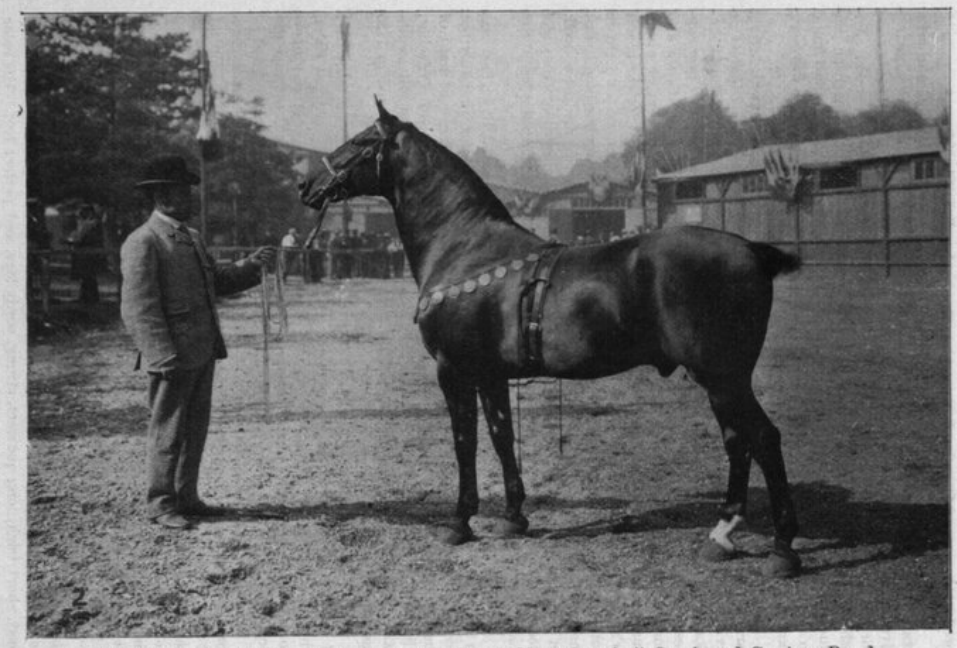

HEDON SQUIRE, Champion Hackney, and Grand Champion of all Coach and Carriage Breeds, at Paris Exposition, 1900.

HACKNEY.

In England many years ago the horses known as Hackneys were widely used by farmers and others as the most expedient and accessible means of reaching the markets. These horses, being strong and excellent travelers, were also much used for the saddle, covering in a day's time remarkable distances, the gaits being a trot and an exceptionally rapid walk. The introduction of the railway locomotive as a means of transit so materially decreased the urgency for them that for a long period following the breed has been more or less enveloped in obscurity. Through all these years of adversity, however, the breed was persistently treasured and maintained in some localities and improved, to better meet the modern demands and uses, by the untiring, loyal and devoted efforts of a few Hackney enthusiasts, whose services have been rewarded by their favorites once more taking a high place in the list of recognized and popular English breeds.

While of course there is more or less of the customary speculation as to antiquity, origin, etc., of this race, as with others, it seems that all authorities are practically agreed that the Hackney has been bred and reared in northern England counties for more than 150 years, and is most probably the product of the Thoroughbred and the Norfolk county strains of blood so blended and cultivated that an almost distinct race is established, combining all the desired characteristics of the two families. In the earlier days these horses were particularly adapted to and distinguished for riding and driving purposes, and as evidence of their peculiar fitness for either it might be well to mention the fact that the Hackney scarcely ever gallops, but relies entirely upon the trot and walk as methods of locomotion. For a long time, however, they have been bred more especially with a view to developing horses that can draw any sort of a rig at a rapid pace on the road, for which purpose they are preeminently and practically useful, and in recent years there has been an active demand for them in the United States.

While Hackneys of all colors may be seen, those predominating are chestnuts, bays, and browns. The approved stallions, their breeders claim, should not be over 15¾ hands high, while the mare should not in any instance exceed 15¼ hands. The conformation of the head should be symmetrical, wide at the jowl and tapering gently toward the muzzle, and the eyes of good size; ears small and pointed; neck of fair length, nicely bent, and rather thick at the base, though free from coarseness; chest wide and let down behind the forearms, giving plenty of space for the heart and lungs. Shoulders must be deep and lie well back; the leg bone short, flat, and largely supported with sinew, large at girth and closely ribbed up; fetlock short and strong; the foot circular and tending to the upright, and the frog well hollowed out and pliable. The thigh must be muscle itself; hocks clean and accurately jointed. The step should be short and quick, and good knee action is also essential; consequently plenty of freedom and liberty about the shoulders is necessary.

The Hackneys possess the elegance of a Thoroughbred, much of the sturdiness and substance of the cart-horse, along with a robust and vigorous constitution, and their appearance conveys the impression of strength, intelligence, courage and quality combined.

When an owner asks you privately and in confidence your honest opinion about his horse, never give it unless you are prepared to lose his friendship. You can with safety tell a friend of his own or even his wife's faults, but those of his horse—never!—*Western Horseman.*

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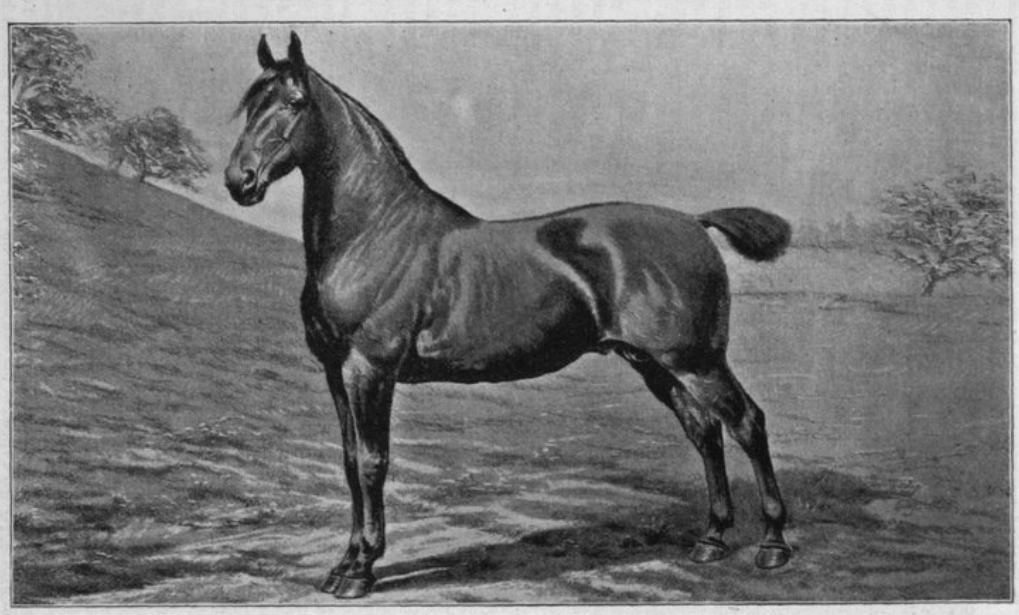

Imported French Coach Stallion, JENNER.

FRENCH COACH.

The Coach horse of France resembles quite closely in size, action and appearance the Cleveland Bay, which is the highest type of English Coach horse, and owes his existence to very similar circumstances and lines of breeding. The blood of the Thoroughbred largely predominates in both, the only difference being in the mares that have constituted the basis.

Mr. J. H. Sanders, in his book "The Breeds of Live Stock," gives the following as the origin of the breed: "As early as 1780 the French government began a systematic effort to improve the native horse stock of that country, especially for the cavalry service, by the introduction of Thoroughbred and Hunting stallions from England, and offering their services to the farmers at a merely nominal fee. From that time down to the present, the French government has continued its paternal supervision of the horse-breeding interests of that country, introducing from year to year Thoroughbred stallions in considerable numbers, and selecting the best of the male produce resulting from the union of the imported stallions and the French mares for use in the stud. . . . Some of these imported stallions left a marked impress upon the stock of the country, notable among these being the horse Young Rattler, imported about 1820, whose produce were especially remarkable for their stylish, high-headed appearance, and high, proud-stepping action. The get of this horse were largely selected by the government agents for breeding purposes, and to him more than to any other one of these imported sires is ascribed the origin of the present so-called Coach horses of France. The foundation had been previously laid by crossing and recrossing with the Thoroughbred, but Young Rattler and the stallions of his get gave the qualities which the French people especially fancied for coaching uses. Since that period this coach-horse type has received, more largely than any other, perhaps, the fostering care and patronage of the government; and certainly very marked improvement has been effected and a considerable degree of uniformity secured."

The departments of Orne, Calvados, Manche, Seine-Inferieure and a portion of Eure, in western Normandy, comprise the principal Coach-horse district of France. Located in these departments are two haras or government stables—one at Pin and the other at St. Lo.

Until comparatively recent years French Coach horses had attracted little attention at the hands of American importers and breeders, but later the growing demand for large, stylish, high-stepping carriage teams and single drivers has led to their importation in considerable numbers. The stallions crossed with trotting-bred mares produce horses of substance, style, intelligence, color, conformation, and true road action, coupled with fine courage. Many of these also possess a remarkable sweetness of disposition, entitling them to be loved as well as to be admired. The prevailing color is bay, but there are many chestnuts and occasionally a black.

The present market demands cannot be supplied, and many a man would be more than willing to pay a high price for a pair suited to his fancy. The trade requires horses of good disposition, of uniform type, large, handsome, high-headed, resolute, high-acting, capable of drawing the coach, break, landau, brougham, mail phaeton or kindred heavy vehicle at a good rate of speed.

The championship for standard-bred stallions at the Kansas City horse show of 1899 was awarded to Prince Lawndale, 2:28, a son of John R. Gentry.

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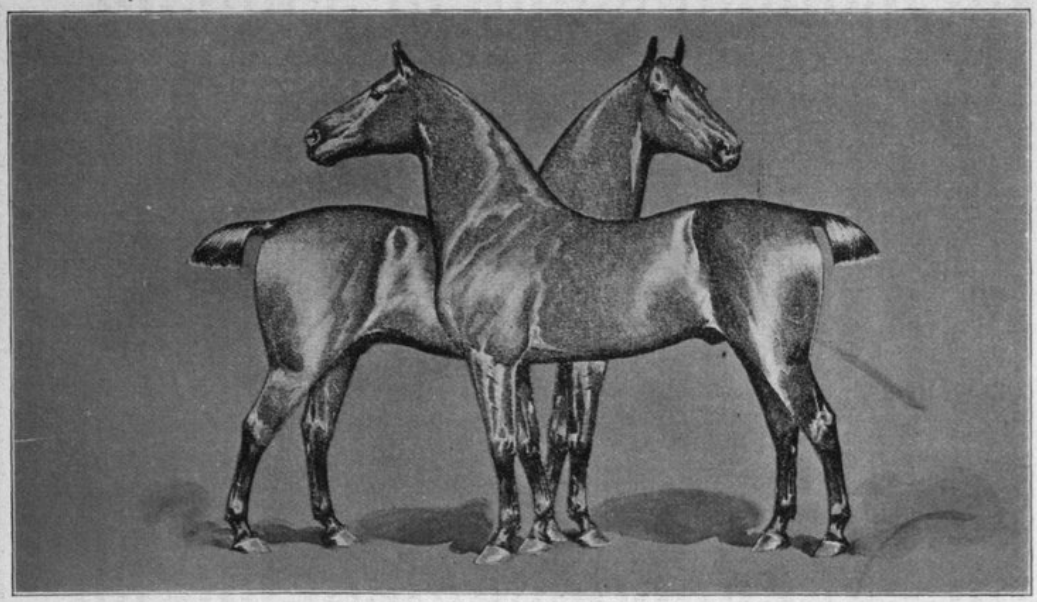

Pair of Oldenburg German Coach Stallions.

GERMAN COACH.

The northwestern portion of the German empire, largely composed of the provinces of Hanover, Mecklenburg, that western part of Schleswig-Holstein between the rivers Elbe and Eider, and the grand duchy of Oldenburg, has for more than two centuries been famed for its highly developed type of trotters and coaching horses. Carefully selected for generations and enhanced by a strain of Thoroughbred blood, they now form a breed of good constitution, style, and action, much in demand for carriage use and general purpose.

Early in the seventeenth century Hanoverian stock was exported for the purpose of improving the breeds of other countries, principally Great Britain, which country afterwards furnished in return many Thoroughbreds, the infusion of this blood proving of great benefit to the Hanoverian type by moderating their massiveness without a loss of strength. These horses are chiefly distinguished by their elegance and stateliness of movement, and are much used as state coach-horses. We are told that ever since their introduction into England in 1820 these horses have drawn the royal carriages, and it is said the queen's stables now contain more than 100 specimens of the breed. A bay of this breed, 16½ hands high, was ridden by the emperor of Germany at the queen's jubilee celebration.

The German Coachers owe much of their rapid development to the fostering care and patronage of the government, which lent encouragement to the breeding interests as early as 1735 and established a government stud. Specifically for coach purposes, its paternal supervision dates back for more than a century. Formerly the privilege of standing the stallions was reserved to the rulers, but later was granted to farmers under certain imposed conditions and restrictions intended to maintain the character of the breed brought to such a high standard under government regulations. Regularity of movement and adroitness in walk and trot have been the aim of good breeders. The introduction of fresh blood apparently meets with no opposition if it promises improvement in either endurance or style. Possessed of large, strong bones, they are also suitable for agricultural purposes.

There are comparatively few German Coachers in the United States, but the importations, which have only been made in recent years, have produced an unusually favorable impression. They mature very early, being fit for work at two years and for breeding purposes at three, and are always spirited and hardy. Besides being exceptionally fine coach- and carriage-horses, they are not excelled for general purposes. They have proved themselves most prepotent, transmitting their qualities to their offspring with great certainty.

These horses are nearly all solid colors—bay, brown, or black, stand 15¾ to 16¾ hands in height, and weigh from 1300 to 1600 pounds. "The typical Coacher should trot very regularly, with free knee and hock action, be stylish and handsome, have short or medium back and good quarters. His shoulders should slope gracefully back, carrying a lengthy, well-arched neck, and cleanly chiseled head free from meat. He should have a clear, full, expressive, dark eye, and the visage of a Thoroughbred. His limbs and feet should be absolutely sound, with clean, flat bone, and his action should be high, bold, and square, with sufficient speed to roll off eight to twelve miles an hour with ease and grace. His disposition spirited and intelligent."

"Where mares are specially kept for breeding purposes, and are not required to work in the ordinary way, they should be given a liberal allowance of oats along with good hay, and as much grass as they will eat. Many breeders make a great mistake by limiting their mares to hay and grass alone at this stage."

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Thoroughbred Stallion, LEONATUS.

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THOROUGHBRED.

Probably the oldest and best established of all the breeds of horses of Europe and America is the Thoroughbred, a distinctly British production, especially noted and prominent throughout the world for endurance and running speed on the race-course.

At a very early period attention was directed toward the improvement of the native horse stock of Great Britain, and, as these horses were especially deficient in size, efforts were first put forth to remedy this defect by the importation of the large, heavy horses from Normandy, Flanders, and Germany, but apparently there was no well-defined or settled purpose in view—at one time the object sought seemed to be increased size, and at another speed, grace, and beauty, for which oriental blood was introduced, but not until the last half of the seventeenth century was the breeding for speed and endurance begun to be systematically conducted.

According to excellent authority, it seems that the foundation upon which the Thoroughbred was built was the promiscuous blending of the blood of the native horses of England primarily with the larger animals from Normandy, Flanders, and Germany, and later with the lighter and more active horses of Spain, which were themselves practically identical with the Barbs. Numerous importations were also made from Egypt, Morocco, and Tunis, and likewise from Arabia and Turkey, until there was more or less of this oriental blood in all the horse stock of Great Britain, except those bred especially for agricultural purposes. While the mingling of the blood of the orient with the old races of England furnished the foundation from which was eventually evolved the now well-established Thoroughbred, much credit should also be given the English breeders who in their wisdom and care of selection and mating for successive generations have probably been a more powerful factor in the formation of the breed as it exists to-day than the oriental blood to which its superiority is so widely attributed.

For more than 200 years horse-racing has been a chief amusement and recreation among English people, and to this fact and the constant growth and popularity of the sport is largely due their careful breeding and consequent purity of lineage. The term Thoroughbred, when applied to horses, is used to designate one particular breed, and that is the running horse, and, as both the name and breed are derived from Great Britain, all our American Thoroughbreds are necessarily imported English animals or their descendants.

Most of these horses are altogether too light, too nervous and too excitable for every-day business uses, and of course are illy adapted for slow, heavy draft, but in speed, courage and endurance their superiors do not exist. Many of the best stallions and mares of England have been imported to the United States, and their influence on our horse stock has been most potent. As a means of improving other types, such as cavalry, hack, harness and road-horses, and as it is especially important and essential to have such horses of sound feet and legs, considerable speed, and medium weight, together with a capacity to bear a continuation of severe work, a cross with the Thoroughbred is likely to give the desired results. It is doubtful if there ever was a road-horse or trotter of prominence that did not possess in large measure this royal blood.

In writing of this race of horses, Mr. J. H. Sanders, in "The Breeds of Live Stock," says: The Thoroughbred having been for so many generations bred with especial reference to his capacity as a race-horse, it is not surprising that he should have acquired peculiarities of form and temper that render him undesirable for the more sober and steady uses of every-day life. He has been bred to

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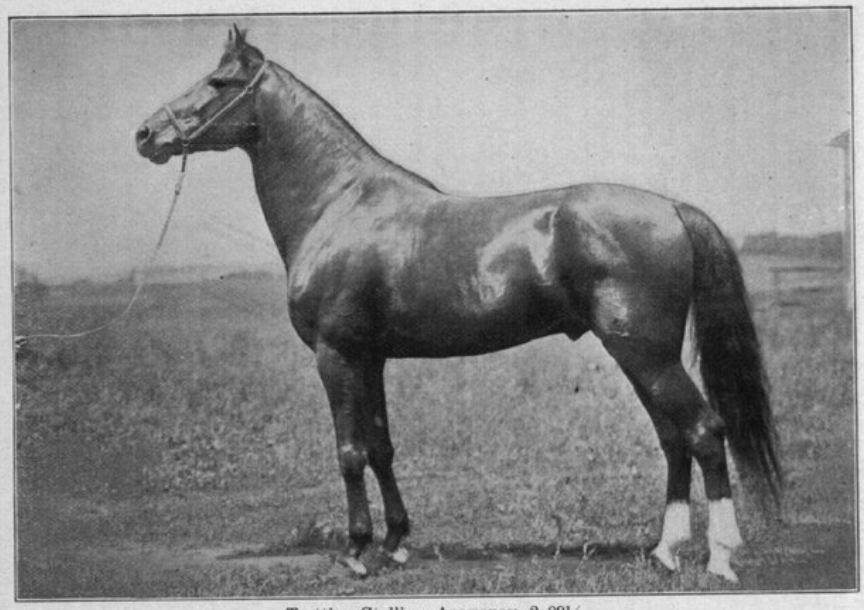

Trotting Stallion, ALLERTON, 2:09¼.
Considered one of the highest types of the American trotting-horse—as an individual, a performer, and a producer.

"Great as Allerton was as a race-horse, he is proving himself infinitely greater as a sire. At fourteen years of age his list numbers eighty-two standard performers, twenty-seven of which are in the 2:20 list, three in the 2:10 list, and two more at the door, with records of 2:10¼ and 2:10¼—a record never anywhere near approached by any other sire, living or dead."

run, and the form best adapted to speed and the mental qualities that most certainly insure the pluck and energy and determination so essential to success in a hard-fought race have been the qualities aimed at by breeders and the standard by which selections have been made. Such a course of breeding has made the Thoroughbred as a racer rather too lithe and light in form and too nervous and excitable in temper for ordinary business uses; but in speed, endurance and resolution they surpass all other breeds, and there is scarcely a race-horse in existence but may be improved by a cross with them.

TROTTERS AND PACERS.

The trotting-horse, like his immediate fellow, the pacer, is distinctly an American production of modern times, and is the outgrowth of the commercial tendencies of Americans, coupled with their ardent love for tests of speed and the possession of speedy, level-headed roadsters for light business or private pleasure-driving either singly or in pairs. Those having greatly superior speed make fame upon the race-course, while the remainder contribute to the pleasure or convenience of the man of business or leisure.

While breeders and trainers in the United States have done most to develop trotting-horses, their earliest history goes back to England, where the trotting instinct was first recognized and encouraged by tests of speed and endurance. However, no records of note have ever been established across the Atlantic, and the development of the breed has been principally accomplished by enterprising Americans. In the earlier days of this century the improvement of the highways and the manufacture of lighter vehicles created a demand for light harness horses of beauty, style, and speed, capable of drawing a wagon and driver at a moderate speed for several hours at a time. Previous to this nearly all traveling was done on horseback, as the rough and well-nigh impassable roads of the period rendered journeying by means of the heavy wagons both slow and tedious.

The trotting gait was originally a natural inclination of some certain individual horses, and has been built up by cross-breeding of these horses. To quote Mr. J. H. Sanders: "Our American horses are largely permeated with the blood of the English Thoroughbred. Many of the best stallions and mares in England have been imported to this country, and their influence is seen on every hand. It enters largely into the groundwork of all our trotting strains, and it is doubtful if a single great road-horse or trotter has been produced in this country that did not possess a large share of this royal blood as a foundation upon which the trotting superstructure has been built. . . . In no department of stock-breeding is the influence of heredity and of patient selection with a view to the transmission and improvement of a desired quality more apparent than in the breeding of the trotter. Fifty years ago the American Trotting-horse, *as a breed*, was unthought of, and one that could trot a mile in less than three minutes was a wonderful animal; but the ability to trot fast was a desirable quality, and breeders sought to perpetuate it. Animals that excelled the average as trotters were selected to breed from, with a view to perpetuating and intensifying this quality; but as its possession was at that time an accident—a spontaneous variation—it was found that but few of the immediate descendants of the animals first chosen with a view to breeding fast trotters could trot faster than their remote ancestors; but when such of them as did show improvement in this direction were again selected for breeding purposes and coupled, it was found that, while there were still many failures, the proportion of the descendants that showed improvement in the trotting gait beyond the average of their ancestors was materially increased, and so, by selecting from generation to generation from

such families as have shown a tendency to improvement in this quality, we have made considerable progress toward founding a breed of trotting-horses."

The English Thoroughbred, Messenger, played a principal part in originating the trotting breed, and figures largely in the ancestry of all the greatest sires and performers. In fact, a history of Messenger and his descendants would be a fair history of the eminent trotting-horses of the world. The following description of this notable horse is quoted:

"In 1780 Messenger was foaled, and in 1788 imported to New York. He had been successful in several races, and won the king's plate at five years old. Because of his promise and high breeding he was brought to New York to improve the Thoroughbreds of America, at a time when running was more common than trotting. He stood two seasons in Bucks county, Pennsylvania, was then purchased by Mr. Henry Astor and kept on Long Island for two years. He was afterwards kept at several places in the state of New York, and one year in New Jersey, at Cooper's Point. He died January 28, 1808.

"Messenger was a gray, fifteen hands three inches high, and stoutly built. His shoulders were upright, and he was low on the withers, with a short, straight neck, and large, bony head. His loins and hind quarters were powerfully muscular, his windpipe and nostrils of unusual size, his hocks and knees very large, and below them limbs of medium size, but flat and clean, and, whether at rest or in motion, his position and carriage always perfect and striking. It is told of him that the voyage was rough, and three other horses, imported with him, became so reduced that they had to be assisted down the gang-plank at New York; but Messenger, with a loud neigh, rushed down, and in a slashing trot dashed up the street, with two strong grooms holding him back with might and main. Here were the vigor and stamina which impressed his descendants and made him the sire of some of the best running horses of his day, and the illustrious founder of a family of trotters which the world has not equaled."

The chief families of trotters are, viz.: the Hambletonians, the Mambrinos, the Clays, the Morgans, the Bashaws, and the Pilots, all more or less related, and tracing their ancestry back to Messenger, either directly or indirectly. From "The Breeds of Live Stock" the following descriptions are taken:

The Hambletonians are descended on the paternal side from Messenger, through his son Mambrino, and Mambrino's son Abdallah, out of a mare of unknown blood, who, in turn got the wonderful sire Rysdyk's Hambletonian, out of a mare by Bellfounder. Through Rysdyk's Hambletonian on the paternal side we have the Volunteers, Sentinels, Happy Mediums, George Wilkses, Dictators, and all the various so-called Hambletonians of the present day. This celebrated horse was foaled in Orange county, New York, in 1849, and remained there until his death in 1876.

Mambrinos take their name from Mambrino Chief, who was got by Mambrino Paymaster, a son of Mambrino, who was the grandsire of Rysdyk's Hambletonian. The dam of Mambrino Chief was a mare of unknown blood. He was taken to Kentucky when ten years old, and upon the Thoroughbred mares of that region he was very successful as a sire of fast trotters. The mares got by him have been especially noted as producers of great trotters when coupled with other trotting strains.

The Clays trace their origin to the great trotting stallion Henry Clay foaled in 1837, and got by Andrew Jackson, who was a grandson of the imported Barb, Bashaw, and related to Messenger through the second dam of his sire. The dam of Henry Clay was a great trotting mare of unknown blood. From this horse sprung the various families of Clays of the present day, and also the Patchens—

the trotting stallion George M. Patchen being a grandson of the original Henry Clay.

The Morgans are the oldest trotting family and, although they have not produced our fastest trotters, their descendants deserve the very highest rank as good-tempered, hardy and pleasant roadsters. They are descended from Justin Morgan, who was bred in Vermont, foaled 1793, and died in 1821. His blood has never been positively known, although it is pretty well established that the Thoroughbred predominated. The popularity of this family at one time was unbounded, and no blood except that of the Thoroughbred has been so generally disseminated and so highly esteemed throughout the United States. From him have sprung the Black Hawks, the Daniel Lamberts, Knoxes, Golddusts, and many other families of note.

The Bashaws are very closely related to the Clays and Patchens, having a common ancestry in Young Bashaw, who was the sire of Andrew Jackson. Young Bashaw was by imported Bashaw; his dam was by a Thoroughbred sire, and his granddam was by Messenger. The most celebrated of the family came through Long Island Black Hawk, who was by Andrew Jackson out of a mare by Mambrino, son of Messenger. Through him we have Green's Bashaw, so well known in the West, and the noted Mohawks.

The blood of the old, black pacer, Pilot, who was of French Canadian ancestry, has mingled kindly with our best trotting strains, and many of our very best and fastest trotters trace to him, mainly through his son Pilot Jr., who was out of a mare that was nearly Thoroughbred. Old Copperbottom, also a Canadian pacer; Hiatoga, a horse bred in Virginia; Columbus and Royal George, both from Canada, have all been very popular sires, and no compendium of the origin of the American trotting-horse would be complete without reference to them.

The Orloff trotters of Russia are but little known in the United states. In 1775 Count Alexis Orloff Tschismensky imported from Arabia a gray stallion named Smetanxa, of unusual size and strength. A union of this horse with a Danish mare produced a horse known as Polkan 1st. The offspring of this half-blood and a Dutch mare was called Bars 1st, generally regarded as the progenitor of the Orloff trotters. Count Orloff and his successor, V. T. Shiskin, devoted themselves assiduously to the improvement of these horses and met with marked success. A number of them have been imported to America, but they do not compete successfully with the American production, and are detrimental rather than beneficial to the breed when crossed with American trotters. The Russian government now encourages their breeding and a number of private stables are engaged in building up their standard.

The trotting-horse appears now as a permanently established type, ranking with the Thoroughbred or any other. In order that a horse may trot or pace he must have the proper physical conformation, adaptation to the gait, and a favorable condition of mental and nervous organization. Unless possessed of a mental or nervous habit impelling him to trot or pace, he will not choose and tenaciously hold to these gaits. Speed depends upon similar conditions, and the horse lacking the quick temperament and highly organized nervous composition will not go fast at any gait. All these tendencies are, to a greater or less degree, capable of acquirement, and once acquired by education, growth, practice or blood are easily transmitted or inherited.

The best trotters of to-day possess the inherited qualities of conformation, style of action, speed and endurance well suited to render them valuable on the track or road and the means of much pleasure to their owners or drivers. Most of the fastest pacers come from the best lines of trotting breeding, and the pacing

gait is acquired by them after their training begins. The greatest mistake made by breeders of trotters has been in mating for speed alone, to the neglect of size, style, and soundness, and a result is that a vast percentage of so-called trotting stock, which lacks in speed, is two small in size and too ordinary in conformation for much value in any direction.

In his book, "Horse Breeding," Mr. J. H. Sanders discusses the changeability in some horses from a trotting to a pacing gait, and *vice versa*, as follows:

Experience has most thoroughly demonstrated the fact that the trot and pace are, to a very considerable degree, interchangeable, and that most horses can be taught to adopt either the one gait or the other, at the pleasure of the rider or driver, as an intermediate manner of progression between the walk and the gallop. Instances where horses that have shown unusual speed as pacers have been changed into speedy trotters, mainly by increasing the weight of the shoes on the fore feet, are of every-day occurrence; and trotters may with equal facility be taught the pacing gait by the use of "hobbles" so adjusted as to compel the animal to move both legs on the same side together, instead of moving the fore leg in unison with the hind leg on the opposite side, which constitutes the difference between the pace and the trot.

The success which has attended these and other methods of changing horses from one gait to the other, and the further fact that horses which show great speed as pacers so frequently descend from the well-established trotting families, has led to the generally established belief among horse-breeders that the trotting and pacing gaits are essentially the same; or, rather, that the taking of the one gait or the other is more a matter of accident or training than of inheritance. I cannot subscribe to this theory myself, however, further than to admit that the form which is usually found in the fast pacer (a rather steep rump, with high, thin withers and well-bent hock) is one which appears to be well adapted to great speed in trotting when once the gait has been changed by any process of training. It is undeniable, however, that the form which is usually seen in our fast trotters is not that of the natural pacer, for with the former we frequently find—as in the case of Maud S. and many other notable trotters—that the animal is higher at the hips than at the withers; and while I have frequently seen horses possessing this conformation trained to the pacing gait, yet they never take kindly to it, neither do they ever become fast pacers. On account of this obvious difference in form between our best trotters and best pacers, I am decidedly of the opinion that when speed at either gait is especially sought for the breeding of the two types together should not be encouraged, but rather that the breeder of trotting-horses should adhere to that form which usually accompanies the highest speed at the trotting gait, and *vice versa*. Some of our well-established trotting families—notoriously some branches of the Hambletonian family—produce a large per cent. of horses possessing the pacing conformation, and which pace naturally from birth; and selection from these and others possessing similar characteristics will at a very early day create a distinct breed of pacing horses.

I would not have the horse I drive
So fast that folks would stop and stare;
An easy gait—two forty-five—
Suits me; I do not care;
Perhaps, just for a single spurt,
Some seconds less would do no hurt.

—*Oliver Wendell Holmes.*

Some very pertinent suggestions as to the defects of many horses bred in the hope of their proving fast trotters are presented in an article by the editor of the *Spirit of the West*, and they can with much propriety be quoted in this connection. He says:

What one fault more than any other is found with our American trotter? We do not hesitate to answer, the want of size. The buyer wants size for many reasons. In the first place size is one of the principal elements of beauty in a horse. The road rider wants a horse with size, not only on account of that addition to what other claims he may have to being handsome, but on accout of his greater usefulness in weight-pulling qualities (with due credit to the great little mare Temper), and the man who is buying a race-horse prefers, in addition to the qualifications of a race-horse, sufficient size that will make him desirable as a road-horse after his racing days are over.

What is our trotting-bred horse desirable for? We say every kind of service. But more especially for a race-horse, for a road-horse, and for a coach- and carriage-horse. In the road-horse and in the coach and carriage, size is an essential quality, while in the race-horse it is a desirable one.

Horse breeders, will you breed what the buyers want, or will you try to make them buy something they do n't want? You say "We are breeding our mares to a 15¾ or 16 hand, 1200-pound stallion. We are trying to raise larger horses, but still we have a great many small ones."

Well, we know you can't do it in a day, nor in a year. But each day and each year you can do a great deal, if you will. We know that sometimes the offspring of some large horses do not develop the size that might be expected, yet we will venture that, in a majority of cases, the fault does not lie with the horse any more than it does with the breeder. What do we mean? Simply this, that many is the breeder, and especially in this western country, who practically starves his weaning foals out of all their natural advantages, and deprives them of the opportunities that nature intended should be theirs. Many and many a 15 and 15¼ horse could give this as an excuse for his not being 15¾ or 16 hands, if the truth were known.

This is a question which will not bear argument, for the reason that it is self-evident in the light of many parallel cases. It is an established fact, and so recognized by all authorities, that the best results are obtained with growing stock only when the young is forced from start to finish. It will do you no good to get a new start of stock, starve them the same as you did your old ones, and then expect to raise as fine, large horses as the man who feeds his colts. One is reminded of the story of two neighboring farmers, the one being as noted in his immediate community for his large, thrifty hogs as his neighbor was for his little, scrawny ones. The latter, admiring his neighbor's thriving hogs, concluded to get a start in that superior breed; so sent his boy to the neighbor with the money to buy a pig, and armed him with a sack in which to carry it home. His special instruction was to find out the name of the breed. The pig was purchased and placed in the sack; then, in response to the boy's inquiry as to the breed, the farmer tied a string around the middle of the sack, and, filling the other end with corn, said to the boy: "Tell your father that the pig is in this end of the sack and the name of the breed is in the other end."

The oats will have a greater influence over the colt's growth than all the pedigrees in kingdom come.

We know of several breeding farms that are conducted by men of means, but who fail to see the bright side of the harness-horse business, and if the reader could be present next January or February we could show their stock of stand-

ard-bred mares, geldings, colts and fillies rustling through the snow, exposed to the wind and weather, trying as best they can to get a living in a stalk field by day, sleeping in open sheds, frequently without bedding, and with only a straw-stack to feed off at night. They do n't raise them right. They do n't raise them big enough to catch the buyer's eye, and the business is a failure. It should be.

The merchant who fails to give each detail of his business careful attention and best care cannot succeed, and if you care to try it (or maybe you have) you'll find the horse-breeding business requires just as close attention and as much of a system as any calling.

If you are breeding horses, and there comes a time that in order to make it go around you must cut down the daily feed allowance, sell at once, reducing your stock so that each remaining animal may receive the full quantity of grain and other feed to keep it in a strong, vigorous and growing condition. Sell until you arrive at this place, if you have to sell them all.

If you cannot attend to your colts as you should, you should get out of the business; for success will not come to you unless you raise the horse the markets demand; and you cannot raise the horse with size, style, action, beauty and speed unless the foals are given attention and fed from the time of foaling. It is useless to breed for size unless you feed for it.

The editor of the *Western Horseman*, while a believer in sufficient size, thinks it possible for trotters and roadsters to be too large for the particular uses most desired of that class of horses, and writes some good words for the medium-sized, like this:

A few years ago "any old thing," or young one, either, if it had a trotting pedigree, was "good enough" for breeding purposes, even though it was small, "ewe-necked," rabbit-breasted, "bandy-shanked," and curby-hocked. Now, size is the all-absorbing demand, and, to hear many people talk, one would infer that a trotter must be in the neighborhood of seventeen hands and weigh at least three-quarters of a ton. To read after many writers of late years, one would think that there had never been a trotting-horse bred that had size enough to pull a setting hen off her nest; and yet we have always had, as long as we have had them at all, trotters sixteen hands high, full-made, substantial horses, fit for almost any use. True, many, too many, small ones were produced, many of them good for nothing; but that was due to the careless methods of many breeders, and was not the fault of the trotting family as a whole.

The present rage for size, size, size, is likely to work almost as much damage to the breed as did the former lack of size; for real quality, texture of tissue, density of bone and muscle and true speed characteristics are liable to be sacrificed for mere height and pounds. To be sure, a carriage-horse—and the American trotter is the greatest carriage-horse in the world—should have size and weight—sixteen hands, 1200 pounds; but this does not imply that a trotting-bred animal of less size is worthless. Indeed, the ideal size for a fast or even useful roadster or a harness race-horse is 15½ hands high, possessing quality and substance, and weighing a little the rise of 1000 pounds. True, many buyers prefer, or think they prefer, larger ones, but practical horsemen and experienced road drivers stick very close to these latter specifications.

One of the most experienced and successful horsemen in Illinois is Hon. John Landrigan, of Albion. He has long been a successful breeder, and, as a money-making proposition, has bred for sixteen-hand roadsters, and has always sold them well. A couple of weeks ago he found himself in the market for a roadster, after having sold out those of his own raising, all sixteen-handers, and,

from the many offered him, selected and bought a clean-cut, trim, dense-textured bay gelding, a trifle under 15½ hands and weighing just about 1000 pounds, paying a good price for him. In conversation with the writer, Mr. Landrigan, said that he liked to raise and handle 16-hand roadsters to sell, but that for his own use he very much preferred a horse 15½ hands, possessing good quality and substance. Notwithstanding the great bugaboo that has been made about the little American trotters, the fact remains that 15½ to 15¾ hands is the ideal size for light drivers and harness race-horses. Trotting-bred coach-horses come in another class, and, of course, should have more size. But in breeding road- and race-horses, breeding, substance, and quality, with medium size, should not be sacrificed for height and pounds.

THE AMERICAN GAITED SADDLE-HORSE.

By G. G. Burton, Topeka, Kan.

The gaited saddler is purely and distinctly American, and was formerly produced almost exclusively south of the Mason and Dixon line, before that line was erased from the map of the United States. He is older, however, than the Mason and Dixon line, or even the stars and stripes. He is often referred to as the Kentucky saddle-horse, but we must give Virginia, Tennessee, Georgia, Missouri and other states due credit for what they have done in developing and improving the gaited saddler as we now see him—educated and accomplished, refined and polished, noble and good-mannered, majestic and beautiful; perfect in symmetry and conformation; high-headed, high-tailed, arch-necked, fiery-eyed; dignified and royal; armed with muscle, bone, and sinew; endowed with substance, stamina, and endurance; lithe-limbed, nimble-jointed, and sure-footed, the pride of his owner, and the admiration of all who see and know him.

This saddler is also a roadster, safe and speedy, and an all-purpose horse. Although new to many in the North and West, he is of remote origin. He has served his country for more than a century. He went with Colonel Castleman and his Kentucky regiment to the Porto Rican war. He carried the chivalry of the South in the civil war. Morgan's raiders were mounted on him when that daring chieftain made his bold dash northward. He served his country before his country had a name. He carried Light-horse Harry Lee, and Marion, the "swamp fox," when these famous men of the revolution had neither home nor country. We trace him back to the plain-gaited saddle-horse of 1730. After that date we find him developing into the five-gaited saddler, or gaited saddle-horse. It is a happy coincidence that just 100 years ago, 1799, a new impetus was given the saddle horse. A wonderful Thoroughbred, old Diomede, the first Derby winner of England, was brought to America and crossed on Virginia mares, saddlers, Thoroughbreds, and hunters—the old four-mile heaters and weight-carriers. Later on these crosses produced Peter's Halcorn, Old Denmark, Montrose, Duluth, Black Squirrel, and a host of other good ones.

Time, however, will not be taken up in further tracing the origin and evolution of this comparative stranger in Kansas. He has recently come among us, and when you know him you will want him to stay. If you have never had the pleasure of seeing a pure-bred, gaited saddle-horse go all the required gaits, you will not regret it if you improve the first opportunity to witness such a performance. It is not everybody that knows just what constitutes a gaited saddler, and many fallacies prevail as to what he is and what he can do. Many think that driving a saddle-horse spoils his saddle qualities, but the reverse is true. If properly driven he is not so liable to become choppy in his gaits, and if made to trot square

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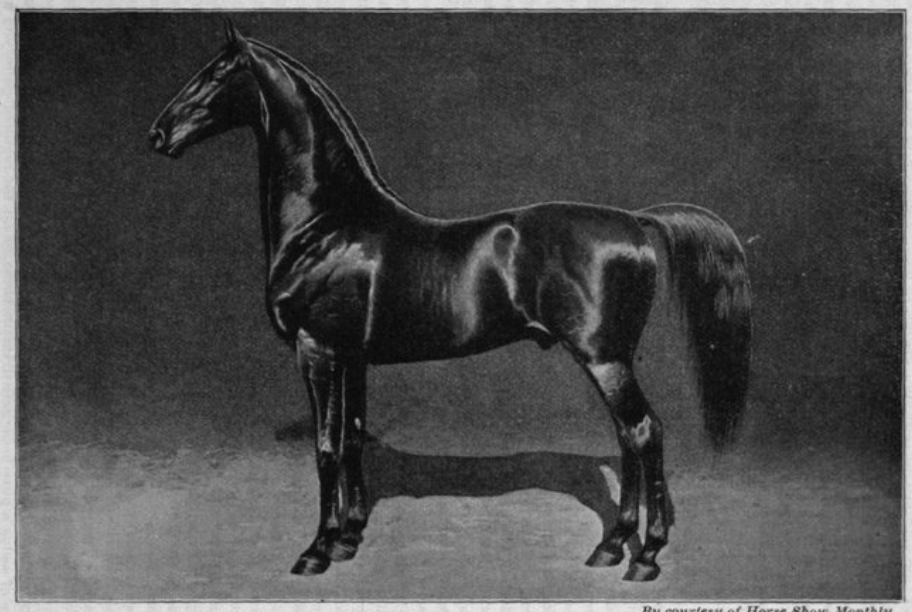

Champion Gaited Saddle Stallion, REX MCDONALD. *By courtesy of Horse Show Monthly.*

in harness his rack will not degenerate into a jiggle or a pace. Contrary to a prevalent impression, a pacer is not a saddle-horse.

While the province of this paper is to discuss the gaited saddle-horse, we will take the liberty of referring to other saddlers, as there are at least four distinct classes, viz.: The plain-gaited, or walk-trot-canter horse, usually called the walk-trot horse; the hunter, or cross-country horse; the gaited saddle-horse, and the high-school horse.

The plain-gaited horse is required to only walk, trot, and canter, but he must be an artist in these three gaits or he is of but little value as a saddler. In general make-up he is a clever fellow and very popular in New York, as he is the English style of a saddle-horse. He is usually a harness horse, too, and a good roadster, and may develop into a gaited saddler if he do n't fall into mutilating hands and have his tail docked. Should this misfortune befall him, he will be forever excluded from the society of gaited saddlers and high-schoolers, and left to associate with hunters, jumpers, cobs, and jackasses, both long-eared, shaven-tailed, and two-legged and high-collared.

The hunter is a short-tailed, stately fellow, and his strong suit is to jump hurdles and fences and go over the bars without endangering life and limb of horse or rider. He also goes the walk, trot, canter gaits, and is quite similar to the plain-gaited saddler in general make-up. Both have docked tails and plucked manes, and are sometimes called "park hacks."

The gaited saddler goes all the gates of the hunter and the walk-trotter, but he is not so reckless as to jump fences, hurdles, and bars, and he is too modest to sport a short tail, and he looks breedy enough without having his mane plucked. In addition to the walk, trot, and canter, he goes at least two more distinct gaits, and he often goes four more, making in all seven distinct, clear, clean, unmixed gaits. The gaits required to entitle him to recognition as a gaited saddle-horse are walk, trot, canter, rack, and running-walk, fox-trot, or slow-pace. He has his choice of either of the last three named for his fifth gait, but he must go the first four, and he must have the proper breeding or he cannot be recorded in the register of the American Saddle-horse Association. The slow pace, or amble, as it is sometimes called, is the least desirable of the seven gaits, and, except as a ladies' saddler, is seldom chosen as the fifth gait. The running-walk and fox-trot are business gaits, and are highly appreciated for road work and long-distance rides. The walk (flat-foot) should be regular, spirited, and quite rapid, except when the horse is allowed to loaf for a rest after a brisk brush along the road. If a horse walks four and a half or five miles an hour he is good enough at this gait.

The running-walk is faster and easier than the flat-footed walk, and is quite similar in speed and ease to the fox-trot, but not quite so fast. It is a delightful all-day gait, and is performed with four beats, like the rack, but not so fast or lofty. In going this gait the horse's reins are rather loose and he takes some of the arch out of his neck, and, if in full sympathy with his work, keeps time with his step by the nodding of his head. A horse of good endurance and clever at this gait will make from six to seven miles an hour, and travel from sixty to seventy-five miles a day without great fatigue to himself or rider.

The fox-trot is quite similar to the running-walk, yet it has a distinct "loose-jointed" motion and "jog" not observed in any other gait. This, too, is an all-day gait, and good up hill and down, and this is where a fox-trotter and running-walker make time in an all-day journey.

The trot of a gaited saddler should be quite similar to that of a harness horse, but not so extended. His legs should be kept more closely under him, and the

trot should be clear, clean, and unmixed. Driving improves the saddle trot, and the saddle trot squares up the rack. While the trot is not the proper gait for a regular diet, it is absolutely necessary in a saddle-horse. The gaited saddler goes from a flat-footed walk into all his other gaits direct, but he should return to the walk from the canter and rack through the trot, and he should make all his short turns and sharp curves on the trot if going faster than a walk.

The rack is probably the most fascinating gait, and, if well done, is the hardest on the horse. He must go at a tension and rack against the bit, and he must get action from his hocks and shoulders as well as from his knees. If he goes in form, he will carry a high head and a high tail, arch his neck, and hold a vertical face. He must be pulled together and remain collected from start to finish. If he goes in a pure, clear, bold rack, his feet make four-beat music, the rhythm of which cannot be mistaken for that of any other gait. The rack was formerly called a single-foot gait, and this term describes the action of the feet exactly, as only a single foot strikes the ground at one time.

Now comes the canter, which is the most graceful of all gaits, and one that is quite easy for both horse and driver. There is a vast difference, however, between the canter of a gaited sadler and the gallop of an unrestrained horse or the lope of a broncho. Any horse will lope or gallop when pushed beyond his trotting or pacing speed, but the gaited saddler goes from a walk, or even from a standstill, into a graceful, enjoyable, hammock-like motion, which we call a canter. His legs are never so well under him as when in the canter, and his neck is never so beautifully arched.

The high-school horse is simply the gaited saddler, finished in education, polished in manners, and taught other gaits, steps, and movements. When thus educated, when thus finished, he is a paragon of grace, ease, and beauty, and when in motion he is poetry set to music.

Gen. John B. Castleman, of Kentucky, who is accepted as high authority in saddle-horse circles, has written for the *Breeder's Gazette* the following upon the subject of judging such horses:

If in judging horses conformation alone were to be considered, it would be entirely practicable to adopt such a scale of points as is used in judging other animals, but where conformation is only one of many features the awarding judge must be left discretion, guided by general principles and by good judgment. It is usual, and ought to be universal, to make conformation, style and manners a part of the considerations which go to govern awards in all useful and handsome horses, whether the horse be ridden or driven. Conformation is applied to every detail of a horse's make-up, and is and ought to be the foundation. Style considers beauty of action and habit of handling body, limbs, head, neck, and ears. Manners comprehend the thorough breaking and behavior so essential to the pleasure contributed either to the driver or rider.

In judging the gaited saddle-horse you pass over the three considerations above mentioned to the gaits themselves. These gaits should be frictionless, direct, and easy, and free from restraint, and in judging a gaited saddle-horse the five gaits which the concensus of experience has agreed on should be strictly observed. They are, first, a plain, flat-foot walk; second, (*a*) a fox-trot, which is a slow, easy trot having some of the characteristics of a walk, or (*b*) a slow pace or amble, or (*c*) a running-walk, which latter is a combination of a pace with an easy trot—the running-walk, however, at its best is rarely combined in any horse with any other gait; it is natural and is exclusive. A horse going the running-walk may be improved in the gait, but he is born with it or never gets it. It will be

observed that these three slow gaits are alternative; a horse may go one or the other. Third, a canter; fourth, a rack; fifth, a trot.

Horses on exhibition should be shown for their gaits in the order above named because it is gradually progressive from slow to fast, and the order named is that in which the horses most easily change from one to the other. After this is thoroughly done the horses should be shown at will, and thus give the awarding judges an opportunity of determining as to the ease with which the horses are changing from one gait to another, and the steadiness in changing. The plain walk should be pure, steady, and fast, and any horse without a good, plain walk cannot be said to have the foundation for a good saddle-horse. Any saddle-horse should walk a plain, flat-footed walk of no less than four miles an hour.

We then go to the next, and take in one of the three alternative gaits, which should not be less than five to six miles an hour. The canter should be as slow as from five to six miles an hour; when it goes beyond this it gets to be a gallop and is no longer a canter. It should be borne in mind that the canter is a very slow gallop, and the best cantering horses are those bred to the saddle. The canter should be graceful, reasonably high and clear, showing quick and easy movement.

The rack should be direct, without constraint, and easy both to horse and rider, and should be at least as fast as four minutes. The trot should be clear, without spraddling; the feet well under the horse. The stride should be good and the speed faster than four minutes. It is not necessary for a saddle-horse to go very high, but he ought to go sufficiently high to be free from any danger of stumbling.

It will be observed from the foregoing that there is provided, in effect, a scale of points: First, conformation; second, style; third, manners; from four to eight inclusive, the five gaits; ninth, manner of going all the gaits. The proper way, therefore, to make a correct award is to judge *seriatim* on these nine points and award the prizes to horses carrying the largest number of these points.

The surprise of the season is the development of the Black Squirrel horse Highland Chief, one of the best-gaited and handsomest of the latter-day stallions of the breed. Standing or going he is great. He carries himself always in form, with head properly set, and his manners are very attractive. He stands like a statue and moves like a whirlwind. His flat-footed walk is exceptionally fast and clean, his stepping pace attractive, his trot true, his rack steady and brilliant, and his canter correct. He is much finer about the head and neck than Thornton Star, his chief competitor [at the Kansas City horse show], although not so trappy in his trot and rack. Thornton Star was making a very excellent show in this class, one of the best that he has yet put up, and no one can fail to be attracted by his substance, his even conformation, and the boldness of his action, but he is not so high a type as Highland Chief, and that beautiful black stallion was a general favorite for the premier honors that he achieved in this class.—*Breeder's Gazette.*

According to statistics published by the French ministry of agriculture, the consumption of the flesh of horses and donkeys is steadily increasing in Paris. The number of stalls at which it is offered now reaches 193. The number of horses brought to the shambles in the last year was 21,667, of mules 52, and of donkeys, 310; but 734 horses, 1 mule and 7 donkeys were condemned as unfit for human food. The prime cuts brought about 1 franc (19.3 cents) a pound; some of the inferior parts bringing little more than 10 centimes (2 cents) per pound.

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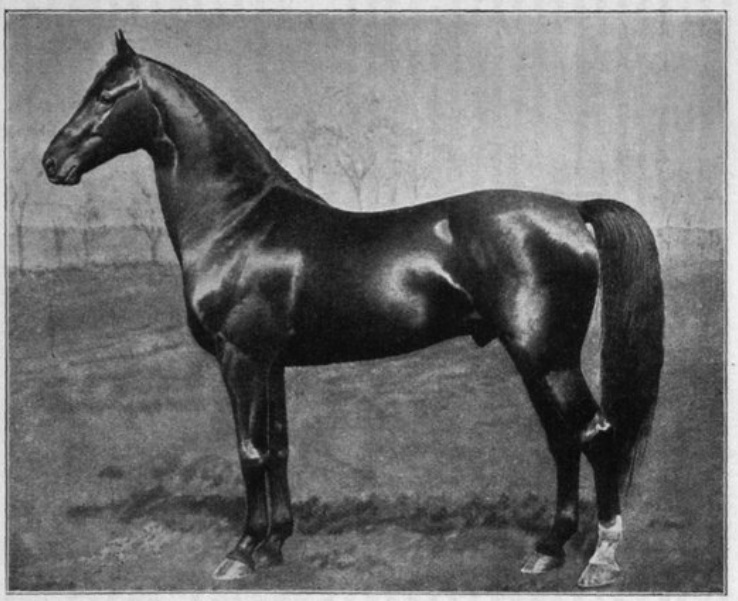

Champion Gaited Saddle Stallion, HIGHLAND CHIEF.

WONDERFUL ENDURANCE OF AMERICAN HORSES UNDER THE SADDLE.

By Edward B. Clark.

There is much of interest to riders generally, but particularly to United States cavalrymen, in reports that have come from South Africa of some of the long, hard rides made there by the British mounted troops. The accounts of some of these rapid forced marches of cavalry are lacking in detail, but the specific statement is made that a squadron of the Natal Mounted Rifles recently rode eighty-five miles in twelve consecutive hours. The English press speaks of rides of sixty miles by detached cavalry troops which are completed within the limit of the daylight hours, and these achievements of the troopers and their mounts are spoken of as though they were of frequent occurrence. At first thought it may not appear that these rides are particularly remarkable, but the fact must be taken into consideration that bodies of troops and not single individuals are concerned, and where this is the case the rapidity of the march must necessarily be gauged by the rapidity and endurance of the poorest horse in the outfit. Moreover, each animal engaged has to carry weight of man and equipment to an average amount of 250 pounds. Many of the horses used by the English troopers are American bred, and a natural interest in this country is added to the rides, for it gives a chance to "get a line" on the endurance of the American animal under absolutely strange climatic conditions.

No army in the world, perhaps, has had the same opportunities to test the endurance of cavalry horses as has the small regular force of the United States. The long, level stretches of the plains, and the activity of the marauding Indian mounted on his tireless broncho, have been the conditions which gave to Uncle Sam's cavalryman his matchless chances for long forced, mounted marches. Col. Theodore Ayrault Dodge, U. S. A., collected the official records of long-distance cavalry rides, and has made them public, so that they may be compared with the performances of the soldier horsemen of other nations. Colonel Dodge declares specifically that he has rejected all "hearsay rides, of which there is no end," and has accepted only those proved by official reports. Colonel Dodge says that Capt. S. F. Fountain, United States cavalry, in the year 1891, with a detachment of his troop, rode eighty-four miles in eight hours. This record is vouched for, and it is better than that of the Natal Mounted Rifles by about four hours, the distance being within one mile of that made in South Africa. For actual speed this forced march stands, perhaps, at the head of the American army record, though other rides have been more remarkable.

In the year 1879, when the Utes succeeded in getting some United States troops into what was afterward known as Thornburg's "rat hole," several mounted couriers succeeded in slipping through the circling line of savages. All of them reached Merritt's column, 170 miles distant, in less than twenty-four hours. The exact time was not taken, for, as Colonel Dodge puts it, "rescue was of more importance than records."

It must be understood, of course, that all these American rides were made without changing horses. The steed at the start was the steed at the finish. The best rider, according to cavalry experts, is not the man who takes a five-barred gate or who can ride standing, but the man who by instinct feels the condition of his horse, and, though getting the most out of the animal, knows best how to conserve his strength. Colonel Lawton, in 1876, rode from Red Cloud agency, Nebraska, to Sidney, in the same state, a distance of 125 miles, in twenty-

six hours. He was carrying important dispatches for General Crook, and though the road was bad his mount was in good condition when Lawton, looking five years older than he did the day before, handed over his bundle of papers to the black-bearded general.

General Merritt has a forced-march record that has no American parallel when the conditions of his journey are considered. He was ordered in the fall of 1879 to the relief of Payne's command, which was surrounded by hostile Indians. Merritt's command consisted of four troops of cavalry, but at the last moment he was ordered to add to his force a battalion of infantry. The "dough boys" were loaded into army wagons drawn by mules, and with the cavalry at the flanks the relief column started. The distance to be traversed was 170 miles, and it was made, notwithstanding the handicap of the wagons, and trails that were muddy and sandy by turns, in just sixty-six hours. At the end of the march the troopers went into the fight, and in the entire command not one horse showed a lame leg or a saddle sore.

Four troopers of the Fourth cavalry, who had volunteered for the particular service, were sent in the summer of 1870 from Fort Harney to Fort Warner with dispatches, and were told to make the best time possible without killing their horses. The men were on their mettle. They made the distance, 140 miles, twenty miles of the way being through loose sand, in twenty-two hours, the actual marching time being eighteen hours and thirty minutes. At Fort Warner they rested one day, and returned to Harney on the same horses at the uniform rate of sixty miles a day. Capt. Edmond G. Fechet started at midnight for the relief of the Indian scouts who had been sent out to arrest Sitting Bull, and who, after killing that chief, were beleaguered in a log hut by his followers. Fechet took an ambulance wagon and a Hotchkiss gun with him. The gun-carriage broke down and he was compelled to fasten the trail of the piece to the tail-board of the ambulance and thus drag it along. Notwithstanding this handicap, he made the first forty-five miles in less than seven hours. He fought and drove off the young Sioux bucks, then scouted the country for ten miles, gave his troopers some breakfast, and returned to the fort. Fourteen hours were consumed in covering ninety miles of ground.

The cavalry horses of the American army have undergone these endurance and speed tests carrying weights of more than 200 pounds, and without any training other than that received in the ordinary course of frontier scouting and daily drill evolutions.

"There were two events on the program of the St. Louis horse show that no admirer of the king of animals could afford to miss. One of these was the gaited saddle-horse championship, with the unconquered Rex McDonald and The Frenchman as contestants. The contest worked the audience up to the highest pitch of excitement. The peerless Rex was at his best. With the beautiful black out of the ring, The Frenchman's performance in itself would have electrified the most callous audience. The latter showed that he was second only to the king of all saddlers, and that his entry in the championship class was no mistake. When the two horses made their final circuit of the arena, Rex with the blue ribbon and The Frenchman with the red, there were salvos of applause for each, but there was no note of protest. No one who ever saw Rex McDonald come straight towards him in all the pride of his superiority could doubt that his bridle-rein was intended by nature as a fitting place for the ribbon of blue."