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## The Maine Horse Breeders' Monthly, January 1883

J. W. Thompson

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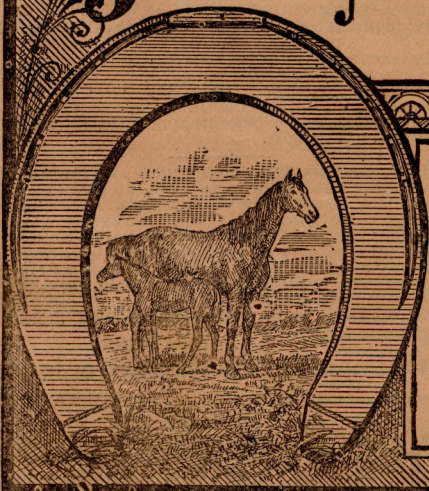
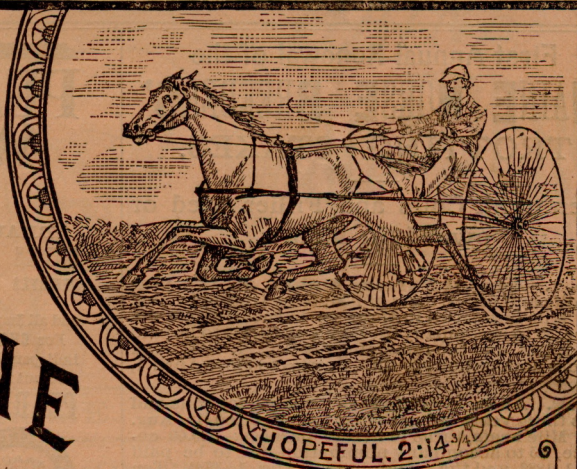
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Robert W. Wilson

# The MAINE HORSEBREEDERS' MONTHLY.



D. D. GODDARD, DEL.

EDITED AND PUBLISHED BY  
**J. W. THOMPSON,**  
Canton, Me., U. S. A.

—(1)—

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Single Copies, 10 Cents.

Vol. V. - No. I.

**JANUARY, 1883.**

Entered at the Post Office at Canton, Me., as  
Second Class Matter.



## ADVERTISEMENTS.

### First Annual Renewal of the **MAINE HORSE BREEDERS'** TROTTING STAKES.

Open to all Colts and Fillies bred or owned in Maine.

**No. 1. Annual Nursery Stakes**, for two year old colts and fillies, foals of 1881, to be trotted in Aug. 1882. Mile heats, two in three to harness; \$25.00 entrance, \$5 to accompany the nomination, \$10 to be paid June 1, 1883, and the remaining \$10 Aug. 1, 1883. Ten or more nominations to fill. Entries to close April 1, 1883.

**No. 2. Annual Breeders' Stakes**, for colts and fillies three years old or under, to be trotted in Aug. 1883. Mile heats, three in five to harness; \$25.00 entrance, \$5 to accompany nomination, \$10 to be paid June 1, 1883, and the remaining \$10 Aug. 1, 1883. Ten or more nominations to fill. Entries to close April 1, 1883.

**No. 3. Maine Trotting Stakes**, for colts and fillies four years old and under, foals of 1887 and 1880, to be trotted in Aug. 1883. Mile heats, three in five to harness; \$25.00 entrance, \$5 to accompany nomination, \$10 to be paid June 1, 1883, and the remaining \$10 Aug. 1, 1883. Ten or more nominations to fill. Entries to close Aug. 1, 1883.

Distance in each Race to be 150 yds.

To be trotted at the Maine State Fair Grounds  
Lewiston, Me., Thursday, Aug. 30, 1883,  
or on the first fair day thereafter.

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If three or more horses start, and continue in a race until its close, two-thirds of the Stake shall be awarded to the winner, two-thirds of the remainder to the second horse, and the balance to the third. If only two horses start, or if there shall be only two horses in at the end of the race, the rest being distanced, the money which would have gone to the third horse will be divided between the two so remaining in, two-thirds to the first, and one-third to the second. If only one horse starts, as in the case of a walk-over, or if only one remains in at the conclusion of the race, the rest being distanced, he shall be entitled to the entire Stakes. Otherwise the National Rules shall govern.

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TERMS ONE DOLLAR PER ANNUM.

SINGLE COPIES 10 CENTS.

J. W. THOMPSON,  
Editor and Publisher.

CANTON, ME., JANUARY, 1883.

VOLUME V.  
NO. 1.

## Knights of the Ribbons.

### NO. II.

To tell people in this country anything about Budd Doble may seem like a superfluous task, for the horseman who does not know the principal happenings of his life is a *rara avis* indeed. From the days of his early apprenticeship with the old master Hiram Woodruff, his life has been subject to the searching light of public curiosity. Few men in any walk of life have withstood the blinding glare of fame with less effect to natural characteristics; although sensitively proud his pride has never been of the pompous, overbearing fashion that makes enemies, but rather the natural conservative instincts of a gentleman, that have enabled him all his life to preserve in most exigencies a well-balanced and unoffending dignity. Now that circumstances have restored him to a seat behind the speedy trotter, the public have reason to congratulate themselves. A race with Doble in it has always an element of satisfaction to the crowd, and for that matter to the judges and reporters; everybody knows him, everybody believes he will try to win always, and every one believes, when his story is told, that they have heard the truth. The first great trotter with which Budd Doble's name is associated came to his hands from the master already crowned king; it remained, however, for Doble to give him his best record and greatest fame. After Dexter, the public learned to link his name with the greatest race mare, all things considered, we have yet known. Some of her contemporaries had as much speed, it is

believed, while others that have come since her racing career ended have had more; she was occasionally beaten after arriving at her best, but considering all of these admissions we have had no race-horse her equal. Rarus comes the nearest to her from those possessing the top notch of speed, and he might, if continued in public life, have left a record as uniform in its success as hers, but in company with many another good one his light is now hid under a bushel; the public greed for fiction enables the lover of ghostly performances to rival the crazy king, who at vast expense, sits the solitary auditor of a grand opera.

On the 7th of October, 1874, I was waiting at old Dexter Park to get a sight of the latest phenomena among trotting wonders, Gloster, the son of Volunteer, then on his way to an untimely grave on the Pacific coast. Solitary and unknown to all about me, the time passed drearily enough, and the hail of a commercial traveler whom I had met in Minnesota was a glad surprise. "Don't you know any one?" said he. "Only by sight, as public personages," I replied. "Well, you are a horseman and would like to know Doble; come along and get acquainted." We went to the stable and my drummer friend gave a knock which brought a cautious rubber to the door; he held it ajar long enough to recognize my companion and let us in quickly, to cut off the curious crowd passing to and fro. The Maid occupied the first stall to our right as we went in, Gloster next to her, and Fuller-



ton opposite him. Doble set on a feed-box behind Gloster, with a troubled, preoccupied look in his eyes, that I have often thought since was premonitory of the sad luck in store for both the horse and himself upon the shores of the further ocean. He greeted me with quiet courtesy, kindly answered my inquiries regarding the horses, cleverly striving to repress the symptoms of boredom which attacks all men long subjected to a repetition of queries by a public whose curiosity is only limited by time and space. Many persons in similar positions break under the strain, and sing a melancholy growl to all who approach them. Doble endured the vexations of his position admirably, and his face never assumed the offensive look that arouses in an instant the belligerent nature of the crowd. Herein lies the secret of his success with the Maid—an endless patience. Her turbulent, fiery humors broke constantly against the smooth, impenetrable armor of his sympathy and good nature. Like the wearing away of stone by constant drip, did her temper slowly yield to a steadfast purpose, until all that wild energy, that feminine perversity and desperation of spirit was expended at the will of her driver solely in an effort to get to the front in the manner which he willed. There may be a young horseman somewhere who has not seen Doble, possibly an old one; equally improbable with the latter supposition is the possibility that some horseman of the future, mousing among the musty relics of of the past, may be curious to know how the great reinsman looked and moved and talked; for them a brief description of his *personnel*. He is a small man, of graceful, symmetrical proportions, the hand and foot of an aristocrat. He has the pure, unalloyed nervous temperament; dresses with the quiet, subdued taste of a gentleman; his light hair and moustache, with a tendency to curl, and a tinge of sunlight in it; a broad, evenly developed forehead, of medium height; bright blue eyes, set wide apart, with a laugh in them indicative of Celtic origin; a nose of Grecian type; a wide mouth, with thin lips, and a well-formed, prominent lower face—in all, a union of the Celtic and Teutonic types, with but little suggestive of Yankee origin. My commercial friend seemed to regard Doble as a sort of patron saint, which could not be accounted for on the score of mutual

love of horse, for the drummer plainly showed his lack of interest. Curious to know the bond of union, I went back again and again until the trail was struck, and the drummer went on with "I owe Doble a great debt of gratitude; my nose would be playing checkers but for him. I had some trouble up in Wisconsin and killed a man. I was in the right, but had no friends or money; Doble put up for my bail, and is helping me through;" further he would not go. The beginning and end of the romance or tragedy is unknown to me. Doble in the sulky is what one would expect him to be, quiet, graceful, gentlemanly, eager to win; his face a mirror of success or failure, now aglow with triumph, again overcast and despondent at failure. His great success as a driver has been associated with the long and patient study of individual horses; it is the work of a master, but it is not off-hand work; rather is it like the artistic painstaking of Meissonier; not the bold, careless stroke of self-assured genius, like the driving of Mace and Johnson, or the proficiency of Dore and Nast; but it has in results gone further. As the writer predicted last July, Monroe Chief succumbed at last to its steady influence, and has been the only horse this year to break the record in harness; while his defeat of Rosa Wilkes demonstrates that horse and driver have established that oneness of purpose that will make them hard to down next season.

W. H. McCarthy, familiarly known as "Knapsack," has been brought prominently before the public as a driver of first-class horses by adventitious circumstances. What is not to his discredit in the least is the fact that he began at the bottom, but it has been rather his misfortune than otherwise to be advanced more rapidly than his acquisition of dignity and self-control would warrant. He is a large, brawny, sturdy young man, with great muscular strength and a hot temper, of which he has but slight control. An admirable fitter and handler, a driver with many faults of method and manner, he has yet to learn some serious lessons before life will smooth out its wrinkles to him. His position in the sulky is awkward in the extreme as to appearance, owing, possibly, to habit from much monotonous jogging while at work for Dan Mace. His management of horses at high speed indicates that his experience has

been principally at slow work. With a stable of top sawyers, the pick in their classes of the whole country, many of them noted for being steady and level-headed, they were all ready to jump up with little provocation, this year, showing their lack of confidence in their driver. All speedy and in good condition, their moderate success was due more to their unsteadiness than to the combinations against them.

## NO. III.

Some writer down East has recently called attention to the diminutive stature of most of the eminent drivers. This is a subject that has been fought over and over again, with reference to nearly all pursuits, from war down. Formidable arrays of big men and and little men, physically, have been presented by the partisans of each side of the question, until it has been firmly established that neither big nor little men have a monopoly of genius. An arbitrary natural law, aided by proscriptive enactment, bars the way to great eminence as drivers for big men. That nothing more than this stands in the way I am firmly convinced. The best natural driver I ever knew measured fifty-two inches about the chest, and was built in proportion. This giant, despite his weight, in a coterie of drivers, professional and amateur, some of whom are now well known, could drive any named trotter faster than its owner or driver. His was simply genius as a reinsman, associated with tremendous will power to drive a horse to its utmost. Men have attained eminence as drivers without either of these qualifications; and, as a rule, men of this stamp do not make fast horses. Some drivers have achieved success through the possession of an acute mechanical instinct; others through a special gift for coping with mental eccentricities; others, again, with trotters that are pure gaited and good-tempered, by judgment in the amount and kind of exercise given. There are few drivers so constituted as to cover the whole ground; and the perfect union of horse and driver is as rare as the perfect marriage. The king of the mechanicians is undoubtedly Gus. Glidden, and he is not a small man by any means. His great success in remedying structural defects in trotters has won him fame; and no one as yet has turned out so many very fast ones from the ranks of the hobblers and double-gaited fellows. He is a

thick-set, heavy-built man, round-featured and good-natured, and his weight does not seem to have been an obstacle to success, although it is noticeable that his best ones have been big, strong fellows, with the nerve power to pull a load. And yet this specialist in equine mechanical appliances now drives for his best one as pure-gaited a trotter as ever lived, one who needs no iron except as a protection from injury. As a recreation from legitimate business this may be correct; but I always think Glidden is out of place driving Wilson; it looks like a master-builder doing the easy, preliminary work of a beginner. It was a fancy of mine at Cleveland that Gladiator had such an idea as this in his head when he jammed his nose bump into Glidden's back, nearly knocking him from the sulky; it was a gentle hint, in equine form, to get out of a soft job and tackle something commensurate with his ability; the driving of Gladiator, for instance. The latter soon fell into good hands, however, another big man, too—by the way, some of these big men are getting quite eminent, after all as drivers; and, with due respect for the ability of all the rest, this one especially big man, measured by every standard, has not today, and never has had, a superior as a driver. This is not the language of hero-worship or enthusiastic favoritism, but an opinion reluctantly forced upon me by observation and the logic of events.

The incorruptible Peter, as he is sometimes called, has given The Gazette's circle a brief *resume* of his experience with some of the most noted trotters he has handled. He omitted to state, however, that much of his most brilliant success has followed upon the heels of failure on the part of others with horses that were not thought much of or were even considered entirely to be no good. Last summer I wrote The Gazette from Cleveland as follows; "Peter V. Johnson has taken charge of Aldine since the Chicago meeting, and gave her this morning a mile, and then brushed her out. She met Witherspoon, who seemed unable to get the better of her. Aldine is liable to be a good mare in Johnson's hands." How good was shown the following Thursday by her winning in fast time and getting a record of 2.19½. At her stall, Tuesday morning, after the trial, I observed Johnson closely, as well as Aldine's old driver, Mr. M. K.



Norton. The work had been a demonstration that the change was for the better. Mr. Noble, in charge of the mare for his brother, was jubilant. Minnesota readers will be interested in knowing that this is the Noble who used to have charge of Capt. Henry's horses at Rochester. Norton was much downcast and asked me to say for him that he had driven the mare in her races thus far. Johnson showed no signs of triumph, was quiet and very intent upon the business in hand, but the drama of human emotions was of greater interest to me than the speed of the mare, and I watched the man closely. Johnson is a broad-shouldered, brawny, muscular man, with a habitual stoop that is acquired by many men who handle the feet of horses. He must be considerably over weight, although far from being a fleshy man. He has bone and frame enough to hang fat on that would require a dray instead of a sulky to support it. His hand is like the popular image of that belonging to providence, and must be a formidable-looking weapon when doubled up. The most prominent feature in his face is a large Roman nose, which is strongly indicative of his mental caliber and characteristics. Johnson is a thinker; he studies out his subjects as a physician would. In addition he is a natural reinsman, ranking with Dan Mace. Drivers who are proficient in this respect are usually lacking in many others—it is a physical rather than a mental accomplishment, and inspires an overweening confidence in many that leads to the neglect of more important considerations, for no matter how well a man can drive, he must have a trotter to win with, and this trotter must often be evolved from what seems very hopeless material. Here is where Johnson excels. He gets a larger proportion of good ones from the material submitted to him than any other man within my knowledge. This success is in a measure a bar to superlative achievements with anyone, and while he has quickly shown the way to many for a record of about 2.20, he would get one close to 2.10 if his reputation should wane a little. Suppose, for instance, Aldine had remained with him and he should get but few horses to handle in 1883, that mare's record would in my opinion, go down very low.

In brief, then, Johnson makes trotters, or improves their speed, and then drives them

well. His genius—for it is more than talent—is versatile, and covers nearly the whole range of requirements in a driver—that is, the essentials. Some of the fancy points he most wofully lacks. A fact over which I imagine he never mourns any. He is no beauty in the sulky or out of it, and I have never observed his wasting any efforts to attract the attention of feminine auditors; his business is solely to win, and that object absorbs him. He sits in a sulky with his broad shoulders describing an arc, his head dropped slightly, as if in deep reflection; his face imperturbable, and showing little sign of elation or despondency, which is all in accord with his temperament—a union of the bilious and sanguine, a temperament usually accompanied by great physical strength and a strong will. In his dress he is almost as plain as Jack Batchelor, although he makes concessions to popular fancy when in the sulky by donning colors. Sober brown, however, is as far as his imagination goes in this direction. His special characteristic in the sulky is his success in keeping horses at the trotting lick without breaks. Many observers may disagree with me, but they would not if they had known some of his horses before they came to him. One of them, that he has given a record of 2.20½, I met in exercise at a county fair, where I had gone to trot my road-team in a double team race. He came along to me down the home stretch going the right way of the track, and by the time the wire was reached we were at top speed. I saw that it was just about nip and tuck, as to a brush, but at the quarter, in 39 seconds, the horse was a bobbing; at the turn coming into the home stretch he broke so hopelessly that I pulled up and jogged in. At the stable an excited crowd gathered around me, and a man says, "You downed a pretty good one; that fellow went to the half in 1.15 the other day." "Stud-horse talk," says I to myself; and when word came that Johnson had him, I felt sorry for Johnson. Not long after I saw the horse well up in 2.22, showing great speed, making an occasional tumble, and falling back a little; but such a wonderful change from the track-jumping, cavorting, fool of a horse that my little old mare had downed so easy, that respect for the ability of the man behind him was irresistible. The horse Gladiator used to act as if insane before Johnson

got him, but his record of 2.22½ indicates that his recovery must be nearly complete.—M. T. G., in *Breeder's Gazette*.

### The 2.20 list.—Hambletonians.

In point of numbers and the greatest speed, the Hambletonian family comprise nearly 50 per cent. of the 2.20 list. There are 97 members, forty-three of which are Hambletonians. This may be regarded as an essay, eloquent in all its bearings upon the much-discussed problem of how to breed the trotter. It does not tell all the tale, but demonstrates the fact that the greatest excellence comes from excellence—at least in the *genus equine*; that the horses which have reached the extreme limits of trotting speed were those in which the trotting element predominated. The dominant blood controls the formation and instinct. This is an inexorable law of nature. The chief aim in breeding the trotter is to get an animal which will be very fast, and at the same time stout and lasting. Both these attributes depend upon proper selection. A sire that is fast himself, or comes of a family noted for speed, bred to a mare having the same characteristics, is apt to get a fast and lasting one. The 2.20 list as it now stands proves the truth of this assertion. There are some horses in it which have made good records, with no great trotting strength in their pedigrees, but with one or two exceptions they have not equalled their records or made great campaigners. The two leaders of the list are dyed-in-the-wool trotters, and have both gone on and improved. Maud S., by Harold, dam Miss Russell, by Pilot Jr., has a record of 2.10½. She is stout, lasting, and pure-gaited. Harold was got by Rysdyk's Hambletonian, dam Enchantress, by Abdallah; grandam by imp. Bellfounder. Miss Russell is out of Sally Russell, by Boston, the thoroughbred. To the cover of Belmont, by Alexander's Abdallah, dam Belle, by Mambrino Chief, she produced Nutwood, 2.18½, and Cora Belmont, 2.24½. All these three of her produce partake most strongly of trotting blood.

St. Julien, 2.11½, is by Volunteer, son of Hambletonian, out of Lady Patriot; dam Flora, by Harry Clay, son of Neave's C. M. Clay, dam by imp. Bellfounder. In him the trotting strains predominate, and he too is a campaigner and pure-gaited horse.

Rarus, 2.13½, is by Conklin's Abdallah, believed to be, with a strong degree of probability, a son of Old Abdallah, dam Nancy Awful, by Telegraph, son of Burr's Napoleon; grandam Lady Hunter, by Vt. Black Hawk. Rarus was a campaigner of campaigners. A stout and improving horse.

Goldsmith Maid, 2.14, is by Alexander's Abdallah, dam by Old Abdallah. She was one of the greatest trotters this country ever had, getting her best record in her seventeenth year.

Clingstone, 2.14, is by Rysdyk, son of Rysdyk's Hambletonian out of Lady Duke, by Lexington the thoroughbred, dam Gretchen, by Chosroes; grandam Lady Fallis, by Seely's American Star; great grandam by L. I. Black Hawk. In him the trotting element surely predominates, controlling the conformation and instinct, but the warm blood of the great racehorse has done him no harm. Clingstone started the past season well, but was unfortunately thrown out of training. His brief career has shown that he is of the right kind.

Hattie Woodward, 2.15½, is by Aberdeen, son of the old Horse, dam not traced. Aberdeen, was out of Widow Machree, record 2.29, by American Star. Widow Machree was a noted mare in her day, and imparted her finest qualities to her son Aberdeen. Hattie Woodward was one of the sensational performers of 1880, and proved herself stout and lasting.

Darby, 2.16½, is by Delmonico, son of Guy Miller, by the Old Horse, dam by Glencoe, Delmonico's dam, was the Harvey Adam's Mare, by old Hambletonian, grandam by imp. Bellfounder. Guy Miller's dam was by Nanny's Bolivar. Darby, therefore, has a double cross to Hambletonian against the Glencoe strain. He was a great campaigner in the hands of that master, Dan Mace.

Edwin Thorne, 2.16½, is by Thorndale, 2.22½, son of Alexander's Abdallah out of Dolly by Mambrino Chief; dam by Ashland, son of Mambrino Chief; grandam by Eureka, son of L. I. Black Hawk. Ashland was out of Utilia, by Margrave, the thoroughbred. True to his fine breeding Edwin Thorne is a horse of thorough trotting conformation, is very fast, and is a stayer. He was one of the great horses the past season.

Jerome Eddy, 2.16½, is by Louis Napoleon,



son of Volunteer out of Hattie Wood, by Harry Clay; dam Fanny Mapes, by Alexander's Abdallah. Hattie Wood also produced Gazelle, record 2.21, to the cover of the Old Horse. Jerome Eddy was the best entire horse of 1882, trotting a number of hard races against old hands. He has endurance and great will power.

Gloster, 2.17, was by Volunteer, dam Black Bess, by Stockbridge Chief, son of Vt. Black Hawk; grandam by Mambrino Paymaster. Gloster was one of the most promising horses of his time. He was pure-gaited, an all-day fellow, and had the longest stride of any horse contemporary with him. Gloster died before he had the opportunity to show what he was capable of, but had in him the elements of a great trotter.

Dexter, 2.17½, is by Old Hambletonian, dam Clara, by Seely's American Star. Hambletonian crossed best on American Star mares, and he never got a better one than Dexter. Dexter in his prime had no superior. He was a stout, never-failing horse, and even now, in his old age, is as lusty and strong as many a horse considerably his junior. Clara, his dam, also produced Alma, 2.28½, to the cover of the Old Horse.

Piedmont, 2.17½, is by Almont, son of Alexander's Abdallah, dam Mag Ferguson, by Mambrino Chief, grandam by Grey Eagle, the racehorse. Almont's dam is by Mambrino Chief, grandam by Pilot Jr. There is a splendid combination of trotting blood in Piedmont. A double cross to Mambrino Chief, one to Hambletonian and one to Pilot Jr., helped him to win a number of hard-fought contests. He is now in the stud, but is able to stand another hard campaign.

So-So, 2.17½, is by George Wilkes, son of Hambletonian, dam Little Ida, by Alexander's Edwin Forrest. The dam of George Wilkes was by Henry Clay, the founder of the family. George Wilkes, with a record of 2.22, was himself a great campaigner. As a sire of trotters he stands in the front rank, seven of his get entering the 2.30 list the past season. So-So is a worthy daughter of her great sire.

Santa Claus, 2.17½, is by Strathmore, son of the Old Hero out of Lady Walterwire, by North American; dam Lady Thorne Jr., by Williams' Mambrino, son of Ericsson, by Mambrino Chief; grandam Kate, by High-

land Chief, son of Mambrino Chief. Here again is another combination of the potent Mambrino Chief blood. Santa Claus has been several seasons on the turf, improving each year. He is a stout, reliable trotter, has withstood the weakening influences of climatic changes, and was one of the principal attractions in the Grand Circuit of this year. We saw him trot the gamest kind of a race at Boston for the \$10,000 purse last September, and a lame horse at that. It is said that John Turner will handle him next season, and we are inclined to think the General will never sit behind a much better one.

Nettie, 2.18, was got by Rysdyk's Hambletonian, dam the County House Mare, by Seely's American Star. Nettie was another good one of the Hambletonian-Star combination. She was a good campaigner.

Dick Swiveller, 2.18, is by Walkill Chief, dam Madame Swiveller, by Henry Clay Jr., son of Henry Clay; grandam Old Tad, by Rattler, son of Abdallah. True to his breeding and characteristics, Dick Swiveller, while before the public, was a sensational horse. He is now a mate to Edward, and has the honor of trotting a mile with him in 2.16½, one and a quarter seconds faster than his record in harness.

Great Eastern, 2.18, is also by Walkill Chief, dam by Riley's Consternation Colt, son of imp. Consternation; grandam by Ferguson's Old Kentucky Hunter. As a campaigner Great Eastern was not a shining light. He is a very large horse, and not cast in the mold of a thorough going trotter. As a saddle horse he was a better performer than in harness, getting a record of 2.15½.

Judge Fullerton, 2.18, is by Edward Everett out of Fanny, by imp. Margrave, dam not traced. Judge Fullerton is one of the notable exceptions. He is a horse of decided trotting conformation. He was an able campaigner, a horse of great substance, and very speedy.

Robert McGregor, 2.18, is by Major Edsall, son of Alexander's Abdallah out of a mare by Harris' Hambletonian; dam Nancy Whitman, by Seely's American Star; grandam by Durland's Young Messenger Duroc. Robert McGregor was an able horse while on the turf. He trotted several seasons in the best company, and retired with a reserve of speed.

Midnight, 2.18½, is by Peacemaker, son of

Hambletonian, out of Sally Feagles, by Smith's Clay, son of Neave's C. M. Clay, Jr., dam by the Drew Horse; grandam by Withere'll Messenger. Midnight has always been a first-class first-money horse. He is resolute, fast, and of great endurance. 2.18½ is not the limit of his speed.

Monroe Chief, 2.18½, is by Jim Monroe, son of Alexander's Abdallah, out of Lizzie Peeples, by Wagner, the race-horse; dam by Bay Chief, son of Mambrino Chief; grandam by Toronto, son of St. Lawrence. Monroe Chief was a sensational horse from his first appearance upon the turf. He has trotted some of the best contested races the public have ever witnessed. This fall he beat Rosa Wilkes in a hard-fought race of six heats—his first contest for the year—and a few days after trotted two miles in 4.46, the best on record. He is a game horse, of true conformation, level-headed, and of great substance. His record in harness is by no means his limit.

Fanny Witherspoon, 2.18½, by Almont, dam by Gough's Wagner, is one of the best of Almont's get. She is a very blood-like mare, of fine trotting action. She started several seasons ago in good company, and has been a good campaigner.

Pickard, 2.18½, by Abdallah Pilot, dam by Bourbon Chief, is another member of the tribe that has shown his breeding. He is also inbred to Mambrino Chief. Abdallah Pilot is a son of Alexander's Abdallah, out of Blandina, by Mambrino Chief, grandam the Burch Mare, by Brown Pilot. Blandina also produced Swigert, the sire of Calamus, George K., and Resolute. Bourbon Chief, the son of Mambrino Chief, got Calmar, 2.22. Pickard is a very speedy, game horse. He was several seasons on the turf, improving each year.

Rosa Wilkes, 2.18½, by George Wilkes, dam by Mambrino Patchen, is one of the best campaigners that ever stepped upon a track. She is credited with having trotted over 100 races in the best company, with a large list of winnings. She is bred just right for downright hard work. At the tail end of the past season she was beaten in bruising six heat race by Monroe Chief, but the defeat took nothing from her prestige.

William H., 2.18½, by Young Wilkes out of a mare by Prince of Wales, son of Royal

George; dam by Daniel Webster, son of Cassius M. Clay, is an old campaigner. He has been some seasons on the turf, and is now one of the most valued members of Mr. W. J. Gordon's stable.

Cleora, 2.18½, started a green mare the past season. She participated in but few races, but at once leaped into prominence. Cleora is by Menelaus, son of Hambletonian, dam Thorneleaf, by Mambrino Patchen, grandam Dandy (dam of Silver Duke, 2.28½), by Young Engineer, the sire of Lady Suffolk. Menelaus was out of Jessie Bull, by L. I. Black Hawk. Cleora is by right a trotter. As she is now in the hands of a private gentleman, it may never be known whether she will make a great campaigner. She is bred for it, however.

Nutwood, 2.18½, by Belmont, dam Miss Russell, the dam of Maud S., is a first-class entire horse. He has shown his ability to train on and can beat his record.

Alley, 2.19, by Volunteer, dam by New York Black Hawk, son of L. I. Black Hawk, grandam by Mambrino Paymaster, the sire of Mambrino Chief, was an improving horse while on the turf. He placed 46 heats in 2.30 or better before his retirement.

Kitty Bates, 2.19, by Jim Monroe, dam Pop Corn, not traced. Kitty Bates was an able campaigner, and was one of the shining lights the season of 1880.

Jay-Eye-See, 2.19, by Dictator, dam Midnight, by Pilot Jr., is the greatest four-year-old the American trotting turf has produced. Dictator is a full brother to Dexter, and old Clara never produced a mean one. Midnight also produced Noontide, 2.20½, and is out of Twilight, by Lexington. Jay-Eye-See is a small horse, of true conformation, compact, true gaited, and is confidently expected to improve in his five-year-old form, as he undoubtedly will.

Adele Gould, 2.19 by Jay Gould, dam Emeline, by Henry B. Patchen, son of Geo. M. Patchen, is the best five-year-old in the list. She trotted a number of hard races this season, and got her record well on towards the close. Jay Gould is out of Lady Sanford, by Seely's American Star. Emeline also produced Kate Taylor and Ray Gould, both very speedy, to the cover of Aberdeen and Jay Gould.

Edward, 2.19, by Masterlode, son of the



Old Horse, dam by Bacchus, was an able campaigner. Masterlode's dam was Lady Irwin, by Seely's American Star. Edward, as a mate to Dick Swivelier, trotted a mile in 2.16½, improving on his harness records. He is still an able horse, and is claimed to be able to beat his record.

Wedgewood, 2.19, by Belmont, dam Woodbine, by Woodford, thoroughbred son of Kosciusko, started several seasons ago, and was an able campaigner, although he carried weights. He is not what is called a true-gaited horse, needing artificial appliances to keep him level. He, however held his own in good company. Woodbine produced Woodford Mambrino, 2.21½, a great horse.

Bodine, 2.19½, by Volunteer, dam by Harry Clay, was a good horse in his day. He trotted some seasons, winning a great many hard races.

Aldine, 2.19½, is by Almont, dam Mother Hubbard, by Toronto, of St. Lawrence stock. Aldine has always been a fine performer, training on and improving. She is very bloodlike, of good conformation and very speedy.

Von Arnim, 2.19½, by Sentinel, dam Mary Short, by Blood's Black Hawk, grandam by Downing's Bay Messenger, is a very speedy stallion, a stayer, and a good campaigner. Sentinel is a full brother to Volunteer, and had himself a record of 2.29½.

Driver, 2.19½, by Volunteer, dam Silver-tail, by American Star; grandam by Wildair, son of Hoagland's Grey Messenger, is one of the best year-in-and-year-out horses on the American turf. He started in 1877, and has been before the public ever since. He is a thorough trotter, game and enduring. Driver has won a fortune for his owner.

Daisydale, 2.19½, is by Thornedale, dam Daisy, by Burr's Washington; grandam by Old Abdallah; great grandam by Engineer 2d. Daisydale while on the turf proved herself a worthy daughter of Thornedale. She was very fast.

Nancy Hackett, 2.20, by Wood's Hambletonian, dam the Hackett Mare, pedigree unknown, was a great campaigner. She was one of the attractions of the Grand Circuit, and a first-rate money horse. Her dam, the Hackett Mare, also produced Argonaut, 2.23½.

Orange Girl, 2.20, by Rysdyk's Hambleto-

nian, dam Dolly Mills, by Seely's American Star, was a very able mare. She trotted several seasons, improving with experience. She was level-gaited and very fast.

Prospero, 2.20, by Messenger Duroc, dam Green Mountain Maid, by Harry Clay, grandam Shanghai Mary. Prospero was a very fast, improving horse. His dam also produced Dame Trot, 2.22, and Elaine, 2.20.

Graves, 2.20, by Whipple's Hambletonian, son of Guy Miller, by The Old Horse; dam Rose Austin, of unknown breeding. Graves was fast and trotted a number of good races in California.

Elaine, 2.20, by Messenger Duroc, dam Green Mountain Maid, by Harry Clay. Elaine is a very speedy and resolute mare. She showed herself one of the right kind at an early age. Her record of 2.20 was made when six years old.

The blood elements in the direct female line stand in the following order: Daughters of American Star bred to Hambletonian sires contributed five to the 2.20 list. Daughters of Harry Clay gave four, Green Mountain Maid furnishing two. Pilot Jr. mares contributed three, Miss Russell furnishing two. Mambrino Patchen has two daughters which have given two to the list. In the second or third removes, the Mambrino Chiefs number five, one being out of a daughter. The rest are distributed among the Clays, Vt. Black Hawks, Edwin Forrests, L. I. Black Hawks, and three inbred. As a cross upon Hambletonian blood for stout, speedy, and lasting trotters, the Mambrino Chief element seems the best. The power and good heart of the last-named is aided by the action and speediness of the former. It is a combination which trains on and improves. Witness Edwin Thorne, Piedmont, Santa Claus, Monroe Chief, Pickard, Rosa Wilkes, and Aldine, all campaigners of undoubted ability. Of the Hambletonian sires represented in the 2.20 list, six have records of 2.30 or better, namely; Thornedale, 2.22½; George Wilkes, 2.22; Major Edsall, 2.29; Jay Gould, 2.21½; Young Wilkes, 2.28½, and Sentinel. 2.29½; Thornedale and George Wilkes got two each. The Old Horse without a fast record got three, and so did Almont. Volunteer, the best son of Hambletonian, heads the list with five, got from Clay, Morgan, Star, and L. I. Black Hawk mares. Walkill Chief, also without a record, has two.—*New York Sportsman*.

### Types of the Turf.

#### THE DRIVER.

The driver of the American trotter, from being a sort of cross between stable boy and hoodlum, has developed, during the past dozen years or so, into a distinct type of the American life; and his business, which was not so very long ago looked upon with silent distrust, if not absolute suspicion and scorn by the generality of people, has grown into the dignity of a profession in which only those possessing the attributes of a gentleman, the thoughtfulness which impels them to constantly study out the hidden problems with which their business abounds, and the ability to grasp and make use of the points which daily experience brings before them, can hope to attain permanent success. In the early days of trotting more depended upon the horse, perhaps, than the man. A 2.40 trotter was quite as likely to be found made to order as any other way—and in those times horses that could beat 2.40 were not more numerous than are today those for whom 2.20 is not the limit. Of course, the master minds of the profession, commencing with that grand old man, Hiram Woodruff, were always above the common herd, both in point of manners, education and dress, but the rank and file of trotting-horse drivers were, it must be said, sadly deficient in many of the points which go to make up the modern knight of the ribbons. They were uncouth in appearance, fatally deficient in education, turbulent in spirit, and those with whom they mingled, and who followed their varying fortunes, were too often absolutely disreputable.

Now all is changed. The driver of trotters is a nattily-dressed man of trim build, and his whole appearance betokens the nervous energy that is nowhere met with so universally as in the United States. His business has made him a cosmopolitan in the truest and broadest sense of the word and he can conduct himself with equal ease in a parlor or in a bar-room. During the progress of a race he is speaking at one minute to a man whom he knows to be none too good to use a revolver should his passions be aroused, and an instant later he is, perchance, holding converse with some merchant prince who has the true American fondness for fast horseflesh. And added to all this, the driver must be a diplomat. Today he is busy with a

whole stable of trotters—seeing that this one is fed the precise amount which his condition requires, that the shoes of another are of the exact weight, and set in just the manner which alone will enable him to show his greatest speed, and that a third is given some other equally important attention. To-morrow he will be in the sulky, driving a horse, perhaps upon whose victory or defeat tens of thousands of dollars depend. The starting judge may be a man who means well, but knows little enough about the business he has in hand. It is in cases of this kind that the diplomatic driver shines with a luster that nothing can dim. If the scoring for a heat has been long and tedious, and the bell summons all hands to the stand, the diplomatic driver is certain to stop his horse in a position where the eye of the judge cannot fail to rest upon him. and when the injunction to “score by the pole horse, and don’t come here ahead of him” is given, the Talleyrand of the sulky, looking up to the judicial functionary with a countenance upon which deep regret at the misbehavior of his companions and respectful sympathy for the judge is equally mingled, remarks in the blandest possible manner, “all right Mr.—,” and then drives away to delay the start half an hour longer, if such action be necessary to the success of his plans.

Among the glib-tongued orators of the quarter stretch Jack Phillips stands pre-eminent, and it would not be necessary, were this article written only for those who know him, to say that the same remark applies to him with equal force in other positions. The gift of gab is essentially Phillips’ strong point, his long suit, as a whist player would say; and, more than that, he knows as well as anybody how and when to utilize it. Others are not so fortunate in this respect. Peter Johnson, for instance, has a habit of saying exactly what he thinks, no matter what the occasion or circumstances be. There is no oil on his tongue, and while always ready and anxious to secure a good start, and help generally in having a race trotted as it should be, he is not disposed to assume and burden of blame that does not rightfully belong on his shoulders, and when a judge attempts to reprimand Johnson he is pretty certain to receive a reply that is both tart and emphatic. But though Johnson is one of the quietest



and most amiable men in the profession, there are none that will resent an insult more quickly or effectively. Brought up to the trade of a blacksmith, his arm is big and brawny, and can strike a telling blow, as one man who impugned his honesty at one of the Central Circuit meetings last summer can testify.—*Breeder's Gazette*.

### Splan and the Kittson Stable.

John Splan has taken charge of the strong Kittson stable, and for the present his headquarters are at St. Paul. Splan became eminent through Rarus. This great horse was king of the trotting turf until Mr. Bonner paid \$36,000 for him and placed him in retirement. He was the card at every meeting, and his trainer was able to dictate terms. John did not then wear an anxious look. He did not dread suspension for the non-payment of entrance money; he indulged in champagne at dinner; had the best room in the hotel for himself and his faithful wife, Little Splan, as he fondly called her; ran up a carriage bill at a livery stable in every town which he visited; cracked jokes like one who had no notes to pay, and carried himself with a jaunty, cock-of-the-walk air. When Rarus passed from his hands the change in his position was marked. Track managers no longer paid him deference, the crowd ceased to cheer him, entrance money was demanded from him in advance, judges frowned upon him and promptly fined him for lagging behind or coming ahead in scoring; he was accused of jobbing and he had to shin around lively to pay his transportation bills. Stern necessity forced him to take little turns which he would have scorned in the golden days of Rarus, and he spent sleepless nights in devising plans to keep afloat. He excused himself for playing the part of helper in a race on the ground that if he did not provide for the ton of coal and barrel of flour Little Splan would have to go cold and hungry during the Winter. His horses were out-classed, but he often got credit for pulling when it was impossible for him to win. When the man who has stood on the top of the hill begins to slide downward, the public has little charity for him. It looks upon him with coldness and suspicion. John Splan is a good handler and a skillful driver, and he has courage

enough to hold his position when other drivers, in rounding a turn, attempt to pinch and pocket him. He is not afraid of shattered spokes, and he understands the advantage of being well up when the word is given. He is a judge of pace as well as condition, and in a three and five race will not drive with the hot zeal of a contest to be decided by a two hundred yards brush. In the stable of Commodore Kittson he will have horses which will restore him to prominence on the turf. Fanny Witherspoon has speed and courage to trot a mile as fast as it has been trotted, and Minnie R. ought to hold her own with Clingstone and Edwin Thorne. So-So is another speedy mare, but it is better for her when she is able to win in straight heats. We do not expect Splan to make anything out of Little brown Jug, but in Gem he will ride behind a pacer fast enough to win at least half the races in which she starts. Commodore Kittson cares more for the glory of victory than for the money value of the prize, and as John Splan is not ignorant of this fact, nor of the other fact that he has a prompt paymaster behind him, it is to be presumed that he will drive to win in the shortest and clearest order. With the removal of anxiety about Winter coal and the barrel of flour, has disappeared the excuse for whip-saw races. He should no longer hanker after the fleece of the lambs which flock around the pool box. We congratulate Commodore Kittson on the change of drivers. When a man puts a great many thousand dollars in a stable of trotters, he should have a general to occupy the sulky seat. A good horse cannot win without a good driver.—*Turf, Field & Farm*.

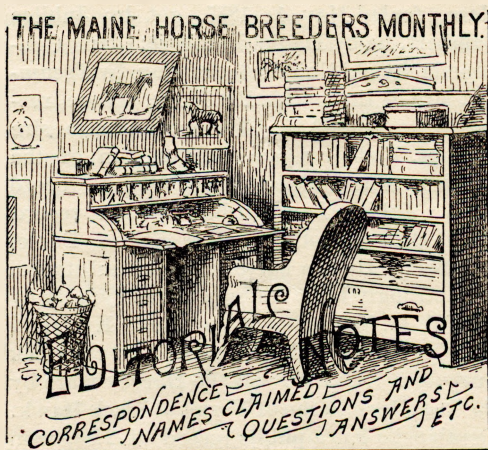
OUR HAVERHILL ANNUAL.—HAVERHILL, MASS., Dec. 20.—In accordance with my annual custom for the past eight years, I send you the horse news from this city. At Birchbrow Farm, Mr. Thomas Sanders has the foundation laid for a first-class stock farm. At the head is Goodwin's Hambletonian, by Rysdyk's Hambletonian, dam American Star mare, sire of Onawa (2,224). Among the broodmares, I noticed Dora, by Daniel Boone, out of a mare known as the Lon Morris mare; Bessie, black mare, by Fearnought Prince, dam unknown; Lady Murray, by Young Morrill, dam raised by Rev. W. H. Murray;

white mare, sister to Wolford Z., colt by side from Goodwin's Hambletonian; the Calico mare, record 2.34, well known in Salem; Dolly, pedigree unknown, can trot in 2.30. Colts—Howard, 3 years, by Constellation (by Almont,) dam Nanny Marders, by Clark Chief; Knickerbocker, 3 years, by Huguenot, (by Smuggler), dam Ella Ellwood; Annandale, yearling, by Goodwin's Hambletonian, dam Dolly; Blitzen, weanling, by Knickerbocker, dam Dora. Fillies—Aris, by Goodwin's Hambletonian, dam the Calico mare; Asteroid, by Goodwin's Hambletonian; Giddy Boone, by Daniel Boone, dam by Gideon. Mr. H. H. Hale has the bay stallion Redpath, by Gen. Sherman, dam by the Churchill horse, and some twenty of his colts; he has also a large herd of Jersey cattle. Ramsey & Chick have roan mare Rangeley Belle, 5 years, record 2.49½, sired by Chase horse (by Hampton), dam by Lewiston Boy; never had a day's professional training, and her record is no measure of her speed. Dr. J. C. How has four-year-old filly Hope Medium, by Happy Medium, dam by Gen. Knox, which he bought at the American Horse Exchange sales, two months ago, and, as she has shown him a quarter in 42 seconds, he is happy. E. H. Foster has chestnut mare Lady Foster, 4 years, who has a record, on our poor half-mile track, of 2.46; and Ed thinks he has a world-beater. Mr. D. D. Chase, the well-known lumber dealer, has gray colt by Patchen Star, that is always in the front rank, and is, to my mind, the fastest colt in the city. These are the best of the young stock, and, as my letter is already very long, I will only add that we are to have a new opera-house, to cost \$100,000, and I also hear rumors of a mile track, to be built at Riverside. The great increase of popularity in the trots under the management of Benj. F. Brickett, Esq., has shown that Haverhill can and will support a well-managed race-course.—*Spirit of the Times*.

Mr. Peter R. Parsell of Jerseyville, Jersey Co., Ill., has just bought of S. W. Parlin, this city, a promising, standard bred, Lambert stallion, which he proposes naming Boston Lambert. He is a large, rangy, stylish colt of a dark bay color, with black points and star, bred by J. A. Sawyer, Esq., of Allston.

Mass., foaled May 1, 1877, got by Jubilee Lambert, he by Daniel Lambert; dam Gentianella, by old Golddust, grandam by Tecumseh, sire of the trotter Pat Hunt, whose record to wagon is 2.25. Tecumseh is also sire of Capt. Walker which got the dam of the noted trotting stallion Black Cloud, record 2.17½. Jubilee Lambert has a faster record (2.25) than any other entire son of Daniel Lambert. He is a horse of good substance, very strongly built and now owned jointly by Mr. W. H. Wilson of Cynthiana, Ky., and Mr. Otto Felton who are using him for stock purposes. His dam was the Harvey mare by the Taft Horse, a son of Vermont Black Hawk. Gentianella has a public record of 2.35, won when carrying Boston Lambert, and has trotted a full mile on a sandy track in 2.27. She has also trotted halves at Beacon Park in 1.10 and once trotted fifteen consecutive miles over that track, without urging, in a fraction less than forty-four minutes, averaging a mile in 2.52½, and trotting the thirteenth mile in 2.34½. She is a mare of wonderful courage and endurance, and thought by good judges to have no superior in New England as a road mare. She was bred the past season to Almont Eagle, full brother to Piedmont, 2.17½. Boston Lambert is a horse of fine style and excellent trotting action, is powerfully muscled, has great substance and weighed with a light blanket and halter, the morning of the sale, 1182½ pounds, although only in fair flesh. When a yearling he was taken to Phillips, Franklin Co., Me., where he was kept until last September; then brought to Boston. He has left excellent stock around Phillips, his colts being uniformly large and stylish, with capital trotting action. He is a wonderfully well-bred colt, being standard under the rules of both the National Horse Breeders' Association and those of the Kentucky Breeders. Mr. Parsell, his present owner, is an extensive breeder of fine stock, including gentlemen's road horses, Shorthorn cattle and Poland China swine, has followed breeding thirty-five years, and now owns the gray stallion Plato, record 2.31½, by Gen. Knox, dam the Allen Horse, he by Hunton Horse, he by Bush Messenger, he by Winthrop Messenger, son of imported Messenger. Mr. P. has also a Hambletonian stallion and an interest in Ben Patchen, sire of Burlington.—*American Cultivator*.





ADVERTISING RATES.—One page one insertion 10 Second insertions, and 6. for each subsequent insertion. One-half page one insertion 5. and 3. for each subsequent insertion. One-fourth page, or one-half column \$3. for one insertion, and 2. for each subsequent insertion.

MR. E. P. BOSWORTH is, until further notice, duly authorized to solicit subscriptions and advertisements for the MONTHLY.

CANTON, ME., JAN., 1833.

ANOTHER year has passed, and with this issue we commence the fifth volume of the MONTHLY. The feeble bantling which we sent forth into the world with so much solicitude, has grown and developed into a vigorous youth, giving promise of great future strength and usefulness. Our relations during the past year have been pleasant both with our readers and contemporaries, and we trust profitable as well. Indeed we can but feel with the many assurances we have had from men capable of speaking by authority, that the MONTHLY is doing a great deal to advance the horse interests of the State. We could copy letter after letter, assuring us of this fact if it were necessary. Our increase in circulation has been very satisfactory, and if our subscribers will be prompt in remitting the amounts due us for subscriptions and advertising, we need feel no anxiety about the barrel of flour or ton of coal. We are situated then to do better work than ever, and it shall be our effort in the future, as in the past, to give our readers reliable information, and to keep the MONTHLY up to the high standard which it has maintained in the past.

### Handsome Pictures.

MR. W. E. ANDREWS who has lately been appointed Agent for the sale of the work commenced in 1880, by Mr. S. E. Cassino of Boston, entitled the Celebrated Horses of America, lately called upon us and exhibited the work.

It consists of twenty-four portraits of celebrated horses, both runners and trotters, as the following list will show, all of which are lithographs in oil taken from the original paintings, of which they are exact copies, possessing all the richness of coloring and life of the oil painting. The list is as follows:

Volunteer	Almont
St. Julien	Piedmont
Parole	Messenger Duroc
Ten Broeck	Santa Claus
Harold	Thora
Maud S	Hindo
Nevada	Clingstone
Luke Blackburn	Edwin Thorne
Smuggler	Capt. Lewis
Daniel Lambert	Black Cloud
Bonnie Scotland	Iroquois
Leamington	Foxhall.

The paintings are by Henry Stull, Scott Leighton, James Scanlon, Edwin Forbes and other artists. The picture of Parole, with his jockey up, is by Harry Hall of Newmarket, England, and was painted when Parole was in that country. The pictures of Volunteer and Harold are especially fine, possessing the finest coloring we have ever seen in copies of oil paintings. Maud S. in the field by Scanlon, and Edwin Thorne, Clingstone and Black Cloud, each in the stable, by Scott Leighton, are also worthy of mention, as also Nevada and foal, Foxhall with his jockey up, sporting the white jacket with blue spots, and others, by Stull. Imp. Bonnie Scotland held by his colored groom, by an artist whose name we do not know is one of the best. Then there is Messenger Duroc, and Almont, by Stull, and finally each one of the collection is a gem of itself, surpassing anything we have ever seen in this line, and are things of beauty which will be a joy forever, to a horse fancier. They are mounted on heavy cardboard 19x24 inches suitable for framing, and are sold at \$1.25 per No., or \$30 for the entire set of 24 pictures. Mr. W. E. Andrews will canvass the State during the next six months, and as he is the sole agent for the

work in this State, it can only be had through him. Parties wishing particulars can address him at Biddeford, Me., where his family will remain while he is canvassing the State, or Room 7, 403 Washington St. Boston, Mass.

THE editor of *Dunton's Spirit of the Turf* has been imposed upon. A scribbler acknowledged to be the Special commissioner of the above paper, informs the public that he has visited the Fashion Stud Farm at Trenton, New Jersey, and among other things equally untrue, speaks as follows of Lady Thorne and her produce. "Regarding the produce of Lady Thorne, we will say that before dying, she left four sons and two daughters. Her oldest, Gen. Washington, now seven years old, was gelded when a five-year-old."

Now Gen. Washington was foaled Feb. 22, 1874, and his dam, Lady Thorne, died June 23, 1877. As Washington was her first foal, it will be seen at once that no four sons and two daughters could have been produced. The fact is Gen. Washington and Thornetta, a full sister now in foal to Jay Gould, are the old mares only descendents. As to Gen. Washingtons being now seven years old our readers can reckon for themselves, and the statement that he was gelded as a five-year-old is equally absurd. That our readers may know that we speak by authority we publish below a letter from E. K. Riddle the Supt. of the Farm.

FASHION STUD FARM, Trenton, N. J.,  
Dec. 30, 1882.

ED. MONTHLY.—Your postal of the 28th, received and noted. Gen. Washington son of Gen. Knox and Lady Thorne, *was not gelded* and is still in the stud on this farm. His colts are all of good size and have a good way of going, which promises great speed for them in the future. His full sister is in foal to Jay Gould.

Yours very truly,  
(Signed) H. N. SMITH,  
by E. K. RIDDLE.

#### The Colt Stakes.

WITH this number of the MONTHLY we open the Colt Stakes for 1883, on the same plan as that of last year; the conditions being the same. And we wish our readers to note them carefully, so that there may be no

cause for complaint. We were accused last year, by parties who ought to know us better, of entrapping entries by the peculiar wording of the call for entries, that whereas it read "open to all colts and fillies bred *or* owned in Maine," it was understood by some to read "bred *and* owned in Maine." The fact is that we meant what we said, bred *or* owned. It was not intended by this for parties to select colts from the whole country and bring here to win these stakes, and if this should be done, the conditions will be changed, but it was intended as an encouragement to those who had bought and brought into the State well bred colts and fillies, to improve our horse stock. They are here and their future history will be intimately connected with the future of our State, and we feel that it would be unjust to their owners, and a blow to the best interests of the State to make invidious distinctions against them.

#### Correspondence.

CLEVELAND, OHIO, Dec. 29, 1882.

FRIEND THOMPSON.—I have got Cleveland about canvassed, and have seen nearly all the fast ones and their drivers. Saunders, Call, Muckle, Palmer, Whitney, Caton, etc., are here in the city or just out. Clingstone, William H., Largesse and about a dozen others are up at the track. They cut a tumor from Clingstone the first of this month, weighing two and one-half pounds. He is all right now. I like the looks of William H. the best. Voltaire and Abdallah Boy are just above at Hosmer's place. C. F. Emery has about 30 head of horses and colts. Calmar and Middlesex were clipped and are being used on the road. Mattie Hunter was running out in a lot, and she looks like a little old mare turned out to fat up and swap. Her legs and feet seem to be in bad shape. The dams of Parana, Hermes by Harold, a full brother to Wedgewood, and a number of others from Kentucky were in his stable. D. M. Marsh had Mollie Kestler 2.27½, Minnie D. 2.35, Redwood 2.33, and Lula K. 2.34, all by Blue Bull, Raymond by New York, Grit 2.41 at four-years-old, Ellen Jackson 2.39, by Ethan Allen, and a large span. He sold Grit and one other Monday, and another yesterday went on trial to sell. He has discharged Call, and says he is going to sell the geldings and breed the mares and see if



he can raise a trotter. Is not going to send his horses to track next season. In New York I saw Hopeful. I have heard that he did not look like a trotter. He does though. He is about 15½ hands high, a long heavy quartered horse, and standing directly behind him he don't look as though he could go any, but side or front to he looks well, with heavy well shaped limbs. His eye sticks out like a billiard ball. He ambles when going slow. Clingstone is 15½ hands, light bay, white stockings behind, good looking head, ewe neck, drops in front of coupling and rather crooked legs. William H. is a good one to look at, of a long, low build, strong limbed, back slightly roached. His head is very large, but his ears are fine and set close together, and has a large full eye. I have seen several Blue Bulls. Those that I have seen are good size and fair lookers, not very stylish and have crooked hind legs as a rule. They say here that they nearly all can go fast, and are nearly all rank quitters; either big gaited and high going, or very low and rapid; decidedly one or the other; that is the story here, but they lay it to the low bred mares he had, and all unite in the opinion that if he had been in Kentucky, he would have been the greatest sire of all.

D.

#### Names Claimed.

IOLANTHE.—I claim the name of Iolanthe, for my bay filly with black points, excepting one white heel behind, bred by me, foaled June 12, 1879; got by Victor, son of Gen. Knox; dam the Countess, by Old Drew.

JOHN C. MULLEN,

No. Vassalboro, Me.

FRED LOTHAIR.—I claim the name of Fred Lothair, for my dark bay roan stallion; dark bay head, heavy black mane and tail, black legs, foaled May 25, 1877; got by Lothair, he by Gilbreth Knox, he by Gen. Knox; dam Mary Ann, by Brandywine, 2d dam by a Drew horse. Also

FRED LOTHAIR, JR., for my black colt a few white hairs over the body, foaled June 1, 1882, got by Fred Lothair, he by Lothair, by Gilbreth Knox, by Gen. Knox; dam Whalebone and Black Hawk, known as the Stevens mare.

EUGENE TAYLOR,

Dover, Me.

NICKEL PLATE.—I claim the name of Nickel Plate, for my black gelding foaled July 10, 1880, got by a son of Old Eaton.

A. J. MARSH,

Cleveland, Ohio.

#### Questions and Answers.

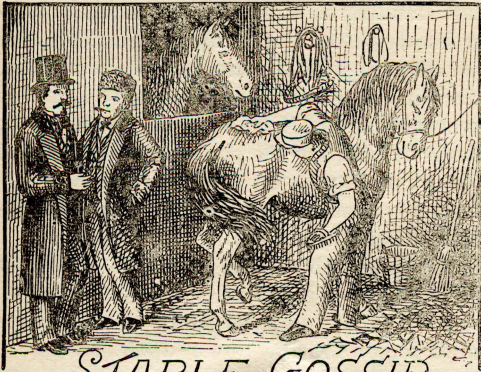
SUBSCRIBER, Portland.—Will you please give the pedigree of Robert Bonner, Jr., and his record, in your next number; also record and pedigree of Lewiston Boy. By giving the desired information you will confer a favor.

ANSWER.—Robert Bonner, Jr., got by Robert Bonner, son of Rysdyk's Hambletonian, his dam by Hiram Drew, and his record 2.35. Lewiston Boy, got by Pollard Morgan, by Whalebone, by Sherman, by Justin Morgan; dam of Lewiston Boy by Quinby Messenger. Record 2.36.

CAN you give me the breeding of old Kennebec, a sorrel horse with flax mane and tail, formerly owned near Cleveland Ohio. He was brought to this country some fifteen years ago and left some very fine colts, all of them good roadsters. I have one which I have often driven a full mile in 2.40. I have several fine colts from her; they all show a good way of going.—*Dunton's Spirit of the Turf, Chicago.*

ANSWER.—The horse Kennebec inquired for above, is recorded in Maine Bred Horses, page 33. He was a sorrel or chestnut stallion. 15½ hands high, foaled in 1849, got by Withcress, son of Winthrop Messenger, dam by Quicksilver, son of a Barb horse called Dey of Algiers.

In the families of Rysdyk's Hambletonian and Mambrino Chief, both descendants of imported Messenger, we have the material to breed great speed at the trotting gait with reasonable uniformity, moreover we have only to stick close to those lines to insure success. This question which has been a mooted one is now settled and practically out of court. The progress made in breeding the trotter and fixing the trotting instinct within the last ten years has only to go on in increasing ratio the next five years and we will have the horse that will flee for his life in the trot, and this will not be in isolated instances, every well managed breeding farm will have youngsters that will do it.—*Western Sportsman.*



### STABLE GOSSIP

At Wayne, Me. a few days since we enjoyed a ride behind Mr. J. B. Gordon's dapple gray pacer. He is five years old and can pace a 2.40 gait. He was sired by the Hayward horse son of Winthrop Morrill, and his dam by the Ridley horse, son of Gen. Knox. We also rode behind Mr. Clark Leadbetter's bay four-year-old mare Mollie Garfield. She was sired by Black Pilot, record 2.30, and he by Roscoe, son of Pilot Jr. Mollie Garfield is a speedy mare and we think is a promising one. Mr. George H. Lord showed us a good looking black stallion by Harry Knox, although we did not see him in harness.

**SALE OF PILOT GOLDDUST.**—A friend sends us the following, clipped from an Illinois paper.

"One of the finest horses ever brought to Livingston county has just been sold, and lovers of good roadsters in this section will not be pleased with the news. We refer to B. A. Gower's celebrated 'Pilot Golddust,' the animal having been purchased a few days since by Warren Weeks, Esq., of Farmington, Me., and is now in that city. This horse was bred on the farm of L. L. Dorsey, near Louisville, being by the famous Dorsey Golddust, and came from a family noted as speeders, his half-sister Lucille, having a record of 2.15, and his half brother and half sister, Rolla, and Fleety, having records below 20, and while Pilot Golddust was never trained for speed and no effort was made here to show him for that, he was known as a horse that can 'go' if necessary. He has been shown at our county fair for a number of years in the roadster class and invariably took first premium for showing five best colts and also carried off numerous first premiums as best

roadster stallion. Many of his colts are owned in this and adjoining counties and they are all noted for their fine style, speed and endurance, almost invariably bearing the impress of their sire and showing his fine qualities in a remarkable degree. We are sorry to see this horse leave Livingston county and must congratulate Mr. Weeks on having made a fortunate purchase, even at the very high figure which he paid for Pilot Golddust."

WE LEARN that the black mare sired by Rocket, which Mr. G. M. Park of Canton Point, sold two years ago to Rev. W. A. Pratt then of Lapeer, Mich., has lately been sold in that State for \$600.

Do you want to write a letter, a prescription, endorse a check, or take notes? If so, you cannot afford to be without the "NEWLY PERFECTED" CROSS STYLOGRAPHIC PEN—the greatest luxury of modern times. This really indispensable article holds ink for a fortnight's use, is always ready, never leaks or blots, and will last for *years*; being now made exclusively of gold, rubber and platinum, substances entirely indestructible. Enclose \$2 to THE CROSS PEN COMPANY, 79 Franklin St., Boston, and you will receive this Pen by registered mail, in a neat box, with filler and directions complete, together with a liberal supply of ink for use in the same.

W. W. BAIN has driven the fastest mile to harness, Maud S. in 2.10½. Dan Mace the fastest mile to wagon, Hopeful, 2.16½; Johnny Murphy the fastest mile with running mate, Yellow Dock, 2.11; Budd Doble, the fastest two miles, Monroe Chief, 4.46; Charley Green the fastest mile to saddle, Great Eastern, 2.15¾; and "Knapsack" McCarthy the fastest pacing mile, Little Brown Jug, 2.11¾.—*Western Sportsman*.

VERY TRUE, and we might add Charles Marvin drove Smuggler, when he won the fastest stallion record, 2.15¼; and Wildflower when she won the fastest two-year-old record, 2.21.

**SALE OF JOHN F.**—Mr. D. M. Foster of Canton Point, Me., has purchased of John F. Coolidge No. Livermore, the black gelding John F., by Ino, son of Gen. Knox; dam by Howes' Bismarck, son of Gen. Knox, 2d dam by the Root horse from Vermont. Price \$325.



THE ROAN gelding Socrates, which acquired a record of 2.27½ the past season, by Socrates, son of Rysdyk's Hambletonian, was out of the roan mare Carlotta, formerly known as Belle of Augusta, by Young Indian Chief.

OUR READERS will notice the sale of Boston Lambert to Mr. Peter R. Parsell of Jerseyville, Ills. This is the gentleman who inquired for a roadster stallion in the last issue of the MONTHLY, and the sale was brought about by that notice, which shows the value of the MONTHLY as an advertising medium. We have another customer, a gentleman living in far off Oregon, asks if there is any good stallion in Maine of second Knox blood, or even of the Old Horses get, that can be had at a fair rate. He wants a large animal, 1100 to 1200 pounds, good bone, a straight hind leg, etc., etc., and good color, bay, black or brown if possible, and he will pay for a good stepper. He will not buy a narrow gaited or vicious animal. He has 300 mares, mostly thoroughbred, and 70 half Knox mares. Such a horse as Howes' Bismarck, or one of his colts that can trot in 2.40 or better, will suit.

WHERE FAST HORSES COME FROM.—It appears that the famous trotting horse Occident was in early life the locomotive of a grocery wagon, and the owner discovered his gait while the grocer's boy was delivering goods at his house, and bought the horse and trained him. And it also appears that the famous St. Julien was once employed in delivering milk—milk, that cheerful and nourishing beverage so much in vogue among infants, and whose good name has figured in so many scandals in connection with water and chalk. Shakespeare has said that honor and fame from no condition rise, and it is not strange that the fastest trotters in the country spring from milk and grocers wagons. The pace at which grocery wagons are driven, when the boy is out of sight of the old man, and on a good block pavement, is one that is calculated to develop all the latent talent a horse has got, and it is the same way with the drivers of milk wagons. Citizens who reside in the suburbs, on some level street, have noticed this many times and have remarked upon it. Away down the street an object appears, looking to the unsophisticated like a baby

cart standing still; but the experienced mother knows better, and at once begins to gather her offsprings off the streets. No sooner has she done so than a meteor in the shape of a grocery wagon driven by a red headed boy, flashes by, stops at the house on the corner and throws out a peck of potatoes, four or five brown paper parcels, a half-dozen crook-necked squashes, a string of onions and a mess of cucumbers, and the next instant is gone from her gaze like a beautiful dream, and she fairly jumps as she turns and sees a milk wagon bearing down upon her like a runaway locomotive. Of course milk wagons use a bell, or a horn, but they drive so fast, the most of them, that the wagon keeps ahead of the sound. At least, a person very seldom hears the bell of a milk wagon, and goes out with the pitcher and milk ticket, without he finds the wagon has passed on to a house half a block away; so we judge that the wagon keeps ahead of the sound. It is not strange in the view of these facts, that the fast stock of the country should come from the grocery wagons and the milk wagons. The only slow horse is the one driven by the peripetetic individual who goes about the streets yelling, "Appuls, appuls, pie appu-l-l-ls!" No horse that has ever listened to that for one day will ever be fast. Unless he is fast asleep. The fastest horse on the turf if he was hitched to a pie apple cart and had that noise dinned into his ears for a week, would lay down and die. No; the man who peddles pie apples always drives a steady horse. He is obliged to have one of that kind in his business.—*Peck's Sun.*

We should have said in its proper place that the series of pictures of Celebrated Horses of America will be delivered in monthly parts, consisting of two pictures each month, at \$2.50 per mo., or \$30. for the entire set. Address as stated in the notice.

We call the attention of our readers to the advertisement of A. Rogy, 59 Rue Lafayette, Paris, France.

A COMPARISON of the 2.25 list of 1882, with those published in previous years, will show not only a remarkable increase in the number of fast trotters, but also that, by skill in breeding and training, a great improvement has been made in their speed. When, in January, 1876, we published our list of trot-

ters that had records of 2.25 or better, there were only 151 in all; 23 of them with a record of 2.20 or better, and only 7 that had beaten 2.18. Now, the entire list numbers 495, and of these 99 have placed 2.20 or better to their credit, and 24 have trotted below 2.18. During the past year 71 names have been added to the list—almost half as many as were in the entire list seven years ago. Then the 2.14 of Goldsmith Maid stood at the head, while now there are five horses that have equalled her record and three that have beaten it, and 2.10½ is the mark set by Maud S for others to reach.—*Live-Stock Journal*.

GEN. WM. T. WITHERS has purchased from S. B. Woodward, Saratoga Spa, N. Y., the bay stallion Woodward's Ethan Allen, by Ethan Allen, dam Fanny Cook, by Abdallah, and a full brother to Daniel Lambert. It is his intention to use him as an out-cross on the Fairlawn mares, and he believes that the tempering of his Black Hawk blood by his Abdallah Star, and Bishop's Hambletonian crosses (his grandam being by Stockholm's American Star, and third dam by Red Bird, son of Bishop's Hambletonian), will cause him to nick most happily with mares in whom the Hambletonian and Mambrino strains predominate. Woodward's Ethan Allen is sire of Shepherd Boy, 2.23½; Aulinda, 2.25; Prince Allen, 2.27; Allen, 2.28½, and Charley C., 2.28½.

OUR enterprising contemporary the *Breeder and Sportsman*, published in San Francisco, Cal., presents its readers in the New Years number, with a splendid oil lithograph in colors, of the four-year-old stallion Albert W., by Electioneer. Albert W. as his picture represents, is a fine bay stallion with black points, possessing both size and substance.

CHESTER'S COMPLETE TROTting AND PACING RECORD will go to press next month, and in the meantime any information in regard to events that are past will be heartily welcomed, and put in its proper place, to be preserved forever. We wish our readers to bear in mind that this work is to contain full summaries of all races trotted or paced from the time of Boston Blue (or of Yankey, if his claims to precedence are found to be substantial), to the close of 1882. Very many contests, some of them of an important nature, that have never before been published, will

appear in this book, and any person who can furnish the necessary data for additional summaries of this character will confer a great favor by doing so. Corrections of errors that have been noticed in existing publications will also be thankfully received and it is particularly desired to obtain pedigrees of performers, whether of early or late times. Every owner of a trotting stallion is requested to send in the names of all horses sired by him that have appeared on the turf, in order that he may receive due credit. The idea of this work is to make the records, once for all, complete and accurate up to date, and if any performers are not properly credited, it will be, after this notice, the fault of those who should be most interested in securing such credit. No information, of any sort, that is reliable, can come amiss. The book will be published in May, 1883, without fail, and be a handsomely bound octavo, of over 900 pages; price, \$10. Address Walter T. Chester, P. O. Box 1,021, New York City.

THE price of the pair of three-year-olds by Winthrop Morrill, which Mr. Geo. C. Goodale of Winthrop, sold to Thomas Coffin of the same town, should have been \$450. instead of \$420. as in our Dec. No.

THE year just closed has been, taking it all in all, far better than the year preceeding. The disease, known as the pinkeye, was very injurious to the trade during the fall and winter of 1881-'82. The traders and dealers in the country during this period had to content themselves with such sales as they could make to local buyers, but last spring when the disease disappeared, the market rallied, and buyers, both from the city and east and far west bought freely, at fair prices, all that were offered. For the past few weeks the market has ruled dull, but such is generally the case every season just before the holidays. Already the indications are that the trade is moving along in better spirit, and all the sale stables report a much improved market. Country dealers would find it to their interest to send in their heavy workers and medium grades, as there is a scarcity just now of such stock in the market, with a very good demand, at fair prices.—*Chicago Horseman*.

WE see going the rounds of our exchanges the statement that Dustin has been East after Troubadour, one of the sensational horses of



1881, and that he is thought to have fully recovered from the *curb* which retired him temporarily from the turf. The truth is that Troubadour's trouble was located in the rear tendons just above the ankle, we don't know the technical term, for which he was fired, and we predict that he will never stand training again.

IN Livermore, Me., on the road from Strickland's Ferry to Livermore Centre, Mr. Loyd Carver of Boston, has established a stock farm, and is breeding horses. We made a brief call there recently, and looked over the stock. Mr. Carver was in Boston, and the man in charge could give but little information in regard to the breeding of the mares and young things, and the stallions are being wintered away. We intend to look the stock over again at a future day, when we hope Mr. Carver will have his stock named, and their pedigrees printed, as it adds very much to the interest of looking over breeding mares and young stock, to know the strains of blood from which they have descended.

Mr. Peter R. Parsell of Jerseyville, Ill., shipped three Eastern-bred stallions to his stock farm, via St. Louis, Mo., on Monday of this week; one, the five-year-old Boston Lambert, mentioned in our last; the second, a fine gaited three-year-old black stallion, bought in the vicinity of Farmington, Me., got by Carrabasset, by Norridgewock, by Gen. Knox; dam a fast pacing mare by Howes' Bismarck, by Gen. Knox, the third a very promising yearling colt, bought of B. F. Hayden, of Phillips, Me., got by Boston Lambert, dam by Young Hogarth. These animals are excellent representatives of the Lambert and Knox strains of the Vermont Black Hawk family, and cannot fail to make a favorable impression among all good judges of first-class horses.—*American Cultivator*.

AS THE waters of the Androscoggin river pass through the town of Canton on its way to the sea, it makes an abrupt turn partially encircling a large portion of intervale land which from its peculiar shape was formerly known as Jay Point, and later as Canton Point. These intervalles which are now fertile farms, was formerly the Indian Arrochumecook, abridged in later time to Rocomeco, the name being derived according to an eminent authority from arake, to scratch, or hoe,

and kamighe, an inclosed place. The name, then literally meaning *The enclosed place which is hoed* or, simply *The planting ground*; and it was formerly the planting ground of a powerful tribe of Indians. Here is located the farm of our friend D. M. Foster, who although a breeder in a small way, has always been an ardent lover of the horse. He formerly owned Young Brandywine, and he was thus owned when he became the sire of Careless Boy 2.28, and Gray Bill 2.30. Here also for two seasons was kept the brown stallion Daniel Boone, son of Rysdyk's Hambletonian, and Mr. Foster still retains several fillies by him out of good dams, for breeding purposes; his first experiments in this way of breeding being eminently satisfactory. Mr. Foster bred Katie Boone br m by Daniel Boone, dam by Gen. Knox, g d by Old Eaton, to Gen. Withers, son of Ahmont, in 1881. June 26, 1882, she dropped a fine big bay colt with black points, which Mr. Foster will call Rocomeco. He also bred Alice Boone, by Daniel Boone, to Mr. Norcross' young stallion Achilles, and although the colt come in the last days of August, and is somewhat small, he is remarkably well-gaited and promising.

THE card of Young Rolfe and Onward will appear in the next issue of the MONTHLY. In the meantime Mr. Nelson informs us that Young Rolfe's book is now open, and he will be limited during the season of 1883 to sixty mares, at fifty dollars to warrant.

IN a business letter Mr. Edgecomb informs incidentally that Redwood commenced the season of 1883 on January 2d, serving the dam of a noted winner.

A GENTLEMAN who saw Mr. Parsell after he had purchased Boston, formerly Gold dust, Lambert says that Mr. P. pronounced him the best horse for all purposes that he ever saw, considering size, style, substance and all the qualities which go to make up a first-class horse. We predicted that the people in the vicinity of Phillips would regret it if they let him go away without improving the opportunity to breed to him while they might.

FROM Hiram Sibley & Co., Seedsmen, Rochester, N. Y., and Chicago, Ills., we have received their Annual Seed Catalogue for 1883. It is very handsomely printed and illustrated and contains much valuable in-

formation, there being several important features not contained in other seedsmen's catalogues.

OUR correspondents make the following inquiries, too late for place in our column of Questions and Answers. Can you tell me what mare was the first to produce three with records in the 2.30 list. Also how many mares are there with three in the 2.30 list.

ANSWER.—We believe Old Kate the dam of Young Bruno, 2.22½, Breeze, 2.24, and Bruno, 2.29½, was the first, but have not time just now to look it up. The others are Minnehaha, dam of Beautiful Bells, 2.29½, Eva 2.26, Sweetheart, 2.23½. Green Mountain Maid, dam of Dame Trot, 2.22, Prospero, 2.20, Elaine, 2.20. Flora, dam of St. Julien, 2.11½. Unolala, 2.23½, St. Remo, 2.28½. Dolly, dam of Thorndale, 2.22½, Onward 2.25½, Director, 2.27½. Lady Fulton, dam of Buzz, 2.28½, Wizz, 2.23½, Rufus, 2.29. Emeline, dam of Adele Gould, 2.19, Kate Taylor, 2.23½, Ray Gould, 2.29½, and Miss Russell, dam of Maud S., 2.10½, Nutwood, 2.18½, and Cora Belmont, 2.24½; we believe this is all to date.

I see by the *Spirit of the Times* that the bay mare Gypsy, by Winthrop Morrill, has a record of 2.24½ this year. Do you know who bred her, also who bred the mare Peaceful, 2.26.

ANSWER.—The bay mare Gypsy should have been credited to Winthrop Morrill, Jr., 2.27½, he by Metacomet. We do not know who bred Peaceful, and have never been able to learn positively that she is by Gen. Knox. She is said to be but we consider it doubtful. If anyone knows they will confer a favor by giving us the information.

A FRIEND writing from Oregon, speaks as follows of horse breeding there.

"There are a great many horses bred here without any care. They are never fed or housed, but get their own living on the highland bunch grass. Within a half mile of my table in this city there are men who own in the aggregate 2000 or more horses, in bands of 100 to 600. About once a year they round up, and pick out 50 or more to send to market in all directions. Out the colts and turn out again. They separate the mares and put stallions with them and take the chances. We are having a mild Winter, only three morn-

ings of frost so far, grass growing freely, stock fat, men ploughing and seeding &c.; no ice, no snow, only on the mountains 600 feet above our level.

WE cannot help calling attention again to the fine pair of six-year-old colts in Mr. H. C. Ellis' care. They make a fine appearance on the street, are kind, handsome, stylish and well matched, just such a pair as a gentleman would like to own. The owner says they can show 3 minutes to the pole.

In the *Spirit of the Times* for Jan. 13, Dr. Geo. H. Bailey gives an account of the sleighing carnival held at Portland on Christmas day:

Some 500 teams, of all descriptions, from the "big boat sleigh," containing Chandler's band, to the diminutive "pony rig," with its lilliputian occupants, began to congregate about 2 P. M. and comprised fourteen divisions each in charge of a marshal, all under the direction of Chief Marshal John S. Heald. The grand procession was over two miles in length, and, taking in the principal streets of the city in its route, did not disband until nearly sundown, thus terminating the biggest sleigh-ride on record. Three bands of music, the City Government in hacks, elegant double, single, and tandem turnouts, bakers's grocers', and truck teams, fitted up with evergreens and bunting, expressly to give the children a free ride. The horrors, antiques, and fantasies, all contributed to make the occasion one of the most joyous memorials of time-honored Christmas.

But to return to sleigh-rides. I shall always know I have had one from this time out, for, having had a professional call, last week, to go to Great Falls, N. H., I was invited by Tom Marsh, the well-known "knight of the ribbons," to take an airing behind Boston Boy. I had seen something of this gelding, in the educational races which his owners have been giving him for the past two seasons, and in which I have frequently seen him trot a half-mile in 1.08, and his mile better than 2.25, although he has not yet obtained the penalty of a public record, but I was entirely unprepared for the flight of speed he showed on this occasion, and I unhesitatingly pronounce him the fastest horse to a sleigh after which I have ever ridden.



SINCE giving the pedigree of old Kennebec, in answer to the call through *Dunton's Spirit of the Turf*, we have received a later issue of that paper in which the following information is given. It will be noticed that each gives a different story about the man who bred him, and we, in *Maine Bred Horses* have given still another one. Our information came from Mr. S. S. Parker of Waterville, who formerly owned him. Now will our friends in Waterville, Skowhegan and Mercer, ascertain the facts, so that it may be settled once for all where he was foaled, when, and by whom bred.

Kennebec was sired by Witherell Messenger, by Winthrop Messenger, by imported Messenger. Dam of Kennebec was a cream colored mare brought from Canada and belonged to an officer in the English army stationed in Canada. Old Winthrop Messenger, the sire of Witherel, was brought from Long Island to the town of Winthrop, in Maine, and took his name from the name of the town. He was the sire of Bush Messenger, and was a large horse, weighing nearly fourteen hundred pounds. Witherel Messenger was bred and owned for years by Rev. Mr. Witherel, a congregational clergyman, who bred old Lyon, one of the early trotters in the 40 class, nearly 40 years ago. He was a large bony horse, solid chestnut, and the sire of a good many good trotters. It was the custom of a number of horse fanciers in Boston to make a pilgrimage to Maine every year and follow up the Kennebec river from Hallowell and Augusta to Mercer, in search of a Witherel colt and buy them without breaking, and the name of Witherel was a sure guarantee of a sale of a good young horse. Sorrel Hiram, Daniel D. Tompkins, Zac Taylor, Fanny Pullen, the dam of Trustee, were all raised in Maine, as well as Mac, who beat Lady Suffolk when she put the ticker in 2.26½, which was the fastest time of forty years ago. Old Bob Walton and Jon. F. Phillips, Josh Seward and Spence Vinal were among the men who made yearly journeys to Maine in search of Witherels. On one of these yearly journeys in the spring of 1848, Johnny Phillips bought a sorrel colt in Mercer of Mr. Stewart, and called him Kennebec. He was then three years old, he brought him to Swampscot, near Lynn where he resided, and the next spring he made a stock company of \$10.00

and sold the shares to a number of men in the vicinity, and he was kept as a stallion till 1853, when the shares were bought up by the writer, and he brought the horse with three brood mares sired by Old Black Hawk to Cleveland, Ohio, for the purpose of breeding trotters. Kennebec was a sorrel chestnut, with light mane and tail, two white heels and blaze in the face. He was sold the next year to Lysander Pelton of Gustavus, Ohio, and and moved to Gustavus, in Trumbull County and kept as a stock horse for years.

When the war broke out Mr. Pelton went into the army, and during his absence the horse was sold to some parties in Minnesota, where he died. He could trot to a wagon in 2.40 every day in the week, and got a record at Medina County Fair in 2.38. He was always driven to a wagon because Mr. Pelton was somewhat afraid to put him in a sulky as he was a hard horse to manage.

Yours truly,

J. A. ROBINSON,  
Jackson, Mich.

Kennebec ch h, 15½ hands high, white mane and tail, strip in face and white ankle behind, foaled 1845, bred on the Kennebec river in State of Maine, by the Rev. Witherell, got by Witherell Messenger, son of Winthrop Messenger, by imp. Messenger, dam by Quicksilver. Kennebec was brought to Warren, Ohio, by L. Pelton, and by him sold to Dr. S. S. Judd, Janesville and Elk Point. He was a grand figure of a stallion, and it was claimed by Mr. Judd that the horse had trotted in 2.28

PURLEY SHIELDON.

Kennebec, sorrel or chestnut stallion with light mane and tail, about 15½ hands high, foaled in 1849, bred by Mr. Weston, of Skowhegan, Me., got by Witherell, dam by Quicksilver. S. S. Parker, of Waterville, bought him when three years old, and sold him to J. F. Phillips, and he was afterwards taken to Ohio, and owned by L. Pelton, of Warren. From thence to Janesville, Wis., and in 1876 was owned at Elk River, Minnesota.—*Maine Bred Horses*, page 33.

Mr. W. P. Comee of Boston, has just bought a promising young mare of Isaac Huse, Manchester, N. H., price \$800. She was got by Almont Eclipse, son of Gen. Withers' Almont, her dam being a descendent of Taggart's Abdallah, St. Lawrence, and Vt. Black Hawk.

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