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THE HORSES OF NEW ENGLAND.

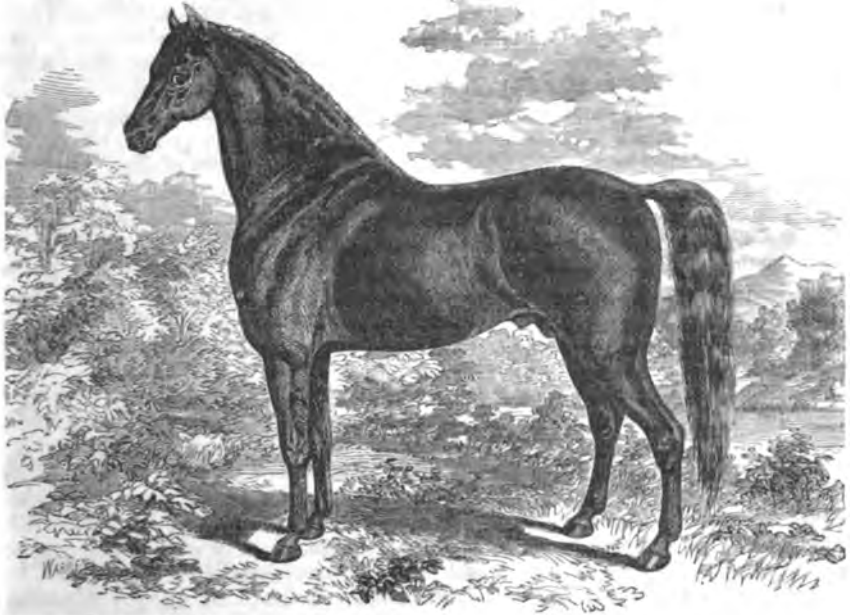
BY C. L. FLINT, SECRETARY OF MASSACHUSETTS BOARD OF AGRICULTURE.

THE New Englander wants a horse of all work ; one that can go on the road and not leave him behind his neighbor ; that can draw his produce to market, and as much of it as it is reasonable for any horse to draw ; that can carry his family to meeting, his grist to mill ; one, in short, that can turn his feet and his muscles to anything and everything that comes within the range of muscular power to perform.

If it is possible to unite these qualifications in any one animal, he will get him if he can. If this cannot be done, he will take the next best thing—something adapted to his special purpose, whether it be in the form of a roadster or

a carriage horse; a farm or a draught horse; a horse to grind clay or to saw wood on an endless chain power; but whatever his specialty may be, his horse must turn his attention to a great variety of employments whether he does them well or ill.

Very few horses are kept in New England for mere sporting or pleasure. They must do something, and do it earnestly, and not eat their heads off in pampered idleness. Now and then, to be sure, there are exceptions, but they are rare, very rare, compared with the aggregate number.



The horses, like the neat cattle of New England, combine an infinite variety of blood, deriving their origin from many sources, and yet they are distinct, in many respects, from those of other sections of the country. Their peculiarities are due, in part, no doubt, to the climate and physical features of the country, the condition of the roads over which they travel, and the farms on which they are bred, and to the habits of the people. But that they possess peculiarities which distinguish them from the horses of other sections no one familiar with the stock of the country would be disposed to deny. Even in the city of New York, where animals are collected from every quarter, the practiced eye can usually detect those of a New England origin from those originating in other sections, though it might be difficult to tell in every case upon what particular points the judgment was based.

The horses of New England do not constitute a distinct breed. They are the result of a mixture of the English, the French, the Spanish, the Flemish, the Danish, and other horses, which were imported at different times by the early settlers as most suited their convenience, with the modifications produced by crosses of more recent importations.

The only race that can claim exemption from this general rule is the thoroughbred, which traces its origin back to the hot blood of the desert, the Arabian, the Barb, and the Turk, and of this there are but few representatives.

In some sections the identity of some of the races which formed the original stock is distinctly traced in the form and characteristics of many of our horses,

but in others it is entirely obliterated, no regular pedigrees having been kept, no regular system of breeding having been adopted, the general practice having been, from time immemorial, particularly in the earlier history of the colony, to secure the services of the nearest and cheapest stallion and to breed from him. Still, notwithstanding the want of a common and reputed origin of these horses, they possess on the whole such excellence in some respects as to justify the encomium of a recent author on the *Horses and Horsemanship of America*, when he says that "for docility, temper, soundness of constitution, endurance of fatigue, hardiness, sure-footedness, and speed, the American roadster is not excelled, if equalled, by any horse in the known world not purely thorough-bred. It may well be doubted whether, in many of these essential qualities, the New England roadster is equalled by the thorough-breds of the present day." In the three first qualities—docility, temper, and soundness of constitution—he is certainly not surpassed, while for practical service on the road his reputation is established abroad as well as at home.

Since the commencement of the present century, the horses of New England have undergone a very material change. Perhaps this change should date back as far as the beginning of the French revolution, at which period the prices of horses began to advance rapidly in consequence of a greatly increased demand, and the attention of many farmers was turned in this direction. But some change might naturally be expected from the complete modification of the habits of the people on the improvement of roads and the introduction of the modern light vehicles, which led gradually to a change in the labors of the horse without any well-directed effort at breeding.

Down to the beginning of the present century, and for some years after, the principal means of carrying on the inland business of the country, including a large amount of heavy transportation, the horse was relied upon almost exclusively, while he was subjected, like his master, to all the hardships and exposures incident to a new, rough, and unbroken territory. The roads, as may well be imagined, were in the most wretched condition, compared with the admirable roads of the present day in all parts of New England. Till a somewhat recent period they were made of the natural soil only, sometimes thrown up a little in the centre to shed the water, but often not even this. In many a thousand miles of back roads the forest was merely cut down, and the ground left without so much as side ditches.

It often happened at certain seasons of the year that these roads, always hard, were next to impassable, but over them the freight of the country must be moved, and often, too, in heavy lumbering wagons designed for the hardest kind of service. The modern light buggy would have been comparatively useless, and a speed, now seen every day, wholly unsafe and impracticable.

The farmer had his teaming to do, and so, too, the country tradesman, and their markets were in many cases at long distances. To do this teaming a powerful, willing, medium-sized draught horse was required—one capable of travelling on the road and adapted at the same time to general work on the farm. Speed was not requisite in horses kept at this class of work, and horses were rarely put to it except in some of the lines of stage-coaches, and the mail contracts even were made at a speed often less than five, in many cases less than four, miles an hour.

But there was one peculiarity in the habits of the times, the traces of which were left within the memory of men still living. Owing to the condition of the roads—often to the entire want of roads—all classes of people made a far greater use of the saddle than has since been the case. The habit of horseback riding was very general for ordinary travelling; not so much as a matter of pleasure as of necessity. This led to the use of a horse peculiarly adapted to the purpose. By far the larger part of the horses kept in the more remote towns a century ago were pacers. I have been told by one eminently familiar

with the horses of New England from sixty to seventy-five years ago, that at least four-fifths of them had the pacing gait, which was thought to be not only faster but safer than the trot over the bad roads and the hard paths of that time. Everybody rode on horseback, if he rode at all, on distant journeys and in travelling from town to town. The saddle was in constant demand, and the horse was trained by constant use to the easiest gait.

Hence arose a class of horses widely known in the more thickly-settled portions of New England, especially in Rhode Island, as the Narragansett pacers. They became very popular in the earlier part of the last century, and continued to be the favorite horses for light travel under the saddle for many years. From all the accounts we can gather from the documents of those times, and from the lips of men who remember them well, they must have been the easiest, fleetest, most sure-footed, and toughest saddle horses ever known in this country, if not in the world; and it is to be regretted on some accounts that they were allowed to become entirely run out. They could not trot. The pace was their natural gait—the only one in which they excelled—and for this they were especially esteemed.

The origin of that famous breed, which was kept distinct for many years, was probably a stallion imported from Andalusia, in Spain, though there are several theories, founded on tradition, in regard to him. But from whatever source derived there is no doubt that he laid the foundation of a class of horses exceedingly well adapted to the wants of the times—one that served the purposes for which it was raised more completely than any other at that time or ever since known in New England. Many of the Narragansett pacers could go a mile easily in less than three minutes, or carry a rider forty or fifty miles a day, and follow it up for days in succession, without apparent fatigue. It is said that their gait was far easier and more agreeable than that of the racker or pacer of the present day, with whom the pace is an accident, or the result of training, rather than the natural gait.

The Narragansett pacers became so popular that they were exported in great numbers to the West Indies, and the business of breeding them for that market became very profitable. At length, however, the demand there became so great that an agent was sent to buy up all the best he could find in the locality where they were bred in the highest purity and perfection, and he was so faithful to his trust as to allow few very superior animals to escape him. This circumstance, together with the improvement of the roads, and the fact that the genuine Narragansett pacer was comparatively useless as a draught horse and really good only under the saddle, led to a decline in the interest in breeding this class of horses, especially during and after the war of the revolution, when large numbers of horses were wanted for teaming and transportation. The pacer, as a breed, was wholly neglected, till, in the year 1800, it was said there was only one animal of the real Narragansett stock to be found in Rhode Island.

During the last century a good many English or thorough-bred horses were kept in various parts of New England as stock-getters. Especially was this the case towards the close of the last and in the early part of the present century, and in the more southerly portions of this section, as in Connecticut and Massachusetts. Such stallions as Bajazet, Bucephalus, and Obscurity are said to have been brought from Virginia into Connecticut between the years 1790 and 1794, and to have been kept at Hartford and vicinity for the use of the country mares, at moderate charges. Their stock was at one time thought very highly of in Connecticut, and it became quite common in that part of New England. Then there was Highlander, kept at Litchfield, and later, I believe, King William, a thorough-bred by King Herod, Don Madcap, by Snap, and

Matchem, Guido, Benjamin, and probably others, were kept at Hartford about the year 1798.

Some of these horses, especially King William, left a great deal of valuable stock in that neighborhood, and in the southern and western part of Massachusetts. This horse, King William, and probably one or two of the others, were taken into Vermont and New Hampshire, and are said to have left their mark on the stock there; but as little attention was paid to records, it is not probable that anything definite and trustworthy can be ascertained in regard to them.

It may not be out of place to remark that at that time, sixty and seventy years ago, some popular horses were kept as stock-getters in Boston, and among them were some that were commonly called English horses, as they probably were. There are those still living who well remember the names and characters of some of the horses kept for stock there, and I obtained my information from them.

About the time of the earlier importations into Hartford, above mentioned, another horse, called "Beautiful Boy," or "True Briton," was kept there. He was probably thorough-bred, and was said to be a horse stolen from General DeLancey, at King's Bridge. Selah Norton, his owner, advertised him in the "*Connecticut Courant*," on the 26th of April, 1791, in which he describes him as a "bright bay, fifteen hands high, trots and canters very light." This horse was kept some time at Springfield, Massachusetts, and became the sire of the old Justin Morgan, foaled in West Springfield in 1793, a horse that has had a posthumous fame surpassed by that of no other animal that ever stood in New England. He was the founder of the Morgans.

Little is known of the dam of the old Justin Morgan, though from the fact that so large a number of pure thorough-breds and grades had been kept in that section, it has been conjectured that she had more or less thorough-bred or English blood through "Wild Air;" while some have supposed that she was a descendant of Lindsay's Arabian, imported into Connecticut in 1766. In the absence of any authentic information in regard to her, we may suppose that she had more or less of French or Canadian blood, and that through her the Morgans get some of their characteristics, such as the heavy mane and tail, the hairy legs, &c., marks which have certainly given some color to the assertion that the old Morgan was a Canadian horse, or closely allied to that race.

However this may be, it is certain that the Justin Morgan was taken from Springfield, Massachusetts, to Randolph, Vermont, in 1795, when a two year old colt. He has left so distinct a mark on the horses of New England that it may not be out of place to give a somewhat detailed description of him. He was a small horse, only about fourteen hands high, and his weight, by estimation, about nine hundred and fifty pounds. He was a beautiful dark bay, with scarcely a white hair on his body. His legs were black, his mane and tail were black, coarse, and thick, with long, straight hair, free from curls. He is described as having a good head of medium size, lean and long, with a straight face, broad and good forehead, and fine small ears, set wide apart. He had a very short back and wide and muscular loins, but rather a long body, round and close ribbed up. He was compact, or what many would call extremely snug built, with a deep wide chest and projecting breast-bone, short, close-jointed legs, wide and thin but remarkably muscular, but with some long hair about and above the fetlocks, a peculiarity which he imparted to a good many of his offspring.

The old Justin Morgan was said to have been a very fast walker, but in trotting he had a short nervous step, a low smooth gait, square and fine. He was not remarkably fast as a trotter, though his speed was never developed as it has been with the greatest assiduity in many of his descendants. In travelling he raised his feet but slightly, only enough to clear the inequalities of the ground, but notwithstanding this he had the reputation of being very sure-footed. His style of movement was lofty, bold, and energetic, full of life and spirit, but

he was managed with great ease, and it was said that a lady could drive him with perfect safety. He was much admired as a parade horse.

Though not what would now be called a very fast trotter, the old Justin Morgan could run at short distances with any other horse of his time not thorough-bred, and many an eighty rods accomplished by him won his keeper the stakes, payable at the tavern where the scratch was made in the dirt across the road as the point to start from. Each horse had to "come up to the scratch," and when the hat fell to be off as fast as his legs could carry him, but in all such trials the "little horse" was always sure to come out a little ahead.

Like most of the stock horses of his time, especially in the more remote sections, he had to work hard in clearing up new land, and in this laborious kind of work he exhibited the most wonderful strength and willingness at a pull, and the most remarkable patience at a dead lift, a characteristic, one would suppose, strongly in contrast with his nervous playfulness at the end of a halter or under the saddle. He would "outdraw, outwalk, outtrot, and outrun" any and every horse that was ever matched against him, and that, too, notwithstanding the fact that many of them were much larger and heavier animals. Strength, speed, as compared with the horses of his time, and endurance were characteristics in which he especially excelled. He survived the hardships to which he was almost constantly subjected for twenty-nine years, and then received a kick from horses in the same yard, which resulted in his death in the year 1821.

There can be no doubt that the old Justin Morgan impressed his own sterling qualities upon his offspring to an unusual degree; most of his immediate descendants exhibited them very strikingly, and they appear to this day to be very distinctly traced wherever a strain of his blood flows.

Owing, probably, in some measure to the character of the climate, and in part, no doubt, to the severe labor to which horses were subjected, it so happened that when the attention of breeders was turned more especially to the improvement of our horses, some thirty or forty years ago, they found an admirable foundation for it existing in the common stock of the country, which furnished abundant materials, and in sufficient variety, to encourage the highest efforts of skill. Whoever remembers the character and qualities of the horses of that period, as exhibited in the admirably conducted stage routes running eastward from Boston, will readily understand and appreciate this fact. For steady, honest work on the road, good for eight and ten miles an hour in some cases, and generally for from six to eight, they were excelled by no horses in the country, if, indeed, in the world. Training, feeding, and usage, it may well be supposed, contributed very much to it, but to whatever source it was due the class of horses represented in the stage-coaches of that day, so completely adapted, as a general thing, to the road and the work of the roadster, constituted a basis or foundation as good as could be desired for the exhibition of the skill and judgment of the breeder; and it is not surprising that, with such excellent materials at their command, so great an interest should have been created on the part of individuals, which gradually extended among the farming community as the profits to be derived from judicious breeding became more and more apparent.

Then, fortunately, the most splendid stock horses were accessible in such animals as the direct offspring of the old Justin Morgan, and the Sherman, Woodbury, and Bulrush Morgans, the three most renowned sons of the "little horse," were standing at various places in Vermont, Massachusetts, and New Hampshire. Then, too, such horses as "Cock of the Rock," sired by Duroc, and he by imported Diomed, and Sir Charles, also sired by Duroc, were standing in New England, to say nothing of Rowan, a thorough-bred, imported, and kept at Northboro', Massachusetts, or the two thorough-breds sent over by Admiral Sir Isaac Coffin, or of Bellfounder, a Norfolk trotter, kept for some years in the vicinity of Boston, to say nothing, too, of many of the immediate offspring of Messenger, the most excellent stock-getter, probably, of all the thorough-breds

that ever left their mark upon the common stock of the country. Take away the improvements which Hambletonian, a son of imported Messenger, left on the stock of Vermont, and, indeed, on that of all parts of New England, and it would be difficult to see how the loss could be made good. His stock, and also that of the many other descendants of old Messenger, are to this day held in the highest esteem, and most deservedly so, for their speed, their great power of endurance, and for their large size and excellent style as carriage and draught horses, or horses for general utility. Satisfactory evidence that a horse is a Messenger—that is, a direct descendant of the old Messenger—is generally regarded as a sufficient certificate of his goodness.

It should be borne in mind, also, that the French Canadian horses, in many respects most excellent as horses for all work, tough, hardy, docile, easily kept, tracing their origin back through the splendid Norman French stock, and deriving many of their great merits from it, had been brought into New England in great numbers. They had iron constitutions, and an almost absolute freedom from disease, and were most admirably adapted to our climate and our long, hilly roads. It was such a mare as this, bought in 1812 out of a six-horse team that was employed in carrying merchandise between Montpelier, Vermont, and Boston, weighing a thousand pounds, and described as a dark bay, with black legs, heavy mane and tail, low and compact, with rather heavy limbs, large joints, a good head, a large, powerful neck, a sharp but rather a lazy trotter, but a hardy, rugged, and enduring animal, was put to the old Justin Morgan horse, and became the dam of Bulrush, transmitting to him the dark bay color, the black legs, mane, and tail of both sire and dam. Nor is this the only case. An examination of the pedigrees of Morgan and other horses in New England, so far as they are known, will show a large infusion of this blood, and, what is more to the point, will show that a great many of the most celebrated of our horses owe something, at least, to Norman blood, as introduced through the Canadian stock.

Bulrush Morgan, one of the three celebrated sons of the old horse, was foaled about the year 1813. He was, in many respects, a very superior animal. He is described as having possessed a more remarkable muscular development than either the Woodbury or Sherman Morgan, with a longer back than either of them, but without the swag back so often objected to in them. His chest was deeper, his shoulders thicker and not so well placed, and his head and neck not quite so well set up, nor was his carriage so lofty, bold, and proud as that of the Woodbury Morgan, while his step was longer and less nervous than that of the Sherman, but he was a sharp, quick driver, and a faster trotter than either of them. All accounts agree that his power of endurance was unsurpassed and perfectly wonderful. His stock, which he marked very strongly, is exceedingly numerous and widely distributed. He was kept in Vermont till the year 1830, when he was kept a year or two in Maine, after which he returned again to Vermont. In 1834 and 1835 he stood in New Hampshire, when he returned again to Vermont, but to go into New Hampshire again in 1842, where he remained till he died, in 1848. The Bulrush Morgan was fourteen hands high, and weighed about a thousand pounds.

Of the Bulrush horses the Morrills have gained a deserved popularity. The dam of young Morrill was a Sherman Morgan, while the dam of the old Morrill was a Messenger, a great-granddaughter of imported Messenger. Young Morrill took the first premium at the Vermont State fair in 1855, the first among the Bulrush Morgans at Rutland, Vermont, in 1855, and the first in the class of horses for general utility at the national fair in Boston in 1855. Morgan Emperor, another son of Bulrush, was the sire of North Star and of the famous Chicago Jack, as well as of many others not unknown to fame.

Sherman Morgan was older by some years than Bulrush, having been foaled in 1808 or 1809. Nothing very definite is known in regard to his dam, but the

probability is that she was at least part thorough-bred. Sherman was a bright chestnut, less than fourteen hands high, and weighed only nine hundred and twenty-five pounds. He is described as having a lean and well-shaped head, small and fine ears, eyes full, prominent, and lively but small, legs broad, flat, and sinewy, chest full, with a prominent breastbone, shoulders large and well placed, neck very good, hips long and deep, back broad but inclined to swag. From the age of four years he was kept at very hard work during nine or ten months of the year, his owner being engaged in teaming all through the winter months between Vermont and Portland, Maine. Sherman was kept in 1830 at Dover, New Hampshire, in 1831 at Ten Hills Farm, near Boston, Massachusetts, in 1832 at Dover again, and in 1833 at Lancaster, New Hampshire. He died at Lancaster in 1835. He was a horse of less style, less nervous and high-tempered than the Woodbury, but a free, quick traveller, and of great powers of endurance, always willing, steady, and powerful at a dead lift.

The Woodbury Morgan, another son of the old Justin, was foaled in May, 1816. Little is known of his dam except that she was large in size, being over fifteen hands high and weighing about eleven hundred pounds. She is described as a deep bay, with black legs, mane, and tail, not very compactly built, rather flat-ribbed, but of good chest, fine shoulders and hips, head and ears fine, of a stylish gait, and a free, spirited driver. Woodbury was one inch less than fifteen hands high, and weighed about ten hundred pounds. He was a beautiful dark chestnut, with a white stripe in the face, snugly and compactly built, had heavy quarters and deep flanks, with a short, broad back and loins. His style of action was bold and resolute, so much so as to make him a very favorite parade horse. Among his descendants are Morgan Eagle, the sire of Lady Sutton and of a numerous progeny of compact, hardy, and fine-driving horses. The Gifford horse was one of his sons, and left a good deal of very excellent stock, among which was the Hale horse, or Green Mountain 2d, and others, all possessing fine style of action and great endurance.

These three, Bulrush, Sherman, and Woodbury, were the only stallions left by the old Justin Morgan that got much stock or that gained a wide reputation. The qualities and blood of the old horse have been transmitted through them to a very numerous line of descendants, scattered over not only all parts of New England, but widely over all parts of the country. Nor have these different lines been kept very distinct; they have been crossed and recrossed into each other in every conceivable direction, and mixed in many ways with other strains of blood.

From the foregoing statement in regard to the leading characteristics of the Morgan horses, as shown in some of the most prominent founders of that class of animals, it must be evident that they possess many of the essential qualities of a horse adapted to the wants of a population like that of New England. In his hardihood and strength of constitution, eminently adapted to the climate, in his medium size, powerful action, good feeding qualities, docility of disposition, and early maturity, he combines, certainly, many of the requisites absolutely essential in the composition of a good New England horse. In regard to his size, and the influence he has had and is still exerting upon our horses, more will be said upon a subsequent page.

Another class of horses which has become very popular in New England as light, stylish roadsters, is that known as the Black Hawk. No horse is more prized, as a trotter in light vehicles, than a genuine Black Hawk, with his lofty, restless action, his speed, and his beauty.

The old Black Hawk was foaled in Greenland, near Portsmouth, N. H., in the year 1833. At the age of four years he was sold as a roadster for the sum of \$150. In 1842 he won a match of a thousand dollars, trotting five miles over the Cambridge track in sixteen minutes. In the year 1844 Mr. Hill bought and kept him as a stallion, at Bridport, Vermont, till the time of his death, in

1856. His skeleton is preserved in the office of the secretary of the State Board of Agriculture, at the State House, in Boston.

Black Hawk was a trifle less than fifteen hands high, and weighed, when in condition, not far from ten hundred pounds. He was a remarkably symmetrical and muscular animal, graced with the most beautiful head, neck, and limbs, and when in action, whether in harness or out, of a spirited, nervous, and elegant bearing, which could not fail to command universal admiration wherever he appeared. He could easily trot his mile in two minutes and forty seconds, even without much training; and he combined with great speed the perfection of form, the intelligence, courage, and endurance sufficient to make him a complete model of a roadster and the type class. He possessed the power of transmitting his characteristics to his very numerous offspring in a degree surpassed by no other horse in the country. In the carriage or under the saddle, in the quiet of a country road or on the parade ground—under whatever circumstances the descendants of old Black Hawk appear—the eye accustomed to observe the characteristics of the horse could hardly fail to detect the relationship. The Black Hawks command a high price, and are much sought after as light carriage and saddle horses.

As an evidence of their qualities, as well as the celebrity they have obtained in other parts of the country, it may be stated that at the fair at St. Louis, in 1859, five out of six of the best stallions exhibited in the class of roadsters were Black Hawks; and the prize of one thousand dollars that year, and of fifteen hundred dollars at the fair there in 1860, were awarded for the best stallions in this class to sons of the old Black Hawk. At the various fairs in New England—those held at Springfield, at Boston, and elsewhere—the Black Hawks have been very largely represented, and have generally carried off a full proportion of the prizes offered. More than one hundred horses of this stock were entered at the Springfield, Mass., horse show in 1860, and nearly half of all successful competitors were Black Hawks. Many sons of the old horse are now standing in various parts of New England as stock-getters, and, judging from the reports of State fairs in other parts of the country, it is safe to affirm that they are exerting a widely extended influence on the stock of the United States.

With regard to the origin of the old Black Hawk, some people believe it to be conclusively shown and proved beyond the shadow of a doubt that he was sired by the Sherman Morgan, and that his dam was a half thorough-bred mare, raised in New Brunswick—a very fast trotter, and in every respect a very superior animal. I do not know that there is any dispute about the dam; but if any one presumes to cast a doubt on the sire he is liable to be called an enemy of the old horse, or, at least, uninformed upon the question. It is, therefore, by no means a pleasant task to attempt to state anything which may appear to conflict with what those who profess to know most about the pedigree of the horse believe to be true. But the old Black Hawk is gone, and the blood of the old Justin Morgan has become so extremely diluted during the forty years since his death that it is difficult to see how a fair statement of the question or the expression of a doubt as to the original connexion of the Black Hawks with the Morgans can materially affect the interests of individuals or the character and reputation of the horses, especially as the very highest merits and the noblest qualities are conceded to both, and as they are now so generally mixed by cross-breeding that comparatively few animals kept strictly for stock purposes remain distinct which can, in the nature of things, possess a very large share of the blood of the original Morgan. But horses have always been a favorite source of controversy, and probably no extent of fairness and candor in statement would ever satisfy either party interested in any such controversy.

The old Sherman Morgan, as we have seen, was foaled about the year 1808, although, strange as it may seem, there is some question about the date, and, of

course, about his age, when, as we have also seen, he stood at Dover and vicinity in the year 1832. During the latter part of his life there was often with him, as a teaser, another fine stallion, commonly known as Paddy. There can be little doubt that Paddy stood by his side in 1832, notwithstanding the attempt to prove an *alibi*. There are those still living who remember him well. He is said to have been a beautiful animal, possessing a high strain of English blood, though often mentioned as a Canadian or French horse.

The facts, as related to me by the late Hon. Moses Newell, of West Newbury, Mass., who personally knew the "boys" who had charge of the stallions, and who obtained them directly from the lips of one or more of them, were, that the mare had been stunted to the Sherman repeatedly, and was still in heat, when, one Sunday night, after dark, with lanterns in hand, they put her to the teaser. Now, as she went to both horses, according to the testimony of the boys in charge, I suppose it would be difficult to say positively which was the sire. One would suppose that the chances were that it was the last to which she was put, though it would be hard to swear to it. It will be borne in mind that the Sherman must have been at that time not far from twenty-four years old. Those who knew the teaser declared that Black Hawk was a perfect image of him, while very few would maintain that there was any striking resemblance to the Sherman, who was accustomed to mark his colts very strongly, as most of the Morgans did. Black Hawk was a remarkably clean-limbed horse, and had none of the long tufts of hair on the legs as the Sherman had. Mr. Hill, who, while the horse was alive, and the reputation of the Morgans was at its height, was naturally interested in showing the relation of his horse to that celebrated class, procured affidavits and whatever other evidences could be obtained of that relationship, had the candor to admit to Colonel Newell, as I was informed by the latter, that there was a reasonable doubt upon the point; showing that during his investigations he may have met, as he probably did, with conflicting opinions and conflicting testimony in regard to it.

It is a curious fact that of all the stallions got by Black Hawk of which the pedigrees are given in Linsley's "Morgan Horses," only three fell below a thousand pounds in weight, and scarcely one fell below fifteen hands in height. Stockbridge Chief, foaled in 1843, was sixteen hands high, and weighed 1,200 pounds; Selim, foaled in 1844, weighed 1,100 pounds, and was fifteen and a half hands high; Sherman Black Hawk, foaled in 1845, was fifteen and a half hands high, and weighed 1,080 pounds; Vermont Chief, foaled in 1848, was fifteen and a quarter hands high, and weighed 1,075 pounds; Turner's Black Hawk, foaled in 1848, was fifteen and a half hands high, and weighed 1,100 pounds; President, foaled in 1848, was sixteen hands high, and weighed 1,050 pounds; Champion Black Hawk, foaled in 1849, weighed 1,100 pounds, and was fifteen and a half hands high; Black Hawk, jr., foaled in 1849, was fifteen hands high, and weighed 1,050 pounds; Black Hawk Chief, foaled in 1849, weighed 1,034 pounds, and was fifteen and a half hands high; Rising Sun, foaled in 1850, was fifteen and three-quarter hands high, and weighed 1,100 pounds; Rip Van Winkle weighed 1,100 pounds; Plato, foaled in 1851, weighed 1,100 pounds, and was sixteen hands high; Addison, foaled in 1851, weighed 1,175 pounds, and was sixteen hands high; Black Hawk Napoleon, foaled in 1852, was sixteen hands high, and weighed 1,100 pounds; Black Hawk Prince, foaled in 1851, weighed 1,150 pounds, and was sixteen hands high; the Baxter horse, foaled in 1852, was fifteen and a half hands high, and weighed 1,050 pounds; Wild Air, foaled in 1850, was fifteen and three-quarter hands high, and weighed 1,095 pounds. The Esty horse, Andrew Jackson, Ethan Allen, and many others, might be mentioned. It will be seen that the average height of the above-named horses is over fifteen and a half hands, and the average weight 1,095 pounds.

Of Sherman Morgan's get, the pedigrees of which are given by the same

authority, only two exceeded a thousand pounds in weight, and only one was up to fifteen hands in height. Fox, foaled in 1813, was fourteen hands high, and weighed but 975 pounds; Royal Morgan, foaled in 1821, weighed 1,000 pounds, and was but thirteen and three-quarter hands high; Morgan Rat, foaled in 1822, was thirteen and a half hands high, and weighed but 850 pounds; Morgan Tiger, 2d, foaled in 1827, was fourteen and three-quarter hands high, and weighed 975 pounds; Billy Root, foaled in 1829, weighed 942 pounds. Nearly every one of them is described as having had more or less long hair about the legs and a star in the face.

I have no interest whatever in maintaining either side of the question as to the origin of the Black Hawk, nor do I think it a matter of sufficient consequence to quarrel about, and I give the facts as I received them from very high authority, simply because the point could not be wholly ignored in any statement respecting the classes of horses to which it relates, both of which have exercised a more direct and powerful influence on the stock of New England during the last twenty years than any, and, perhaps, than all other breeds or classes of horses put together. But great men lived before Priam, and good horses were found in large numbers in the eastern States long before Black Hawk, and before the sons of old Justin Morgan had impressed their stamps upon them.

Among the celebrated horses which have left their mark most distinctly upon the stock of New England none, certainly, can be more worthy of mention than imported Messenger, a thorough-bred, one of the best and most renowned, and, probably, the most successful, stock horse that was ever brought into the country. He was imported in 1791, a son of Mambrino, one of the most superb running horses ever on the English turf. Allusion has already been made to this horse, and to the celebrity and high reputation of his stock, or rather of the stock of his descendants in New England. It is, without question, one of the most valuable strains of blood that has ever been mixed with our stock, and though there are very few horses, at the present time, which can lay much claim to the name of Messenger from the amount of original Messenger blood in their veins, yet those that can be traced directly back to him still show some of his peculiarities, and the name is applied to them as well as to very many that have not the slightest claim to it from any strain whatever of Messenger blood.

The old Messenger was a gray horse with a large bony head, (a characteristic which he imparted to many of his descendants,) a straight neck, low withers, upright shoulders, nostrils and windpipe very fully developed, with legs, barrel, loins, hips, and quarters said to have been faultless. Among his immediate descendants which became celebrated in their day were Mambrino, Hambletonian, Messenger, Abdallah, and Engineer. The renowned Lady Suffolk, foaled in 1833, was sired by a great-grandson out of a great-granddaughter of Messenger. More than eighty of the horses entered for premiums or exhibition at the horse show at Springfield in 1860 were, or were claimed to be, Messengers. The genuine descendant of Messenger is usually a good-sized fast traveller and a tough, servicable horse. A cross of the Morgan and Messenger, as in the case of the Hambletonians and other lines, generally combines, in a remarkable degree, the rare qualities of size, strength, and elegance of action. A good deal of the stock of such an origin has been noted for its good disposition, docility, and style.

It would be interesting to trace out in considerable detail the infinite intermixture of Messenger and other thorough-bred blood in our horses did space permit. The extent to which it has entered into our roadsters, if it could be fully known, would probably surprise those even who are well informed in these matters. It has been seen that Justin Morgan was half thorough-bred; Sherman, three quarters; Woodbury, one quarter; Bulrush, one quarter; and

Gifford five-eighths. No less than fifty of the best stallions named in Lindley's book are out of half thorough-bred mares, twelve out of quarter-bred, and others possess more or less of this strain of blood.

The celebrated Cock of the Rock, foaled in 1814 on Long Island, and taken to Vermont in 1820, where he was kept till 1828 or 1829, was sired by Duroc, and he by imported Diomed. His dam, Romp, full sister of Miller's Damsel, was sired by Messenger. He left a large number of valuable descendants in the western part of Vermont. Sir Walter, sired by Hickory, and he by imported Whip, was a most excellent four-mile racer, kept just over the Vermont line, in Canada, for many years, and left much good stock in that part of New England bordering on the Canadas, which flowed down through the Morgans and others. Quicksilver, sired by an Arabian, was kept in New Hampshire and sired the Carson horse and some others that obtained notoriety.

Young Hambletonian, sired by Bishop's Hambletonian thorough-bred, and he by imported Messenger, dam a granddaughter of Bellfounder, was, by Leonidas, bred and long kept in the western part of Vermont. He was fifteen and a half hands high, and is said to have been a remarkably fine horse and the getter of excellent stock, which was widely distributed in that section.

Barney Henry, sired by Signal out of a Messenger mare, was kept some years in Vermont, and got a great deal of most splendid stock. He was sixteen hands high, and weighed 1,150 pounds. Sir Charles, foaled in 1815, sired by Duroc, dam by Plats, and he from a Messenger mare, was long kept in western Vermont, and left a great deal of his stock there. The dam of Champion Black Hawk was sired by Cock of the Rock, grand dam by a Messenger horse. Trustee, the celebrated thorough-bred, imported in 1835, the sire of Fashion and the trotting horse Trustee, who performed the wonderful feat of trotting twenty miles in fifty-nine minutes and thirty-five seconds, has had some influence recently through his descendants in the stock of New England. The dam of the trotter Trustee was Fanny Pullen, a mare from Maine. And so of a long list of trotting horses more or less celebrated.

Allusion has already been made to the horses which ran in the eastern line of stages from Boston to Portsmouth and Portland, thirty or forty years ago, as having been celebrated for their excellence. Speed and beauty, great honesty, strength, and endurance, were found among them to a remarkable extent. I have taken considerable pains to ascertain where they were procured, and find that they were generally picked up in the northern parts of Massachusetts and Vermont, more especially in the western part, near the New York line, and a few in New Hampshire. Horses were not, at that time, so extensively bred in Maine as they have been since; but whatever may have been their origin, they and the stock from which they were selected formed a most admirable foundation for the exercise of skill in breeding. It was common for them to make the distance between Boston and Salem, fifteen miles, in an hour and a half in stages, before the railroad was opened, and ten or eleven miles the hour was generally required of the horses along the line, or nine miles the hour, including stoppages. A trot was generally sustained up hill and down, and the horses that could do it, and do it so well as those had the universal reputation of doing it, must have been good and the representatives of a good stock.

We might go even further than this, and say that they must have been naturally good and rapid trotters, for we know very well that no horse can be urged much out of his natural and easy gait and speed, and stand it well for any great length of time. A horse which could make only eight miles an hour without much exertion, and stand only that day after day, could not be put into a team making ten miles or eleven miles an hour and stand up under it six months.

Now, what could have been the origin and history of these horses? At a later period, after the time of many of the horses used as stock-getters, men-

tioned in the preceding pages, one might easily account for much of their excellence by ascribing it to their influence; but we know that very many of the horses to which reference is made could not have been descendants, or in any way related to such animals as Cock of the Rock, or to any of the celebrated sons of the old Justin Morgan, since they could have had but a limited and local influence on our stock previous to 1820; and we know that, with comparatively few exceptions, the breeding of horses was not pursued with anything like a system which could promise any very satisfactory results, even if we go so far as to admit, which was not probably the case, that the farmers generally of that time possessed a class of horses well adapted to the miscellaneous purposes and wants of the farm. No extra expense was usually incurred for what is now understood to be superior stock, and, as a general thing, very little care was taken to improve the blood, or to breed and raise horses for any special object, whether it were for farm-work, for the road, or the turf. In consequence, the horses did not possess marks of any distinct breed. Most of the horses on New England farms at that time would, no doubt, to an unpracticed eye, have been thought very ordinary beasts, and of little value. They were not groomed or particularly well treated in any other way; nor were they trained with anything like the care and attention that they now receive. Very little thought was given to regularity of feeding or to the comfort of the animal, either in the stable or out. If the horse took the family of his master to meeting, he did not always receive even Christian treatment when he got there, but was not unfrequently left exposed to driving storms or to the scorching rays of a summer's sun. There was a somewhat general impression that hard usage, by way of exposure, was the physiological way of toughening an animal, and the way very many of the horses, as well as other stock on the farm, were put through this process was little calculated to refine the animal system.

Besides this, the idea was very prevalent that oxen were by far more economical for work on the farm than horses, and it was, probably, in a great majority of cases, a very correct one. The broken and uneven surface of the farms in a great many parts of New England, making a slow gait and great strength in the working animal quite indispensable, operated very unfavorably upon the progress and improvement of the horse, while the low prices which horses generally brought previous to the time of the French revolution and the wars succeeding it left a much less margin for profit than has been the case within the last twenty or thirty years. There were no large establishments designed to improve and perfect this animal as there are now in many parts of the Old World; but more than this, more probably than all other causes put together to retard the developments of speed and pride in breeding, was the profound indifference to, not to say prejudice against, fast trotting in public, with the impression, for which there was no doubt good ground, that it led to gambling and dissipation, and the people were not of a character to permit even so desirable an agricultural improvement as the development of the good qualities of the horse at the expense of the public morals. I am not aware that any trotting course whatever existed in New England till within the last thirty years, and they have not been common till very recently. Racing horses and fast driving were checked at the very outset, for we find that as early in the settlement of the colony as 1672 the most stringent regulations were passed by the colonists in and about the precinct of Salem against racing and hard driving, especially on Sundays.

But under all these circumstances, which, however well in themselves, were certainly not very well calculated, one would suppose, to bring the horse to a very high state of perfection, our horses must have possessed many valuable qualities when considered from the point of general utility. They were trotters almost without exception after the introduction of light vehicles, and in that gait they probably excelled, even in the earlier part of the present century, the

horses of any other country, except, perhaps, the famous Orloff trotters. Low, in his *History of Domesticated Animals of the British Isles*, says of the people of this country what applied eminently to the population of New England: "They prefer the trotter to the pacer, more admired in the old continent; and having directed attention to the conformation which consists with this character, the fastest trotting horses in the world are to be found in the United States." But this is a remark made at a more recent period than that to which reference was more especially made, and it is based on the changes which have been effected in our horses since the interest and emulation in breeding began.

No improvement has been more marked in the character of our horses than the increase of speed. What would now be called fast trotting was not known at the time of the old Justin Morgan, nor had it ever been dreamed of as possible in the powers of the horse. Speed in the trotting horse, as already intimated, was not regarded as of any great money value till the invention of the modern light buggy and the general improvement of roads. The Narragansett pacer had made many a mile during the last century in a good deal less than three minutes, but that was a different gait and under the saddle. A horse that could trot a mile in three minutes forty years ago was the wonder of the neighborhood, but he did not bring much more in consequence of his speed. It is but little over forty years since a match was made against time with a wager of a thousand dollars that no horse could be brought forward which could trot a mile in three minutes. The money was won by a Massachusetts horse called Boston Blue in the year 1818.

There were, no doubt, very many horses at the period of which we are speaking that had the speed in them, but it had never been developed by training, simply because there was no special use for such extraordinary speed. It was not a safe rate of travelling over the roads of that time, nor would it then have served any practical purpose to be able to go over six or eight miles an hour under ordinary circumstances.

But speed in the horse has now become essential to the comfort and convenience of the people, and it commands its money value accordingly. The wants as well as the habits and tastes of the community have changed very materially since railroad travelling has become so universal. Men accustomed to a speed of from twenty to thirty miles an hour in the cars cannot be expected to content themselves with the old and common rate of five and six miles an hour; and the majority of people now want a horse to go off easily and without over urging at the rate of eight or ten or even twelve miles an hour, and the horses that do it are now very common, whereas formerly they were only the exceptions to the general rate of speed.

A demand soon creates a supply, and the farmer who breeds horses knows his own interest well enough to study the tastes of the community, and to breed up to them. In point of speed, therefore, there can be no question that a very great increase has been attained by more careful attention to breeding and training, particularly within the last twenty years. Speed is, to be sure, only one of the many qualities which are essential to a good roadster, and size, style, action, temper, form, constitution, and enduring qualities are equally important in making a general estimate of the character of the horses of this or of any other period.

With the exception of an increase of speed, it may well be doubted whether there has been any real and substantial improvement in the horses of New England within the last twenty years, which has been due to breeding especially. More care and pains are taken in the keeping and training, perhaps, and undoubtedly a larger proportion of really good horses are found now in comparison with the aggregate number, but for docility, power, and strength of endurance, and general good qualities, it is not probable that any very marked improvement has been effected. Still the aggregate money value has been greatly enhanced.

because the number of fast horses has increased, and speed will command its price. The tendency has been rather to congregate the best horses in and around the cities and large centres of population, perhaps, and to draw them from the country. Few farmers will keep a horse for farm and family purposes that will bring from two to five hundred dollars.

We come back, then, to the question of the origin of the horses of a class represented by the admirable roadster known in the many celebrated stage routes of New England thirty and forty years ago. Were they indigenous or imported? Did they come by chance from the earlier importations of the colonists, the horses brought by the company to the Massachusetts Bay in 1629, the Danish horses brought into New Hampshire in 1633, and some subsequent small importations into various sections? They were evidently a mixture of many different strains of blood, and that mixture was evidently made, in part at least, at a comparatively recent period.

It is highly probable that a large mixture with the French or Canadian horse had taken place. What was that? In the year 1604 some horses were taken from France—no doubt of Norman blood—into Acadia, and from thence to Canada in 1608, where they were kept quite distinct for many years, there being no other horses within many miles to mix with them. The Norman horse has long been noted as among the very best of French horses for the army service and for all kinds of draught. He may have been greatly changed from what he was two centuries and a half ago, but for a great many years he has been a large and powerful animal, extremely docile, and admirably suited to endure hard work and to live on scanty fare, considering his size. Many of the Norman horses have heavy heads; it may be called a prevailing fault among them. They constitute a most excellent foundation for the Canadian horses, which, even to this day, possess many of the characteristics and the sterling qualities of the Norman horse, with his toughness, power, and courage, though they have been dwarfed somewhat by the rigors of a northern climate, and perhaps, also, by a want of sufficient care and feeding. But the genuine French Canadian horse has many very excellent qualities, many of which would be highly esteemed in any class of horses, and which, for many purposes, would be considered quite indispensable, among which is a thorough adaptation to a severe climate, compactness of body, and a soundness of constitution which is unsurpassed. The close, compact structure of the body of many of our horses and of the Canadians appears to correspond, while much of the intelligence and fineness of head which often shows itself in our stock may be due to an infusion of thorough-bred blood. We know, in many cases that are very well authenticated, that where the genuine Canadian horse has been judiciously crossed upon our stock the progeny has given very great satisfaction. It is not unlikely that the Cleveland Bay, the Suffolk Punch, and some other strains of foreign blood have entered more than is generally supposed into the composition of our horses. We know that one or two Cleveland Bay stallions and several grades were sent to Massachusetts by Admiral Sir Isaac Coffin, and that a Suffolk cart stallion, five years old, was sent to the same State by Hon. John Coffin, of New Brunswick, in 1820. This horse, named Columbus, was bred in England. Bell-founder, imported by Mr. Boot, of Boston, about that time, was a Norfolk trotter, fifteen hands high. At five years old he trotted two miles in six minutes. Some of his colts are said to have been remarkable for speed and bottom. The trainer of one of them, a filly, said that her natural gait was three minutes, and that she made it many a time when he was breaking her, and that, too, under a tight rein.

But whether strains of blood flow in the veins of the New England horse the basis of his good qualities is due, in a great measure, to the circumstances in which the horses originally imported were raised and kept, that is to say, to climate and general treatment. The first horse introduced into New England,

as we have seen, arrived in 1629. Of that first importation one horse and seven mares survived. No doubt there were more or less later importations into the same colony. In 1635 there were thirteen mares and nine colts on the Piscataqua river, in New Hampshire. These were Danish, some of them having been brought over from Denmark a year or two previous, and they laid the foundation of the horses in all that section of country. It is said that distinct traces of that early Danish importation were preserved in more or less of the horses of that portion of New England down to a recent date, within the memory of those still living. What the Danish horses were two centuries ago it is impossible to say with certainty, but we know that for many years they have been large and powerful animals, easily adapted, with slight variations in breeding, to all the purposes for which horses are most wanted; while the horses of the immediate neighborhood of Holstein and Mecklenburg have long been celebrated for their large size, usually standing from sixteen to eighteen hands high, with a lofty and imposing action, and often possessing great strength and spirit. It is altogether probable, therefore, that the Danish horses first imported were large and fine animals. The Plymouth colony received horses at an early period after the settlement, though no mention is made of them till the year 1644. All these stocks were crossed and recrossed, probably, in every direction, according to accident and convenience. But to show the care taken to secure a supply of these useful animals, it may be stated that laws were passed prohibiting the exportation of mares from the colony as early as 1649, on pain of forfeiture. In 1668 the general court went to work in earnest to improve the horses of Massachusetts by an act citing that, "Whereas the breed of horses in the country is utterly spoiled, whereby that useful creature will become a burden, which otherwise might be beneficial, and the occasion thereof is conceived to be through the smallness and badness of stone horses and colts that run in commons and woods," &c.; and goes on to fix heavy penalties against allowing any full horse over two years old to run on any commons or woods unless he be of "*comely proportions and of good size, not less than fourteen hands high.*" The majority of the selectmen of towns to act as examiners, having full power to carry out and enforce the law provided to meet the case. The law also compelled the selectmen to attend to this duty under a considerable forfeiture to the county treasurer for neglect.

Now we know that the privilege of commons in the earlier history of the New England colonies was held in high estimation, and there can be little doubt that the present very general practice of castrating stud colts was introduced originally by law, possibly the very one alluded to, forbidding the use of commons to second rate whole horses. It is worthy of serious consideration whether, with no commons to use, and with our farms universally enclosed and generally very well fenced, it would not be better to save more horses entire, and thus preserve their natural strength and beauty.

This action of the general court of the Massachusetts bay, constituted as it was of the representatives of the people, is important, as showing a disposition, even at that early day, to prevent the deterioration, particularly in the size of their horses, and as calling attention of town authorities to the subject as one worthy of their most careful supervision. It also shows that the horses of that time were regarded as too small for the general wants of the people, and initiates a course of proceedings to improve and enlarge them. It also shows that the modern popular complaint of "too small," which has been very often urged against the present class of horses in New England, more especially against the Morgan and their descendants, is no new thing under the sun, but has been sounded over our hills for just about two hundred years.

It is better known at the present time than it was two centuries ago that the size of the animals of any section depends very much upon the fertility of the land, and especially upon the judicious care and feeding of the young stock.

These horses were left to browse in the woods and get their food whenever they could, exposed to the cold and storms of winter, often wholly unsheltered, and it is no wonder that they were small. But for the timely interference of the general court, no doubt they would have dwindled down to the size of the Canadian Indian pony.

Without special reference to the size of the New England horses which formed the basis of the modern improvements in breeding, it is reasonable, as already intimated, to refer very many of their characteristic qualities to the influence of climate, feeding, and to the services required of the animals through a series of years or generations. The New England horse has always been put to hard work and kept on hard fare, sufficient to break down animals of weak frame. Those which could withstand it without breaking down were, as a matter of course, of hardy, robust, sound constitutions, and such, after proving what they were, and having survived the hardships of our winters, our heavy teaming, bad roads, and short keep, were naturally the ones that would be put to breeding.

Then, again, horses raised on hilly and mountainous pastures early, and of necessity, acquire a sure-footedness, which they could not be likely to possess in so great a degree if raised under other circumstances. They have to be constantly on their guard. There are stones and stumps without number to be leaped, and the young colt in his playful sports, often running at full speed, has to avoid or leap them. He learns the free use of his legs much more surely than if trained through several generations on a smooth and even surface of country. This fact is to be taken into consideration, and to it some of the qualities of the horses of New England are to be ascribed.

Again: the treatment of stallions during the last and the early part of the present century was such as to try the character and constitution of the animal to its utmost, and to establish for him the reputation for endurance and strength, while it imparted great vital energy to the animal himself, and through him to his offspring. Most of the stock horses of those days were kept at work, and generally at hard work, for at least nine or ten months of the year. This, so far from proving an injury, was, probably, decidedly beneficial to such as could stand up under their work and keep in condition. At any rate, it served to establish the reputation of the animal for strength and hardihood for many miles around where he was usually kept, and his services would naturally be sought, rather than those of an animal that had not made such a reputation. In general, the horses on New England farms were not highly grained, except, perhaps, those kept at constant training. The farm horse himself was seldom grained at all, summer or winter, even when put to pretty hard work. Horses brought up in this way, if they exhibit any good qualities at all, will, when put to harder work on the road and grained and groomed, increase in spirit and activity, while others, pampered with high feed when young, will more frequently lose in these respects.

Horses bred in a region of small farms are more closely looked after, more frequently petted and handled while young, and thus get a kind of docility and hardiness from the first, while those bred under different circumstances are brought in with greater difficulty. Hence the horses of New England can hardly be said to require any training or breaking for ordinary purposes, and it is rare that, when harnessed for the first time at the age of three or four years, they refuse to go off as well and as steadily as older animals. I think this may account, in a measure, for the acknowledged docility, to be sure, and different dispositions in different families of animals of the same breed, and it may, perhaps, be said, with truth, of horses as of other farm stock, that training and proper management while young has as much to do with dispositions as any hereditary tendency.

And so of the gait of these horses, as the practice of travelling in the saddle ceased, owing to the improvement of our roads, and the introduction of light

vehicles, which offered the great advantage of carrying any light personal baggage with convenience, and enabling a single horse to accomplish double the amount of work by taking two persons instead of one, the trot became altogether the most desirable gait, as well as the most beautiful, and it soon came to be almost universal on the road. Pacing, which had been so highly esteemed in the saddle-horse, on account of its great ease of motion, was not well calculated for comfort in the chaise, nor, indeed, in the wagon or the buggy. Besides, the trot has always been allowed by professional equestrians to be the only true basis upon which the rider can attain a secure and graceful seat on horseback, combined with confidence and firmness, as he has more control over the motions of the body in that pace than in any other, since in it the body is brought well down into the saddle by its own weight, and finds the true equilibrium. It is because the trotting pace has been developed among us that it exists in so great perfection as to justify the high encomium of Professor Low, and the high reputation which the horses of New England bear in other parts of the country, and this development has been due to the universal necessity of the people for a useful kind of horse to travel over our roads. The art of training the horse to the trot or to any other gait, and developing all his powers in it, is far better understood now than it was forty or even twenty years ago, and the increase in speed has been to a great extent due to this source. Then it is a well ascertained fact that the exercise and development of any particular qualities or capacities in animals not only enables them to excel in them, but when this course is followed up those characteristics become hereditary, or at least are much more easily trained and developed in their offspring. There is another thing which has operated most powerfully on the general improvement of our horses, especially in their speed, and that is, the high prices which they have commanded during the last few years. The profit made in producing first-class animals has been great, and the stimulus it has afforded to skill in breeding has been of itself sufficient to account for much of the progress that has been made. Professed breeders and other public spirited individuals have spent money without stint to procure the very best animals of their class, especially mules, and the community has had the benefit of the improvement to be derived from the use of such animals.

As auxiliary to this the establishment of tracks by State and county agricultural societies in nearly all parts of New England, for the purpose of affording facilities, by trials of speed or otherwise, for exhibiting the good points of young horses, has encouraged the production of a higher quality by the prospect of getting more nearly the true value of colts after they are raised. That the course adopted by these societies has stimulated effort and awakened a greater interest in this branch of farming industry is sufficiently shown in the increasing numbers of horses exhibited from year to year, and in the warm competition that the exhibitions have called forth. The result of this general interest has been the production of a great many very valuable animals, and an increase of speed in many cases, while the general average goodness of horses has been elevated, that is, there are many more really good and fast horses, in proportion to the aggregate number, than formerly.

As already intimated, it is the practical good qualities of the horse that give him value, in the vast majority of cases, to the New Englander. The capacity to travel well ten or twelve miles an hour on the road, or to perform well as a horse of all work, is what is most commonly wanted; yet, in the matter of fast trotting, the horses of the eastern States have of late years taken a deservedly high rank.

In 1843, Beppo, sired by Gifford, a Morgan, trotted with Independence mile heats, best three in five, and made the remarkable time of *2m. 32½s.*; *2m. 31½s.*; *2m. 33s.*; *2m. 38s.*; and *2m. 35s.* It was, at that time, the fastest trotting on record.

It was a Vermont horse, "Fanny Jenks," that performed the wonderful feat, in 1845, of travelling one hundred miles in 9*h.* 43*m.* 57*s.*, without showing signs of distress. She was but 14 $\frac{3}{4}$ hands high, and weighed but 935 pounds. The year previous to this remarkable performance she had trotted ten miles in harness before a sulky, carrying 145 pounds, in 29*m.* 59*s.*

In 1847, Lady Sutton, bred and raised in Vermont, sired by Morgan Eagle, beat Gray Eagle in two-mile heats, in harness, in 5*m.* 17*s.*, and 5*m.* 21*s.*; and, in 1848, she beat handsomely in the celebrated contest with Lady Suffolk and Lady Moscow, making the best mile in 2*m.* 33*s.*

The renowned Trustee, who performed the unparalleled feat of trotting twenty miles in 59*m.* 35 $\frac{1}{2}$ *s.*, was out of a mare, Fanny Pullen, that was raised in Maine. This great trial came off on the 20th of October, 1848; the horse trotting the whole distance without once breaking up, and making his last mile in 2*m.* 51 $\frac{1}{2}$ *s.*

In 1849, Mac, a horse raised in Maine, won several matches against some of the most celebrated animals on the course; twice beating Lady Moscow, four times winning against Lady Suffolk, twice against Jack Rossiter, and others. He made his mile in 2*m.* and 26*s.*, and his two miles in 5*m.* 9*s.* The dam of Mac was probably a descendant of Messenger, and his sire a Morgau, which has generally proved to be a most excellent cross.

In 1851, Tacony, another Maine horse, beat War Eagle twice, though he was still quite young, and in 1852 he won twelve times, beating all the best trotting horses of his time—Lady Suffolk, three times; Lady Brooks, four times; Zachary Taylor, four times; and many others. He made his best mile in 2*m.* 26*s.*, and others in 2*m.* 27 $\frac{1}{2}$ *s.* and 2*m.* 28*s.*; and his two miles, under the saddle, in 5*m.* 2*s.* and 5*m.* 5*s.*; and, in harness, in 5*m.* 7 $\frac{3}{4}$ *s.*

In 1853, Ethan Allen, a Vermont horse, then less than three years old, beat Rose of Washington, in three straight heats, in 2*m.* 42*s.*, 2*m.* 39*s.*, and 2*m.* 36*s.*; making the fastest time on record of any trotting stallion of his age at that time.

In this year, also, Mac made the best time, 2*m.* 25 $\frac{1}{2}$ *s.*, at two miles, repeated in two consecutive heats, being a minute better than Lady Suffolk had made. Miles were trotted in that year in 2*m.* 27*s.* no less than seven times, showing a decided gain in speed over any former period.

From year to year the speed of New England horses has been gradually increased, or if the time of any one has not been excelled, there have been a larger number which have either come up to it or shown faster time than they had hitherto done; showing a general and progressive increase in this important quality till, in the year 1861, Ethan Allen outstripped himself, surpassing the best time that Flora Temple had previously made, and making his mile in 2*m.* 19 $\frac{1}{2}$ *s.*

It is very clear, therefore, that there has been a very decided increase of speed within the last few years. Now, as to the oft-repeated complaint of undersize against many of our horses, it is not so clear that much of it is not open to that objection, if it is viewed with reference to many of the purposes for which horses are liable to be wanted. But when such a complaint has been made against any particular class of New England horses—like the Morgan, for instance—without any reference to the objects and purposes for which they are used, and for which they are most admirably adapted, it is simply absurd. If it is asserted that the Morgan, or any similar class of horses, is undersized for a truck or draught horse, it is no doubt true; he is not bred for that purpose.

The careful development of speed for the purpose of improving the roadster has been attended with complete success. If it could be shown that we have been breeding chiefly for show, instead of service, and that in the development of the speed of New England horses the far more important qualities of strength of constitution and power of endurance have been sacrificed, it would be a just cause of alarm, and it would appear to be quite time to begin a radical but

gradual change, and to look more to size and weight. But this is not the case generally and without qualification, though it is perhaps true that an undue attention has been paid to breeding roadsters and light, active carriage horses, while other kinds of horses have excited less attention, or have perhaps been positively neglected.

It is generally conceded that a medium-sized horse is, on the whole, the most desirable as a horse of all work, and a medium size will range from fourteen and a half to fifteen and a half hands in height. Horses less than that in height will be found too small for general purposes, though many exceptions will be found among the Morgans, owing to their great power and other superior qualities, in proportion to their size. Many short-legged horses have possessed remarkable speed. Flora Temple, for instance, is but fourteen and a half hands high, and her weight not far from eight hundred pounds; and yet, notwithstanding her small size, it is said that her stride, when going at full speed, measures sixteen feet.

The weight of a good roadster may vary from nine hundred and fifty to eleven hundred pounds. There are many horses in New England under a thousand pounds, but probably quite as many which are over that weight. For ordinary purposes on the road, and for general work, from ten to eleven hundred pounds is heavy enough. A larger sized horse would not be found so serviceable in horse-cars, omnibuses, or hacks, and certainly not in the buggy or light carriage. A heavy horse will not wear so long over the hard-paved streets of a city as a medium-sized one. That, I think, has been sufficiently demonstrated by the last few years' experience, and the practice conforms to it, as we see small, quick, tough horses almost universally preferred for these purposes.

If heavier horses are wanted for special purposes, they can be had in any numbers. There is ample material for increasing the size. We often want horses to plough, for instance, and small or undersized horses are too light for the furrow, or the furrow is too heavy for the team. When the team cannot carry a deep furrow without an extra strain or draught too great for it to travel with as a team and keep up a good gait day after day, it shows a want of weight to throw into the collar, and such work would soon break down the team. The eyes of the skilful breeder are very speedily opened by an active demand for animals of greater size and weight, and such a demand cannot long remain unsupplied.

To increase the size judiciously will require the use of larger, better developed, and more roomy mares than the average of our fast roadsters. It is not so essential that the stallion should be very large. He should not be larger than the mare, though a decidedly undersized one should be avoided. Both animals should have a relative adaptation to each other; that is, there should not be a very great disproportion between them. Great contrast in character, especially a disproportion of size on the part of the male, has almost invariably led to disappointment, while a sort of equilibrium of good qualities in both animals has generally produced a superior progeny.

But all attempts to increase the size of horses, as of other farm stock, will prove fruitless, unless the young, growing animal is better cared for and furnished with a full supply of nutritious food. No animal can easily recover from a stunted growth while young, and the development of the frame will usually be in some proportion to the abundance of food.

But with regard to the Morgan, against which the complaint of undersize is most frequently and persistently urged, it may well be doubted whether they could be very greatly raised up without destroying their peculiarities as Morgans, and thereby inflicting an irretrievable injury upon them as a class. When the time arrives for New England to dispense with the horse of all work, it may do to give up that spirited, nimble, hardy, and docile animal, with its iron con-

stitution, its ability and its willingness to work, year in and year out, at every and all kinds of work which can be put upon it.

The New England farmer will probably come more and more hereafter to the practice of breeding for special purposes, and give up the idea of combining every quality in one animal. Breeding roadsters is successful and profitable in many localities, and some will continue to pursue it. Breeding stylish carriage horses may be made equally profitable if judiciously undertaken, and there is always a demand for heavy, slow twelve and fourteen hundred pound horses for teaming about railroad stations, in trucks, and in heavy farm work.

But horses from eleven to twelve hundred pounds weight make extremely useful animals for labor; and if to this size a good form, a good constitution, good spirit, and good courage can be added, qualities which in themselves would not appear to be incompatible, we have a splendid animal. All these qualities are often united, and all of them, except the size and weight, may be found every day and met almost every hour on the road in any New England town. Having superiority of form and points which secure good action, strength, and endurance symmetrically combined, we have beauty as a matter of course, and beauty always commands a fancy price.

With regard to the number of horses in New England, the United States census of 1850 contains no trustworthy information. That of 1840 did not enumerate the horses separately, horses and mules being included in one class, while, for some reason or other, the *horses owned and kept in cities* were not returned in 1850. The returns of horses in Massachusetts will illustrate the position in which the census leaves us in regard to any information worthy of confidence. The returns of 1840 give the number of horses and mules in Massachusetts as 61,484. In 1850 the number of horses, asses, and mules is stated at 42,250, and the horses alone as 42,216. Now, this would lead a person to suppose there had been a great falling off in the number of horses in the State, and, by a natural inference, in the breeding of this valuable animal. But the facts are, that in 1850 there were, in Massachusetts, 74,060 horses, instead of 42,216, and the number had increased in 1860 to 90,712, showing an increase of more than twenty-two per cent. in the horses of Massachusetts alone, and the proportional increase in the other New England States is probably quite as large as in Massachusetts.

Any statistics of the horses of New England drawn from the United States census, therefore, would be calculated to mislead; and as the official returns of the various States are not at hand, it is impossible to state, in detail, either the present number or the relative increase during the last ten or twenty years.