



MRS. H. D. GILL AND THE SPEEDWAY CUP-WINNER JACK.

THE LIGHT-HARNESS HORSE.

AT THE NATIONAL HORSE SHOW OF AMERICA.



SOCIETY of the appreciative sort, society which has money, is dignified, aristocratic and liberal, society which believes that the greatest value of wealth is that it procures pleasure and furnishes opportunity for cheerful amusement, has again accorded to the great

national exhibition of horses its infinite approval. The National Horse Show of 1899 has given us ocular manifestation that the sentiment inherent in mankind to admire a handsome horse is just as strong as it ever was. The attendance throughout the entire week was greater than that in any previous year, although the weather was anything but favorable.

A feature of this season's show which deserves special comment, and which will, I believe, accentuate interest in later exhibitions, was the evident disposition of owners to hold the reins over their horses in most of the driving classes. I do not object to professionalism in its place, but I do believe that its elimination from all roadster classes will increase interest and extend the usefulness of horse shows, making them more popular with the highest type of sportsmen.

Never were the boxes filled with greater nor more refined beauty, nor was there ever a more magnificent display of fitting and expensive

gowns; but many observers will agree with me that there was emphatic evidence that the women, as well as the men, had come to pay homage to the horse, rather than to vie with him as an attraction. Humanity in the boxes, as well as those who crowded the rail and sought out the individual exhibits in their apartments down-stairs, paid careful attention to their catalogues as each new class was called, and gave unstinted applause to popular choices, selected by the judges. As a natural and very satisfactory result, there was much less criticism of decisions than heretofore.

The trotting-bred horse, graceful in action and in repose, his aristocracy of birth evidenced by his good manners, was plainly the popular choice, and he received generous applause whenever he entered the ring. Whenever opportunity afforded for him to prove his superiority over other breeds, by being shown in classes against them, he was, by common consent, crowned king of the equine race.

I can recall but one or two immaterial instances in the trotting classes when the awards made by the judges failed to meet with popular approval.

In class 2, champion prize for trotting stallions, Dare Devil, 2:09½, the black horse by Mambrino King—Mercedes, by Chimes, exhibited by Messrs. C. J. and Harry Hamlin, of Buffalo, had a walkover.

Class 4, for trotting stallions, four years old or over, kept for service, to be judged by their individuality, pedigrees, and show-ring qualities, brought out a grand lot of horses. Advertiser, 2:15¼, the grandly bred son of Electioneer

—Lulu Wilkes, exhibited by Gen. Benjamin F. Tracy, of New York, was very appropriately selected for the blue ribbon. Second prize went to Medio, 2:14¾, a strongly made bay horse by Pilot Medium—Lady Epicure, exhibited by Mr. H. R. Murray, Canastota, N. Y. Alcantar, by Alcantara—Cleopatra, exhibited by Mr. E. F. Brownell, Burlington, Vt., was awarded third prize; and The Earl, 2:17, a chestnut four-year-old, by Mambrino King—Princess Royal, exhibited by Messrs. C. J. and Harry Hamlin, was highly commended.

In class 5, for three-year-old stallions, there was but one entry, that of Messrs. C. J. and Harry Hamlin, The Corker, by Rex Americanus—Lady Bountiful. It was really too bad that this class did not have a good list of entries, as The Corker was good enough to win over a high-class lot. As it was, he was awarded the blue ribbon, which demonstrated that the judges thought highly of him.

A fine lot of youngsters answered to the trumpet call in class 8, for colts and fillies foaled in 1898. Baron Born, the brown colt by Baron Wilkes—Rosewood, owned by Mr. William Pollock, of New York City, clearly outclassed his field, and when the judges selected him for the winner of the first prize, their decision was applauded by everybody. Baron Born possessed all the qualities which go to make a show horse—size, strength, clean limbs, perfect head and neck, and grand action. The exhibit of Messrs. C. J. and Harry Hamlin, Viceroy, a black colt by Mambrino King—Princess Royal, was awarded second; and Lucinda Hamlin, a bay filly, by Mambrino King—Belle Hamlin, exhibited by the same firm, secured third prize, while Leone Archer, a bay filly by George W. Archer—Leonette, exhibited by Mr. H. R. Murray, Canastota, N. Y., was highly commended.

Class 9, for trotting brood-mares, brought out a field of great individuals. The famous old mare, Belle Hamlin, 2:12¾, by Almont, Jr.,—Tay, exhibited by Messrs. C. J. and Harry Hamlin, was followed into the ring by her off-springs, Lucinda Hamlin, a yearling by Mambrino King, and a weanling by Dare Devil. The grand old mare, although twenty years old, carried herself with the grace and agility of a maiden just "coming out." When the blue ribbon was given to her it was approved by general applause. Amanda, a very handsome bay mare by Electioneer—Lady Amanda, exhibited by Gen. Benjamin F. Tracy, New York, won second; and Pansy, a black mare by Berlin—Lady Hubbard, exhibited by Mr. H. N. Bain, Poughkeepsie, N. Y., was awarded third prize.

Class 10 was for stallions with a record of 2:20 or better. There was no chance to beat Dare Devil, 2:09½, by Mambrino King. He was selected by the public almost the moment the horses entered the ring, and the judges were not long in giving him the blue ribbon. Medio, 2:14¾, showed well in this class, and won second; while Burlingame, 2:18¾, the brown horse by Guy Wilkes, exhibited by Mrs. Conrad H. Köshel, of Washingtonville, N. Y., was awarded third prize.

Class 11, for mares or geldings four years or over, with records of 2:30 or better, brought together a very fine lot of roadsters. Emoleta,

2:24¼, by Sealskin Wilkes—Rosedale, exhibited by Col. Lawrence Kip, was awarded the blue ribbon; Water Maid, 2:19¾, by Waterloo, same exhibitor, won second prize; Altomont, 2:21¾, by Almont—Birthday, exhibited by Mr. James W. Cooke, Philadelphia, won third prize, and Bella Bells, 2:21¼, by Bow Bells, was highly commended.

In class 12, for mares or geldings three years old and under four, Arrol, a bay filly by Dexter Prince—Marionette, by Palo Alto, exhibited by Mr. James W. Cooke, Philadelphia, was awarded first prize. Hattie B., a brown filly by Director—Alice Wilkes, was placed second, and Mary Emma Lee, a black filly by Monterey, third.

Class 13 was for horses four years old and over, and Col. Lawrence Kip's bay mare Melody, by Ponchion, and Harmony, by Gambarel, won first and second prizes respectively, Altomont, exhibited by Mr. James W. Cooke, won third, and Sparklet, exhibited by Mr. W. M. V. Hoffman, was highly commended.

In class 14, for road teams, Water Maid, a bay mare by Waterloo—Michigan Mattie, and Gambrella (formerly Nellie Winship), a bay mare by Gambrel—Nellie Mc, made a showing which captivated everybody. They were entitled to first prize, and it met with general approval when it was awarded to them, They were exhibited by Col. Lawrence Kip, of New York City. Willetta, a bay mare by Red Wilkes—Alma, and Bella Bells, a bay mare by Bow Bells—Fantasma, exhibited by Messrs. Tichenor & Co., Chicago, won second; and Sparklet, a bay mare by Sprague Goldust, and Ma K., a bay mare by Walkill, exhibited by Mr. W. M. V. Hoffman, New York, won third prize, Wert, 2:15½, the brown gelding by Warlock, and B. C., 2:15½, the brown gelding by Bourbonage, exhibited by Mr. P. C. Knox, Pittsburg, Pa., were highly commended. The latter team is the one for which Mr. Knox paid \$9,500.

Class 15, for horse and best-appointed road rig, was one which created much interest. The blue went to Sparklet, exhibited by Mr. W. M. V. Hoffman. It could not have been otherwise awarded. Altomont, exhibited by Mr. James W. Cooke, won second, and Messrs. Tichenor & Co.'s Bella Bells, third.

Class 16, for pair of horses and best-appointed road rig, was equally interesting. After devoting more than the ordinary time to crucial examination of horses and rigs, the blue was given to Col. Lawrence Kip's Water Maid and Gambrella, second prize to Messrs. Tichenor & Co.'s Bella Bells and Willetta, and third to Mr. W. M. V. Hoffman's May K. and Sparklet.

Class 17 was the champion prize for single horses, and was handily won by Mr. W. M. V. Hoffman's Sparklet.

Class 113—Novice class for roadsters, for mares or geldings, to road wagon, amateurs to drive. Mr. W. M. V. Hoffman won with Sparklet over a good field. Messrs. Tichenor & Co.'s Bella Bells won second prize, and Messrs. Hamlin's Regal Chimes won third.

Class 114—For stallions, mares or geldings, trotting or partly trotting-bred, for road purposes, was won by Messrs. Tichenor & Co.'s Bella Bells. Mr. H. R. Murray's Medio won second, Mr. H. N. Bain's Addie Lee II. third prize.

THE NEW YORK SPEEDWAY.

"Pleasure, my boy, pleasure of the most supreme type, is what prompts man to pay long prices for horses to drive on the Speedway." This was the reply I got to a query which I had propounded to one of New York's prominent financiers, who is almost a daily visitor to the great driveway. I think he might have added that it furnished to the American type of man an opportunity to gratify his inherited desire for excitement; that the light harness horse and the famous New York Speedway made it possible for a clever man and a good horse to win the plaudits of the thousands who go out to see the contests, the combination furnishing an opportunity for the most healthful of recreation, while making it possible for one to gratify that praiseworthy ambition to "keep in front."

On November 26th I stood at the half-mile post, near Washington Bridge, as did several thousands of others, watching the almost continuous panorama of racing turnouts. The scene is one worthy of the brush of the greatest artist. The rocks on the one side, rising almost perpendicularly to a height of more than a hundred feet; those two grand examples of engineering feats—Washington and High bridges, with their contrasting beauty; the sleepy Harlem River on the other side, and between, the greatest of all straightaway speeding courses in the world, lined on each curb with excited, elated humanity, and occupied in the center by hundreds of horsemen of the most renowned type, the representative financiers of America, driving horses whose names are known in every household in this country, because of their prominence on the racing turf.

Frequenters of Speedway Park have had the satisfaction of seeing contests between pretty nearly all of the great racehorses of the past few years: John R. Gentry, 2:00½; Robert J., 2:01½ (these two holding the world's team record at 2:08 for pacers; Bumps, 2:04 (wagon record, 2:03¼); Dariel, 2:07¼; Kentucky Union, 2:07¼; Quadriga, 2:08¾; Bessie Bonehill, 2:05½; Louise Mac, 2:09¼; Lucille, 2:09¼; Alves, 2:09½; King Egbert, 2:09¾; Ada P., 2:09¼; James L., 2:09¼; David B., 2:09¼; Magnolia, 2:09¼; Sunland Belle, 2:08¾; Bonnatella, 2:10; Prince Alert, 2:05¾; Bullmont, 2:09¾; Jewell, 2:09½; Blaze Boy, 2:10¼; Charity, 2:10¼; Little Edgar, 2:10¼—that was second to Tommy Britton this year in 2:08; Excel, 2:10¾; J. B. D., 2:10¾; Precision, 2:10¼; Iago, 2:11; Ambidexter, 2:11¼; Jack, 2:12½; Octavia, 2:11¼; Woodford C., 2:12½; Nibbs, 2:13¼; Bertie R., 2:12¼, the famous European "ringer"; the crack Philadelphia trotter, Jacksonian, 2:13¼; Poor Jonathan, 2:15, another Quaker City flyer; Egarita, 2:14¼; Neva Wilkes, 2:14¼; Glenmere Boy, 2:14¼; West Wilkes, 2:13½; Claybourne, 2:11¼; Sir Eld, 2:14¾; Cobwebs, 2:12; Sirock, 2:14½; George Carney, 2:13¼; Alrich, 2:12½; Miss Maxie, 2:11¼, besides a score of others with fast records, to say nothing of the fully two hundred more having slow records or none at all, that have shown speed to which justifies placing them in the first class.

The Speedway is the playground for such well-known gentlemen as Messrs. Nathan Straus, A. B. Gwathmey, F. N. Lawrence, A. S. Brakes, J. C. Boynton, David Bonner, J. A. Blaurock, Edgar

Bronk, M. C. Bouvier, M. C. Boynton, R. F. Cutting, S. B. Clark, J. F. Cockerill, Fred Dietz, A. C. Fiske, R. A. Fairbairn, Dr. H. D. Gill, A. Garrside, H. J. Grant, Fred Gerken, E. H. Harriman, F. H. Kerker, A. L. Kerker, Dr. H. H. Kane, J. G. Moore, M. J. Murphy, Jr.; Daniel Odell, Frank Work, Bernard Zahn, and many others of equal prominence; and it furnishes recreative pleasure to thousands who daily watch the sport from the curb.

The horses are known to nearly every habitue of the Speedway, and as some of them come down the road at speed you will hear the announcement all along the line: "Here come Cobwebs and David B.; there's a brush for you; look at them come; that's a horse race, sure enough." And then, as the horses near the finish, and each driver increases the tension and probably uses the whip, and one of them pulls away from the other, a cheer goes up for the winner; and then there is a buzz of comment all the way down the line until another contest of more than ordinary importance attracts their attention.

On the 26th of November, fully 3,000 people stood along the sides of the Speedway and they were repaid for their long trip by seeing a number of the great ones parade up and down. Kentucky Union, 2:07¼, one of Mr. Richard Croker's new trotters, was an object of interest as she was slowly jogged from Dyckman street to Washington Bridge and back by the Buffalo amateur, Mr. A. E. Persen. A great many people seem to forget that Kentucky Union has been driven to wagon before and is said to be as clever as any roadster in the world hitched that way. Mr. James Hanley and the well-known trainer, B. J. Demarest, were out behind the fast team of trotters, Little Edgar, 2:10¼, and Excel, 2:10¾. Mr. Anton Schwartz drove the big chestnut mare Lily Glenn, 2:17¼, and the black gelding Wyoming, 2:18¼, in a team; and they showed a lot of speed, conquering everything they were started against until a challenge to Mr. A. M. Rose, with the sensational racing team, Sir Eld, 2:14¾, and Island Belle, 2:16¼, brought them to grief. The Rose team defeated everything they met, showing rare form. Mr. J. A. Blaurock's noted Speedway trotter, Kingwood, measured strides with a number of the best ones, and was victorious in each event, although he was handicapped by being hitched to a heavy high-wheel cart.

Mr. David Tuers, from Montclair N. J., had his mare, Theresa B., 2:16¾, by Alice Wilkes, and she beat some of the high-class ones, notably Dr. J. T. Moore's Speedway Cup winner, McMillan, 2:17¼. As an evidence of how good Theresa B. must have been, McMillan later showed the way to David B., 2:09¼, from Dyckman street to Washington Bridge, fully three-quarters of a mile. The chestnut pacer, King Tom, owned and driven by Mr. Christopher Hackett, furnished plenty of inspiration for onlookers, and merited their applause when he finished in front of West Wilkes, 2:13½, and Eola, 2:11, in a sensational brush down the latter half of the Speedway. Mr. Charles Weiland's Ada P., 2:09¼, showed very high racing quality, beating that fast mare, Flossie B., 2:20¼, and several others, Dr. H. H. Kane, who had recently secured the pacer,

Honest John, led several parties to the bridge.

Thanksgiving Day brought out another holiday crowd of both sightseers and racers. Cobwebs and his owner always excite interest, and many of those who frequent Speedway Park feel amply repaid if they see these two come down the road at a good stiff gait, whether it be in a race or not. No other horse on the Speedway trots like Cobwebs. He seemingly knows nothing but trot, and when he is extended the top line of his body, from head to tail, is apparently on a level. He trots almost entirely on his own courage, and seldom is it necessary for his driver to let him hear the swish of the whip. On Thanksgiving morning, however, Cobwebs was hitched to a two-man wagon, and a son of Mr. Richard Croker was sitting by the side of Mr. Straus. With this two-told handicap, Cobwebs should not have been asked to beat anybody, but when David B., 2:09 $\frac{1}{4}$, came rushing up behind him Mr. Straus shook up Cobwebs, and a race was on. For a quarter of a mile the game old fellow kept in front, and then the weight told on him, and his colors were lowered. Nobody believes, however, that, on even terms, David B. can beat Cobwebs.

Mr. J. A. Blaurock's Kingwood beat Mr. John F. Cockerill's Swift, 2:16 $\frac{1}{4}$, in a heart-breaking finish. Jacksonian, 2:13 $\frac{1}{4}$, the Philadelphia trotter, beat several of the best ones, including Swift and Lottie, 2:29 $\frac{1}{2}$. Dr. H. H. Kane's chestnut stallion William E., 2:22 $\frac{1}{2}$, showed the way to several of the good ones, but met his Waterloo when he challenged the big gray mare Elmira. The latter is a "green" one, but she shows great road qualities, although I do not like her long, sweeping stride for a roadster.

December 3d was an ideal day, and the Speedway was crowded in the morning. Fully five thousand persons watched the contests. The course was rather heavy in the earlier hours, and only got in good condition after noon. Cobwebs and David B. were among the first to arrive, both hitched to light racing shells, and everybody looked for a race between them, but Mr. Straus was afraid his old favorite might sustain an injury in the slippery going, and Cobwebs was joggled home by his caretaker while his owner mingled with the crowd on the sidewalk. Mr. George A. Coleman came on a little later with the big bay gelding Baylight, 2:33 $\frac{1}{4}$, by Starlight-Emeline, by Goldsmith's Volunteer. Mr. Coleman weighs 255 pounds, and the wagon he rides in is much heavier than the usual speeding wagon. As he turned Baylight with David B., 2:09 $\frac{1}{4}$, few persons anticipated a race, but that was what followed, and Baylight clearly outfooted David B., trotting away from him with perfect ease. Dr. Gill's Jack was very much in evidence, beating everything he started against. The pacing team, Sir Eld and Island Belle, beat King Tom in a rattling brush, and when the latter broke and ran, Mr. Rose shook the team up and rushed by King Tom, even though he was running at top speed. It was a sensational display of speed on the part of the team. After beating everything she was started against, Mr. M. C. Boynton's gray mare Brunehild, 2:15 $\frac{1}{2}$, caused a flurry by trying to run away, after a shaft had broken on the wagon to which she was hitched. Mr. Boynton, however, stopped her without assistance.

THE GENTLEMEN'S DRIVING CLUB OF MILWAUKEE.

The Gentlemen's Driving Club of Milwaukee, Wis., was organized in 1898. While its first year was fairly successful and met all anticipations, the past season has been one of extreme pleasure, and members have become imbued with the spirit of contest to so great an extent that the racing sentiment seems to have been inoculated into every human being in Milwaukee. During 1899 matinees were held once a week with but two exceptions. The membership has grown, and now numbers ninety-six. It could easily have been doubled but for the desire to have in the club no element of discord and none but the highest class people in the city. In 1900 the club hopes to lease a site and build a new half-mile track, stables, grand stand and club-house. Every horse starting in the matinee contests during 1899 was owned and driven by members of the club, making every performance purely amateur. The championship prize was won by Mr. John Callahan's Bourbon Sneak, that animal winning more races than any other and also securing the fastest record, 1:05. Senator Mitchell, owned by Mr. F. C. G. Brand, won second prize, and Clay Van, owned by Mr. W. H. Ellis, won third prize. Bourbon Sneak started nine times, winning six times and finishing second three times. Senator Mitchell started nine times, was first five times, twice second and twice third, getting a half-mile record of 1:06. Clay Vail started ten times, won four races, was twice second and three times third.

CLEVELAND DRIVING CLUB.



The Cleveland Driving Club is recognized as one of the strongest and most enterprising organizations of its kind in existence. It was organized in 1895, and during its life has proven conclusively that matinee racing is a sport of such rare attractions as will create lasting enthusiasm and bring the best element of society to its support. The keenest of rivalry has sprung up among Cleveland gentlemen who own light harness horses. The record of the club is a remarkable one. In 1895, the year the club was organized, fourteen matinees were held. That year there were 155 heats trotted and paced, 85 of which were slower than 2:30. During the past season fifteen matinees were held, at which 272 heats were trotted and paced, and only 10 of these were slower than 2:30. During the past season there were four heats in 2:10 or better, 31 in 2:15 or better, and 114 in 2:20 or better. Temper, owned and driven by Mr. W. M. Cummer, went the fastest mile to wagon—2:09 $\frac{1}{2}$. Ellore trotted a mile in 2:10 $\frac{1}{2}$, Askey in 2:10 $\frac{3}{4}$, Faustina in 2:12 $\frac{1}{4}$, Fannie Foley in 2:13 $\frac{1}{2}$, Rose Turner in 2:14 $\frac{1}{4}$, Peter Swift in 2:14 $\frac{1}{2}$, and Iago in 2:15. Sunland Belle, driven by Mr. H. K. Devereux, paced a mile to wagon in 2:07 $\frac{1}{2}$; Col. Bill, driven by his owner, Mr. C. R. Moody, paced a mile in 2:11 $\frac{3}{4}$, and Carrie Onward, driven by her owner, paced a mile in 2:13 $\frac{3}{4}$. Mr. H. K. Devereux drove in 56 races during the season, winning 27 times; was second 14 times, third 10 times, and unplaced 5 times. Mr. C. R. Moody drove in 27 races, won 12, was second 8 times, third 2 times, and unplaced 5 times.

The following table for 1899 shows the time for each matinee:

	Number Heats.	Fastest Heat.	Slowest Heat.	Average Time.
June 3.....	8	2:17½	2:28½	2:23 22-100
June 10.....	8	2:14¼	2:32¾	2:22 42-100
June 17.....	11	2:15	2:38¼	2:23¾
June 24.....	15	2:14½	2:33	2:21 4-5
July 1.....	15	2:13¾	2:31	2:19 93-100
July 17.....	15	2:13¾	2:31½	2:21½
Aug. 5.....	16	2:10	2:31	2:19 54-100
Aug. 12.....	17	2:08½	2:25¾	2:17¾
Aug. 19.....	15	2:10¼	2:23½	2:18 11-100
Aug. 28.....	19	2:12	2:29	2:20 87-100
Sept. 2.....	15	2:10¼	2:24½	2:15 59-100
Sept. 9.....	21	2:10½	2:29¼	2:20 15-100
Sept. 16.....	18	2:07½	2:23¾	2:17 3-5
Sept. 23.....	15	2:09½	2:27¾	2:18 9-10
Oct. 2.....	14	2:18	2:28¼	2:22 1-10

Average time for season, 2:20 1-10.

Sunland Belle, by winning eight races, secures for her owner, Mr. J. H. Outhwaite, the club's challenge cup and the championship for the year for the greatest number of races won, Mr. Outhwaite and Mr. C. R. Moody each receives a championship ribbon for the greatest number of races won by a stable, each stable having won twelve races. The Reed championship trotting cup was won by Mr. M. A. Bradley's chestnut mare Lena Wilson. The Reed championship pacing cup was won by Mr. H. J. Trinkner's Rosencranz. The championship cup for trotters securing the fastest record was won by Mr. W. M. Cummer's chestnut mare Temper, 2:09½, and the championship cup for pacers securing the fastest record was won by Mr. J. H. Outhwaite's Sunland Belle, 2:07½.

BUFFALO'S SNOW PATH.

Buffalo horsemen are preparing for great sport this winter over their famous snow-path. The racing among gentlemen over the renowned winter speedway of Buffalo has always been of a high order, and has furnished healthy amusement to thousands beside those who took active part in the exhilarating sport. Every fine day when the broad boulevard is covered with snow entices great crowds to witness the spirited contests. Buffalo has really set the pace in winter-racing rigs, and to-day the sleigh drawn by speed horses is but a shell "as light as a feather and as swift as the wind." Horsemen of Buffalo are looking forward this season to a period of sport surpassing anything in previous history, because of the acquisition to their ranks of a large number of gentlemen comparatively new to the sport. The number of extremely fast horses has been largely increased. There are now owned in Buffalo no less than a dozen horses with records faster than 2:15 that will be seen in the winter contests, and this means brilliant battles, "eyelash finishes," and efforts which will call forth enthusiastic applause. For two years Mascot, 2:04, that strong-hearted old fighter, who has been winning races for seven or eight years and is still a campaigner of such gameness and vigor as to make bettors consider him whenever he starts, has been king of the Buffalo snow-path, but by so narrow a margin that his owner, Mr. Oliver Cabana, has had to drive with the skill of a professional to keep the old war-horse in front.

A GREAT CHICAGO STABLE.

Mr. C. K. G. Billings, the Chicago horseman, whose great admiration for the light harness

horse has prompted him to spend a small fortune in the organization of a stable of sensational campaigners, recently brought six horses to New York to enjoy the famous Speedway. The weather conditions were unfavorable, and during his stay in the city Mr. Billings found less than a half-dozen opportunities to enjoy speeding on the riverside driveway. Beside, it was evident to everybody that Mr. Billings brought Bumps, 2:03¼, the champion wagon pacer of the world, in anticipation of securing an opportunity to try conclusions with Robert J., 2:01½, and Dariel, 2:07¼, the crack New York pacers, and he must have been somewhat disappointed when he failed to get a contest with either. While he did not himself proclaim the fact, it was generally understood that he brought that sensational trotter, Lucille, 2:09¾, with a view to getting on a race with the champion Speedway trotter Cobwebs, 2:12. In this wish he would, beyond a doubt, have been accommodated had the weather remained satisfactory, but as it was, the Billings stable returns home with only the satisfaction of having shown New Yorkers the fastest authenticated quarter of a mile paced over the Speedway, Bumps having gone that distance to wagon in 28¾ seconds. Some idea of the regard Mr. Billings has for the light harness horse may be gained from the fact that his stable, shipped from Chicago, contained six horses, nearly a dozen wagons, several carts, fully a dozen sets of harness, boots, blankets and other necessary paraphernalia, six grooms and a superintendent. It is estimated that each time he drove on the Speedway it cost him nearly \$1,000 for his pleasure. Of the New York Speedway Mr. Billings says: "It is simply incomparable with any other driveway in the world." The Billings stable will return to New York in the spring.

THE HORSE WILL NEVER PASS.

"The Passing of the Horse" has been made the subject of very considerable solicitude on the part of those writers who seem to be devoting their energy and talent to "booming" the motor carriage. The anxiety expressed because of the possible extinction of the horse kind, on account of the early ending of his days of usefulness, would appeal to the sentiment of a mummified Egyptian. I have no notion of the kind of narcotic these writers use which produces such clean-cut despondent bluishness, but the absurdity of their deductions must be painfully apparent to them when they read of the brilliant success of the recent horse shows and the widespread and fast-increasing interest in that truly American type of horse, the trotter. The horse, the one animal to which roan has pinned his faith ever since Noah unloaded from the Ark the pair which have propagated a most wonderful and useful quadruped race, is more popular to-day than ever before in his history, and he has performed more acts upon which are founded both government and patriotism than these silly pencilers could ever be capable of. He is the one animal that responds faithfully to man's moods—a friend true, tried and lasting—and he will pass only when man has evolved into a being incapable of sentiment and unable to realize the meaning of pastime or to enjoy pleasure.

Baron Wilkes, 2:18, by George Wilkes, from the campaigner's view, is the greatest sire of the year. He has eleven new performers, with records from 2:30 to 2:11½, and eleven with reduced records, ranging from the 2:24¼ of Baron Bell to the wagon record of 2:03¾ of the iron horse Bumps. Included in his list of newcomers is the great filly Extasy, that took a two-year-old pacing race record of 2:10½ and this year, as a three year-old, takes a trotting record of 2:11½. Baronwood reduces his record from 2:26¼ to 2:14½, Grand Baron from 2:18¼ to 2:12¼, Royal Baron from 2:23¼ to 2:10¼, and Tesla from 2:23¼ to 2:12¼. Of those which reduced their records five are new 2:15 performers. The sons of Baron Wilkes are sustaining the reputation of the great Wilkes family, and are reproducing in an even more pronounced type the characteristics which long ago made that family popular. Oakland Baron, 2:09¼, one of the greatest money-winners of his day, and now only eight years old, is the sire of the new performer Lucy May (2), 2:22½, and he has a number of others full of promise. Earl Baltic, another son of Baron Wilkes, has two new performers, Baljean, 2:21¼, and Bethel, p., 2:18¼. Alfonso, 2:29¼, by Baron Wilkes, has eleven in the list, securing two new ones this year in Lee Wilton, 2:26½, and Marie C., 2:16¼. Baron Dillon, 2:12, another son of Baron Wilkes, is the sire of this year's new four-year-old Lord Linton, 2:25¼, and Lady Dillon, 2:29¼. Baron Jean, 2:30, is the sire of Baron Belt, 2:20¼, Baron Posey, 2:21½, is the sire of the three new ones, Clausby, 2:21½, Baron B., p., 2:21¼, Teresa Wilkes, p., 2:19½; Baron Russell, 2:18, gets two reduced records, Billy Russell from 2:24¼ to 2:19¼ and Hester Russell, p., from 2:17¼ to 2:11¼; Baron Speedwell is the sire of the new performer Bretwalda, 2:26¼; Baronial gets a new performer, Rags, 2:26¼, and two reduced records, Barony, p., from 2:19¼ to 2:18¾, and Moronial, p., from 2:16¼ to 2:10. Baron Wilkes has a

total of 78 performers in the standard record list and stands at the head of the money-winning sires of the world.

DEATH OF COL. LAWRENCE KIP.

Many who have become regular attendants at the National Horse Show, and who had come to recognize in Col. Lawrence Kip a fixture of that popular institution, sought in vain for his cheerful face among the thousands who came to pay tribute to man's noblest animal friend. Inquiry brought the information that Colonel Kip was lying dangerously ill at his home, 452 Fifth avenue, New York. Later in the week, when his exhibits were withdrawn from the contests which followed, it was learned that there was little hope for the recovery of the vice-president of the Horse Show Association. He died on Friday night, November 18th. Colonel Kip was born at Morristown, N. J., in 1835. As soon as he arrived at the proper age he attended the Churchill Military School, at Sing Sing, N. Y., where he remained until 1853, when he received an appointment to a cadetship at West Point. A commission as second lieutenant was granted him in 1857. During the civil war he served on General Sheridan's staff, becoming a captain in the artillery in 1866. Colonel Kip was vice-president of the National Horse Show Association, president of the Suburban Riding and Driving Club, and president of the Coney Island Jockey Club, besides being a member of the Union, Metropolitan, Tuxedo and Country clubs.

Mr. J. A. Blaurock, who devoted much of his time during the season just closed to increasing interest in matinée racing under the auspices of the Hudson County (N. J.) Driving Club, of which he is president, announces his intention to give several valuable cups for wagon races next season. The contests will occur over the Guttenburg mile track.

NATHAN A. COLE.

THE HARNESS AND SADDLE-HORSE DIVISION.

THE NATIONAL HORSE SHOW.



From the amateur's point of view the fifteenth annual session of the National Horse Show was an improvement upon its predecessors. In the departments for heavy harness and saddle horses the entries of amateurs were more numerous than formerly. There were some changes in the classification directly in line with suggestions which have, from time to time, been offered in these columns; and there was evident an endeavor to cater to the wishes of amateurs. These changes for the better were especially noticeable in the heavy harness department. In the classification of this section there was, for the first time, a separate department for dealers' exhibits. While this, to some extent, kept the tradesmen together, the conditions did not prohibit the professional element making other entries in the open classes; and in the department for well-appointed equipages and for large carriage horses the dealers' entries were

as conspicuous as ever. But the distribution of the ribbons in the open classes showed that the professional entry had not materially interfered with that of the novices.

The discontinuance of the so-called high-stepping classes was a distinct improvement, obviating the interminable repetition of entries.

There was, however, no evidence of any drastic change in the general classification, and nothing to indicate that the directorate had adopted the oft-suggested and much-needed arrangement of classes based upon *type for purpose* as distinguished from the old plan of *height limit*; and the time seems as distant as ever when our National Show shall become a series of pictures delineating typical turnouts. Inasmuch as the show does present the typical horse and runabout, an the typical horse and brougham, in separate classes, there should be no reason why the public cannot be afforded object lessons in respect to all other turnouts.

The rule relegating prize winners at previous

shows to champion contests was modified this year, and former winners were only declared to be ineligible to the same classes as those in which they had won their laurels.

A commendable rule this year was that prohibiting the publication in the catalogue of the sale price of an exhibit.

The catalogue was, however, again compiled in the form of a breeder's list, instead of as a programme of events. The public experienced as much confusion as formerly in following competitions intelligently.

As usual, there was no information given in the catalogue as to the breeding of the heavy harness horses, saddle horses and hunters. Inasmuch as the fundamental object of the show is the improvement of horse-breeding, it would seem essential that the authorities should take every means in their power to promulgate information of this nature. This is the more necessary in view of the practice which now obtains of re-naming horses, especially those shown in heavy harness.

Why a horse that is converted to heavy harness should have its name changed and its origin and history hidden is a mystery, yet such is the deplorable fact, and our show catalogues tell us nothing of the breeding of a single horse in the lists. Hackney breeders have, through their registry, kept track of their stock, but the identity of trotting-bred specimens shown in heavy harness has been absolutely lost. In view of the necessity which now exists for the establishment of a fixed type of American carriage horse based on the stock from which show-ring winners are drawn, exhibitors should demand that the breeding of their entries appear in all catalogues.

While the show was prolific of new and untried horses of good style and character, yet it is a fact that except in one instance—that of a stallion—the old-timers carried off the championships; and it was noticed that the new purchases of the experts did not get to the front until the middle of the week—when appointments began to count fifty per cent.—and were only rarely among the blue-ribbon winners.

From a breeder's standpoint it is quite evident, therefore, that the searchers after showing material must confess that their system of selecting mature specimens year after year has depleted the available stock.

Another important matter, in this connection, that seems to have been lost sight of, is the correct publication of the age of exhibits. Notwithstanding there is a rule regarding it, more than one horse's age was not shown in the catalogue, and the ages of several winners were incorrectly stated. A comparison of the figures given in the catalogues of this and previous shows will enlighten the show authorities on this important point.

The initiation this year of a prejudicial practice, viz.: the entering of a horse two or three times with different mates, was manifestly unfair to those who exhibited one pair only.

Amateurs have cause for intense gratification in that the most sensational harness horse of the show was the trotting-bred stallion Red Cloud, entered by Mr. W. L. Elkins, of Philadelphia. This is an aged stallion, dark chestnut in color, and 15,3½ hands high, of grand style and character, but with action defective,

as the front legs paddle and the hind legs do not come under well to support the weight. But these defects were hardly noticeable from the side, and the magnificent style of the horse won him the plaudits of the public.

In making the award in this horse's favor in the Waldorf trial, sentiment may have influenced the judges, as the animal was not a typical *gig horse* in any sense. Mr. Elkins personally drove the horse; and, after a rather lengthy deliberation on the art of the judges some of whom probably fancied Mr. Albert Bostwick's entry, Lord Chesterfield, very strongly, the gentleman from Philadelphia secured the prize, amid a burst of applause such as has scarcely ever been duplicated in Madison Square Garden.

The champion small horse of the show was Lord Brilliant, the trotting-bred chestnut gelding, 14,3½ hands. This horse is also the property of an amateur, Mr. H. C. Hoskier, and found no difficulty in winning over eighteen entries in a class for single horses, took first when shown with mate in a class for pairs, and again came out on top in the tandem class for horses of medium height, and formed one of the winning quartet under fifteen hands.

When it came to choosing champion pairs, the well-known dealer Mr. Charles F. Bates had matters his own way in the class for small horses with the old-time favorites, Coxe and Brown Donna, and in the class for larger horses with the inimitable pair, Hi and High Tide. These pairs also took first in their respective classes in the dealers' department of the show, and Coxe was there deemed the best single horse of small stature, while the Fashion Coach Company had the best large horse in the bay gelding, Thunder. In the appointment classes the Bates entries, Hi and High Tide, were twice successful, and they also won the much-coveted Brewster prize for pairs shown to demimail for park use. Mr. Bates also had, once again, the best appointed road coach, and in 42½ seconds made the quickest change on record for a four-in-hand team.

A remarkable feature of the heavy harness department of this show was the success of hackney-bred horses in several well-contested classes. Their winnings may be regarded as marking the first step toward the rehabilitation of this breed in popular favor.

Messrs. F. G. Bourne and E. D. Jordan put on exhibition several very handsome pairs and single horses of hackney blood, and between them they accounted for fifteen prizes in the harness classes. These included F. G. Bourne's Squaw, winner of the Harrison Challenge Cup; the same owner's Starlight, second to Lord Brilliant, and E. D. Jordan's Tom Noddy, third to same horse in the open contest; Jordan's Tom Noddy and Gossip, second, and Bourne's Miss Glen and Jennie Neil, third, to Lord Brilliant and mate in the class for pairs; Jordan's Elegance II. with mate, second in tandem; the same owner's Madge Kendal and Queen of Action, first in a closely contested novice class, and the Jordan fours, wholly or partly made up of hackneys, that took highest honors in the open class for teams, and in the class for park teams where appointments counted. The Bourne pair, Princess Olga and My Grace, were also frequently in the ribbons.

Mr. Joseph E. Widener, of Philadelphia, reappeared at this show, and took first prize in an appointment class with his brown gelding Gabriel, a well-balanced horse of splendid finish and nice action. His white mare Queen was a very pleasing exhibit in the runabout class, and rightly took second prize. Of other amateurs whose horses were fortunate may be mentioned Mr. Thomas Lawson's Glorious Connie and Glorious Bonnie, a small tandem team that were simply exquisite, and the same exhibitor's four-in-hand, that ranked second in two good classes, Mr. Albert Bostwick's Lord Chesterfield and mate, that won in a good class of carriage pairs, and took second single and double when shown to broughams and cabriolet, and were placed reserve to the champion pair. Where this plucky young amateur shone brightest, however, this year was in the road-coach competition, he appearing on a brand-new vehicle of superb design and finish, and horsed in a manner that brought out the horsemanship that was in him.

Another very noticeable horse in the amateur classes was Mr. Arthur M. Hunter's bay gelding Arden, that was deemed the best of thirty-two actually shown in an open class, and was second in the large class of novices. Mr. J. Robinson Beards bay gelding Pride was the lucky horse in the runabout class, in which twenty-four smart goers were put to the test, and Pride, when shown with its mate, Prejudice, ranked second to the Bostwick pair in one of the closest contests of the week.

The exhibits in the saddle classes were of much higher quality than at former shows. Of the horses under 15.2 the champion was Mrs. H. H. Good's chestnut gelding Posthorn, which was also the judge's first choice in the weight-carrying class. For beauty of outline and perfection of gait, as shown under the masterful hands of Charles Railey, the famous trainer of Kentucky-bred horses, Posthorn was easily the first favorite. Another grandly put-up horse was Mr. Tames Marshall's The Laird, which Mr. McGibbon put through its paces.

Of the horses over 15.2 Mrs. John Gerken's rare old chestnut Vinco took first in its class, and was placed reserve to the champion, Lady-smith, a chestnut mare, five years old, shown by Mr. McGibbon in charming style. This mare was smooth at the canter and was well shouldered and also well let down behind. Judge Bussigny, who awarded the honors in this department, was somewhat overexacting in his requirements, and especially tedious in reaching his decisions in the class of fourteen horses ridden by ladies, and after picking the mare Ladysmith, ridden by Miss Belle Beach, went through a whole lot of manœuvres before placing Mrs. Potter's Ruby, with Mrs. Blaisdell up, second, and the dainty little chestnut gelding Alert, ridden for the Plymouth Stud by Mrs. Wilson, third. Mrs. Kotman's Confidio, ridden by owner, and Mr. Marshall's The Laird, ridden by Mrs. Beach, Miss Marian Holloway's Consolation, and the bay mare Filigree, ridden by Mrs. Donnelly, performed in every way equal to the second, third and fourth choice.

The Corinthian class of hunters contained some good old timers, like General Healey's Kensington, Hart Bros.' Richmond and Ambrose Clark's Red Oak. Mrs. N. K. Hayes,

however, was awarded first prize for her gelding King Crow, while Mr. James K. Maddux took second prize with his four-year-old chestnut Searchlight, young Sidney Holloway taking his sister's bay gelding Ben Bolt into third position, Richmond rounding out the honors. Searchlight was deemed the best qualified hunter for a lady's use, Richmond the next best, while Adam Beck's Westminster Belle, a very clever mare, ranked third.

In the light-weight division, conformation, quality and performance to count, Searchlight was again successful, Miss Holloway's Ben Bolt taking second prize.

Pepper's Westminster Belle was first choice for heavy-weights in the open class. The champion heavy-weight carrier was Hart Bros.' Richmond, Adam Beck's Lady Hampton reserve.

The middle-weight champion was Mrs. Hayes' King Crow, and Searchlight was the best of the light-weights.

Of hackneys of the old-fashioned type the best seen in many years was Mr. F. C. Stevens' Fandango, the bright chestnut stallion, nine years old, that Mr. Frederick Joy purchased from Mr. Burdett-Coutts in 1892. This horse took first prize in his own class, then won highest honors when shown with four of his progeny, and then carried off the championship with the greatest of ease. Prince Crompton, shown by the Plymouth Stud as a three-year-old, won in his class and showed a much freer movement than when seen last year. For brilliance on the halter the Gerkendale Farm's Brandon was a remarkably fine exhibit, and for beauty of form, combined with great power and character, Graham Bros.' stallion, Lord Rosebery, filled the eye of the critics. Of the mares shown, Lady Sutton, Victoria III. and Victoria IV. were the best of the Attica Farm's exhibit, while the Plymouth Stud had the champion in the roan mare Laodamia and a winner in Elegance II., and a good second choice in Bonwick Belle. Frederick G. Bourne's Indian Queen and Miss Glen each took second prize in their respective classes, and the same owner's stallion, Enthorpe Performer, took second when shown with hackney progeny and again when shown with half-bred stock. In this last class the old favorite, Fashion, was awarded first prize, his other competitor, besides Enthorpe Performer, being Mr. Theodore Patterson's Americo-Arab Abdul Hamid II.

The ponies under saddle were much better than formerly, and the classes were better filled, Mr. Theodore Patterson had the pick of the bunch in the brown mare Maritje. Mrs. Gerken had another good one in the black mare Jennie. Others noticeable were the Plymouth Stud's Scarlet Letter. W. J. Sampson's Jessie, the Bates bay pony, and the small, but fine, rangy gelding Patsey, shown by Miss Benedict. In the classes for ponies in harness Mr. Sampson had two excellent specimens in the stallion Pickaninny and the skewbald mare Jessie and the best of another lot was George D. Widener's brown mare Jill. The best pair was undoubtedly the mares Topsy and Jessie, shown by the Gerkendale Farm. The most sensational pony in the show was Mr. Thomas W. Lawson's Glorious Bonnie.

A. H. GODFREY.