



MISS DEVEDON'S UNBEATEN JALOPY TEAM. ALFRED G. VANDERBILT'S CHAMPION GREY ROAD HORSES, VANDERBILT ON THE BOX

Since American bred and American schooled horses have captured blue ribbons galore while in competition with the equine aristocrats of the United Kingdom at the late International Show in London, the Show Horse is more prominently in the eye of lovers of horseflesh to-day than ever before. By "Show Horse" is meant the very highest type of horse—a horse which years of painstaking care on the part of breeders has finally produced, and one which months and, in some instances, years of patient handling and training has been required to bring to the degree of perfection as regards manners, gait, action and conformation, all so necessary to a horse's success in the show ring.

Once more American brains and American dollars, a combination so well calculated to overcome all obstacles, have triumphed and now we can boast of a horse which the experts of all countries have pronounced to be the very highest type of horseflesh ever exhibited in a tan bark enclosure. With the English hackney for a basis to work upon, a judicious commingling of blood has wrought a most remarkable evolution in the park horse of our large cities. The hackney, crossed with the best blood lines of the Kentucky roadster, and later, with those of the Morgan strain, gives us to-day a horse possessing courage, conformation, manners, speed, action, beauty and breeding, which combination has amply fitted him for a journey across the sea, there to sweep everything before him in the various classes in which he competed.

It required years and years of study to accomplish this feat, and it is Henry Fairfax, of Virginia, more credit is due, perhaps, than to any other importer and breeder of hackneys in this country. Mr. Fairfax is the pioneer in this undertaking, and after expending a fortune to this end, his efforts have at last been crowned with success, and he has lived to reap the harvest of so richly deserved success.

Each year are held in various parts of the east, scores of horse shows, all of more or less importance to the breeder and fancier, some of national and even international significance. This is the season of the open air show—those delightful functions where, amid picturesque settings, the show ring is pitched, and where these various hundreds of beautiful gowned women, and well-groomed men are wont together to pay homage to the thoroughbred. This is a horse age, and it is no longer vulgar to be horse; and these devotees of the show ring of to-day are thoroughly au fait with the horse in all his varying moods and tenses, and can at a glance take in his every good point or defect.

In the east, Philadelphia, Baltimore, Newport, Boston, Plainfield, Morris-town, Orange, Tuxedo, Rutland and Atlantic City all hold out of door shows, and each is of vast importance to the exhibitor who, in nearly every instance, completes the circuit. Of course, there are hundreds of shows elsewhere, such as those given throughout Virginia, but nearly all of these are of more or less local significance, as in the latter state ninety per cent. of the exhibits are Virginia bred, and, in consequence, the hunter and saddle types predominate. The middle and far west all have their shows, too, but since Chicago has failed to make its horse show the success it should be, western breeders must depend entirely upon the east as the scene of their horse successes.

With the approach of fall, however, the final test comes, the survival of the fittest as it were, and then the horses that have met with success at the open shows are carefully prepared for the season's climax, the Madison Square Garden show, New York, where the National Horse Show Association annually holds the greatest show on earth. The International Horse Show, recently held in London, where American horses established such unbroken records for ribbons won, has spurred Americans on to renewed efforts, and one year from next spring this country is to be the scene of the International show, and it is needless to assert that a new era will then dawn for breeder and fancier on this side of the Atlantic.

With such events as these as an incentive, it is little wonder that millions of dollars are annually expended on horseflesh, and it will doubtless prove interesting to gain a more intimate acquaintance with the thoroughbred in his winter quarters. Reginald C. and his brother, Alfred G. Vanderbilt, beyond doubt, head the list of sportsmen who breed, own, train and exhibit show horses on the American and European circuits. Both are enthusiastic and accomplished whips, and concentrate all their energies, as well as many thousands of dollars, towards producing the ideal show horse, fitted for all harness classes. Neither, strange to say, cares for the saddle type, but delight in drawing the rein over anything from a single horse to an eight-in-hand. It needs be, it is conservatively estimated that each spends \$50,000 a year toward the maintenance of his respective stable. Reginald Vanderbilt's Sandy Point Farm, situated but a short distance from Newport, R.I., is by long odds the most extensive and palatial breeding establishment in the world. There William Bone, his stable manager, has a hundred or more candidates for blue ribbons in constant training. "Tiger Lillie," the fifteen

thousand dollar imported hackney stallion, heads the stud, and through him Mr. Vanderbilt hopes within a few years to exhibit none but his home-bred product. With proper care in the selection of his mares he will ere long elevate the standard of all classes of harness horses in America, for competition in show horses is so keen that other breeders and fanciers will be quick to follow his lead and set up their own studs.

The ideal type for the heavy harness horse, the one which all breeders are striving to produce, should not be under fifteen hands for mature horses; smoothly compact and symmetrical in conformation; neck of good length, inclined naturally to arch; sloping shoulders; well set legs, of medium length; sloping pasterns and good feet; short, strong back; well sprung barrel or middle; well ribbed up to coupling; smooth letins; full flanks; straight croup, with well set tail and full round buttocks.

With this as the standard, years of experimenting have been indulged in by the most scientific of our breeders, and at last, Mr. Vanderbilt believes that he has struck the happy medium. In "Doctor Selmonk," the champion harness horse of America, all the best points striven for are combined. In conformation, quality and action he is the best horse in America to-day, and many experts go so far as to declare him to be the best horse in the world. There are points in which Selmonk especially excels and these are his beauty of top line, from ears to dock, and his perfection of hind parts, which might almost serve as a model of the ideal heavy harness horse. His pose at rest, and his poise in action are likewise superb. When you see him at his best, you see the high bred, high metier aristocratic horse par excellence. Few thoroughbreds, or Arabs, have coats so fine or lustrous. Courage and gameness are expressed in every movement and he has that indefinable dash and style, without which, according to American notions, no show horse of any type is truly great.

Sandy Point Farm is a beautifully located and every accessory necessary to the breeding, training and schooling of the show horse is there to be found. An immense pavilion, whose floor spreads nearly as great as that of Madison Square Garden, has been erected and this is the vast schoolroom in which the youthful candidates for ribbons receive their instructions. No horse leaves the farm for the show circuit until he has been pronounced well high perfect by the large corps of experts to whose care "doctoring" has been entrusted. A small army of attendants is here employed. Coachmen, grooms, whips, farriers and veterinarians, all experts in their respective vocations, are called

upon to pass judgment on the embryo debutants, and then the final test is made by Mr. Bone, the stable manager, in the presence of Mr. Vanderbilt. When Bone says a horse is fit, Mr. Vanderbilt has no hesitation in including him in the string of seasoned campaigners that start out in quest of ribbons, cups and glory.

Months of careful training are required to perfect the knee and hook action of the latter day harness horse. First the candidate is jogged over a track, over which, at regular intervals, are laid bars, or fence rails, which obstacles tend to require the horse not only to carefully pick his way, but to lift his feet, and in time it will become second nature with him to kick up his feet to the proper height. Of course scientific shoeing and proper fitting and booting greatly aid in this artificial action, and, once acquired, never ceasing care must be exercised to see that the horse does not overdo it, as too much action is quite as fatal to his chances in the ring as too little. With the action fully developed, the next step is towards developing speed, for nowadays the horse that is put through his paces in the show ring must do so at a speed of at least a mile in four minutes, and even faster if he can maintain it. With a hundred or more horses of this character in his string some small idea of the expense attached to transporting and exhibiting the Vanderbilt string can be formed. It requires a groom to each horse and this average does not include the small army of attendants required to care for the carriages and various equipments used in the ring, or the sound that is constantly employed in the harness room, whose labors there are apparently never ending. The gold-mounted harness in the Vanderbilt and Harriman stables requires quite as much attention as the silverware and toilet articles on my lady's buffet and dressing table. Each horse has his own trunk, in which are kept his blankets, sheets, hoods, leggings, boots, etc.; the sum annually expended for the same being sufficient to lavishly dress the most fastidious of our young men of fashion.

The combined value of cash and plate prizes won by the most persistent of our exhibitors would not pay the feed bills for horses and grooms, while on the circuit.

Professional drivers and riders pick up a pretty penny in the course of a season. For instance, when his horses are entered in those classes calling for a wagon driver, Mrs. Belle Bench invariably handles the ribbons, over the Vanderbilt horses, for which service she receives \$100 for each appearance in the ring, and so on.

for Mrs. Bain and other women who have made this their life's work to earn four or five hundred dollars a day at some of the meets.

Alfred Vanderbilt is an ardent coacher, and while he owns and exhibits harness horses of all types he devotes his best energies toward developing the best road fours in America and in this he has succeeded. In crossing the Atlantic ocean with a string of twenty-one horses, fifteen coaches and carriages, to say nothing of his retinue of grooms, array of harness and other show paraphernalia, Mr. Vanderbilt has set a pace difficult for any one to follow. While in England he captured 36 ribbons, ten of which were blue. In his string was the famous road team of grays, named Venture, Viking, Variety and Vogue. They swept everything before them at the International Horse Show, London, and at the Royal Show at Richmond, just as they had done here before being sent abroad. Other noted winners in his string included Rustling Silk, Full Dress, Polly Bran and Sweet Marie, the park four-in-hand that cost Mr. Vanderbilt \$20,000 a few years ago; also The Youngster, The Duke, The Major, Gibson Boy, Pippone, Hi Boy, Columbia, Lady Kathryn, Alert, Watson and Lucile.

An innovation in coaching circles is shortly to be sprung by Young Vanderbilt and to this end agents are now scouring Kentucky for about fifty sturdy examples of the coaching type. Early in September Mr. Vanderbilt is to establish a coaching route between the Central Park Plaza, New York, and Ardley-on-the-Hudson and Belmont Park. To the coach will be harnessed eight horses and three relays of horses will be used each way, a distance of twenty-five miles. At each relay station there will be a hostler to a horse in making the change and each change will be effected in about two minutes. Each horse will work a day and then rest a day in the fields. Although the public coaching indulged in by Mr. Vanderbilt is merely for sport, it does not generally result, contrary to general belief, in financial loss. The late Mr. Ardsley with this exclusive reinvasion will not be less than five dollars a seat each way. The coach will carry twelve passengers and ten dollars for the round trip will bring the daily receipts to \$120 a day. Then, when the season is over, the horses will be auctioned off and, being well trained, and once the property of a Vanderbilt, it is needless to say that they will command fancy prices. In which event the rich amateur will have had his fun and his profit too.

When Mr. Vanderbilt returned from Europe if he became known for the first

time that two of his prize winning high steppers had been purchased by England's sovereign, just as the string was being prepared for its home-ward journey. The animals sold were King Edward and King James, a pair of typical state coach horses 16 1/2 hands high. George D. King, of Springboro, Pa., bred the pair and sold them to Mr. Vanderbilt two years ago and since then they have met with unqualified success in the show ring. On the occasion of her visit to the recent exhibition at Olympia, Queen Alexandra saw the horses and so admired them for their stately carriage that she urged her consort to purchase them. Sir Henry Ewart, promoter of show horses, however, the King's equerry, then opened negotiations and the day prior to the date set for sailing the sale was consummated.

In purchasing this pair Edward paid a delicate compliment to his new ally, France, as well as to America, since both horses are by the imported French coacher, Troam, himself a prize winner at Madison Square Garden, and many other good shows. Since retiring from the ring Troam has sired a number of ribbons.

J. H. Harriman, a multi-millionaire and proprietor of the Avondale Farm, is another enthusiastic devotee of the show ring and his string under the guiding hand of Jack Donnelly has been one of the most consistent winners of ribbons in the past few years, the Vanderbilts not excepted. His Lord Brooke and Lord Burleigh are possibly the best matched pair on the circuit this year and never fail to create the most intense enthusiasm when shown.

The keenest rivalry exists between the Harriman, Vanderbilt, Clarence W. Watson and J. H. Moore stables, and when the horses from these stables line up in the same class it is always a battle royal for supremacy.

Mr. Watson made several millions in West Virginia coal a few years ago and immediately set to work to surround himself with a galaxy of champion show horses. His shatterless pair, Lord Baltimore and My Maryland II, won everything in sight at the International and will doubtless repeat their successes here when they have rested up after their grueling English campaign. Mr. Watson's stable is one of the most extensive in this country. While in England the Watson horses won twenty-three ribbons, despite the fact that they did not have a piece of harness on them from the day they sailed from New York until they made their sensational dash into the International ring.

Of all the prominent exhibitors whose friendly rivalry has given zest to the spot and helped materially to raise the

standard of excellence at American shows, none has surpassed W. H. Moore's persistence of competition or liberality of expenditure to possess the best specimens of the heavy harness horse. With one of the strongest stables in this country already established, he has this year paid generously for every horse he could find that looked as good as, or better than, his own. No mere question of price ever stops him. He has just purchased five trotting breeders of the heavy harness type that are likely to cause a stir when he uncovers them at the Madison Square Garden Show in November.

A score or more of names could be mentioned in the list of breeders and fanciers who show their horses purely for the sport they derive from exhibiting their beautiful but frightfully expensive toys. Despite the efforts of promoters of show horses, however, the spirit of commercialism is fast creeping into the game and drastic measures will have to be adopted ere it gains too great a headway and drives the amateur from the field. Of course the stakes are so high and so well worth playing for, as the question of price never curbs the desire of a showman to own the best horse of his class, that it is little wonder that the dealer is ever on the alert to catch the early worm.

The most picturesque of classes is that for tandems. In Hildred and Baron Miss Emily H. Bedford has a pair of unbeaten champions. She has never failed to capture a blue with this superb pair wherever they were shown. There is a dash to a tandem which never fails to thrill the spectators and when the whip straightens out his pair and they settle down to their stride it never fails to bring forth ringing cheers from stand and field. Whips that successfully tool a coach often fail when it comes to handling a tandem, as it is the most difficult of all styles of driving to master. The sporting tandem class is an especially show one, for in this the leader must be an accomplished hunter as well as a true going driver. In this class it is necessary for the whip, after showing his pair in harness, to unsharpen the leader, saddle him and show him over three jumps, the same regulations prevailing that are applied to the qualified hunter.

One of the prettiest and showiest of all classes is that for saddle horses and one that is receiving even more attention this year than heretofore. So far, it has fallen to the lot of a new comer in the show ring to carry off the honors of the season. This debutant is Rufus L. Patterson, a North Carolinian by birth, but a New Yorker by adoption, because of

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