RACING AT HOME & ABROAD

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RACING AT HOME & ABROAD

British Flat Racing and Breeding,

Racecourses, & the Evolution of the Racehorse

BY
CHARLES RICHARDSON

WITH A CHAPTER ON

Training & Stable Management

BY
THE HON. GEORGE LAMBTON

LONDON
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DEDICATED BY GRACIOUS PERMISSION
TO HIS MAJESTY KING GEORGE V

PREFACE

IN this volume British Flat Racing and the breeding of racehorses are treated of both from the historical point of view and as regards the present day. As will be readily understood, the historical matter is derived from a variety of sources which were long ago discovered by earlier writers of turf history, but the present author may claim that he has rejected a good deal which appeared to have no very sound foundation, and has relied upon that which seems to be fairly proved. It need hardly be said that almost as much mystery surrounds the early history of the racehorse as is to be found in connection with early race meetings, and it may be pointed out that even now it is impossible to be certain as to the exact origin of many of the mares which were in actual fact the earliest known ancestors of the thoroughbred. It is shown in the chapter which deals with the Evolution of the Racehorse that no pedigree can be taken back in every direction to original ancestors, and it is suggested that in such cases it is fair to assume that at all events a great number of the blanks are those of English animals. Every racehorse in the kingdom has, for example, countless crosses of the blood of Eclipse, and yet in the pedigree of that famous horse there are no fewer than thirteen blanks, and in addition the names of Arabian horses and mares about which practically nothing is known.

The sire lines (arranged in order of merit and not chronologically) and the chief female descents are shown from the earliest sources to the horses which are at the stud and in training to-day. A most important chapter on training and stable management has been contributed by the Hon. George Lambton, who has devoted his whole life to racing, who has been a great observer of other horses besides his own, and who is admitted to be one of the best judges of blood-stock in the kingdom. The various racecourses are fully described, and the programmes of the more important analysed, while short chapters treat of present-day trainers and jockeys. The author (who saw Favonius win the Derby in 1871), in all matters concerning the last fifty years of the turf, writes from his own experience only, and as regards the merits of individual horses, sets forth his own opinion, formed on what he saw, and not on what he heard, feeling sure that in the long run the best guide to successful breeding is to judge the sires on their racecourse achievements, and the mares, not only on their performances, but on the many lines of blood which they possess.

The illustrations are a special feature of the work, and the publishers have spared neither time nor expense in collating them. It is obviously impossible to include portraits of all the horses referred to in the text, but those selected will be found both interesting and representative. It is, too, quite impossible to find portraits of all the sires in any one of the three lines of male descent, and, as will be noticed, portraits of horses which were fine performers, and successful at the stud as well, have been included rather than horses which, though great runners, made no particular mark from the breeding point of view. It may further be pointed out that among the older portraits those of good horses are much more easily found than those of good mares.

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A View of the Noblemens and Gentlemens Severall Strings or Traines of Running Horses taking their exercise up the Watering Course on the Warren hill at New Markett ——

Vue des differentes Attaches ou Suites des Chevaux de Course des Seigneurs et des personnes de Qualité, lors que les Chevaux font leur nonnage vers des abbreuvoirs qui est Sur la montagne de la Garenne de New Market ——

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THE WATERING COURSE, NEWMARKET

After Tillemans

FRONTISPIECE

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Racing at Home and Abroad

INTRODUCTORY

THAT racing is one of the greatest of British sports will be shown in the chapter which deals with the subject from an historical point of view. That it is probably the most popular, and certainly the most cosmopolitan, of all our sports is also a fact which hardly admits of dispute. Football is doubtless its greatest rival from the point of view of the number of people who form the attendances, but the two things are hardly on all fours, and it is possible that, as far as the "gate" is concerned, football can show a bigger total for a final cup tie than any racecourse can for a Bank Holiday meeting attendance. This, however, up to the time of the Wembley fiasco, was by no means certain. But a football match only lasts about one-third of the time which is occupied in an afternoon's racing, and the grounds on which the great games are played are all situated in the outer districts of the big towns, and, as a general rule, within a cheap tram-ride of the centre of each particular town. Neither is any important football match played except where there is a very large population, chiefly industrial, close to the ground, whereas many of the great racing fixtures are held quite a long distance from excessive population, and on a course the journey to which involves a considerable expenditure of time and money.

For example, the football ground at the Crystal Palace or Wembley, where the final tie for the Association Cup has lately been played, is within less than half an hour by rail of either the West End or the City of London, and though some six or seven miles away, in actual distance, is reached in less than half the time and at less than half the expense of any of the Metropolitan race-

courses, Alexandra Park alone excepted. Then again, attending a football match is for quite nine-tenths of each attendance an afternoon business only, whereas nearly all the racing involves a full day away from home, and a return which must be made something like an hour later than that of the football devotee. It is true that in these days, when racing usually begins at two o'clock, those who have business in town can attend to it for an hour or two before they seek the specials at Waterloo or Victoria, but this only applies to certain meetings in what may be called the Metropolitan area, and is not by any means the rule.

During the season there are, for example, some thirty days' racing at Newmarket, and the last trains which allow of the full day's sport being seen leave St. Pancras at 10.50 a.m. and Liverpool Street ten minutes later. Newmarket, therefore, means a day away from home or business; but it is a simple matter for the business man or the mechanic to leave off work at two o'clock and watch a high-class football match at Stamford Bridge or some other London ground.

And after all it is of little consequence whether racing or football secures the biggest gates, for whereas it is impossible to see good football without paying for it, some of the biggest and most important race meetings of the year are held on open courses, where the whole place, except certain enclosures, is free to everyone, and at such places the crowds are far beyond what is ever seen at a football match. At Epsom, for example, there is a range of stands on the north side of the course extending for about two furlongs, but the opposite side of the running track is open to the world, with the exception of a tiny stand alongside the judge's box. Even where carriage and motor-car enclosures are roped off, and a charge for vehicles is made, anyone on foot can go where he likes, and in fact the far side of the course, the hill, and the space between the eastern end of the stands and Tattenham Corner are all open to the public.

How large the crowd may be on a fine Derby day—and there are about seven fine Derby days to each one of doubtful weather—is a question which has never been decided, and probably never will be, but it has been reckoned by those who are accustomed to estimate the size of crowds that the number cannot be much short

of a million. This number has been confidently put forward during the last few years, and when one studies the scene from the stands the estimate seems to be by no means an impossible one, for the line of vehicles is over half a mile long on the inside of the course, and half that distance on the outside, while during the running of the great race the entire mile and a half of the course is lined with people on either side. Thousands witness the start at close quarters, and thousands take up position on the rails; at the same time "the hill" appears to be as densely crowded as ever.

Perhaps the crowd which visits Epsom on the Derby day affords the greatest testimony of the year to the extraordinary hold which racing has on the public affections; but the Derby-day crowd is not the only big one seen at the famous racing centre, and as a matter of fact the attendances on the Oaks day, and when the City and Suburban is run at the Spring Meeting, must reach to something over a quarter of a million, and probably some two hundred thousand people are present at Epsom on what are sometimes called the off-days. Indeed, unless the weather is very bad indeed, one is inclined to think that the attendance for the four days of the Derby week must very nearly reach two millions, and that well over half a million are present on the two days of the Spring Meeting.

Nor is Epsom the only place which testifies to the popularity of racing by attracting these enormous crowds, for almost the same figures are claimed for Doncaster in the St. Leger week, and there are many Yorkshiremen who will not admit for a moment that more people see the Derby than they do the St. Leger. It is quite true that the Doncaster crowd is much more interested in racing, if regarded in its entirety, than is the Epsom crowd, for the latter contains thousands of loafers of every description, including nearly all the gipsies and quite half the tramps in the country. At Doncaster, on the other hand, an enormous percentage of those present are interested in the racing, and know the form of all the St. Leger horses. They have, in fact, come to see as much as they possibly can of the great race and the horses which run for it, and it is as a whole a distinctly different crowd from that which forgathers on Epsom Downs. In this connection we are not considering the knowledgeable people who go in thousands to either place, but the

rank and file which go to make the numbers what they are, and on this score the Doncaster crowd says more for the extreme interest taken in the sport than does the Epsom crowd, which latter is enormously composed of parties out for the day, and which includes an extraordinary number of women and children.

There are other places, too, which testify greatly to the love of racing. At Aintree, which is the name of the Liverpool course, the attendances are very large, especially on the Grand National day, and probably this race is third only to the Derby and St. Leger in the number of people who witness its annual celebration. On the occasion of the race in 1913 two or three men who are accustomed to crowds, and who have certain knowledge as to the numbers carried by rail and tramcar, estimated the Grand National crowd at not less than four hundred thousand, and when one sees how the people line the course along the mile and three-quarters that form the "country," and take note of the congestion in all the many stands, in the paddock, and opposite the winning-post, it is an easy matter to agree with this estimate. Other country races which attract big numbers are the Lincolnshire Handicap, the Northumberland Plate, and the Chester Cup, but the two last-named events are decided on courses where gate-money is levied, and it is extremely probable that, taking everything into consideration, a fair "gate" at these fixtures, or on a Bank Holiday at the London meetings, means a crowd of between fifty and eighty thousand, varying, of course, according to the weather conditions.

There are, in addition to the numbers who attend race-meetings, many other proofs of the wide interest which racing arouses, and one of these is supplied by the fact that a great deal of trouble and a great deal of money is spent by the public in reaching the distant meetings. It can be urged that a fairly large percentage of visitors to provincial courses go there on business, and this is most certainly the case. The business contingent present at any and every race meeting includes scores of people who either make their living out of the sport or who spend their lives in following the meetings. The last-named class are, as a general rule, people who look upon racing as a pleasant pastime, who are interested in thoroughbred horses, and who have sufficient means to allow of their visiting racecourses whenever and wherever they feel so dis-

posed. They may bet a little—probably most of them do—but they hardly look to the turf as a means of livelihood, and cannot be regarded in any way as professionals. They are, in fact, a contingent of the general public which helps to fill the members' enclosures at the various meetings, and which to a very considerable extent, by the sums they pay to the racecourses, provides the sinews of war without which the meetings could not take place.

Many of these men, and very often the ladies of their families, are regular racegoers, and more often than not loyal supporters of certain meetings. Thus some of them, if Londoners, or residing within a short distance of town, will pick out certain racing clubs and make a practice of attending all the fixtures at those particular enclosures. They will, as a matter of course, go to Ascot on all the four days of the meeting, and they will attend the Derby and Oaks, but are not so constant in their devotion to Epsom as they are to their own particular club meetings—unless, indeed, they happen to be members of the Epsom Club.

Here it may be mentioned that, owing to want of space, the Epsom Club is a very small one, and one understands that owners of racehorses, provided they be of good social standing, are given the preference over mere lookers-on at racing. Whether this be so or not, the fact remains that the numbers are limited, and that in consequence scores of men who belong to Sandown, Kempton Park, and other Clubs have not the entrée at Epsom, and men who belong to the Clubs elsewhere are not always comfortable in the public rings. It is the case, then, that there are scores of racing men of standing who miss certain days of racing at Epsom, and yet make a practice of being present on all the four days of the Ascot Meeting. Ladies are not allowed in the Epsom Club enclosure.

Goodwood is one of the country meetings which attracts the London racegoer, and quite a large number of the class go regularly to Newmarket, often having quarters taken by the season, but perhaps more often travelling down and back by the special trains. It must be remembered that we are still writing of the men who have no real business in racing, but are merely followers of the sport, and we can go on to say that a big number of such men make a practice of going to see the Grand National, while some form parties for the Doncaster week, attend the sales in the morning

and the racing in the afternoon. These people, the purely amateur division, which is so well known at the Metropolitan park meetings, do not often go into the Midlands, and are seldom seen at such places as Chester, Manchester, or Gosforth Park, but the comparatively new fixtures at Newbury are much to their liking, and the already famous Berkshire course does not languish for their patronage.

And now to classify the business crowd at the meetings. First we have the owners, ranging from the King and the members of the Jockey Club to the "small" owner of two or three selling platers. Owners may be considered to have business at the meetings they attend, but, as a matter of fact, scores of owners of studs run horses at many meetings at which they are not present, and this applies in a great measure to the magnates of the turf world who may be very regular in their attendances at Newmarket, Epsom, Ascot, Goodwood and Doncaster, and very seldom present at other meetings. All conversant with the turf can probably think of dozens of big owners who seldom see their horses run except at the meetings just named, and of some few whose appearances on a racecourse are so few and far between that they are hardly known by sight to the great army of regular racegoers.

There are, too, certain members of the Jockey Club who have long ceased to run horses, but who may be seen regularly at such meetings as Epsom and Ascot. Some of these gentlemen were well known by a former generation of turfites and, of course, still take great interest in the sport, but they are "names" only, probably, to the present and certainly to the rising generation, and their colours are almost forgotten. On the other hand, about half of the members of the Jockey Club maintain a stable of horses, a majority of which they breed themselves. Such members are enthusiastic both in the matters of breeding and racing; and though many of them are busy men with numerous engagements elsewhere, they make a practice of attending as many meetings as possible, more especially when their own horses are due to run. Whilst on this subject we may add that at the present day betting is not greatly indulged in by members of the Jockey Club and their friends, no matter how much it may have been in the past. That certain of these highly placed owners will support their horses when

they consider them to have a fair chance of winning is no doubt the case, but among the rulers of the turf high gambling has for long enough been a thing of the past, and one is inclined to think that at the present no owner known to gamble heavily over racing would be deemed an acquisition to the Club, no matter how highly he might be placed.

The Jockey Club owners, and some others, who maintain breeding studs and run horses of their own breeding—occasionally buying yearlings bred by someone else—are the backbone of the turf. The Jockey Club make the laws, and by the manner in which they run their horses set an example of purity, which is, for the most part, followed by owners who are not quite in the same elevated social position.

We are not discussing turf morality, however, but describing the various groups which go to make up the professional turf world. Going on with owners, then, we come to the class immediately below the Jockey Club, but differing nothing from it in their style of running horses, and many of whom are breeders as well as owners, while others depend chiefly upon the yearling sales at Newmarket and Doncaster for the bearers of their colours.

These owners are recruited to a great extent from the moneyed world. Many are great commercial magnates; many are titled; and some—but not very many—are landed gentry who have mineral wealth as well as property. Others, again, are successful tradesmen, and quite a number are South African millionaires. These are chiefly owners of studs of considerable size, but there are also many enthusiasts, not so largely endowed, but who still manage to keep a few horses in training which they run chiefly for the sake of sport.

Then we have the professional owner, the man who goes into racing as he would into a commercial business, and who hopes to make his horses pay their way. The professional owner is drawn from nearly every class of owner, except the Jockey Club. He was not unknown in that august institution at one period of the turf's history, but the doors are closed to him now, and yet he may be a very worthy member of society, who runs his horses on honest lines, but exercises so much common sense in the management of his stud that he is seldom a loser by it. Such an owner backs his horses when he fancies them, and if he only refrains from

backing other people's horses which he knows little about, he often does well; and anyhow he plays a leading part on the turf stage, and is by no means the least important owner of horses.

The owner last mentioned aspires chiefly to the winning of handicaps, and as a rule he prefers a speedy horse to a stayer; but there is a humbler grade of professional owner who does not aspire beyond selling platers, and who is constantly changing his trainer, or who, rather, sends a horse to one man and a second horse to another, while perhaps he has two more with a third trainer. He knows the ins and outs of the turf, is up to every move on the board, but unless he happens to be trainer as well as owner he seldom seems to make much at it, and in fact such men come and go with considerable rapidity. For a season or two Mr. Blank is to be found running horses for the selling plates all over the country, but after a time the name drops out, and possibly its owner forsakes the turf altogether. It is easy to call to mind a stud of about forty selling platers which had a fair measure of success some five-and-twenty years ago, and in this case the owner was a man of means and a capital judge. He actually made a profit by running selling platers, but he became tired of the strain involved by placing the horses and attending the meetings, and turned his attention to something else. On the other hand, many professional or semi-professional owners hang on for years, and not only make a good living but pay somewhat heavy expenses all the time.

The "small" owner is the man with one, or perhaps two or three horses. He is not necessarily a professional, and has very often come of racing stock. He is generally an enthusiast, and at times his one or two horses are trained in a "crack" stable, where perhaps his father had a much bigger string years before. The small owner is an important member of the turf community, for there are many of his sort, but he is often at a disadvantage, for his single horse or his two or three may be put to leading work for other owners and not regarded so carefully as they would be if they were members of a long string. Not that any of the front rank of trainers would take a mean advantage, but there are trainers and trainers, just as there are owners of all sorts; and such cases as that suggested have been known.

INTRODUCTORY

Trainers and jockeys form another part of the professional element in racing, but there are no great number of these. In 1922 there were 333 trainers of flat racers, 293 licensed jockeys, and 215 apprentices, and of the latter class only a very limited number are ever seen in public. Indeed, the same thing applies to the jockeys, for about a third of the number have, practically, all the riding. Trainers will be discussed in a later chapter, but it may be stated here that a certain proportion of the trainers are also owners of racehorses, and the owner-trainer is of two varieties. The greater number of trainers make no practice of owning horses. They may run one occasionally, but he is very often a gift horse, and more often than not he has been given to the trainer by one of his employers. There are, on the other hand, trainers who have a lot of other people's horses in their stables and a fair number of their own as well, and who make running horses on their own account quite as much a part of their business as they do the training for other owners.

Turf opinion is perhaps a little divided on this subject, but the practice of the trainer owning half or a third of the horses in his stable is not one which commends itself. On the other hand, owners are not in any way compelled to patronize a trainer who is constantly running his own horses, but as all trainers have to be licensed, the public are in some degree protected.

Others who attend the meetings professionally are the numerous officials, members of the sporting Press, and, last of all, bookmakers and professional backers. The officials include gatekeepers, commissionaires, police, and attendants of all sorts, from the Clerk of the Course to the official card-seller, but all told they make a big total, for there is a refreshment staff everywhere, a big body of police, half a dozen gatekeepers to each of the rings, and very often a band on the members' lawn. At very big meetings, such as Epsom, Ascot, and Doncaster, there may be as many as from one hundred and fifty to two hundred members of the Press, or rather holders of Press tickets. Many of these tickets are now given to photographers, especially at some of the big meetings, and at the country gatherings which want plenty of advertisement, but the group of writers on racing who go the round of the meetings is not a large one, for newspapers all over the kingdom obtain their reports from

the various Press agencies, and thus some two or three men working for an agency will between them supply a report which finds its way into both London and provincial papers.

The racing Press may be divided into three sections. There are reporters, telegraphists, and critics, and the first two classes use the Press rooms of the racecourses all day long, having to wire details of each race as soon after its decision as possible. The reporter and the telegraphist very often work together, and it is quite possible that one man may be combining the two jobs. In that case he will send off the result of the race as the horses pass the post, and a few minutes later will wire a short account of the race itself. Reports at greater length are written for the later editions of the evening, and for the morning papers of the next day, and in most cases these will be preceded by an "introduction," which deals broadly with the doings of the day. These introductions are written partly during the racing, but chiefly after it is over, and a majority of them are remarkably accurate. They are written by men with considerable knowledge of the turf and its surroundings, who are fully conversant with the "form" and who are in the habit of noting what actually takes place in a race much more thoroughly than does the casual visitor, who knows that he can find out everything when he gets his favourite newspaper.

Some of those writers who only criticize the running in its entirety seldom use the Press room, but will watch races regularly from the Press stand. Between the races they will spend most of their time in the paddock, where they are in touch with owners, trainers, jockeys, and others actually concerned with the sport. These critics vary in their style. Perhaps half a dozen of them pay great attention to breeding, and can tell one off-hand of what family or what male descent every well-known horse comes from. Such men write about the appearance and condition of the horses they see; they treat of them, in fact, from a physical point of view, and note all peculiarities of conformation, style of going, and so forth. Others, again, care nothing about the horses as horses, but can write of their form, past and present, and possibly know a good deal as to their owners' intentions. There are men also who write of racing principally from the point of view of the betting market, and others, again, rather more superficial, who have much to say about weather,

attendance, and general happenings, but not a great deal about the running. These, as a rule, are smart descriptive writers who only go racing on what are known as "big" days, and whose mission is not so much to deal with the actual racing as the surroundings in which it is set.

Then there is morning work for the turf telegraphist, who has to send away probable runners for each race of the afternoon, and to describe such work as has taken place on the racecourse itself during exercise hours. These men are for the most part employed by the big agencies, and they supply the news that is forthcoming in the early editions of the afternoon papers. Their life is a hard one, as they have to travel from one meeting to another, often three times in a week, and thus may be in the Midlands on Monday and Tuesday, at Newbury or Folkestone on the two middle days of the week, and possibly at Haydock Park on the Friday and Saturday. They can seldom take a day "off" on account of the travelling, and in fact their particular work is so hard that they do not often remain at it for more than a few years, and then, if they are good men, take up reporting from the Press room.

The turf journalists who use the Press room, and furnish all the particulars of the running, are very hard workers, and many of them retain their positions for a great number of years. There are at the moment of writing working members of the body who have been constant in their attendances for many years, and others who have considerable pre-war experience. One can think, too, of many who held on until they were seventy years and upwards, and perhaps the most wonderful of the lot was the late Mr. Joseph Osborne ("Beacon"), who edited a weekly paper named the *Horse Breeder* when he was over eighty years of age, and worked out pedigrees for several years after the *Horse Breeder* came to an end. Mr. Osborne won the Grand National with Abd-el-Kader in 1850 and 1851, and was made a member of the Irish Turf Club when only twenty-one years of age. He was present at the foaling of Birdcatcher in 1833, and he was doing good work with his pen sixty years later.

The critic, as distinct from the reporter, is the writer who need not do his work until the day's racing is at an end, or in the case of a weekly paper not even then, except on a publishing day.

The reporter states the facts as they occur, but the critic has plenty of time for consideration of what has happened, and need not form his own opinion hastily. He must, by the way, have an opinion of his own, but before giving it out to the public he will at times have the chance of asking a question or two from the jockeys or trainers, and he will have heard the opinions of others as to what has occurred in certain of the races he has seen. His idea often is to turn out a readable and interesting column, and to do this something more than bare facts are perhaps necessary. Some of the writers are reporters and critics as well, which means that when they have sent off their reports of each race they may have to do a summary of the day's proceedings for a morning paper, and many of them have also weekly articles to write.

A majority of the London and a considerable number of the country non-sporting papers have a man of their own who writes every day on racing, and, as a rule, such a man follows the meetings, or if he does not go racing every day, attends all the principal fixtures.

Yet, after all, the Press are only a very small portion of the racing public if considered from a numerical point of view. They play a very important part, however, but we are inclined to think that a big majority of them are nothing like so much behind the scenes as the public think they are. Some of them have many friends among owners; others, again, are intimate with certain trainers, and two or three are friends of several of the jockeys; but, on the other hand, the capable Pressman makes it a rule never to ask questions that might be the very least bit embarrassing, and he may be in conversation for five minutes with the owner, trainer, or jockey of a popular favourite for a big race, just before the event is decided, and know not one atom more about the horse than he did before he met the owner or trainer.

Some years ago we were crossing the Birdcage at Newmarket when the trainer of one of the favourites for the Cesarewitch saw us, and quickly left a group to whom he was talking, joined us, and, being in a hurry, began to talk earnestly and quickly. What he wanted was the address of a mutual friend whom he thought had taken his Burberry coat by mistake, and it was his voluble explanation of how the mistake had arisen that he was pouring forth.

We gave him the address; he wrote it down and left us to saddle his Cesarewitch horse, whose name was never mentioned during the three minutes' conversation. We had been seen talking to the trainer, and during the next quarter of an hour, while the horses were being paraded, we were asked a dozen times what he said about his horse, and when we told the inquirers the horse's name had not been mentioned, most of them were sceptical, and one or two even rude. On another occasion, in the Ascot paddock, an American jockey gave us a packet of chewing-gum, just before he got up on something for the Hunt Cup. As it happened he had been holding forth to us as to the merits of chewing-gum a week before, and we had told him that we had never even seen any, much less tasted it. "Then I'll give you some the next time I see you," he replied. We had forgotten all about it until he came up in the Ascot paddock with a small box of gum, and as he left us we were besieged with questions. "What did he say?" "Has he got a chance?" "Does he fancy his mount?" and so forth. The casual racegoer would appear to think that trainers and jockeys can only discuss their horses' chances, and that—on a racecourse at least—they have no other subject of conversation.

Very often certain owners and trainers will discuss their horses' chances with friends, and at times even with people with whom they are very slightly acquainted. But as a rule such owners and trainers are not highly enamoured of their horse's chance, and one has thought when such conversations have taken place that those responsible for the horses were rather seeking for confidence, and wanted to hear that one thought their nag was well in. And at times the student of form is right when the trainer is wrong; and apropos we have never forgotten a certain conversation in a Newmarket special. There were four in the carriage: one a well-known trainer of that day who won the Derby some thirty years ago, two others, friends and men of good social position, who did not own horses but were pretty regular habitués of Newmarket. We made the fourth, and we all knew each other, so, as was only natural, there was a general conversation. The big race of the day was discussed, and then the minor events of the card. After a time a Welter Handicap came on the *tapis*, and after two or three with obvious chances had been mentioned, the trainer stated that

he had got one in and that he was to run, but had, he thought, no chance, and he explained how, on the book, two or three of the others must beat his. Then the student of form joined in and told the trainer that if his horse was fit and properly ridden he would certainly win.

The trainer was incredulous, and would not accept the line of form which was put forward and explained. Indeed, he kept repeating that his horse could not win on any of his form, and that he was not going to back him. Neither did he, but the horse won easily enough, having had no price in the betting, and the student of form, who had stuck to his guns and backed his fancy at starting-price, was a much richer man in consequence. This trainer was a very successful man and not given to making mistakes, but this time his judgment was clearly at fault, and all because at the moment he believed in a boy who had not strength to get this particular horse out, and who had been beaten when he ought, obviously, to have won.

Another and a very large contingent of racegoers, who make their living by close attention to the sport, are the backers and layers of horses, and in this connection the professional backer rather than the casual backer is meant. The term "professional" backer is of somewhat recent origin, but there have always been professional backers at racing, only they were not so called a decade or two ago. Now they play a big part in the turf world, for there are a great number of them. Some are associated with certain stables—generally small ones; others are commission agents as well as backers on their own account; while others, again, merely back their own fancy, and do not take a great amount of heed of the market. The professional who is associated with certain stables often makes a good thing of it, for he must know when runners are expected to win, and in such cases he may probably do the stable commission. But the professional backer of every sort often bets on every race, and at times he will back two or more in a race and save on others. If he is to be successful he must bet, not on a system, but systematically, which means that he must not plunge to get losses back, or play up the full strength of his bank on a horse about which he is doubtful, or about which he has not heard anything very definite.

INTRODUCTORY

Some backers never lay odds, others, again, make a habit of doing so. Some fairly successful men bet on weight-for-age races only, never touch selling plates, and are not often tempted to bet on handicaps. Then there are some who only support horses of known good class, and these men will go a day, or even a week, without a bet, and then have a good stake on the class horse when he runs. But the most frequent professional backer follows the money and tries to beat the market, and very often he succeeds in doing so. The professional backer who is also a commission agent is often in a very large way of business, and he may have half a dozen horses to back for fair sums in one race, and have a very good idea of the strength of all the business he undertakes. At times this class of backer is a big winner, and dozens of men could be pointed out who have been at the game for years and have held their own. The small professional backer comes and goes with remarkable rapidity, and we are inclined to think that as a rule his life on the turf is not so long as that of the small bookmaker. Indeed, backers disappear (generally with an unsettled account) much more frequently than bookmakers do; but it must be understood that we are writing of racegoing backers and layers, and not of people who back horses at starting price, or of those who lay them in similar fashion, and who are unknown on the racecourse.

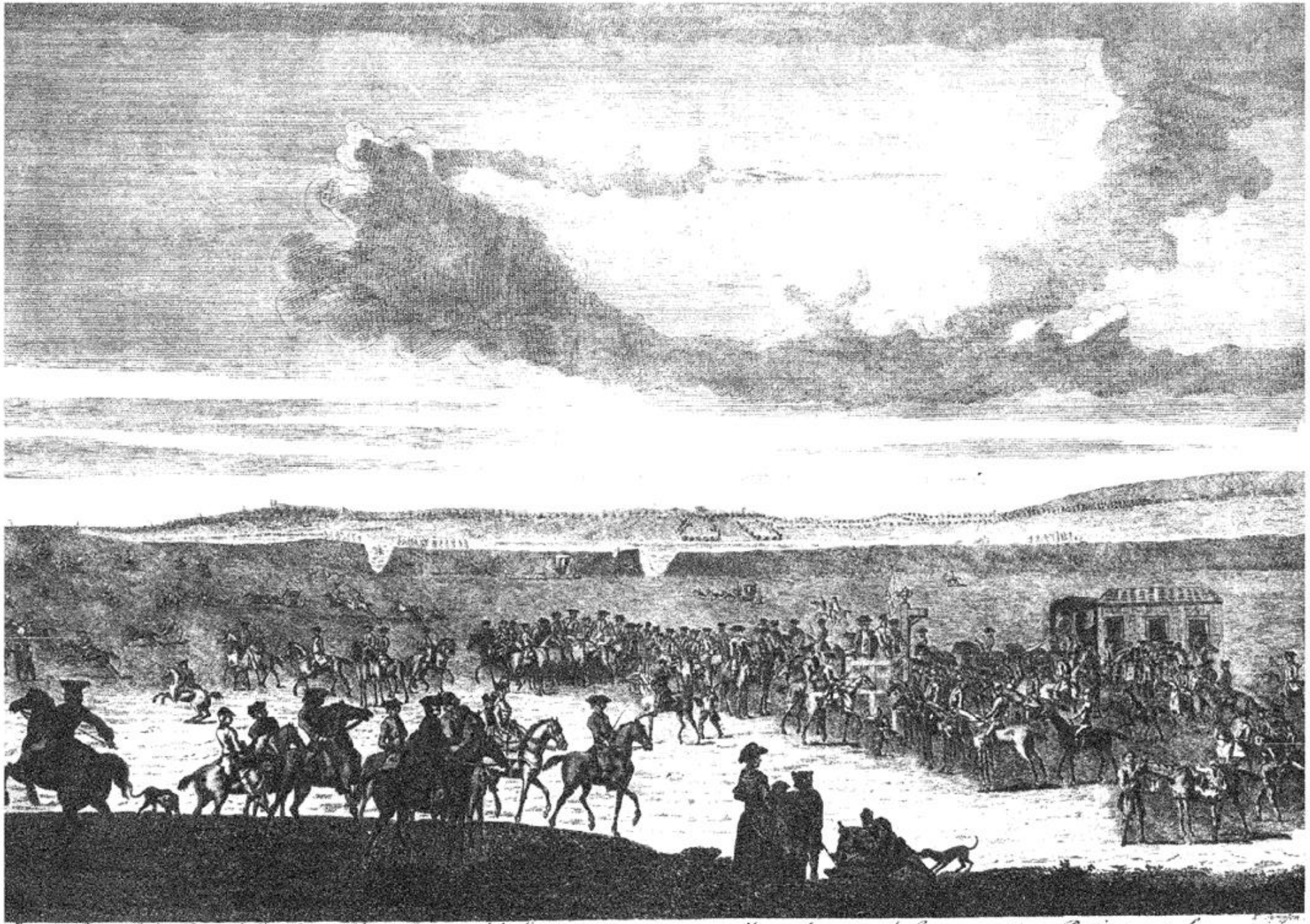
Racecourse bookmakers may be counted in thousands, but very seldom are all of them to be found at the same meeting, and it is most difficult to get at anything like the actual numbers. The front rank, the men who bet on the rails (which divide the betting ring from the club enclosure) and do a great deal of their business with the members of the racing clubs, are much the same at all the more important meetings. One may go to the Spring Meeting at Sandown Park, for example, and note some fifty or more lining the rails which adjoin the Club enclosure, and if one attends the Autumn Meeting six months later the same men will again be on the rails. There may, of course, be one or two new-comers and two or three absentees, but in an ordinary way there is little change in the front rank, and in fact the changes are of so infrequent occurrence that they are almost imperceptible to the average racegoer, though of course the appearance of a new layer of odds, on the rails, will be noticed by the observant ones.

The man who bets on the rails, as a rule, bets to bigger money

than the man who stands back in Tattersall's ring, but occasionally some of the most substantial layers prefer to stand away from the rails, and in some cases this is because they do a lot of ready-money business in addition to betting on credit. But, broadly speaking, it may be taken for granted that all the people who bet in "Tattersall's" —as the chief ring at all the meetings is called—are good men, for as a body they resent the presence of a welsher, and since welshing became a criminal offence it is nothing like so common as it once was. And what welshing there is takes place as a rule in the cheaper rings, or on the outside portions of the course, but as a matter of fact there are scores of "good" men in each of the cheaper rings, and a small backer who knows who to bet with is just as safe in a ten-shilling, or even in a five-shilling, enclosure as he is in Tattersall's.

We do not intend to write anything at the moment as regards the *modus operandi* of betting, but are writing of the ring as a body; and here it may be stated that the number of bookmakers present at the meetings varies enormously, according to the state of the weather, the importance of the meeting, and so forth. The front-rank men with a large clientele will go whenever it is likely that a fair number of their customers will be present, but the middle rank and all the minor bookmakers will choose their meetings, and will avoid those places which they have gone to once or twice without having attracted sufficient business to make going again worth while.

Then there are bookmakers with prejudices. Some, even some very big ones, do not like Newmarket; two or three we have heard of who did not care for Epsom; but all bookmakers like Ascot, and probably more business is done on the four days of the royal meeting than on any other four days of the year. Goodwood, too, is generally favoured, but we have known the outside ring at Goodwood to be lamentably short of straight men, and most certainly it is a meeting on which it is incumbent for the backer—who does not bet in Tattersall's—to know his man before he parts with his money. At Ascot thousands are present who are not regular racegoers, but who, being on a racecourse, like to have a bet on every race. Bookmakers then have a chance of new customers and of betting with a host of casual strangers, and all this means more business than usual, and possibly at shorter prices than the expert, regular racegoer will accept. At Goodwood the same sort of thing prevails, but on a smaller scale, and Epsom



A View of the Round Course or Plate Course with divers Jockeys and Horses in different Actions and Postures going to Start for the Plates at New Market

Une Vue des Chevaux de Course prest a Partir pour le Prix donné par le Roy a New Market

THE ROUND COURSE, NEWMARKET

After Tillemen

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and Doncaster also attract the occasional punter, and result in more betting for the ring.

On one Derby day we counted some three hundred bookmakers between Langlands' stand and Tattenham Corner, on the north side of the course, and probably there were ten times the number on the other side. We have seen men doing a big trade in small money three hundred yards up the hill above Tattenham Corner, and we have also seen at the same place a bookmakers' "joint" quietly deserted, and afterwards broken up by the crowd, but in this case the welshers had stolen away while a race was being run. The "joint" in this case was an arrangement of empty boxes, piled up in two tiers, each about six feet high, or rather more, and two feet across. The front was decorated all over with an elaborate advertisement of the supposed bookmaker, who had appropriated the name of one of the biggest men in the ring. The man who laid the odds stood on a box in a sort of recess, and all round him were banners and flags of a cheap order, with such mottoes as "Honesty is the Best Policy," "Pay After Every Race," "First Past the Post," and so forth. The whole erection was quite cleverly made, though its intrinsic value was only a few shillings, and the men—there were three or four of them about the "pitch"—did a fair business over the early races. Then came the Derby, and over this they had hundreds of bets, but they were missing when the race was over, and every penny they had taken had gone with them.

We can understand someone asking how we came to know about this, and it may be explained that a certain good fellow was in the habit of taking part of an enclosure on the hillside above Tattenham Corner every year, and there entertaining a great number of his friends. On that particular Derby day we had reached this enclosure long before racing began, and with others had watched this "joint" being placed in position. We then went to the stands and paddock, and returning some time after the big race, saw the demolition in progress, the unfortunates who had won money over the Derby having given their man some law before they destroyed his elaborate betting platform. Naturally they thought that a man who had gone to so much trouble in erecting his "pitch" would be all right, and that he would return to settle in due course. Their anger when he did not return, and they found that the cheap banners covered nothing but a

few old empty sugar-boxes, was extreme, and they hung about for an hour before they dispersed. We saw some of the tickets which had been given out over the Derby, and they bore the name of a well-known fielder, and underneath, in very small letters, "Represented by John Brown," or some other simple name.

The tickets we saw represented numbers over 300, and we were told by friends who had spent the day in this enclosure, within a few yards of the welsher, that they had had several bets with him, and had been paid over the earlier races, and that all the morning he had walked about in the vicinity of his structure and had talked freely with the inmates of the carriages close at hand. This, no doubt, gave the crowd confidence in his integrity.

It is so well known that it need hardly be stated here, but it is a fact that at all the big meetings there is an enormous crowd of casual, or occasional outside racegoers, who go for the outing and like the excitement of a bet or two. Such people, if they know something of betting, will do their investments at starting price, or will club together and send one of their party into the rings to bet with a good man. But there are others who bet in half-crowns or five to ten shillings on each race, and who are quite unaccustomed to their surroundings. Such people may meet a good man outside—there are plenty of them—but they are very ready victims of the sharper, and in such cases the sharper is probably backed up by a number of roughs who see to it that he is not molested if he does not pay up. The old-fashioned plan of putting a welsher in a pond, or of tearing his clothes off, and otherwise illtreating him, is out of date, for now he hunts his prey in groups, and has such a following that it is dangerous to interfere with him unless he happens to be conducting his operations in one of the rings, and then it can only be done by calling in the ringkeepers and the police.

Time was when welshers attempted to do their business without a protecting mob, and we remember many years ago seeing a man thrown into the Severn at Worcester races and nearly drowned. On the following morning a sporting journalist had mentioned the little affair in his account of the races, as follows: "At this juncture there was a movement on the part of the crowd towards the River Severn, in which a gentleman from Wales played a prominent part."

HISTORICAL SKETCH OF THE TURF

IT is quite impossible to be definite as to when horse-racing first took place in the British Isles, and no serious attempt to solve the problem will be made in these pages. The fact is that many seekers of this knowledge have tried, more particularly during the last two hundred years, to obtain trustworthy information, but none of them have discovered anything beyond the broad fact that horse-racing was an amusement of the public throughout what are generally called the Middle Ages, that it gradually increased in favour until racing became general all over the country, and that slowly but surely it came to be organized into the form of race meetings—which as a matter of course went with the times and gradually developed until they reached the standard of the present day.

No doubt the English were always a horse-loving nation, but it is improbable that there was any racing in this country before the Roman invasion nearly two thousand years ago. The Romans, as is well known, indulged in chariot racing, but as far as we are aware—and we have sought through many old chronicles—this particular form of racing was not followed in Britain, or if it was it dropped out some fifteen hundred years ago when the Romans departed. There is a famous classic which deals in wonderful fashion with the Roman invasion of England, viz. Bruce's *Roman Wall*, and in this book mention is made of Arab horses being imported to this country as long ago as A.D. 210, in the reign of the Emperor Severus Alexander. It further states that (presumably) these horses were located at Netherby in Yorkshire, and this should probably be Weatherby. There is a Netherby on the Scottish border a few miles north of Carlisle, and near one end of the famous Roman wall, but Netherby is not in Yorkshire, and the question as to whether the place should be Weatherby or Netherby is difficult to decide, and if decided would not be of great value.

It is further stated that the horses just referred to were delicate Arabs of famous speed and stamina, but so unsuited to this climate that their owners were obliged to construct an enclosed training ground in order to prepare them for their engagements. By many scientists it is thought that the English climate of nearly two thousand years ago was much more severe than the climate of the present day, and it may well be the case that the Arab horse did not thrive in it, though there has been no serious complaint on this score during the last three centuries, during which period many hundreds of Arabs have been imported into this country, and have as a general rule quickly become acclimatized.

There is some rather vague evidence to the effect that there was horse-racing at the town of Northampton at a very early (probably Roman) date, and it is also suggested by antiquarians that racing took place at Silchester, Dorchester, Rushborough, and Carleon during the Roman period, but as a matter of fact there is practically nothing trustworthy which tells us what the British horse was like two thousand years ago, or whether, in the event of Arab horses having been imported by the Romans, they were used to improve the native breed.

Advancing a few hundred years, there is some sort of evidence as to horse-racing having taken place in Anglo-Saxon times. It must be remembered, however, that in those days, and indeed not for many hundreds of years afterwards, were there any newspapers or even books which dealt with such matters. The priests and monks were the historians of the country, and their writings, in Latin, it is which give all the particulars which are known as to the life of the people. One of these monks, a very famous one as a matter of fact, was the Venerable Bede, a Northerner, most of whose life was spent in Northumberland, and who was buried in Durham Cathedral. In his writings, Bede describes himself as one of a party who on their journey came to a spacious plain adapted to a racecourse. The young men—presumably of Bede's party—were anxious to prove their horses, or as the Saxon translator expresses it, "that they might run and try which had the swiftest horse." The story then goes on to say that the individual who suggested the race was thrown violently in attempting to clear a cavity in the way and was with difficulty brought to life.

Strutt, in his *Sports and Pastimes*, has a good deal to say about early horse-racing in this country, and first he states, upon the evidence

of old writers, that to "runne horses and approve them" was necessary to a man of fashion, and that in the ninth century swift-running horses rose into such estimation that they were considered as presents well worthy the acceptance of Kings and Princes. He then goes on to tell the well-known story which has appeared in every volume which deals with the antiquity of the turf, viz. that when Hugh, the head of the house of Capet, afterwards monarchs of France, solicited the hand of Edelswitha, the sister of Athelstane, he sent to that Prince, among other valuable presents, several running horses with their saddles and their bridles, the latter being embellished with bits of yellow gold. The conclusion which has been drawn from the story is that the horse-racing which took place at that day was most probably confined to persons of rank and opulence and practised only for amusement sake.

A less vague and more definite mention of racing occurs in the description of London, written by Fitzstephen, who lived in the reign of Henry II. This authority tells us that horses were usually exposed for sale in West Smithfield; and in order to prove the excellency of the most valuable hackneys and charging steeds, they were matched against each other. The following passage then occurs:—

> "When a race is to be run by this sort of horse, and perhaps by others, which also in this kind are strong and fleet, a shout is immediately raised, and the common horses are ordered to withdraw out of the way. The jockeys, or sometimes only two, as the match is made, prepare themselves for the contest; such as being used to ride know how to manage their horses with judgment; the grand point is to prevent a competitor from getting before them. The horses on their part are not without emulation, they tremble, and are impatient, and are continually in motion; at last, the signal once given, they strike, devour the course, hurrying along with unremitting velocity. The jockeys, inspired with the thoughts of applause and the hopes of victory, clap spurs to their willing horses, brandish their whips, and cheer them with their cries."

It will be remembered that the above quotation is a translation from Fitzstephen's Latin, and this translation was made by Doctor Samuel

Pegge, and published by Mr. White of Fleet Street, London, in 1772. The matter is also referred to in Stow's *Survey of London*.

Perhaps the quotation from Fitzstephen is the most important piece of definite information as to early English racing, and in it is evidence that the course was cleared, and that each horse tried to make his own running, to let no other horse get in front of him as Fitzstephen puts it. It is suggested, too, that even in those days there were jockeys who had judgment and ability in race-riding, but there is no mention of the distance or of the weights carried, or of what the prize was, or whether there was wagering on the result.

At a later period big wagers on races and matches were probably the fashion, and in the old poem which eulogizes the deeds of Sir Bevis of Southampton there is mention of what must have been an organized race meeting, as the following shows :—

"In somer at Whitsontyde,
When Knights most on horseback ride ;
A cours, let them make on a daye,
Steedes, and Palfraye, for to assaye,
Whiche horse, that best may ren,
Three miles the cours was then,
Who that might ride him shoulde
Have forty pounds of redy golde."

The Black Letter from which this is taken is, unfortunately, without date, and curiously enough an early commentator—Commenius by name—who wrote at the end of the sixteenth century, says : "at this day, tilting, or the Quintain is used, where a ring is struck with a truncheon, instead of horse races which are grown out of use." Also on this point a seventeenth-century writer said that horse-racing, which had formerly been practised at Eastertide, "was then put down as being contrary to the holiness of the season." It is, however, doubtful whether this is correct, though it is quite possible that racing at Easter at some particular place was not allowed.

According to Strutt there is an ancient poem which celebrates the warlike deeds of Richard the First, but who was the author of this poem we have never heard. Indeed, we have been unable to discover where

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THE BYERLEY TURK

From the painting by John Wootton

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Strutt found the MS. of the fourteenth century from which he quotes. Nor shall we give the full quotation itself because of the curious spelling of that day. The last three lines read as follows :—

" Goeth none so swyfte without fayle
For a thousand pound of golde,
We sholde the one be solde."

These lines suggest that even so early as the reign of Richard I the best horses were of immense value, and doubtless their value was arrived at by racing them. There never was, in fact, any other test but speed by which the value of horses could be determined until the heavy breeds were brought to a high state of perfection in this country, when ability to draw heavily laden wagons became a sort of test, but of quite another description.

These quotations in verse have been given because they seem to prove that in the early period of the so-called Middle Ages horse-racing was a pastime of the country, and though it doubtless lost favour for a time, possibly during the two hundred years or so which followed the reign of Richard I, there is plenty of evidence which shows that it did not altogether collapse, and from the time of Henry VIII onwards gradually became a great recognized English sport.

And we must not omit to mention among the very early records of racing one of a horse-race which took place in 1377 between horses owned by the Prince of Wales (afterwards Richard II) and the Earl of Arundel. This race was described by the Marquis de Saluces in a manuscript formerly preserved in the Royal Library in Paris. It is said that the horses were ridden by their respective owners, but the record does not state whether the Prince or the nobleman was successful, what the distance was, what weights were carried, nor even the place where the race was run.

It is impossible to determine where racing first took place in this kingdom, but there is a good deal of evidence to the effect that Chester was the first town at which regular meetings were held, and it is quite certain that the Roodeye (one of many early spellings), where the races are still run in May of every year, is the oldest course in this country about which there is any distinct account. In point of fact racing is known to have taken place at Chester in the reign of

Henry VIII, whereas nothing definite is known of earlier meetings, and the Newmarket racecourse is not mentioned until the latter end of the reign of Charles I. With regard to Chester, the chief authority is a manuscript, attributed to the elder Randel Holme, in which the following is written :—

> "It had been customary, time out of mind, on Shrove Tuesday, for the Company of Saddlers belonging to the City of Chester, to present to the Drapers a wooden ball, embellished with flowers, and placed upon the point of a lance ; this ceremony was performed in the presence of the Mayor, at the Cross in the Roodhee, or Roody, an open place near the City ; but this year, (the 31st of Henry VIII) the ball was changed into a bell of silver, valued at three shillings and sixpence, or more, to be given to him who shall run the best, and farthest on horseback, before them on the same day."

Strutt says that these silver bells were often denominated St. George's Bells, and he tells us that in the last year of James I, John Breton, innkeeper and Mayor of Chester, first caused the horses entered for this race to start from the point beyond the New Tower ; and appointed them to run five times round the Roody ; and "who won the last course or trayne, received the bell, of a good value, of eight or ten pounds, or thereabouts, and to have it for ever ; which monies were collected of the citizens, to a sum for that purpose."

It will be seen, then, that the bell, before this alteration, which took place in 1624, the last year but one of the reign of James I, had probably been given to the winner for one year only, instead of "for ever." It was then what at the present day would be called a Challenge Cup, and doubtless a most coveted prize. As for the course, it is difficult to be certain. The present course, in its circuit of the Roodeye, is one mile and one hundred and twenty-five and a half yards, so that five times round it would be, broadly speaking, five miles and three furlongs. But the reference to "the last course or trayne" suggests that the race may have been run in heats, or possibly that no notice would be taken of the positions of the horses as they passed the post in the earlier circuits of the course. The conditions suggest, too, that the Smithfield tactics of trying to be always in front were no

longer in vogue. It is perhaps a little curious that nothing was mentioned in the conditions as to the ages of the horses or of the weights which they had to carry, nor does the account give the name of the winner or of his owner, let alone any description of the race.

There is further mention of Chester races in another manuscript of 1665 (the fifth year of the reign of Charles II), and this is thought to be the writing of Randel Holme, junior. It is to the effect that there was trouble because some of the competitors did not fulfil the conditions of the race, and the story is as follows :—

> "The Sheriffs of Chester would have no calves head feast, but put the charge of it into a piece of plate to be run for on that day, Shrove Tuesday; and the High Sheriff borrowed a Barbary horse of Sir Thos. Middleton, which won him the Plate; and being master of the race he would not suffer the horses of Master Massey of Puddington, and of Sir Philip Egerton of Oulton, to run because they came the day after the time prefixed for the horses to be brought, and kept in the City; which thing caused all the gentry to relinquish our races ever since."

This is most interesting, for it proves that races were organized and managed in fairly business-like fashion two hundred and fifty years ago. It is also worthy of note as the first recorded case of disqualification in English racing, but, as will be observed, the disqualification was before, and not after, the race. One would like to know if the Barbary who won the prize was the only one of his breed in the field, if, in fact, he was competing against native English horses or imported ones. How long the gentry "relinquished the races" is not made clear, but the meeting went on from year to year—at least there is no evidence to the contrary—and the gentry came to support it again after a time.

It was stated above that racing took place at Chester during the reign of Henry VIII, and though there is no record of that monarch having any concern with the sport which took place on the Roodee, there is a good deal of evidence to show that, whether he was himself interested in racing or not, he kept running horses. This may merely have been the fashion among the reigning monarchs of that period, but it is easy to understand that the King took a personal interest,

the relaxation of all the monarchs of the Middle Ages being sport of various kinds, though there were one or two exceptions. Mr. Hore, who wrote a History of Newmarket, was at great pains to discover all he could about the racing arrangements of the Tudor and Stuart kings, and he got together quite a large amount of information which bore on the subject. Space hardly admits of quoting the passages in full, but we have summarized some of the important points, which are to the effect that in the Spring of 1550 the King's Waterman received 4d. for waiting on the day the King's horses ran, that the jockey, if he won, received 24 shillings and 8d., while Thos. Ogle—the gentleman rider of the Stable—got a gratuity of 20s. by the King's special favour and grace. The above were included in the Privy Purse expenses, and there were further items of clothes bought for the boys that ride the running horses, and also of riding caps for these same boys. There is, too, an item of £3 6s. 8d. for the expenses of sending a jockey from the borders of Scotland.

It is plain, then, that racing was encouraged at the Court of Henry VIII, but unfortunately there is nothing in history to show where it took place. Windsor Park was in existence, but Hyde Park, Regent's Park, and other open spaces in and near to London had not even been thought of in those days, and yet it is extremely likely that at least some of the racing took place in the neighbourhood of the Metropolis. The fact of sending to the border of Scotland speaks emphatically as to the importance of horse-racing four hundred years ago, and we are fairly justified in assuming that from the time of Henry VIII to the present day the sport has been carried on with some regularity. Much more evidence to the effect that it flourished in Tudor times could be given, and it is undoubtedly the case that Queen Elizabeth maintained a racing stud, for in Nichol's *Progress of Queen Elizabeth* it is stated that in 1585 the Queen, accompanied by a brilliant retinue, attended the races at Croydon, where 34 shillings was expended on a stand for the use of Her Majesty. She was also present in 1587 and 1588, there being references to similar expenses in those two years.

Racing is doubtless of great antiquity in Yorkshire, and there is every reason to believe that a great deal took place in various parts of the big county of which no accounts are forthcoming. Racing on Wheatley Moor, near Doncaster, is mentioned in deeds bearing the date 1600, and there is further reference to it in older old deeds which deal

with affairs of the Corporation of Doncaster. This Wheatley Moor of more than three hundred years ago was probably the Doncaster Town Moor of the present day, for Wheatley Hall, which until a few years ago was the residence of Sir William Cooke, a well-known owner of racehorses of the present day, is within a mile of the Doncaster grand stand. In fact, the grounds of Wheatley Park are just behind that well-known racecourse landmark called the Red House, and beyond the present course there is no other land in the immediate district which looks as if it had ever been used as a racecourse.

One Christopher Clarkson, who wrote a history of the Yorkshire town of Richmond, says that in the reign of Queen Elizabeth racing was carried on to such an excess as to injure the fortunes of many individuals, private matches being made between gentlemen who were generally their own jockeys and tryers. What is exactly meant by a tryer is not quite clear, but probably the tryer was the professional jockey of that day. The passage from Clarkson also suggests that there was a large amount of gambling over the racing, for in no other way could fortunes have been lost by men who kept horses as a matter of course, and whose expenses in running could not have been very great, seeing that the difficulties of transport must almost have confined each race gathering within local limits.

And another thing which racing during Queen Elizabeth's reign suggests is that by this time there were plenty of horses in this country which were fast enough to be raced. It is true that there may have been some slight importation of Eastern sires as early as 1600, but even this is doubtful, for the first Eastern sire of which we have authentic information is the Markham Arabian which was brought to this country by a Mr. Markham in 1616, and bought and paid for by King James I on December 16th of the same year, the price, according to the records of the exchequer, being £154 and "£11 to a man that bought the same Arabian horse and kept him." No line came from the Markham Arabian, who was, apparently, a stud failure; and of the 174 Eastern sires whose names are found in the first volume of the Stud Book, no single one was imported until many years after the death of Queen Elizabeth. The Byerly Turk was brought to England during the reign of William and Mary, the Darley Arabian in 1705, and the Godolphin Arabian about the year 1729.

These three names are given because every thoroughbred in the

kingdom goes back to one of the three in the top line of his pedigree, and no pedigree can be traced to any horse which was living before the importation of the Helmsley Turk, who was one of the ancestors of Eclipse. His name, in fact, appears twice in the pedigree of Eclipse (both on the side of the sire and dam). Though we cannot give the date when this horse was imported, it was probably about the middle of the seventeenth century, for his great-grandson, Woodcock, was one of the great-grandsires of Spiletta, the dam of Eclipse. Unfortunately very little is known of this Helmsley Turk, but it is quite certain that he had nothing to do with the racing which took place in Tudor times. Nor were the "Royal mares" in this country in those days, for they were imported by Charles II, who sent Sir John Fenwick, his Master of the Horse, to the East to buy them. In fact, to sum up this particular question, it is quite evident that in Tudor times there were great numbers of racehorses in this country which, on the face of it, are not in any way connected with the Stud Book, and who, therefore, were not thoroughbreds in the way that racehorses of the present day are.

We have written the above for the purpose of suggesting that when the great influx of Eastern blood came to this country in the last part of the seventeenth and early part of the eighteenth century, and the imported stallions were—as we know—crossed with the best mares which could be found, a big majority of such mares must have been of British native blood. There is really nothing to prove this definitely, but there is suggestive evidence to this effect, and one thing which must strike anyone who takes the pedigrees of racehorses far enough back is that the pedigrees of the animals which have Eastern blood were carefully preserved from the first crosses of Eastern blood onwards. But there is no mention of British native blood to be found anywhere, and as all the pedigrees go back to blanks if carried right back, it is surely fair to assume that where these blanks occurred the native blood has been reached, and that particulars concerning it were either not forthcoming or were not considered of sufficient importance to be preserved. To take an example, in the pedigree of the great racehorse and sire, Eclipse—about whom full particulars will be found in the chapter which deals with the evolution of the racehorse—there are no fewer than thirteen blanks, and it is invariably the dam of some particular horse or mare whose pedigree has not been preserved.

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THE DARLEY ARABIAN

From the painting by John Wootton

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HISTORICAL SKETCH OF THE TURF

If we think of it, it is, and has been for generations, much the same with hunters, except those bred on Hunter Stud Book lines. Thousands and thousands of good hunters have had in the past, and have to this day, no authentic pedigree, yet a huge majority of them have been known or reputed to be by some particular thoroughbred sire. About many, too, it is known who the dam was by, and in a fair number of cases who was the sire of the grand-dam, and the breeding perhaps even a generation or so farther back; but this only holds good in a limited number of cases, and the fact remains that in the average hunter, or light horse of any variety, there is no long pedigree forthcoming. Stud Book hackneys have fairly long authentic pedigrees at the present day.

The suggestions we have given about the absence of full pedigree are, as will be understood, of a negative character, and do not really prove anything, but it is undoubtedly a great point that whereas the greatest pains were taken to preserve the breeding of such horses as were known to be the possessors of Eastern imported blood, no one seemed to care about recording anything about native blood. Yet, as has been recorded, we had numbers of horses in this country when the Eastern importations commenced that were kept for racing, as far as can be gathered, in every part of the country.

To go back to the early racing about which there are authentic particulars, and going on with what took place in the North of England, we find that there was in 1617 racing at Woodham Moor, in the County of Durham, where "the sum of fiftie pounds was collected and provided for the yearely bringing in of a peece of plate for a hunting prize to be ridden for at Woodham Stowpes yearely, upon the Tuesday next before Palme Sunday, and soe to be continued." There is also a reference to the fact that in 1617 King James I came to the Castle at Durham on April 10th, and that on Monday the King travelled from the castle to Woodham Moor, to a horse-race, which was run by the horses of William Salvin and Master Maddocks for a gold purse. The Salvin family still own the Burn Hall and Croxdale estates within a few miles of the City of Durham, and Mr. Henry Salvin of Burn Hall is a member of the Jockey Club, and an owner of racehorses which were recently trained by Green at Newmarket. In the present year (1923) he divided the Kempton Jubilee Stakes with a horse named Simon Pure.

But a more important extract of early racing in the North of England is to be found in Clarkson's *History of Richmond*, for some particulars are given of a race which took place three hundred years ago, viz. on May 16, 1622. This race was run at Richmond, and is described as follows :—

"A new maid race upon Rychmond Moor of iiii myles, sett forth and measured by Mr. James Raine, alderman, and Mr. John Metcalfe, and many other gentlemen, and good fellowes the vith of May. And further the said James Raine, alderman, with his brethren has made up a sume of XII pounds for to buy a free cupp for these knights, gentlemen, or good fellowes that have horses or mares to run, leavying the cupp free to their own disposition, must make upp the value of the said cupp, to renue the same for the next yeare.

Whereas the names in order as they came this present year 1622, was as followeth, John Wagget onely the starter.

Imprimeur.	Sir George Bowes . . . his horse	1.
,,	Mr. Humphrey Wyvell, his tryer.	
,,	Mr. Thomas Bowyer . . . his horse	2.
,,	Mr. Christ. Bollemer, his tryer.	
,,	Mr. Francis Broughe . . . his horse	3.
,,	Mr. Watt Rymer, his tryer.	
,,	Mr. Wansforde . . . his mare	4.
,,	Mr. Anthony Frankland, his tryer.	
,,	Mr. Loftus . . . his horse	5.
,,	Mr. Francis Wickliffe, his tryer.	
,,	Mr. Gilbert Wharton, the last and the	6th.
,,	Mr. Thomas Wharton, his tryer.	

So every party putting XL shillings hath made up the stake of XII pounds, for the buying of another cupp for the next year following."

The above is a very curious extract about which various suggestions have from time to time been made. If there were twelve horses in the race, as appears to have been the case, why were half of them

apparently in the owner's name and the others with the words "his tryer" appended? The most obvious solution is that the tryers were paid jockeys, and that the six whose names are given with placings attached rode their own horses.

It is worthy of note that the race was won by Sir John Bowes, probably of Streatlam, which is not many miles from Richmond, but on the north of the River Tees and in the County of Durham. This Sir John Bowes is of the family from which Lady Elizabeth Bowes-Lyon, now the Duchess of York, came, and he was also ancestor of John Bowes of Streatlam and Gibside (also in the County of Durham), who won the Derby four times—with Mundig in 1835, with Cotherstone in 1843, with Daniel O'Rourke in 1852, and with West Australian in 1853. Modern turf historians and writers in the Press have described this Mr. Bowes as an eccentric individual, but in all probability much of the supposed eccentricity was shyness and reserve. He preferred Paris to London as a place of residence, but it is a mistake to say that he cared little about racing, for if he did not frequent English racecourses during the latter part of his life, he followed the fortunes of his horses, and was extraordinarily well up in pedigrees. This we can vouch for, for upon one occasion, very many years ago (we forget the date, but it was probably in the middle seventies), we met Mr. Bowes and the late Mr. Anthony Nichol, the owner of Newminster, Warlock, and other celebrated horses, at the house of the late Sir Charles Mark Palmer, who was then Member of Parliament for North Durham, and was a partner with Mr. Bowes in certain colliery ventures. The two famous owners were old men at the time referred to, and for a time nothing was said about horses or racing. But as it happened, a breeding stud of thoroughbreds on a large scale had just been established at Woodlands, in the County of Durham, by Mr. W. B. Van Hansbergen—who died two years ago—and Mr. Bowes had heard of it from Mr. McIntyre, his tenant of the old breeding paddocks at Gibside (which is only seven miles from Newcastle) and the father of the late Mr. McIntyre of the Theakston Hall stud, near Bedale, in Yorkshire. At the Woodlands stud there were at the time a great number of mares and some half-dozen stallions, and these latter included the velocipede horse, King of Trumps, and a French horse named Stentor, who was by De Clare, out of Songstress. Mr. Bowes had, as well as memory serves, seen this horse in France, and wanted to know if he was getting

mares in England. As it happened, Woodlands had been purchased from the present writer's father, and we were constantly there at the time, and knew something of every horse and mare at the stud. We were therefore able to supply the information Mr. Bowes asked for, and when this was exhausted the conversation was continued on the subject of breeding, and we recollect that Mr. Bowes expressed an opinion that Blair Athol's sons—up to that time—were not so good as they ought to have been; while Mr. Nichol was strong on the subject of Newminster and his sons Hermit and Lord Clifden, of which the last named had already sired two St. Leger winners.

There is a record of racing having taken place at Langworthy—or Langwathby—in Cumberland in 1612, and it is said that in Lancashire racing took place at Liverpool, Walton, and Whalley Abbey about the same period, and also at Paisley and Peebles in Scotland, while it is well known that there was racing at Gatherley—or Garterley—Moor over a long period of years. Gatherley Moor is on the old Roman road, a few miles on the Yorkshire side of the River Tees, and at no great distance from Richmond. Probably it was chosen as a racecourse on account of its fine turf, and also because the great high road passed over it—though high roads of three hundred years ago were for the most part horse tracks, and not in the least like roads of the present day, wheeled traffic in this country being almost in its infancy. Sir William Webb won the Bell at Gatherley Moor in 1613.

It is said that there was racing at Doncaster as long ago as 1595, and that the Wheatley Lands (Wheatley Moor) were divided from the common (the Town Moor) in 1614, but it is probable that the racing took place where the present course is, and that merely one side of it was called Wheatley Moor. Where York races were first held is not very clear, for Orton's *Annals of York and Doncaster* begin with the year 1709, when the races were held over Clifton and Rawcliffe Ings; and a year or two later Queen Anne gave a Gold Cup, value 100 guineas, for six-year-olds, and this was won by Mr. Halls' Sampson. In 1710 Queen Anne ran a horse named Pepper for her own Gold Cup, but Pepper could do no better than finish fifth in one heat and third in another.

Farther south there is a record of a horse-race at Sapley, near Huntingdon, when one named Oliver Cromwell won the Silver Bell. This Oliver Cromwell was not the Protector, but according to some

authorities, his uncle, and it is also said of this Oliver that he was knighted by Queen Elizabeth in 1598, and created K.B. at the coronation of King James I. Anyhow, he had what the chronicler calls "the glory of the day." There was racing at Brackley in Northamptonshire in 1612, at Thetford (Norfolk) in 1620, and at Linton, in Cambridgeshire, in the reign of James I, but no exact date is given.

As for Newmarket, which has been the headquarters of the turf for something like three hundred years—but here again there is uncertainty as to when actual racing first took place—Hore wrote that "our summary introduction to the annals of the turf in the reign of James I commences with Newmarket, where horse races and hunting matches were instituted under the auspices of royalty," and later on the same authority states: "there was a horse race at Newmarket, at which the King, tarrying too long, in his return from Newmarket, was forced to put in at an Inn at Wickfordbridge, by reason of his being indisposed." The date of this occurrence is given as March 19, 1619, and it is fairly strong evidence that racing on Newmarket Heath was then in vogue. There is further corroborative evidence in the MS. of Sir Richard Graham, who was Master of the Horse to the Duke of Buckingham. This mentions that the Duke lost £100 to Lord Salisbury in a race at Newmarket in 1622, but there are no records of any of these early races, and investigators are not agreed as to dates. Mr. T. C. Whyte, in his *History of the British Turf*, published in 1840, states that the first races which were held at Newmarket took place in the reign of Charles I, in the year 1640. Which of these dates is correct is of little consequence now. Though there was a good deal of racing, much of it in rather remote country districts, during the reign of Charles I, the times were unsettled, but Sir Theodore Cook, in his *History of the English Turf*—the fullest and best *history* which has yet been written—unearthed a story of a match which was decided in Hyde Park. We need not plagiarize by quoting the whole story, but the match was for £100 a-side, half forfeit, at 8 st. 7 lb., and the date about 1640. What is chiefly notable about this match is that for the first time—as far as we are aware—the actual weight to be carried by the horses is given, and curiously enough, though some time afterwards much higher weights were carried, the fact remains that 8 st. 7 lb. was for a long period of the turf's existence deemed to be a proper racing weight. In the Derby the weights were 8 st. 10 lb. for colts, and 5 lb. less for

fillies over a long period of years, and the same weights were customary in hundreds of weight-for-age events all through the nineteenth century. It is evident, too, that jockeys were employed in this race, but there is no mention of their names, and even in the earlier Yorkshire races, tabulated by Orton, which date from 1709, the names of the riders are not given until the York August Meeting of 1767, when M. Mason won the King's Guineas on Alexander, and the Great Subscription of £316 on Morwick Ball. It is thus evident that in the early days of racing jockeys did not command the enormous fees they have since achieved, but were merely looked upon as grooms.

Cromwell had too much political matter and too much fighting on his hands to attend to racing, but he encouraged horse breeding, and was an importer of Eastern sires. Place's White Turk was one of the horses he brought to this country—Place being his stud groom—and the name of the horse appears in the pedigree of Matchem, and therefore in that of Captain Cuttle, winner of the Derby in 1922, and a direct descendant of Matchem in tail male. Curiously enough, racing was about the only sport with which the Puritans did not interfere, and doubtless their abstention from interference was due to the fact that the soldiers recognized the great importance of horse breeding.

But with the Restoration great changes were quickly brought about, and sport of every kind was allowed to flourish again. Charles II was, as can be judged from history, what in these days would be called horsey. He spent much of his time in the saddle, and he encouraged racing. He established meetings at Windsor, the course being on the flat plain near Datchet. He also patronized meetings at Burford in Oxfordshire, but his racing was chiefly associated with Newmarket, which may be said to have become the headquarters of the turf during this reign. James II was so short a time on the throne that there is nothing of importance in connection with the turf to record which took place while he was king, but William III maintained a big racing stud, and Queen Anne not only kept a stable and ran her horses at the more important meetings, but attended the races in state.

It has been mentioned that the Byerly Turk was originally a charger, who was ridden by Captain Byerly, in William IV's reign. He went to the stud about the end of the seventeenth century; we do not know the exact year, but his grandson, Partner, the grandsire of Herod, is said to have been foaled in 1718, and this is rather curious, for

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FLYING CHILDERS

From the painting by John Wootton

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Tartar, by Partner, and the sire of Herod, has for his date 1743, so that Partner must have been five-and-twenty years old when he played his part in carrying on the great line, which began with the Byerly Turk, and is at the present day best represented by the Tetrarch and his produce. We mention this to show how the evolution of the thoroughbred and the evolution of racing, from its simple beginnings to its present position as a great national pastime, went hand in hand, the improvement in horses being perhaps more rapid than the improvement in what may be called the conditions of racing—by which is meant the management of meetings.

The Darley Arabian was brought to this country in the fourth year of Queen Anne's reign, and from about this date pedigrees of the great horses were strictly preserved, though at that time none could be carried very far back. The first two Georges apparently did not care about racing, and in 1740 (George II) an Act to restrain excessive racing was passed by Parliament, with the object of putting an end to many country meetings by raising the value of the stakes. It was enacted that no Plate of less than £50 value should be run for, the penalty for infringing the law being £200. It was also made legal that one person might only enter one horse for a race on pain of disqualification, and that every horse must be *bona fide* the property of the person who entered it. Parliament also settled the weights horses had to carry, as follows :—

Five-year olds	to	carry	10 st.
Six ,,		,,	11 st.
Seven ,,		,,	12 st.

In the light of what has since taken place this weight-for-age scale is very curious, but it must be understood that this particular scale (which did not last very long) was made at a time when no horses younger than five years were allowed to compete. At the present day, while the weights are much lower for flat racing, five-, six-, and seven-year-olds carry the same weight, while even four-year-olds are reckoned the equal of horses which are older than they are. Why the older horses should have been considered to have been so much better than the younger ones over a hundred and sixty years ago is not very clear, but the scale was probably made because the breaking and training

of young horses was very little attempted, and the five-year-olds were, as regards their experience and so forth, in much the same condition as are the two-year-olds of the present day. Anyhow, it is well known that young thoroughbreds were not forced, but allowed plenty of time in which to mature, and there was no race of less than two miles, and many were much longer, and frequently run in heats. All the policy of the racing of the middle of the eighteenth century tended towards the promotion of stamina in horses, and the short cut, which fills more than half the programme in present-day racing, had not been heard of.

This same Act, by the way, allowed of matches of less than £50 at Newmarket and Black Hambleton in Yorkshire, and the penalty for disobedience was a fine of £200, this applying everywhere except at the two places which have been mentioned. There has been no racing at Black Hambleton for a great number of years, and probably many racegoers of the present day have never heard of the place. Black Hambleton is, however, situated on the hills, east, and a little south of Thirsk, and some five-and-twenty miles from York. The down or moorland turf of the old racecourse was said to be as good as any to be found in the kingdom, and long after the meetings were given up the place was used as a training ground. But it is still very remote, with no railway within a good many miles, and steep hills to be climbed by anyone who wishes to reach the place from the plain of York.

The Jockey Club was founded in 1750 or the following year, but it did not immediately assume the power it has since possessed, and as a matter of fact it dealt at first exclusively with the meetings which were held at Newmarket, and only very gradually assumed the direction of racing in other parts of the country. But between the establishment of the Jockey Club and the end of the eighteenth century racing made enormous strides, not perhaps in the number of meetings which were held, but in the ever-improving conditions with which the sport was surrounded. Stud Books and Calendars were in existence long before racing was properly reported, in an age when newspapers were scarce. Orton's *Annals of York and Doncaster* is the best of the early Calendars, but it was not published until 1844, long after the establishment of Weatherby's *Racing Calendar*, and the information contained in it was gained from various sources, amongst which were two so-called Stud Books which dealt with early racing, whereas Orton

confined himself to Yorkshire, and after the Derby was established gave an account of that race and also of the Oaks. In 1752, while George II was still on the throne, race meetings were held at about seventy places, ten of which were in Yorkshire, four in Cambridgeshire, four in Suffolk, three in each of Berks, Chester, Durham, Lincoln, Middlesex, and Northumberland; two in Cumberland, Bucks, Derby, Gloucester, Hants, Hereford, Leicester, Northamptonshire, Nottinghamshire, Oxfordshire, Kent, Surrey, Warwickshire, and Wilts; and one in Dorset, Essex, Huntingdonshire, Lancaster, Norfolk, Somerset, and Sussex. Most of these were held at cathedral and county towns, and by this time the meetings on remote country heathlands, far from any centres of population, were gradually disappearing.

It will be noticed that there were no meetings in Scotland or Wales, none in Devon or Cornwall, and none in Worcestershire, Bedfordshire, Shropshire, or Staffordshire; and we are further inclined to think that in several of these counties, notably in Shropshire and Staffordshire, there had been earlier meetings which had disappeared from the list. As for Devon and Cornwall, there are no flat-race meetings in these counties at the present day, but a good deal of steeplechasing in the first-named shire. The Northern Counties, it will be seen, had almost a third of the total number of meetings, and there was more racing on the eastern side of the country than anywhere else, and not many meetings in the Midlands, as compared with other parts of the country. Going on a few years, we find that in 1789 racing took place on seventy-two different courses, and this time the list includes the names of three places in Wales, six in Scotland, and fifteen in Ireland. Even then, too, it is the fact that there was a good deal of concentration, and thus we find that Newmarket had ten meetings and Malton four, while there were two meetings annually at several places. No doubt Newmarket had by that time become the most important racing centre in the kingdom, and this prestige it has held ever since, though no individual Newmarket meeting is quite of the same importance as the Epsom meeting at which the Derby and Oaks are run, the Ascot and Goodwood meetings, or the Doncaster September fixture which includes the St. Leger in its programme. Great numbers of horses were trained at Newmarket during the nineteenth century, and therefore it would be convenient to have a great deal of racing there; the same applies, but in a lesser degree, to Malton, where training is still carried on,

though not on the same scale as it was during the first half of the nineteenth century when John Scott was a power in the land and the trainer of no fewer that sixteen St. Leger winners.

It is worth noting in this Calendar of 1789 that Hambledon and Gatherley Moor had disappeared from the list of meetings, but there is mention of Kipling Cotes, between Market Weighton and Beverley, and this racecourse is not only still to be seen, but until very few years ago the Annual Plate—mentioned in the Racing Calendar of 1789—was run regularly, but the race was no longer under Jockey Club rules, like the still existing Town Plate at Newmarket.

These old Calendars reveal the fact that, say a hundred and thirty years ago, there were many more individual meetings than there are at the present day, but nine of every ten were local in character, and drew upon the local supply of horses for their runners. This one can judge from the names of the owners, and of the runners, and also it is practically certain that various training grounds were in existence which have, except in a few instances, entirely disappeared. In many country districts one hears "the racecourse" spoken of, and if one takes the trouble to inquire it will be found that there is local tradition to the effect that racing used to take place at some long-ago period, and at times traces of the original course are to be found. Some years ago we came across one of these on a common known as Waldridge Fell, in the County of Durham, and there the course was, and still probably is, plain enough, but we never could find any such meeting in the old Calendars, and it is just possible that the gallop was only a training ground, in spite of the local name of "the racecourse."

In the earlier days of the turf race meetings were held at many of the cathedral cities, and some of these still have their courses—York, Ripon, Lincoln, Chester, Salisbury, Carlisle, and Worcester to wit; but meetings were also held at Canterbury, Peterborough, Wells, Lichfield, Durham, Oxford, Winchester, and Hereford, all of which have disappeared from the fixture list. Durham and Lichfield were the last to go, and probably their disappearance was in a great measure due to the passing of the rule that no race of less than £100 should be run under Jockey Club rules. This rule caused the collapse of many other small meetings as well as those of certain cathedral cities, and we ourselves have seen racing at Durham, Northallerton, Richmond (Yorkshire), Scarborough, Hull (Hedon), Lichfield, Stoke-on-Trent,

Shrewsbury, Northampton, Huntingdon, Egham, West Drayton, Odiham, and Thirsk—where it is said there may be a revival—also at the short-lived enclosure at Four Oaks Park.

Not all of these meetings succumbed to the £100 rule, but some of them could not hold their own when the enclosed meeting came into fashion, especially those which were difficult of access, and where the course was not very good. We were present, for example, at the last meetings ever held at Stoke-on-Trent and Lichfield, and at the last named the course was full of holes, and not fit to gallop over. The Durham course, too, was very bad on account of the turns, and we have not only seen a horse run into the River Wear at one end of the course, but we were present when three horses bolted and, knocking down a garden wall, ran right into the town. Shrewsbury had an important meeting late in the year when high-class handicaps were decided, but this and several other meetings were greatly out of date as regards accommodation of stands and rings, and when the enclosed meetings came along they did not feel inclined to make a big outlay in new buildings and so forth, more particularly those which were on common land, where there would have been difficulties in the way of securing gate-money.

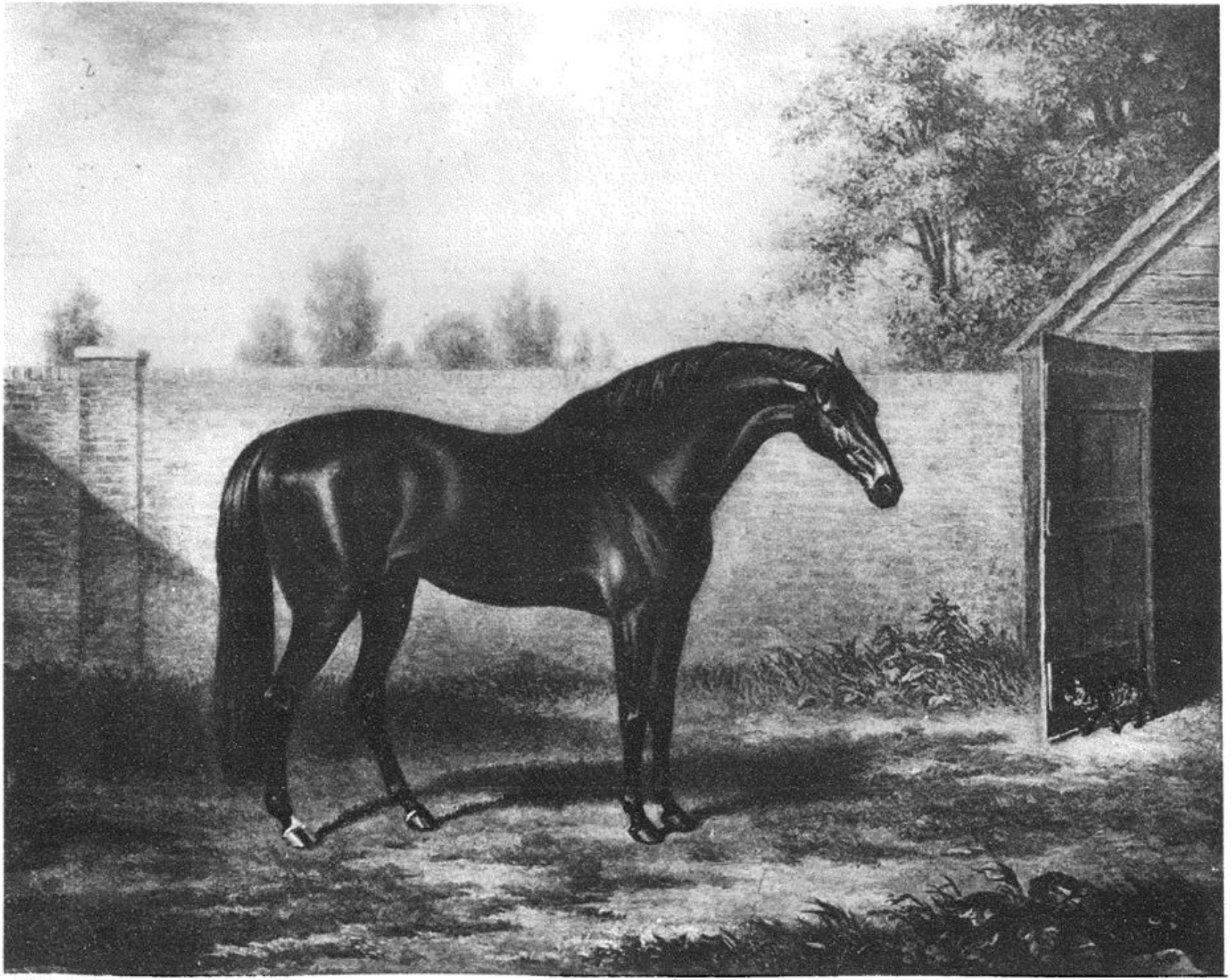
Scarborough used to have a two days' meeting immediately after the York August fixture, but the course was three miles from the town, and though the going was good, the turns were too abrupt. The place had a bad name too, because of an organized raid on the rings which was made some forty years ago by members of the criminal classes. We were present, and well remember what took place. Without any sort of warning there was a rush from the course to the rings and hundreds got over at the same time, the police who were present being quite powerless to cope with such numbers. Many bookmakers and others were robbed openly, and betting for the rest of the afternoon almost collapsed. It was ruffianism of the worst kind, and from that day the meeting was doomed, as money was scarce, and great numbers of race-goers were frightened of a repetition of the raid and avoided the place in consequence.

Mention has been made of the fact that in the early days of the turf only what are now called old horses were raced. The first four-year-old race that we can find took place in 1743, and was a Plate of £50 run for at York on August 12th. Eight years later, in 1751, there was a

two-mile race for four-year-olds at Doncaster, and after that races for four-year-olds gradually increased, while very shortly afterwards three-year-old racing came into fashion. In Orton's *Annals* the first mention of three-year olds running is in 1770, when the Stand Plate of £50, for three-year-olds, at York, was won by Mr. Pratt's Goldfinch, by Matchem, ridden by C. Scaife. The winner was one of the favourites, and won a fine race by a head. There was a similar race at Doncaster in the same year, which was won by the Duke of Kingston's Scaramouch, and these races were continued at York, but seem to have been dropped at Doncaster until 1776, when a sweepstake of 25 guineas each, for three-year-olds, colts 8 st., fillies 7 st. 12 lb., of two miles, was run. This race was quickly given the title of the St. Leger Stakes, and has been continued ever since except during the war years, when a substitute race, called the September Stakes, was run at Newmarket.

It is interesting to note that by this time the scale of weights had become entirely different from that adopted in 1740 by an Act of Parliament. This we have quoted in full. Thirty-five years later we find that in a four-mile race for four-year-olds and upwards, run at York in 1775, and which was a sweepstake of 360 guineas, four-year-olds carried 7 st. 1 lb., five-year-olds 8 st., six-year-olds 8 st. 8 lb., and horses older than six years 8 st. 11 lb. Thus an aged horse would have to allow a four-year-old 24 lb., whereas at the present day in a three-mile race a four-year-old at the beginning of the season would be allowed 7 lb. by a five-year-old and 8 lb. by a six-year-old or an aged horse, and in the last few weeks of the season the younger horse would have a pull of 3 lb. only. In the weight-for-age scale of the present day no mention of any race longer than three miles is mentioned, and as a matter of fact since the distance of the Alexandra Plate at Ascot was shortened in order to avoid an abrupt turn, there is no race in the country of three miles, the Alexandra Plate being now two miles and rather less than seven furlongs.

The Oaks was established in 1779, the distance being a mile and a half, as it now is, and the weight to be carried 8 st. 4 lb., the stakes being a subscription of 50 guineas each. The Derby followed a year later, and was first run at a mile only. The stakes were 50 guineas each, half forfeit, as in the Oaks, and the weights 8 st. for colts and 7 st. 11 lb. for fillies, thus setting the difference between the sexes at 3 lb. The first winner was Sir C. Bunbury's Diomed, and a good many



Messrs. Fores

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THE GODOLPHIN BARB

(or Arabian otherwise named "SCHAM")

From the painting by Geo. Stubbs, R.A.

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years afterwards this horse was exported to the United States, where he laid the foundations of the American turf. York, though it never was able to put what eventually became a classic race into its programme, kept increasing its number of races for three-year-olds, soon adding a more valuable race for horses of that age to its August programme, viz. in 1781 a sweepstake of 150 guineas for three-year-olds, over a mile course, and a subscription of 200 guineas run at two miles. The first-named race was won by a filly by The Miner, from a Sampson mare, owned by Lord Rockingham, and the longer race by Mr. Wentworth's Hermas, by Eclipse. In neither case is the name of the jockey given.

It is undoubtedly the case that at this period of the turf's history racing at some half-dozen or more places had become very much more important than was the case at the provincial country meetings, many of which were, as has been mentioned, held at cathedral towns. In 1789, for example, the official Calendar of races past begins with mention of a match at Newmarket on February 26th, when a three-year-old beat a yearling; next of a meeting at Farndon, at which there were, apparently, two races only, one of which was reduced to a match, while the other was a walk over. This meeting was held on March 16th, and three days later the Four-Mile Plate at Kipling Cotes—which has been referred to—was decided, and again there were only two runners. The first big meeting of the year was the Craven Meeting at Newmarket, the Craven Stakes, then a subscription of 10 guineas each, for all ages, being the first race given in the Calendar. The conditions of this race —which is now run for by three-year-olds only—are very curious when compared with those of present-time racing, for thus early in the year (the date was April 11th) two-year-olds were allowed to compete with older horses, the weights being: "two-year-olds, 6 st.; three-year-olds, 8 st.; four-year-olds, 8 st 9 lb.; five-year-olds, 9 st. 1 lb.; six-year-olds, 9 st. 5 lb.; and aged, 9 st. 7 lb." The race was run "Across the Flat," which distance is one mile and two furlongs at the present day, and was the same—as far as we know—a hundred and forty years ago. There were eleven runners, "but the judge could place the first three only," a five-year-old, Mr. Bullock's Thorn, being the winner, while four-year-olds were second and third. In the field was a single two-year-old, an unnamed filly by Conductor, owned by the Prince of Wales (afterwards George IV). Four matches completed the day's

programme, and it is worth noting that two of these were run Across the Flat, and one on the Ditch In Course, the distance of the fourth not being given. The Ditch In Course is two miles and 118 yards, being from the Ditch to the post at the top of the town, where the Portland Stand was in position not more than about twenty years ago. On the same day there was a sweepstake of 100 guineas each, Yearling Course, or presumably a race for yearlings. There were a lot of runners, and again the judge could only place the first three. There was also a sweepstake of 200 guineas each, Across the Flat, and a number of matches are mentioned in which forfeit was paid. On the second day there was a sweepstake of 300 guineas each; a subscription of 50 guineas each for four-year-olds and upwards, in which there were ten runners, a sweepstake of 50 guineas each, yearling course; three matches; and three in which forfeit was paid. On the third day a subscription of 50 guineas on the New Two-Year-Old Course produced a field of a dozen, and this was followed by four matches, all run on short courses. There seems to have been no racing on the Thursday, but the meeting was continued to the end of the week, though Friday's programme consisted of four matches only. On the Saturday there was a big field for a Handicap Plate on the Abingdon Mile, and no fewer than six matches. It will thus be seen that there had by this time been an extraordinary change in the condition of racing from the early days of four-mile races, and even four-mile heats, all between horses of five years old and upwards. The Newmarket people had, in point of fact, gone to the other extreme, running two-year-olds and yearlings, and using short courses, or comparatively short, not only for their sweepstakes and subscription plates, but in their matches. One of these, indeed, was run over the first half of the Rowley Mile, and many others on the Yearling Course, which was probably half a mile also.

In the country the change of distance was much more slowly brought about, for the two races decided at Catterick Bridge that year were a sweepstake of 10 guineas each at two miles, and a Maiden Plate of £50, run in three-mile heats. At York, in the same year, the races were a two-mile sweepstake, a two-mile match, a valuable sweepstake for three-year-olds at a mile and a half, a four-miles race for hunters, the Stand Plate of four miles, a Plate of £50 in mile-and-a-quarter heats, and a Plate of £50 in two-mile-and-three-quarter heats. These races were decided at the York Spring Meeting, while in August

of the same year there were, in addition to matches, a sweepstake of 100 guineas each at four miles for four-year-olds, a similar race with weights on a slightly lower scale, but also over four miles; a Give-and-Take Plate in four-mile heats, a race worth over £300 for five-year-olds on the four-mile course, a Subscription Purse of £251 15s. for six-year-olds and aged horses, a subscription of 100 guineas each for three-year-olds over two miles, and other valuable subscriptions over the same distance, with two minor events in two-mile heats.

The programme of this meeting is therefore shown to be vastly superior in every way to that of the Newmarket Craven Meeting of the same year, but the Craven Meeting was perhaps the least important of the Newmarket series, the stakes being less valuable. Still, a comparison of the programmes of Newmarket with those of York and Doncaster a hundred and forty years ago shows most distinctly that the era of short races was inaugurated at the Headquarters of the Turf under the auspices of the Jockey Club, and that York and Doncaster held out against the innovations for a long period of years and were backed up to a considerable extent by other provincial meetings. The significance of the change lies in the fact that continual short-distance racing tended to favour the very speedy horse who could only give of his best in a short race, while the long races favoured such horses as were endowed with fine stamina.

The subject is an interesting one, about which there is even now considerable difference of opinion. Four-mile heats were not only too hard upon the generous horse, but were open to a great deal of roguery. Their disappearance from racing under Jockey Club rules was all for the best. Nor was it a good thing for the breed to race horses at four miles only, as was the almost general fashion in the very early days of the turf. This made it necessary that speedy horses and slow horses of staying ability were obliged to run together, and jockeyship rather than the actual merits of the horses was often the chief factor in the result. The speedy horse would be nursed for a final effort, a slow pace in the early stages of the race having been made for him, so that he might be brought with one good run at the finish. Of course such tactics were not always successful, and also it is beyond question that speed being the chief attribute of the racehorse it must be well served in racing. It is also a fact that "class" in racing tells enormously, and a first-class sprinter who might not be able to stay

more than half the distance of such a race as the Ascot Cup in the best company would be able to canter in a crowd of inferior horses over a long course and defeat them readily enough. But there is a medium in all things, and now the stayer is the horse which can win in good company at two miles and upwards, the middle-distance runner the horse which can win at from a mile to a mile and about four or five furlongs, and the sprinter the horse which can win at five or six furlongs. Some twenty years ago there were too many short races in every programme, and too many non-stayers among the good-class horses of every year. But there has been some improvement in this direction since then, though races of two miles and upwards are, even now, far less numerous than they ought to be, and in this direction the programmes at the principal English meetings compare unfavourably with those of France. The one great reason, in the opinion of the present writer, in favour of more long races, is revealed in a study of the lines of blood. Take any horse back in tail male and it will be found that nearly all the animals which form the chain, from the original Eastern sire to the present day, were able to win over a distance of ground, and were probably in a majority of cases classic winners of their particular period.

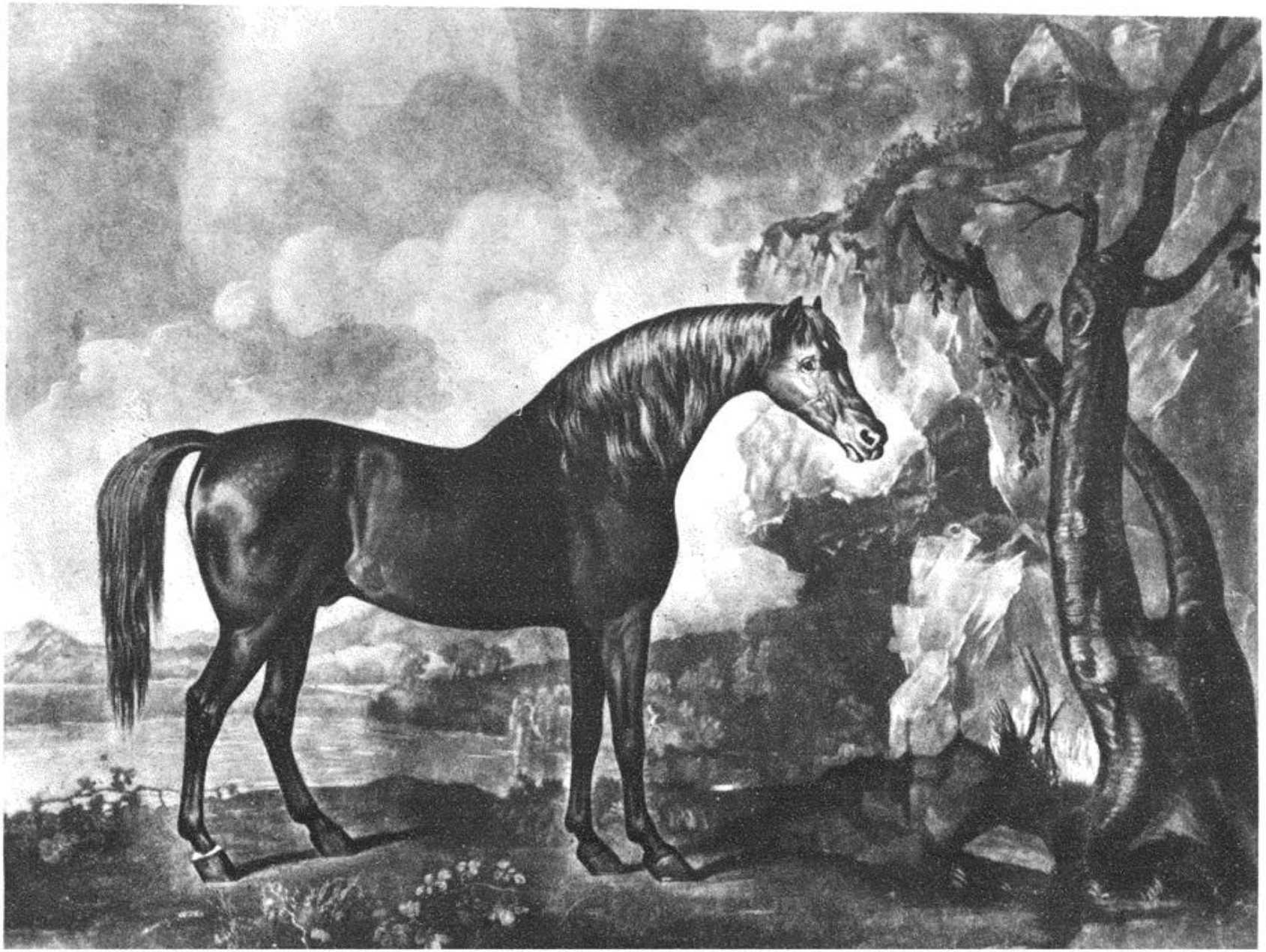
To give an example of how this works out let us take the line of the many excellent sons and grandsons of Cyllene, who have done great things at the stud in very recent years. These horses, of which there are a considerable number at the stud, include Polymelus, who has on several occasions headed the winning sire list, Bridge of Earn, Captivation, Cellini, Cicero, Corcyra, Cylgad, Cyllius, and Lemberg, to mention a few whose names are very familiar. Cyllene was by Bona Vista, a Two Thousand winner and a son of Bend Or, and from the last-named horse came also the line of Ormonde, Orme, Orby, and Grand Parade. Also from Bend Or came Kendal, the sire of the good Derby winner Galtee More, and also of Tredennis, who in turn sired Bachelor's Double and many other fine performers. Other sons of Bend Or—Martagon and Orvieto to wit—have winners or the sires of winners at the present day; and all things considered, the line is one of the two or three strongest in present-day racing.

It is therefore well worth looking briefly into the doings of the various horses who carried it on from the time of Eclipse, foaled in 1764, to the time of Bend Or, who first saw the light in 1876. The

last named is ninth in descent from Eclipse in tail male, the first horse in the line being Pot-8-os, son of Eclipse and Sportsmistress, who was foaled in 1773. This horse was a three-year-old four years before the first Derby was run, but that he was the best of his day can be gleaned from the pages of the Calendar. He does not seem to have been successful until he was rising five years old, when he won the "Renewed 1,200 Guineas." He was sold by his breeder, Lord Abingdon, during the race, to Lord Grosvenor for 1,500 guineas, with his chance in the race thrown in, and a few minutes later he had almost recovered his purchase money. This race was over the Beacon Course of four miles, and so also was the race he won at Newmarket a fortnight later. He also won the Jockey Club Plate over the same four-mile course, and won a race in four-mile heats at Swaffham (Norfolk), but he was beaten for the Cup at Oxford by Dorimant. In 1779, Pot-8-os won a purse on the Duke's Course (the Duke's Course, which has not been used for a hundred years, was four miles 184 yards in length). It is said that the starting-post was the same as that used for the Round Course, which is close to the Plantation, about two-thirds of the way up the Bunbury Mile. It followed the Round Course for about half a mile, when it turned to the right and ran over what is now a farm, until it joined the Beacon Course, near Three-Mile Bottom. The remainder of the Duke's Course from Three-Mile Bottom was over the same ground as the Beacon Course, which means that it included all the present Cesarewitch Course, and the distance from the winning-post at the Rowley Mile Stands to the since disappeared Portland Stand at the "top of the town." In that same season Pot-8-os won four more races, walked over for two others, and was not beaten. In 1780 Pot-8-os was third in a handicap, but won four races—including the Jockey Club Plate—and walked over three times, while in the following year he began by winning a four-mile handicap of 1,000 guineas under 8 st. 7 lb., and afterwards he won or received forfeit several times, but was beaten by Woodpecker at the Newmarket First October Meeting. In 1782 he won three races, including the Jockey Club Plate, and in 1783 he won the Whip. All of the races in which Pot-8-os took part were big ones, and it is plain enough that he was a very genuine stayer. Pot-8-os was extraordinarily successful at the stud, and amongst the many great winners he sired was Waxy, who won, among other races, the Derby of 1793. He also followed in his sire's

footsteps by taking the Jockey Club Plate at Newmarket when four years old, and he in turn got an even better horse in Whalebone, a very handsome horse whose dam was the famous Prunella, by Trumpator.

Whalebone won the Newmarket Stakes of 1,150 guineas on his first appearance, and a few weeks later he started favourite for, and won the Epsom Derby. Later in the year he won twice, received several forfeits, but failed to give Treasurer 7 lb. in a match. There is no need to go at great length into Whalebone's later performances. He won King's Plates and other races, and was beaten more than once when he had the worst of the weights. It was said of him that stamina rather than speed was his forte. He was not a big horse, being rather low of stature and close to the ground, but he possessed great qualities, and he sired Sir Hercules to carry on his main line. As regards class, Sir Hercules was perhaps the weakest member of the line from Eclipse to Bend Or, but he ran third to Rowton and Voltaire in the St. Leger of 1829, and he won the Claret Stakes of 1830 at Newmarket. He also won races in Ireland and was a good stayer, while he was very successful at the stud, though he served in Ireland for some years, and in that country sired (Irish) Birdcatcher, who is the next link in the chain. This horse ran once as a two-year-old, at the Curragh, and was beaten. In his second season he won the Madrid Stakes, the Miltown Stakes, and a match, and then had two seconds to his credit. He soon took up the winning thread again, but as a four-year-old, though he won the Kildare Stakes under the top weight, he could not beat the famous Harkaway, who defeated him on three occasions and who was undoubtedly a great horse. The Baron was the horse to carry on the male line. He was bred by a Dublin veterinary surgeon, and as a three-year-old he won three races in Ireland, and was then sent over to England, where he was beaten in the Liverpool St. Leger. He was then very fat, and had inflammation in his feet, but John Scott, the famous "Wizard of the North," who trained sixteen St. Leger winners, took a liking to him, and he was sent to Malton, and in due course won the St. Leger, and followed up the form by winning the Cesarewitch with a 10 lb. penalty in the saddle, his weight being 7 st. 9 lb., which is a big weight for a three-year-old to carry in the most important long-distance handicap of the year. Like others of his line, The Baron was emphatically a stayer rather than a short-distance runner, and in



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MARSKE

From the painting by Geo. Stubbs, R.A.

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Stockwell he sired another fine stayer who won the Two Thousand and St. Leger, and was one of the strongest and most powerful horses ever seen on the turf. But he was even better at the stud than he was as a runner, and during his stud life he sired the winner of the Two Thousand four times, of the One Thousand three times, of the Derby three times, of the Oaks once, and of the St. Leger no fewer than six times—fair proof that he endowed his stock with great stamina. In all he had seventeen classic winners, and though Blair Athol was probably the best racehorse he ever sired, the line to Bend Or came through Doncaster, winner of the Derby in 1873 and of the Ascot Gold Cup in 1875. Doncaster was foaled in 1870, and ten years later he was the sire of the Derby winner Bend Or, from whom the line has been chiefly carried on by Ormonde, Kendal, Bona Vista, Martagon, and Orvieto. Ormonde won the triple crown, and was a horse of the century; he sired Flying Fox and Orme, from which last-named horse came the Derby winners, Orby and his son Grand Parade. Bona Vista won the Two Thousand, and sired Cyllene, who in turn sired four Derby winners, and whose sons are doing great work at the studs of the present day. There is no need to go further into this question, but it may be stated that if any of the other great male line are carefully examined it will be found that the stayers are in a big majority in the line of sires. This is especially the case with the Blacklock line of Eclipse, from which came St. Simon and his son Persimmon; and it is also much in evidence with the best and strongest line of Touchstone, which came through Newminster, Lord Clifden, and Hampton to Bayardo and the substitute Derby winners, Gay Crusader and Gainsborough. Not all the sons of the different lines which have been mentioned are stayers, and many of the best short-distance runners sire horses of high class and great speed, but these short-running sires seldom found a line or carry on the line to which they belong, and if we take the pedigree of any classic winner it will be found, in a huge majority of cases, that the male line is chiefly composed of stayers, and that when the names of famous sprinting sires occur they are mostly there as the sires of females.

Going back for a time to our historical sketch of the turf, one is forced to the conclusion that during the eighteenth century, and in spite of Newmarket being the headquarters of the turf with a Jockey Club of its own (at first), the sport which took place in Yorkshire,

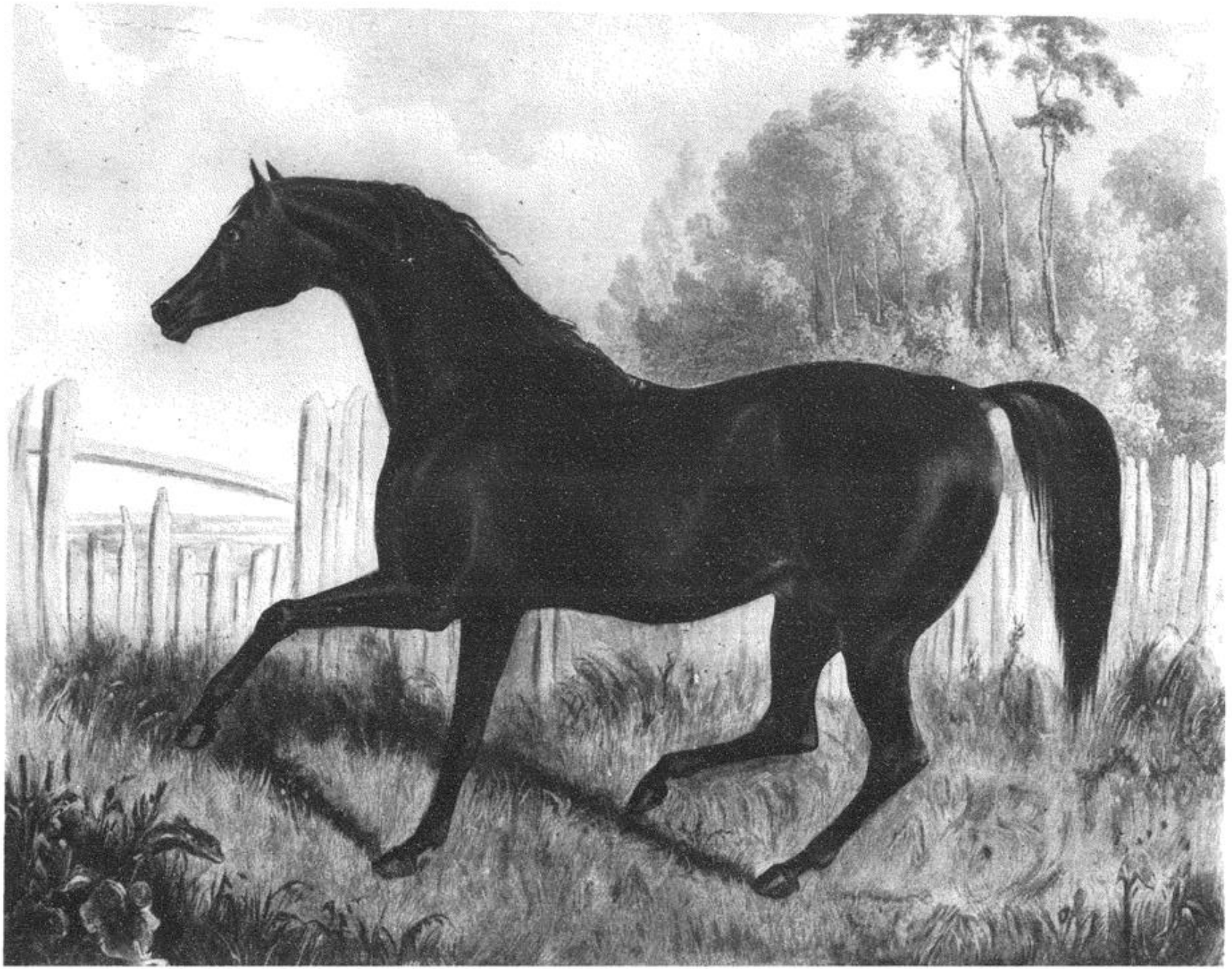
especially at York and Doncaster, and in a lesser degree at Malton, was quite as important as that which took place anywhere in the South of England. Possibly more horses were trained at Newmarket than on any other training ground, but even this is open to argument, and certain it is that at Malton, Middleham, and Richmond in Yorkshire, very large studs were trained for noblemen and county gentlemen, who in the early days of the turf practically monopolized the ownership of racehorses. But great changes came about in the early part of the nineteenth century. New owners were forthcoming in successful business men, successful trainers and jockeys—the Chiffneys and the Scotts to wit—and, after a time, successful bookmakers. Ante-post betting became the fashion, at first chiefly in connection with the Derby and St. Leger, and a little later over certain handicaps. Some of these have been established not far short of one hundred years. The Chester Cup, as it is now, dates from 1824, the Manchester Cup from 1834, the Ascot Stakes from 1839, and the Royal Hunt Cup from 1843; the Great Metropolitan from 1846, the City and Suburban from 1851, the Northumberland Plate from 1833, the Liverpool Summer Cup from 1828, the Goodwood Plate from 1823 (one hundred years old), the Stewards' Cup and the Chesterfield Cup from 1840, the Brighton Stakes from 1824, the Great Ebor Handicap from 1843, and the Cesarewitch and Cambridgeshire from 1839. Betting on the Derby commenced and continued over a long series of years with the backing of yearlings as well as the older horses, and for a long period the biggest bets were laid over this race and the St. Leger months, and indeed even years, before the actual race was run. Such races as the Chester Cup and the Northumberland Plate appealed to backers during the previous autumn, and even in the summer, and we who write have seen a horse well backed for the Derby a week or two before the Derby previous to that in which the horse was engaged. And in the case of little races, before the days of starting-price betting, the man who wished to back his fancy, but who did not attend the meetings, had either to give his commission to someone who was about to attend the meeting or find a bookmaker who would lay him a price. There was throughout the early and middle parts of the nineteenth century a very large amount of betting on the classic races and on the big handicaps, but there being no starting-price betting, it resulted that over all the minor events most of the commissions, and also the

investments of the general public, were executed on the course. In London and in the big provincial towns "lists"—as they were called—of prices of horses engaged in all the more important races were openly displayed, and attracted a great deal of business, but it is quite certain that the non-race attending backer could hardly bet all through the card of a meeting as he has been able to do since starting-price returns were published. In the case of these little races the bookmaker had nothing but public form—and perhaps a certain amount of private information—to guide him, and as most of the stable commissions were done on the course, he had small chance of getting round, the result being that he generally offered a ridiculously short price, or declined to lay odds against a single horse. This was particularly the case with country bookmakers, but the advent of starting-price returns, published in all the daily papers, brought about what was almost a revolution in betting, for it then became possible for everyone to back his fancy in any little race without having to attend the meeting where the race was run.

Before the railways appeared much of the racing took place in what were spoken of as circuits. At times horses would be travelled very long distances by road, but as a rule they ran chiefly in the district in which they were trained. Yorkshire horses, for example, were seldom seen at the south country meetings, except when a really good horse was sent to Newmarket or Epsom, and southern horses did not frequently run in Yorkshire. The Derby in its early days was seldom won by a Yorkshire-trained horse, and the same thing can be said of a southern-trained horse and the St. Leger. Indeed, there had been twenty-three St. Legers and nineteen Derbys before Mr. Wilson's Champion won the double event in 1800, while there was no further winner of the two races until 1848, when Surplice was the first of a trio, the others being The Flying Dutchman and Voltigeur, to complete the famous double. In the early part of the nineteenth century, then, all the country meetings were obliged to depend on local support, and there was a southern circuit which included such meetings as Epsom, Guildford, Egham, Reigate, Stockbridge, Winchester, Ascot, Lambourn, Reading, and Abingdon. Then again there was a circuit which included Chester, Tarporley, Nantwich, Knutsford, Manchester, Preston, Lancaster, Whitchurch, Bridgnorth, Shrewsbury, Ludlow, Lichfield, Stafford, Stoke-on-Trent, Warwick, Worcester, and Hereford. In the

Midlands proper, racing seems hardly to have been so popular as it was in the Western Midlands, but meetings were held at Leicester, Northampton, Nottingham, Oxford, Burford (Oxfordshire), and Derby and Chesterfield, as also at Gloucester and Cirencester. Somewhat scattered meetings, because they were some distance from any other scene of racing, were held at Canterbury, Huntingdon, Salisbury, Swaffham, and Ipswich, while Lincolnshire had meetings at Stamford, Grantham, and Lincoln. In Wales there were meetings at Cardiff and Conway, and in Scotland at Edinburgh, Ayr, Dumfries, and Kelso, while in Yorkshire there was the biggest circuit, meetings being held at eleven different towns, viz. York, Doncaster, Malton, Catterick Bridge, Hull, Richmond, Scarborough, Wakefield, Boroughbridge, New Malton, and Northallerton. The meetings at Black Hambledon had disappeared long before the beginning of the nineteenth century, and though the Plate at Kipling Cotes was still being contested only a few years ago, it dropped out of the Calendar more than a hundred years ago, being of too small value to be recorded. But the northern circuit was even larger than the list of Yorkshire meetings suggests, for the horses which ran in Yorkshire also performed at Durham and Stockton, and at Newcastle, Alnwick, Morpeth, and Milfield in Northumberland. There was, as has been mentioned, no flat racing in Devon and Cornwall, and there is none to this day, although steeplechasing is popular in the first-named county.

It will be understood that before it was possible to dispatch race-horses by rail to distant meetings the question of travelling was an important one. Just before the railway era set in, Lord George Bentinck—the founder of the Goodwood meetings—had travelling horse-boxes built in which his animals were conveyed by road, but before this method of transport had become general the railway horse-box had arrived, and this to a great extent revolutionized racing, horses having no longer to be walked great distances by road to the meetings. One of the first results of the new state of affairs was that certain horses on certain circuits were no longer able to farm such prizes as the King's (or Queen's) Plate, or any other good prizes which were offered at the country meetings. Owners and trainers quickly discovered the possibilities of the new form of transit, and horses from Newmarket and from the training grounds on the downs of Hants, Berks, Wilts, and Sussex were sent to the Midlands or the North to



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SIR HERCULES

From the painting by G. H. Laporte

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run, while Yorkshire-trained horses made many successful descents on the southern meetings. Another result of the advent of railways was that the very small meetings were no longer able to hold their own, often because of their remoteness; more frequently because the funds were not forthcoming with which they could compete with the more important fixtures. Still some of them lingered on, going through severe struggles, and a handful of them survive to the present day, and have been greatly improved. Towards the middle of the century, when railways were fairly well established, with main lines running through all the big centres of population, racing had become more centralized than it had been in its earlier days. It still hovered round the cathedral cities, but it flourished most of all at Newmarket, Doncaster, Epsom, Ascot, and Goodwood, these being, as they are at the present day, the most important fixtures in the kingdom; Epsom, Newmarket, and Doncaster because of the classic races being decided there; Ascot and Goodwood because of the high quality of the racing; and in the case of the first named because also of the great value of the prizes offered.

About the middle of the nineteenth century many of the meetings which have been mentioned had disappeared from the Calendar, while scores of little meetings had taken their places. Thus, for example, there were in 1855 only seven meetings at Newmarket, two at Epsom, and one each at Ascot and Goodwood. There were two at Shrewsbury, two at Chester, two at York, two at Doncaster, three at Liverpool (also a Hunt Club meeting), two at Brighton, two at Derby, two at Lincoln, two at Newton, two at Northallerton, two at Nottingham, two at Salisbury, two at Coventry, three at Warwick, and two at Worcester. In addition, there were single meetings at Abergavenny, Abingdon, Airdrie, Barnet, Bath, Bedford, Beverley, Bibury, Brecon, Bridgwater, Perth, Canterbury, Cardiff, Carlisle, Cartmel, Catterick Bridge, Cheadle, Chesterfield, Chelmsford, Cheltenham, Cowbridge, Croxton Park, Dover, Downham Market, Durham, Eccles, Edinburgh, Egham, Grimsby, Hampton, Handsworth, Harpenden, Harrogate, Harrow, Hartlepool, The Hoo, Ipswich, Isle of Sheppey, Kelso, Knighton, Knutsford, Lanark, Lancaster, Leicester, Lenham, Lewes, Lichfield, Ludlow, Maidstone, Malton, Mansfield, Market Rasen, Monmouth, Marlborough, Nazing, Newcastle, Newhall, North Herts, North Staffordshire, Odiham, Paisley, Plymouth, Pontefract, Radcliffe, Reading, Redditch, Richmond, Ripon, Rochester, St. Ives, Southminster, Southwell, Stamford, Stock-

bridge, Stockton, Stourbridge, Sunderland, Swansea, Tavistock, Tenbury, Tenby, Tonbridge, Teignbridge, Totnes, Ulverston, Walsall, Waltham Abbey, Wenlock, Western Meeting (Ayr), Weymouth, Whitehaven, Winchester, Withernsea, Woodford, Wolverhampton, Wrexham, Wye (Kent), and Yarmouth.

Flat racing of sorts formed the whole or part of the programmes at all of these meetings, and the year 1855 has been chosen because at that period there seems to have been more little, unimportant meetings than at any other time. Thus at one meeting where all the races were on the flat, and six events were decided, the total value of the six races was £169, or just a fraction over £28 apiece. This was at Newhall (Sheffield), while at another fixture (Cartmel) the three flat races were of a total value of £79. Three races were of £1 less value at Wye about the same time, and three at Ulverston of exactly the same value as the three at Wye, £78 to wit. These little meetings did little to improve the breed of horses, but many of them were very short lived, and had dropped out long before the £100 rule was determined upon by the Jockey Club, who, it should have been mentioned before, had some time before taken all the racing, and not Newmarket only, under their wing. The £100 rule was to the effect that no stake of less value than £100 should be run for at any meeting held under Jockey Club rules. By this time, too, the park enclosed courses had been decided upon, and Sandown Park was already in existence, while there was much talk of other courses to follow, quite a number of which duly materialized.

Some of the small meetings went on under rules of their own, but very few could stand the strain of the £100 rule, and unfortunately some very sporting fixtures, which used to attract horses of fairly good class, were obliged to put up the shutters. In some cases where the racing was fairly good and the meeting well supported the course was a poor one, and this was notably the case at some of the northern meetings. Durham, Morpeth, Northallerton, Richmond, and Scarborough (a little later) all disappeared from the list of fixtures, and though Thirsk struggled on until before the war, no meetings have been held there since—though, as has been mentioned, there is some talk of a revival. Other meetings which have disappeared within the last thirty to forty years are Lichfield, Huntingdon, Northampton, and Shrewsbury, of which the course at Lichfield was in shocking condition when the last meeting was held, while the Northampton course was dangerous, and

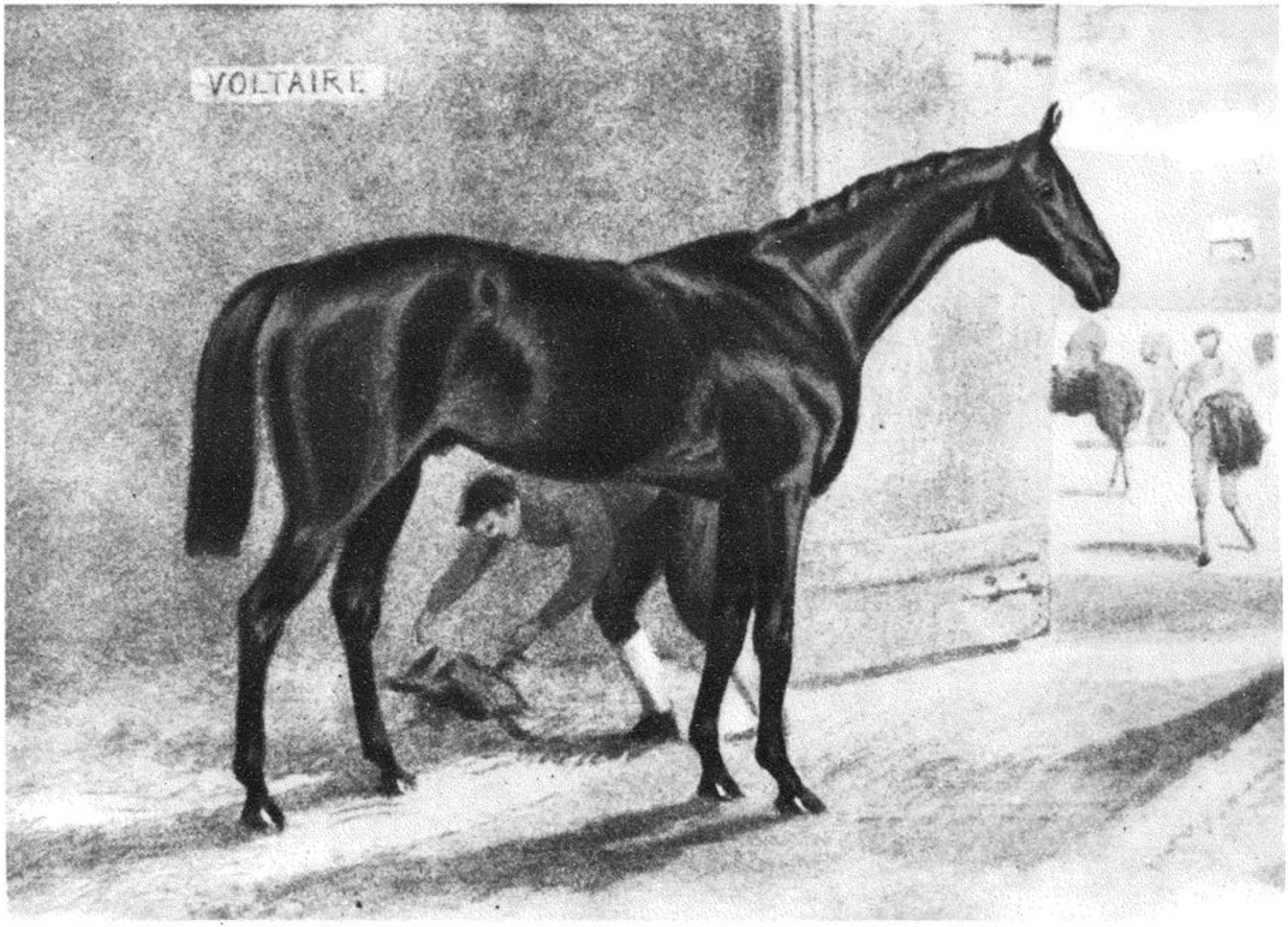
favoured horses which were drawn on the inside in a great degree—as does Chester to this day. Why Shrewsbury joined the ranks of the departed we could never understand. The course was a fairly good one, and to judge from its present appearance—we looked at it last summer—it could be made an enclosed meeting. There were on its programme at least two important handicaps, and the place is handy for Liverpool and Manchester, and also for the great industrial districts of the Midlands. Moreover, at the present day there are no important meetings, and very little flat racing, in the Western Midlands south of Chester. There are enclosures at Birmingham and Wolverhampton, several meetings at Warwick, but no flat-race meeting in Shropshire, in Herefordshire, and only one in Worcestershire, where the programmes are always modest. Nor is there any racing under Jockey Club rules in Wales, but, on the other hand, no racehorses are trained there except a few steeplechasers, more especially in the Tenby district of South Wales.

As has been mentioned, Sandown Park was the first enclosed course in the country, and therefore the first at which gate-money could be charged to every individual who went on to the course. In old days a huge majority of the courses were on common land, and to this day Epsom, Ascot, and Goodwood are open to the public gratis as long as they do not attempt to enter the various enclosures. The course on common land was, however, always at a disadvantage, because it was a difficult matter for the executives of the meetings held on such courses to keep the running track in good order. Even at Ascot there have been frequent complaints as to the state of the course, and at one time—from five-and-twenty to thirty years ago—the track appeared to be in a most neglected condition. The Jockey Club did what they could, and those who have the management of the Ascot meeting in their hands set to work to improve the going. This was when the Duke of Richmond (then Lord March) was a steward of the Club, and we remember walking round the course with him and a small party, which walk bore very profitable results in the shape of filling up holes, rolling and treating the turf with moss litter and other manures. But at the enclosed meetings each management has a free hand, and the result is that the modern courses are cropped, rolled, manured, and watered in times of drought, and are also railed in from animals which may be grazing in the open spaces of the course. There is, in fact, no excuse for bad going at any enclosed meeting, and one is glad to say that an

excellent running track is always forthcoming at all the meetings we know well.

Kempton Park was established four years after Sandown, and one thinks that the course at Four Oaks, near Birmingham, was the next Racecourse Company with an enclosure. This course, however, did not catch on with the public, and its life was of short duration. Another early enclosure was at Hedon, a few miles east of Hull, and this also disappeared, having had a very short spell of life. It seems curious that a modern racecourse should not have been a success in the East Riding of Yorkshire, where perhaps more horses of all sorts are bred than in any district of the same size; but the fact remains that Hedon did not attract sufficient numbers of the public to make it a paying concern. Another very early enclosure was Gosforth Park, near Newcastle-on-Tyne, which has been established more than forty years. Though five miles away from the town, and with no railway to the course, like so many southern enclosed meetings Gosforth Park had the advantage of being in a position to take over the old Newcastle meetings which had been held annually for something like a hundred years. There were, practically, ready-made programmes for the meetings, and three races at the summer fixture, which were of their kind as important as any run in the North of England during the first half of the racing year. The events in question were the Northumberland Plate, a two-mile handicap which dates back to 1833, the North Derby for three-year-olds, and the Seaton Delaval Stakes for two-year-olds. The course at Gosforth Park is one of the finest in the kingdom, and if the place was not so far away the racing which takes place on it would attract more horses of the best class than it does.

In the South of England, Hurst Park was the next important enclosure to come into being, and here again the meetings were founded on the relics of a long-departed meeting, commonly known in its day as "'Appy 'Ampton." The course is not at Hampton, but on the Surrey side of the river, on ground that was formerly known as Molesey Hurst, but in the days of Hampton races the winning-post was at the other end of the course, not far from Molesey Lock. The course always provides wonderful going, but the stands are not particularly well placed, for the horses come too much "at" the spectators, and from many positions it is difficult to see how they are placed when running on the straight course. Gatwick and Lingfield succeeded Hurst Park



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VOLTAIRE

From the painting by John Beer

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very quickly, and both are good courses, with the stands—especially those at Lingfield—well placed for viewing the racing. Gatwick is on clay, and is inclined to be deep at the winter steeplechase meetings, but it is well watered in times of drought, and it is a fine course on which stamina tells very greatly. Lingfield is very pretty, and a beautiful view of the racing is always forthcoming, but the straight mile is one of the easiest in the kingdom, owing to the fact that the early part of it is on a downward slope. The only other southern enclosure is Newbury, which has now been going for twenty years; but considerable mention is made of this course in another part of the book, and it is enough to say now that it is the *dernier crie* in racecourses as far as this country is concerned.

And while these courses were being put into commission in the South of England, those concerned with the business of racing were busy elsewhere, adopting the new system of gate-money wherever it was practicable, and establishing new, enclosed courses where it was thought that success would be achieved. At Nottingham, for example, the old course on what had been a part of Sherwood Forest was abandoned and a new enclosure arranged at Colwick Park and another one at Oadby, near Leicester, and at Birmingham a new enclosed course at Bromford Bridge took the place of the defunct Four Oaks Park, while a new enclosure was also laid out quite close to the town of Wolverhampton. In Lancashire a course was made at Haydock Park, which took the place of the old Newton meetings, and at a considerable number of old meetings the ground—where it was possible—was acquired so that gate-money could be charged, stands remodelled, and so forth. The upshot of all this was that racing became much more centralized, although there was not much decrease in the number of meetings, and none at all in the number of racing days. In the list of meetings which was given a page or two back, one hundred and twenty-one places were enumerated at which flat racing took place. At the present day there are forty-seven racecourses, and at a majority of them there are several meetings in the course of a year. Ascot, Goodwood, Yarmouth, Lanark, Edinburgh, Beverley, Croxton Park, and Chester have a single meeting, but Newmarket has seven, Sandown, Kempton, Newbury, Lingfield, and Hurst Park five apiece, while the Midland enclosures have nearly as many. In fact, there is racing at some of the enclosed meetings every week, for even in the four great weeks of the year,

Epsom, Ascot, Goodwood, and Doncaster, the Saturday is always secured by one of the enclosed meetings. This centralization is all for the best. To begin with, the Club system allows of great numbers of paying supporters of racing getting fair value for their money. And in this connection we are not considering owners of racehorses, or indeed anyone who is officially connected with the sport, but rather the great mass of upper middle-class folk who take their relaxation in racing, have a bet or two, and are able to take their womenfolk into the Club enclosures, where luncheon is provided and a fair amount of comfort is ensured. From the point of view of the layman (in racing) attending the meetings, the Club and the motor-car have almost revolutionized racing. At Ascot and at Goodwood a vast deal of entertaining is still got through in scores of tents, put up by Social Clubs, military units, and so forth, but the old carriage meeting has almost disappeared, and the only real carriage meeting we know of—though the carriages are chiefly motor-cars—is that which is held at Catterick Bridge, in the North Riding. Here the stands are still primitive and incapable of holding all the people who attend, and luncheon and other refreshments at the carriages are still a feature of the meetings. You see plenty of cars and a few coaches and carriages on the course at some of the enclosures, but only on the big days when the ranks of regular racegoers are enormously swelled by the casual visitor who picks a few good days in the year. Thus, for example, the days of the Eclipse Stakes at Sandown and the Jubilee Handicap at Kempton Park are still carriage days, and the same may be said of all the Bank Holiday meetings, except perhaps on Boxing Day, when the sport is under National Hunt rules, and the weather is frequently too wet or too cold for enjoyment where no shelter is available.

Perhaps the present-day, modern conditions of racing are more noticeable round London than anywhere else, and the present writer is well able to remember when Epsom and Ascot were the only big meetings anywhere near town, and these, being on common land, have changed very little as regards their general features. Besides Epsom and Ascot, there was racing at Windsor, at Bromley, Egham, Hampton (Molesey Hurst), West Drayton, Kingsbury, and Harpenden. We also remember having been at a meeting near Woolwich, but that was in our very early days, and we have never been able to locate the course in recent years, and think it must have been a military affair.

The list of meetings which has been given provided very moderate fare, and in place of Egham, Hampton, and so forth we have Sandown, Kempton, Hurst Park, the modernized Windsor, Gatwick, Lingfield, Newbury—one hour from Paddington by special race trains—and lastly, Alexandra Park, almost in London, with four very popular one-day fixtures, and a most curious course, which, in spite of its peculiarities, is undoubtedly beloved, not only by the public, but by certain trainers and jockeys who invariably find horses which are suited to its intricacies.

It is much the same in the country: the large industrial districts of the Midlands can have flat racing at Derby, Leicester, Nottingham, Birmingham, Wolverhampton, and Warwick, and excellent steeplechasing at Cheltenham, Ludlow, and Colwall Park, while in the North there are York, Doncaster, Pontefract, Beverley, Ripon, Stockton-on-Tees—Stockton is in Durham but the course on Mandale Bottoms is in Yorkshire—and last, but not least, Redcar, which possesses one of the best straight miles in the kingdom. There is no flat racing actually in the County of Durham now, though the county was one of the very earliest to encourage the sport, and only one place with three fixtures in Northumberland, this, of course, being Gosforth Park. Lancashire has the all-important Liverpool and Manchester meetings, to say nothing of Haydock Park, while Chester is not far off, and owes the greater part of its attendance to the Liverpool and Manchester crowds which attend every year. There are, in addition to those which have been given, a few meetings which are rather more scattered—Brighton and Lewes, for example, and Salisbury, where the races of the Bibury Club are still held on one of the three days of the summer fixture. Then there are two meetings at Lincoln, and one at Yarmouth, and several at the Folkestone enclosure, as also two at Bath, which are the only flat-race meetings held in Somersetshire. Gloucestershire and Herefordshire are now without flat racing, and so too are the extreme south-western counties, while there are two meetings at Worcester, and there are seven meetings in Scotland, of which five take place at Ayr.

The advent of the Club meeting and the £100 rule with regard to all races under Jockey Club rules did an enormous amount of good to the turf. It cannot be urged that the old meetings which were brought off near London—Epsom and Ascot, of course, excepted—were for the general good of racing, or that they did anything towards

improving the breed of racehorses. They were to a great extent occasions on which all the undesirables of London flocked to the courses with a view to getting money—usually by dishonest means. There used to be a small attendance of owners and their friends, especially if a horse or two of fair class was to run, but the horses were for the most part sorry platers of no intrinsic value, and the crowd who came to see them was composed of riffraff of all descriptions. Sporting tradesmen went to such places as Hampton in considerable numbers, and as a rule returned much lighter in pocket, and frequently also minus money, watch, and so forth. At times even more was lost, and once a prosperous retired member of the butchering fraternity told us that when he first set up for himself in a western suburb he drove to Hampton races in his own trap and placed both horse and trap in a tent, where he was politely received by a groom-looking chap, who charged him 5s. for the accommodation and gave him in return a metal disc with a number on it, which number corresponded with a number tied on the rail of the trap, and another one placed on the horse's headpiece. Our old friend saw his horse well into a feed of corn before he left the tent, and then, the discs having inspired confidence, he thought no more of his belongings until the racing was nearly over. He soon found the tent, but it was absolutely empty; not only had his own horse and trap disappeared, but there was no sign of the three or four he had seen—all numbered with discs—on his early visit. He soon found a policeman, who told him that he was the victim of well-known horse thieves, but he never recovered his property.

It is perhaps a bold thing to say, but it is absolutely a fact, that the modern enclosure has improved the standard of visitor to the racecourses. It would be ridiculous to assert that undesirables do not frequent the courses in these days, but their numbers are enormously curtailed, for since the war they have 3s. to pay for admission as the lowest charge to the ground, and a further sum for the cheapest of the stands. Then, too, the gipsies and vagrants of undesirable class who are still to be seen in great numbers at Epsom and Ascot have never been allowed within the parks. There are no shows of any sort, no stalls, no coco-nut shies, boxing booths, gambling tents, and, in fact, none of what used to be called "the fun of the fair." Indeed, all is quiet and respectable on the outside portions of the course, and though in

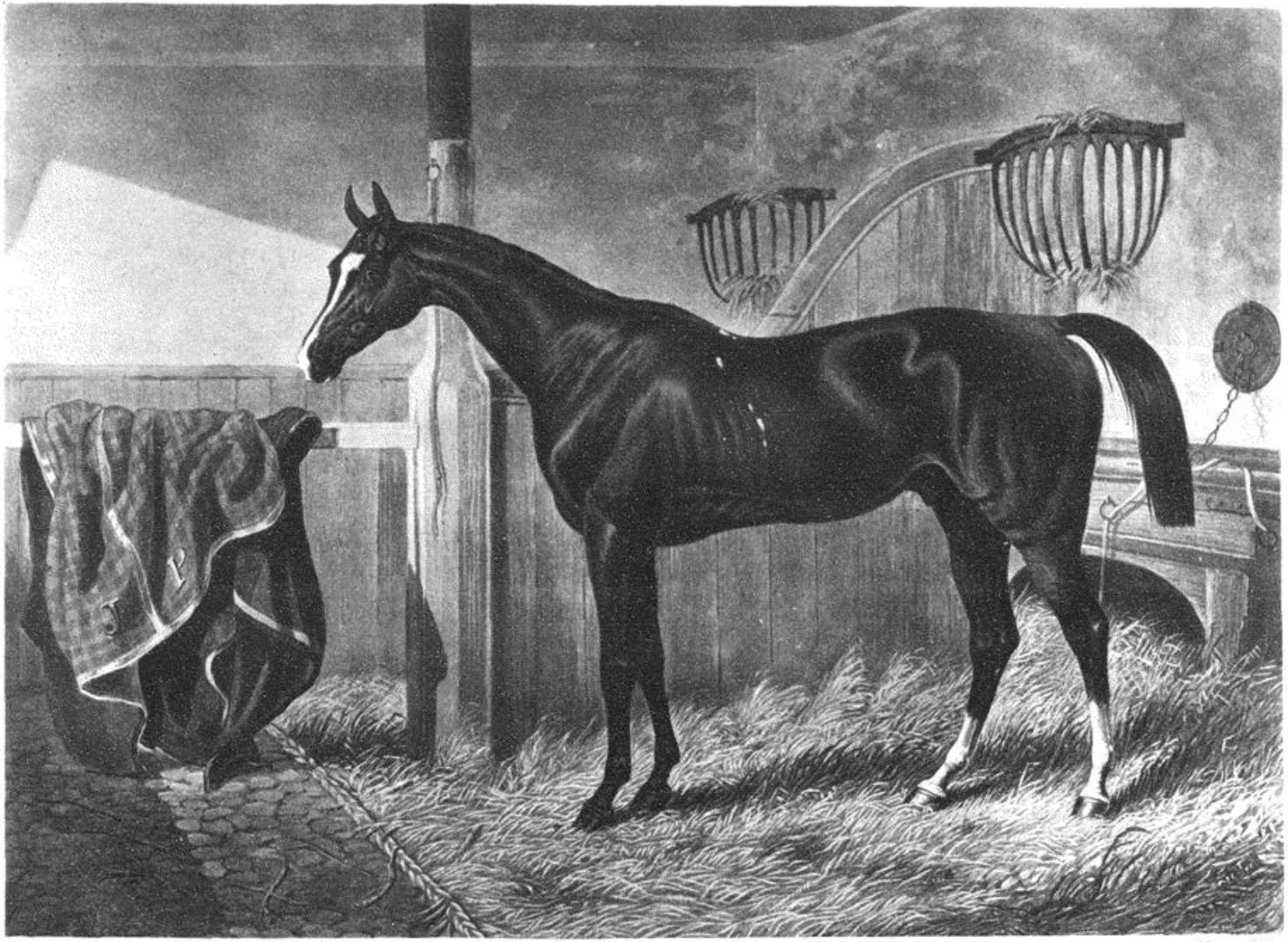
recent times there has been a certain amount of trouble in some of the cheaper rings, the executives of the courses and their staffs have got the upper hand again. The fact is that of those who go racing at the present day an exceedingly large majority are actuated by their love of racing and their desire to have a little on the horses they fancy. Some of the women may go to look and be looked at, but lady owners are a fashion of the day, and it is impossible to find a race-card on which several lady owners are not represented. Of late years many valuable prizes have been won by ladies, and in 1918 Lady James Douglas won the Two Thousand and also the substitute Derby and St. Leger—both run at Newmarket—with Gainsborough.

It has been shown that the enclosed meetings have improved racing as far as the quality of attendances is concerned. They have caused a great number of ladies to go racing regularly at the park meetings, whereas before the enclosure came into fashion ladies attended Ascot, a fair number went to Newmarket, and where carriages were the fashion ladies were always to be found, though very seldom did they venture to the grand stand or paddock. Now there often appears to be as many women as men in the Club enclosures, and this is all for the best, for it raises the tone of the meetings, and allows of women seeing all the good racing under comfortable conditions. But the greatest change which the enclosed meetings and the £100 rule have brought about is that the standard of racing has been raised with regard to the horses themselves.

It is not to be concluded that the best performers of this or of any other recent period are better than the horses of a former period, for this is a big question which cannot be definitely settled by a few strokes of a pen. There are careful critics, now getting on in years, who will not allow that there have been any horses as good as Ormonde and St. Simon since those great celebrities were carrying all before them. There are others again, younger men of course, who think that Persimmon, St. Frusquin, Ard Patrick, and Flying Fox were an improvement on anything which had gone before; and there are even younger men who opine that such as Sunstar, Hurry On, Gay Crusader, and Gainsborough are as good as, if not better than, all their predecessors. It is a difficult question, for in the case of Ormonde and St. Simon it means that in the opinion of their adherents there has been no improvement as regards the very best during a period of

nearly forty years. Now it is plain enough that from the days of Eclipse there was steady, gradual improvement for quite a hundred years, and in the ordinary nature of things a breed of animals which is being carefully preserved cannot stand still. It must, one would think, either go forward or begin to decline. But it may be that when a certain standard has been reached and a certain state of perfection arrived at, there is a pause, imposed by nature, and that such a pause is now in existence. This, however, is an academic question about which opinions must vary greatly, and an argument in its favour is the fact that the all-round standard among the best runners of any period varies from year to year. In certain years the three-year-olds are excellent and the classic winners—as far as can be judged—far beyond the average. In other years no particular horse or horses stand out; the classic winners fail under a penalty when meeting the older horses, and keep beating each other in the three-year-old events. Good horses at times even come in cycles, and it is impossible to say from one year to another whether the class of the best is really good or bad. Two-year-olds of the highest promise fail in their second season, and classic winners of one year are beaten in the cup contests of the following season by five-year-olds, and at times even by handicap horses. When horses keep beating each other time after time it is generally recognized that all are moderate.

Another thing which has caused an improvement: many almost worthless horses are not kept in training, or are relegated to what are called "flapping" meetings, which it is needless to say are not under Jockey Club rules. As has been shown, there were more than one hundred and twenty racing places about seventy years ago, and now the number has been reduced to a good deal less than half. When there were very small and unimportant race meetings in every part of the country, it was possible to choose very small races, where no good or even second- or third-class horses were likely to run, and therefore a whole host of bad or patched-up horses were kept in training who at the present day would have small chance of winning the most insignificant of selling plates. Most of such horses have disappeared from racing under Jockey Club rules, and though the class in many of the selling plates is poor, it is immeasurably better than the class which contested the prizes of less—often a good deal less—value than £50 under the old order of things.



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ORLANDO

From the painting by J. F. Herring

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Another reform which has been brought about is the increase of the value of the more important races. The classic events are worth more than they used to be—the Two Thousand Guineas of 1922 was worth over £10,000 to the winner—and the average principal handicap on any day of park racing is of about treble the value, or even more, of the average most valuable race even at the more important of the old country meetings. When the enclosed course had been fairly established, handicaps of a thousand pounds value became enormously increased. In pre-enclosure days there were certain handicaps, many of which have been mentioned in connection with the date of their inauguration, but beyond these the handicaps were, generally speaking, of inconsiderable value, and were hardly mentioned until the time of running arrived. The new executives, however, were in competition, and in order that they might get horses of class to run, and owners of the best sort to visit their meetings, they, for a time, kept increasing the value of the prizes which they offered. Races of a thousand pounds value have become of almost daily occurrence, and at some of the more richly endowed park meetings there are frequently two or three events of that value on the same day.

Another fashion which had its origin at Sandown Park was the establishing of the ten thousand pounder, and curiously enough the first of these races, viz. the Eclipse Stakes, is the only one of its original value which survives at the present day. This race was first run as long ago as 1886, and in its first year was won by a fine performer in Bendigo. In the following year, and again in 1890, there was no race for the Eclipse, owing to the race not filling, but from 1890 to 1915 it was one of the greatest attractions of the season. For four years it went by the board, as did, practically, all the racing except that which took place at Newmarket, but it was revived again, and is once more one of the most important weight-for-age contests of the year. Other racecourse executives soon fell into line with Sandown in the matter of ten thousand pound stakes, and races of this value were run for at Leicester, Manchester, and Kempton Park, while in 1894 the Jockey Club established two of these huge prizes at Newmarket—the Princess of Wales Plate, run at the First July Meeting, and the Jockey Club Stakes, run in the First October week. Curiously enough, though the Eclipse Stakes has survived, the big prizes on similar lines at Leicester, Manchester, and Kempton Park

had very brief existence, while the Princess of Wales Stakes and the Jockey Club Stakes have been much curtailed in value, the former being now worth about £3,000 or less, and the latter something over £5,000 to the winner.

It has been argued that these big stakes did not do the turf much good, but this is hardly the case, for they brought out the very best horses in training, and were almost invariably the medium of a contest between some of the best three- and four-year-olds over a distance which is a great deal shorter than that of the Ascot Cup. As a matter of fact, the Ascot Cup, coming as it does a fortnight after the Derby, seldom attracts the classic horses of the year. St. Simon won it as a three-year-old in 1884, but he was unable to run for the Derby or St. Leger. The next three-year-old winner was Marcion—also without classic engagements—in 1893, and three years later Love Wisely took the prize, and, if memory serves, he also did not run in the Derby or St. Leger, but had run second to St. Frusquin for the Two Thousand Guineas. The next three-year-old winner was Bomba in 1909, and he was not a classic horse. After that there was no winner among the young horses until during the war, when the Newmarket Gold Cup was made a substitute race for the Ascot Gold Cup, and this in 1917 and the following year was won by Gay Crusader and Gainsborough in turn, each of the two being the winner of the Two Thousand and of the substitute Derby and St. Leger of those years. But the distance of the Eclipse Stakes is exactly half of that of the Ascot Cup, and it has been won as often by three-year-olds as by older horses, and occasionally by the horse which had won the Ascot Cup about a month before. The Princess of Wales Stakes is run at a mile and a half and the Jockey Club Stakes at a mile and three-quarters, and the last-named race has almost as illustrious a list of winners as the Eclipse Stakes, though an eight years younger race.

After Bendigo, who after all was only a fine specimen of the best handicap form, and not a success at the stud, came Orbit, a moderate three-year-old winner of the Eclipse Stakes, but he was followed by Ayrshire, Surefoot, Orme (twice), and Isinglass; and a little later St. Frusquin, Persimmon, Flying Fox, and Diamond Jubilee were all victorious in the Sandown race; while other later high-class winners may be mentioned in Ard Patrick, Bayardo, Lemberg and Neil Gow, who ran a dead heat, Swynford, Prince Palatine, and Tracery. The

Jockey Club Stakes list of winners includes Isinglass, Persimmon, Cyllene (the sire of four Derby winners), Flying Fox, Sceptre, Rocksand, Lemberg, and Prince Palatine, most of whom won as three-year-olds, though Sceptre, Rocksand, and Prince Palatine were a year older. The list of winners of the Princess of Wales Stakes is equally good in the early stages of the race, but there has been a falling off in the quality of the winners of this race, coeval with the falling off in the value of the stake.

The fact is that it is an uncommon thing to find the best three-year-olds of the year competing in races longer than a mile and three-quarters (the St. Leger distance) unless indeed they have shown themselves to be possessed of exceptional stamina and do not happen to be engaged in the Derby or St. Leger. If a horse is trained for these races, and kept at concert pitch until after his engagements in the three-year-old events of the Ascot programme, he is generally eased in his work, preparatory to being trained for the St. Leger, which is not run until eleven or twelve weeks after the Ascot meeting. There are, too, in these days many valuable three-year-old prizes run at from a mile to a mile and a half between the Ascot and the St. Leger weeks, and therefore unless the Ascot Cup looks to be an easy task for any particular horse it is hardly worth while to prepare him for the race when a three-year-old, in view of the St. Leger and the horse's other three-year-old engagements.

Of course it is urged that the Eclipse Stakes is not a long enough race to try the best qualities of a horse, but if it was much longer it would be left almost entirely to the four- and five-year-olds, and no doubt the object its founders had was to draw the best of all years from three-year-olds upwards, and a comparison between the best three- and four-year-olds, even at a mile and a quarter, is not only interesting but extremely valuable, with regard to the future life of the good horses at the stud.

There is no need to write further as to the advantages which the Club system of racing has secured for visitors to racecourses, or to the horses, by causing an all-round increase in the value of stakes. It may, however, be mentioned that a further and very great advantage to the horses and their trainers is the fact that excellent stabling is procurable at all the enclosures, whereas in the old days horses had to be billeted here, there, and everywhere within walking distance

of the meeting, and at some of the country meetings the best accommodation was very poor. We have two recollections which bear on this subject, one of seeing a horse which was being led through streets to a racecourse badly injured through collision with a cab, and the other, of being unable to secure stabling for a steeplechaser until a friendly farmer came to the rescue, and he lived six miles from the course. In the case of the collision with the cab, the driver came far too near the racehorse, who lashed out, struck the cab, and, losing his balance, rolled against it, being badly cut by the wheel. This took place in the Midlands, either at Nottingham or Leicester, but we are not sure as to the exact locality, and only remember that we were walking through the streets to the course. One old-time jockey, who has been dead many years, once told us that in his early days lads in charge of horses had often to rough it in a fashion which would not be tolerated at the present day. According to his account the lads frequently slept on a bundle of straw within the stable, and even the less prominent jockeys were often hard pushed, and had to put up with wretched lodgings. Money was not plentiful, and very carefully spent when horses had to travel considerable distances by road; and this ex-jockey said that even after he had ridden a fair number of winners he still travelled with the horses of one particular stable, and had to put up with the same accommodation as the lads. It need hardly be said that matters were very different in the big, fashionable stables, and some of the jockeys at the top of the tree were very big men in the profession, and often the owners or part owners of many of the horses which they rode, but among the rank and file of jockeys there was little luxury from fifty to a hundred years ago, and those who were employed by the small, struggling trainer had by no means an easy life.

At the present day matters in this connection are widely different, and trainers have long since found out that it pays them well to look after their apprentices, the boys who ride and strap their horses and travel with them to the meetings, and these boys and apprentices are, when sent from home, generally under the charge of a travelling head lad who knows his business from A to Z, and who is responsible for the well-being of the lads under his charge.

THE EVOLUTION OF THE RACEHORSE

SCIENTISTS have written a great deal concerning the early history of the British horse, and notably Professors Cossar-Ewart and Ridgeway have explained at considerable length all the evidence which has been forthcoming up to the present time. Much of this evidence (which has been generally accepted) was derived from fossil remains, and from these we learn that there were horses in the British Isles in prehistoric times, but that they were very much smaller than those of the present day, and were, in all probability, merely ponies.

At this period of the world's history, and in a volume which deals with horse-racing only, it is hardly necessary to set out the many arguments which have been urged, and at times disputed, with regard to the origin of the British horse, but one thing is quite certain, and that is that during the last thousand years, and possibly for a much longer period, the climate of the United Kingdom has been eminently favourable to horse-breeding, and that in consequence, since knowledge and skill were applied to the science of breeding, there has been a gradual and always steady improvement in the quality of the horses bred.

No matter what particular breed of British horses we consider, this same improvement will be found, and during the past fifty years such horses as Shires, Clydesdales, hackneys, and polo ponies have made almost abnormal strides towards perfection, and this opinion is given on the evidence of veteran breeders and others who have attended all the great shows during the period mentioned.

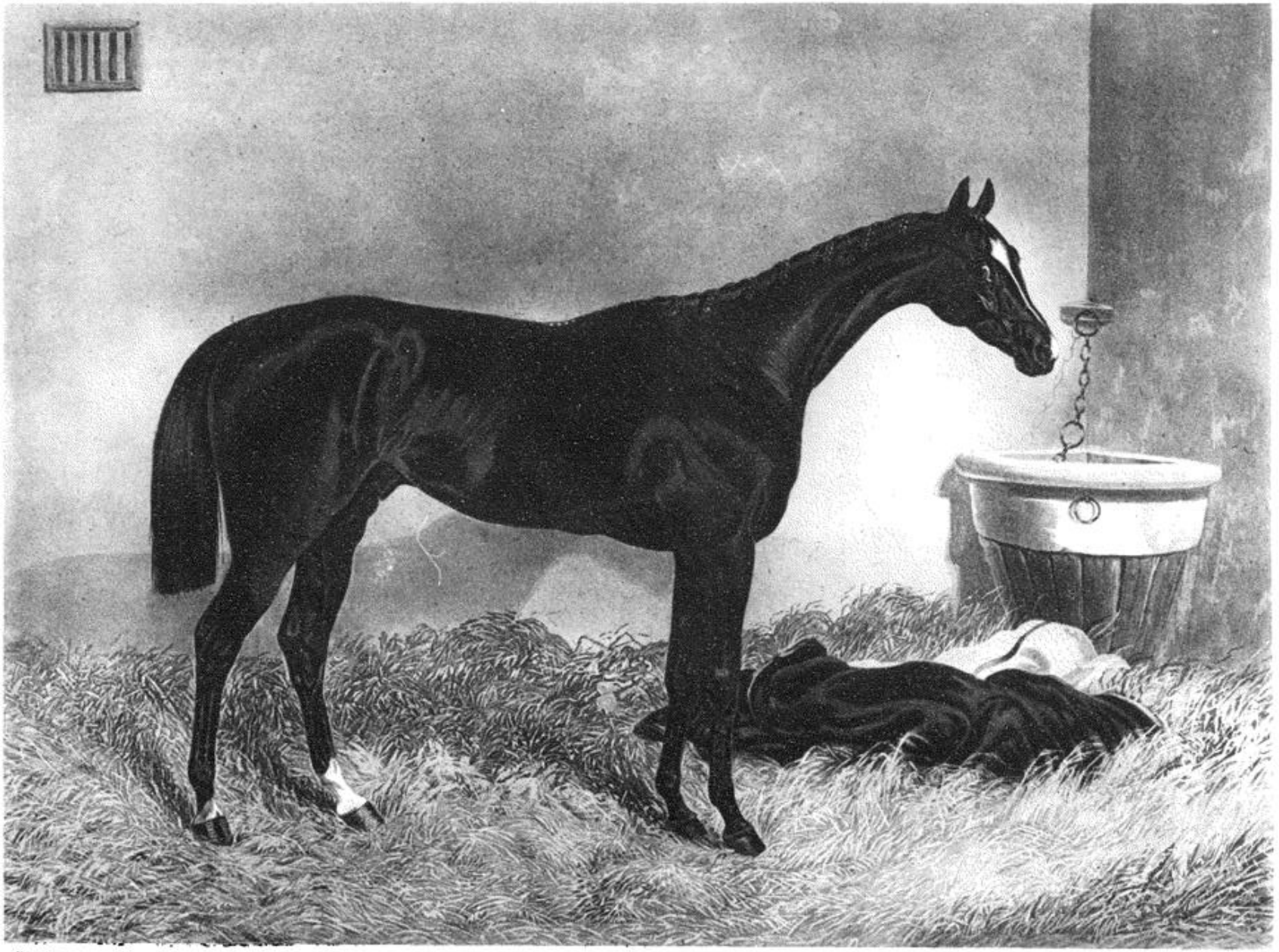
With the heavy horses and the fancy breeds we have no concern, but undoubtedly all these, and in a lesser degree the thoroughbred, go back to common ancestors of the prehistoric type. The improvement has been caused by domesticity, it perhaps need hardly be said;

but it actually means that the native animal, when housed, groomed, and carefully fed, developed in an extraordinary degree. No doubt a great advance in breeding horses of all sorts followed the Norman invasion, for many horses were imported from Northern France, and all the evidence goes to prove that the Norman possessed a stronger and bigger horse than those which were to be found in the British Isles at the same period of history.

In another part of this volume some account of the earliest racing of which there is any trustworthy mention is given, but it is on record that there were "coursers" in the time of Edward II, and it was doubtless from the "coursers" that the British thoroughbred was in a great measure derived. Not entirely so, however, because, as we shall show later on, certain Eastern mares were imported from two to three hundred years ago, and some of the great families of the present day are descended from these mares. As regards the sire lines, the evidence is quite complete, and it may at once be said that there is no racehorse in the kingdom or no "thoroughbred" in any part of the world who cannot claim a tail-male descent from an Eastern sire imported into this country, broadly speaking, some two hundred years ago.

Before dealing with the sire lines, it should be stated that there are many difficulties to be found in every pedigree if only it is taken back to its earliest sources; and to explain this, while at the same time pointing out what may or may not be British blood, we cannot hit upon a finer example for the purpose than Eclipse, because from this horse come in direct male line the winners of about nine-tenths of all the money which has been run for in the kingdom for many years past.

Eclipse was foaled in 1764, his breeder being the Duke of Cumberland, and he was by far the greatest racehorse of his day. Indeed, his superiority over all rivals was so marked that he may almost be said to have initiated a new period of racing. Be that as it may, he was never beaten, but he did not run until he was six years old, and this fact has been urged at times as proof of his ability by those who disapprove of horses being trained so early in life as they now are. It should be remembered, however, that there were no races for two-year-olds in Eclipse's day, that the first race for four-year-olds of which there is any definite account was a Plate of £50 run for at



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THE BARON

From the painting by J. F. Herring, Senr

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York on Friday, August 12, 1743, and that the first race for three-year-olds (according to Orton) was the Stand Plate, also at the York meeting, in 1770. Three-year-old racing soon became popular, and the St. Leger was established in 1776, the Oaks in 1779, and the Derby in 1780.

It was not wonderful, then, that the debut of Eclipse was delayed, and it is generally understood that there were other reasons (beyond the fact of races for younger horses being of infrequent occurrence) that kept Eclipse in his stable, but when he did appear his victory caused an extraordinary sensation, for he "distanced" all his opponents, which means that he had won the race before any of his rivals had reached the distance post. We are now concerned with the breeding, and not with the performances, of the horse who bears the greatest name in the Stud Book, and here we may state that the best pedigree extant of the great horse was worked out by the late Mr. Joseph Osborne many years ago, and is given here. We were associated with Mr. Osborne during his three years' editorship of the *Horse Breeder*, and we can assert that every effort was made in the compilation of this and hundreds of other pedigrees, and that every entry was verified from the early volumes of the Stud Book, *Pick's Register and Breeders' Stud Book*, and other authorities.

Eclipse was by Marske out of Spiletta, and taking the male line first, Marske was by Squirt out of an unnamed mare. Squirt was by Bartlet's Childers out of Sister to Country Wench, and Bartlet's Childers was by the Darley Arabian out of Betty Leedes. Thus in his top remove Eclipse was of Oriental descent, and Betty Leedes, who was closely inbred to Spanker, went back to a Barb mare on her sire's side, and to the daughter of the Morocco Barb mare on her dam's side. She, then, was also of Eastern descent, and therefore two of Eclipse's sixteen quarterings are disposed of. Next we come to Squirt's dam, known as Sister to Country Wench. This mare was by Snake, son of the Lister Turk out of a daughter of Hautboy, of whose dam there is no account. Hautboy was by the D'Arcy White Turk out of a Royal mare, and though these "Royal" mares were in the first place of Eastern blood, it is not quite certain whether all that figure in the early pedigrees were purely Oriental.

The original Royal mares were imported by Sir John Fenwick, Master of the Horse to Charles II, but no research of modern times has revealed the number of these mares or their place of origin.

No doubt they were Arabs, Barbs, or Turks, and most certainly they were of one of the Eastern breeds, but they were bought for the King and sent to the Royal stud, hence the sobriquet of "Royal mares." It is, however, generally conceded that the female offspring of these mares were also called "Royal," and it has been suggested that after a time all the mares in the Royal stud, and their offspring bred at other studs, were also dubbed "Royal." Under any circumstances, it is not an easy matter to decide which of the so-called Royal mares were original Eastern importations, but there is every reason to believe that the imported mares were of high caste, and there is much evidence which goes to suggest that they did an enormous amount of good to the English breed of their day. One of them, by the way, foaled soon after her arrival in this country, the foal being Dodsworth, whose name is still to be found in pedigrees, and who, though foaled in England, was of purely Eastern blood. We have, then, in Snake's pedigree one blank, and if we go on to Grey Wilkes, the dam of Sister to Country Wench, we find that her sire was the aforementioned Hautboy and her dam Miss D'Arcy's Pet mare, who was by an unknown sire out of a Sedbury Royal mare—whether the Sedbury Royal mare was sold out of the Royal stud after the death of Charles II, and whether she was a daughter of one of the original mares, there is no evidence to show.

The dam of Marske was by Blacklegs out of a daughter of Bay Bolton, and Blacklegs was by Hutton's Bay Barb, an Eastern horse, out of a daughter of Coneyskins by the Lister Turk. The dam of Coneyskins is unknown, as is also the dam of the Club Foot mare by Hautboy, whose daughter was the dam of Blacklegs. We next come to the unnamed daughter of Bay Bolton, who was the maternal grand-dam of Marske, and we find that Bay Bolton was by Grey Hautboy, by Hautboy, but the name of the dam of Grey Hautboy is missing, as is also the name of the dam of Clumsy, whose son Fox Cub was the sire of the great-grand-dam of Marske. The pedigree of Spiletta, the dam of Eclipse, is a little clearer than that of Marske. Spiletta was by Regulus, a son of the imported Godolphin Arabian. (It has never been definitely decided whether this horse was an Arabian or a Barb.) This makes Spiletta one generation nearer the Eastern tail-male blood than Marske was, and disposes of one-eighth of her (Spilletta's) pedigree. The dam of Regulus was Grey Robinson, by

the Bald Galloway, and the last named was by St. Victor's Barb out of a daughter of Why Not, whose dam was a Royal mare. Grey Robinson's dam was Sister to Old Country Wench—who has already been mentioned as the dam of Snake, and here, of course, the great-grand-dam is missing, as in the case of Squirt.

In the dam of Spiletta there is a repetition of the same difficulty, for Mother Western, the mare in question, was by Smith's son of Snake, whose dam is altogether unknown, while he, of course, had the same flaw as his sire. Mother Western's dam was the Old Montague mare by Woodcock out of a daughter of Hautboy, who traced to Royal mares on both sides of the house. But Woodcock has not an altogether clean pedigree, for his sire Merlin was by Bustler out of an unknown mare, while his dam traced back to Wilkinson's Turk mare.

In all there are thirteen flaws in the pedigree of Eclipse, and if we allow that all the Royal mares to which he throws back were of genuine Eastern blood, we still have it established that the great horse had a number of unknown ancestors. Some investigators of breeding lore have urged that there is a probability of much of the missing blood being of Eastern origin, but we are strongly of opinion that all the blanks in the pedigree were purely British, and we base our opinion on the fact that the stud doings of the Eastern importations appear to have been most carefully kept, whereas there is no mention whatever of English horses in this or in any other of the early pedigrees until they had been crossed with the imported Eastern animals.

It is, in fact, only reasonable to assume that the blanks in the pedigree of Eclipse refer to animals of British blood, for the Eastern sires were brought to this country with the express purpose of mating them with the best English mares, and that scores of the imported stallions stood at various country quarters with a view to their improving the British breed of horses admits of no dispute. Under any circumstances it is plain enough that Eclipse—and we are merely taking him as a test horse, for the same remarks apply to all the stallions of the first part of the eighteenth century that were bred in this country, and not imported from the East—though very well off for Eastern blood, had also a great deal which has not been traced, and which is presumably British. If this opinion is accepted, it follows that all the racehorses of the present day had some British ancestors two hundred years ago or less, and that the thoroughbred is an artificial

result of grafting the purest Eastern blood which could be found at the time on the best British blood of the day.

Moreover, there is very strong evidence to show that there was a distinct breed of racehorses in this country before the importation of Eastern sires began. Gervase Markham, in his *Cavallarie* (*circa* 1619), wrote as follows :—

> "I do daily finde in my experience that the vertue, goodness, boldness, swiftness and endurance of our true-bred English horse is equal with any race of horses whatsoever. Some former writers, whether out of want of experience, or to flatter novelties, have concluded that the English horse is a great strong jade, deep ribbed, sid-bellied, with strong legges and good hookes, yet fitter for the cart than either saddle or any working employment. How false this is all English horsemen knowe. The true English horse, him I meane that is bred under a good clime on firme ground, in a pure temperature, is of tall stature and large proportions ; his head though not so fine as the Barbaries' or the Turkes', yet is lean, long and well fashioned ; his crest is hie, only subject to thickness if he be stoned, but if he be gelded then it is prim and strong ; his chyne is straight and broad, and all his limbs large, leane, flat and excellently jointed. For their endurance I have seen them suffer and execute as much and more than ever I noted of any foriane creation. I have heard it reported that at the massacre of Paris (St. Bartholomew), Montgomerie, taking an English mare in the night, first swam over the river Seine, and ran after her so many leagues as I fear to nominate, less misconstruction might tax me of too lavish a report. Again for swiftness. What nation hath brought forth that horse which hath exceeded the English ? When the best Barbaries that were ever in their prime, I saw them overrunne by a black Hobbie at Salisbury ; yet that hobbie was more overrunne by a horse called Valentine, which Valentine neither in hunting or running was ever equalled, yet was a plain bred English horse both by syre and dam. Again for infinite labour and long endurance, which is to be desired in our hunting matches, I have not seen any horse to compare with the English. He is of tolerable shape, strong, valiant, valuable."

We must ask our reader's pardon for indulging in so long a

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THE FLYING DUTCHMAN

From the painting by J. F. Herring, Sen.

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quotation as the above, but as so many people have been always under the impression that the English racehorse was nothing more or less than the glorified Arab, we think it absolutely necessary to show, on the evidence of the greatest authorities of their day, that there was in England, before the Arab importations, a very superior breed of light horses, used for racing, and probably for hunting as well, and that these were to a great extent the founders of the family of the thoroughbred. Probably they were small horses, for Hobbie is derived from the French word *Hobbin*, which means a pony; but the imported Eastern horses were also small, and the average Arab horse in his own country at the present day rarely exceeds 14.2 hands high.

It should also be mentioned that Markham's book was published in 1617, and that the Darley Arabian was brought to this country in 1705, the Byerly Turk at some period subsequent to the Battle of the Boyne, and the Godolphin Arabian in 1728. All thoroughbreds in this country go back to one of the three horses which have just been mentioned in tail male, and therefore Markham was writing of the horses which were used for racing, broadly speaking, a hundred years before. The pity of it is that no records of early racing gave any information concerning the breeding of these horses. As a rule only the name of the owner, and occasionally the name of the horse, is to be found in the few, short accounts of races which are extant, but practically there are no particulars whatever as to the horses themselves, just as there are no particulars of the English ancestors of Eclipse and other great horses.

It is perhaps hardly necessary to go through the list of Eastern stallions which were brought to this country between the reign of James I and the publication of the first volume of Messrs. Weatherby's Stud Book in 1793, but 174 names are mentioned in that volume, and of these ninety were said to be Arabians, forty-six Barbs, thirty-two Turks, four Persians, and two—Sir T. Gascoigne's foreign horse and Sir W. Goring's foreign horse—had no country allotted to them, which, however, matters little, as they did not play a great part in the making of the thoroughbred. Many of the earlier Eastern sires were failures, but others, if they did not found a line, played some considerable part in helping others to found lines—through their female offspring, of course. Thus in Eclipse's pedigree we find the names of D'Arcy's Yellow Turk, the Leedes Arabian, the Lister Turk, the D'Arcy White

Turk, Hutton's Bay Barb, the Oglethorpe Arabian, the Byerly Turk, the Godolphin Arabian, St. Victor's Barb, the Fenwick Barb, the Helmsley Turk, the Chesterfield Arabian, Hutton's Grey Barb, and Wilkinson's Turk, besides that of the Darley Arabian at the top of the pedigree. Moreover, the name of D'Arcy's Yellow Turk occurs four times, D'Arcy's White Turk six times, the Lister Turk five times, the Leedes Arabian twice, and the Fenwick Barb twice. It has been urged that as there were in Eclipse so many crosses of other individual blood, no great amount of credit should be given to the Darley Arabian, whose name only figures once in the pedigree. There is, of course, a good deal in this argument, but nevertheless the history of the thoroughbred goes to prove that tail-male sire influence is very great, and though Eclipse was doubtless greatly indebted to the blood of those horses whose names appear so frequently in his pedigree, it was the fact of these several duplicate strains combining with the single strain of the Darley Arabian that produced such great excellence. And Eclipse's dam and other mares in his pedigree all played their part, and who can possibly say which mare, which horse, or which combination of blood in the pedigrees was the most important factor? The dam of Eclipse was a granddaughter in tail male of the Godolphin, and possibly the blending of the blood of that famous horse with the blood of the Darley Arabian is the strongest point in the pedigree.

Such a question can never be determined with accuracy, and is of academic interest only, for two facts remain about Eclipse which cannot be disproved. The first of these is that he was so much the best runner of his day as to be in a class by himself, and the second that he founded the strongest male line in the world, and is now, in this country, at the top of the pedigree of something like nine-tenths of the best runners and stud horses of the last five-and-twenty years, or rather more.

And where the name of Eclipse does not appear in the tail-male descent of a great performer it is to be found in other places all through the pedigree. No stallion has ever had so much influence on the British turf, and as we have shown, it is extremely probable that in addition to a quantity of Eastern blood he also inherited a fair amount of English native blood, and that he was not—as has been frequently alleged—altogether of Eastern blood.

We have already stated that little is to be gained from giving a list

of the Eastern stallions which were imported into this country from the reign of James I onwards. It will be understood that many of them—the D'Arcy White Turk, the D'Arcy Yellow Turk, the Lister Turk, the Helmsley Turk, St. Victor's Barb, the Fenwick Barb, and Pulleyne's Arabian, to name a few—did something towards founding the present breed, but, curiously enough, only three horses of the 174 founded a male line which survives at the present day, and these were the Darley Arabian (great-great-grandsire of Eclipse), the Godolphin (who was either a Barb or an Arabian), and the Byerly Turk. The name of one of these three appears at the head of the pedigree of every British-bred racehorse, and probably of every thoroughbred in the world.

The Darley Arabian was imported early in 1706, and though the letter in which his credentials are stated has been quoted in many previous works on the turf, it cannot be left out, because it gives a description of the horse. This letter is dated December 27, 1705, and was written by Mr. Thomas Darley, who found the horse and sent him over to this country. Part of the letter is as follows :—

> "The colt, bought a year and a half ago, with a design to send him to my father at the very first opportunity. He comes four years old the latter end of March, or beginning of April next. His colour is bay, and his near forefoot before, with his hind feet, has white upon them. He has a blaze down his face, something of the largest. He is about fifteen hands high, of the most esteemed race among the Arabs, both by sire and dam, and the name is called Mannicke. Shall send him over by an intimate friend of mine, the Hon. and Rev. Henry Brydges, son to Lord Chandos, who embarks in the *Ipswich*, Capt. W. Waklin. Hope he will not be much disliked ; for he is highly esteemed here, where I could have sold him at a very considerable price, if I had not designed him for England. I have desired Mr. Brydges to deliver him to my brother John, or my cousin Charles Waite, who he can find, and they are to follow my father's orders in sending him into the country. (Signed) Thomas Darley. Decr. 28th, 1705. Freight one hundred pounds and upwards."

The picture of the Darley Arabian shows the markings exactly as stated in the letter, and depicts a level-made horse who has good bone

for his inches. He was probably a little bigger than the average Arab, and no doubt he was very good looking and highly esteemed, for Mr. Darley evidently picked him out when he was only two years old. The Darley Arabian stood at Buttercranbe, near Malton in Yorkshire, and probably was used for the country mares of the neighbourhood. But Mr. Darley had one or two mares of better class, and one of these, who was by Mr. Wilkes's Old Hautboy, bred a colt named Almanzor to the imported Arabian. The Stud Book entry of Almanzor states that he was bred by Mr. John Brewster Darley, of Aldby Park, near York, and got by his Arabian (sire of Childers), etc. The entry concludes with the remark that Almanzor, though a remarkably fine horse, well bred, and a good runner, got very few racers, and it finishes with "He was a common stallion." From the same mare Mr. Darley's Arabian sired Aleppo, who won the Ladies' Plate at York in 1716 and several other plates. The performances of these two home-bred ones drew attention to the new importation, with the result that Mr. Childers, of Carr House, near Doncaster, sent to him the mare Betty Leedes, by Old Careless, and this mare bred to the Darley Arabian Flying Childers (foaled in 1715) and Bartlet's Childers, the date of whose foaling is not given in the early Stud Books.

There was, indeed, at one time an opinion that Flying Childers and Bartlet's Childers were one and the same horse, and there is a certain amount of negative evidence which goes to suggest that this may have been the case. Flying Childers, for example, was a great racehorse, and was never beaten, whereas Bartlet's Childers was never trained, and yet became a great sire. On his performances it was Flying Childers who should have been a great sire, as well as a great racehorse, and it is somewhat remarkable that whereas there are two (possibly more) portraits of Flying Childers which have been reproduced, there is no portrait whatever of Bartlet's Childers, and no trustworthy mention of his colour.

It is, moreover, quite certain that there was considerable doubt about these sons of the Darley Arabian, and Pick says that there was formerly an opinion that Betty Leedes never produced any other foal than Flying Childers, except one that was choked, when very young, by eating chaff at Mr. Childers' barn door. Pick brought out his *Turf Register* and *Breeders' Stud Book* in 1786, and a reprint in 1803, and Flying Childers was foaled in 1715, so that seventy-one years had

elapsed, at a period when records were not generally kept. It resulted, then, that Pick had to take what evidence he could find, and he quotes Mr. Cheney, who had an even earlier Stud Book of sorts, and who had heard from "many gentlemen of worth and honour" that Betty Leedes had two colts by the Darley Arabian, and this view has been generally adopted since, notably in the first volume of Weatherby's Stud Book, where the entry reference to Betty Leedes is as follows:—

> "This mare (Mr. Leonard Childers) produced 1715, b.c. Flying (or Devonshire) Childers, and b.c. Bartlet's (or Bleeding) Childers, both by the Darley Arabian."

It will be noticed that here the colour is given as bay, but this is not taken from Pick, nor, presumably, from Cheney, and appears to be matter of conjecture. Also it will be observed that the letter "b," which always means bay in racehorse pedigrees, is given as the colour of Flying Childers, but in Pick Flying Childers is described as "a chesnut horse, with part white on his nose and four legs white." How the initial letter "b" was taken by the compilers of the first volume is very easily explained, for in May 1829 there was a correspondence on the subject in the old *Sporting Magazine*, when Abraham Cooper, R.A., wrote that he had copied a picture of the horse (Flying Childers) by Seymour, which picture was in the possession of the Duke of Devonshire of that day, and that Childers was there painted as a bay horse, with black mane, tail and legs, with the exception of the fetlock joints, which were all white. The near foreleg—Cooper went on to say—had more white than the others, and the horse had a small star on his forehead and a white nose.

It appears probable that the Seymour portrait had faded, or at all events did not show very clearly what the colour really was. Some of the writers thought he might be a very dark chestnut, Mr. Edmund Tattersall called him a brown, but it is said that certain old people who had seen the horse run called him a bay, and though not all the colours of the early horses are given, it seems extremely probable that the Darley Arabian would sire horses of his own rather than of any other colour. The second portrait of Flying Childers suggests that the horse was very dark in colour, and makes the fetlock markings of white rather larger and more conspicuous than in the Seymour picture. Who painted this second portrait is not known, but a repro-

duction of it was published in 1841 for the *Sporting Review*, and it shows a handsome horse, and has not the stilted appearance of the Seymour picture. Curiously enough, in both pictures the ears are well laid back.

Flying Childers was undoubtedly a great racehorse, but at the moment we are concerned with the breeding rather than the performances of the early performers about which particulars are known, and therefore we turn to Bartlet's, or Bleeding Childers (which he was sometimes called on account of his frequently bleeding at the nose), and having explained, as far as it can be explained, the mystery of his breeding, we may go on to say that he was never trained for racing, but kept as a stallion in Yorkshire, and was sire of Mr. Small's Childers; of Lord Portmore's Œdipus, Grey Childers, Squirt, and of many others. We stop at the name of Squirt, for he is the next connecting link in the chain which brings us to Eclipse and the modern thoroughbred.

Squirt was a chestnut horse, foaled in 1732, bred by Mr. Wm. Metcalfe, near Beverley in Yorkshire, and afterwards sold to Lord Portmore. He was by Bartlet's Childers out of Sister to Old Country Wench, by Snake (a son of the Lister Turk), and at Newmarket, in October 1737, when five years old, he beat Lord Lonsdale's Sultan in a four-miles match for 200 guineas. In April 1739 he beat the Duke of Bridgewater's Poker in another match over the same course and for the same stake, and he afterwards won races at Epsom, Stamford, Winchester, and Salisbury. He was sent to the stud when nine years old, and when at Sir Harry Harpur's stud he was ordered to be shot, but he was begged off by the stud groom, and afterwards "was the sire of several good runners, though he covered few well-bred mares."

Amongst others, Squirt sired Marske, who was bred by Mr. John Hutton, of Marske, near Richmond in Yorkshire, and not at Marske-by-the-Sea, which lies between Redcar and Saltburn, and which was confounded with the inland Marske by more than one writer. Marske was out of the Ruby mare by Blacklegs, her dam a daughter of Bay Bolton, and while he was a foal Mr. Hutton exchanged him with the Duke of Cumberland for a chestnut Arabian. His Royal Highness named the foal after the place of his birth. All this is vouched for as being taken from a true copy of Mr. Hutton's Stud Book.

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NEWMINSTER

From the painting by Harry Hall

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Marske began his racing career when four years old, by receiving forfeit in a match. Shortly afterwards he won the Jockey Club Plate of 100 guineas, over the Round Course at Newmarket, and in the following October he beat Ginger in a 300-guinea match over the Beacon Course of four miles.

Marske did not win again, and indeed only ran twice afterwards, but he was a great stud success. He stood at the Duke of Cumberland's stud until the death of His Royal Highness in 1765, when he was sold at Tattersall's to a farmer, being then considered a very indifferent stallion. He covered country mares in Dorsetshire—and there is a story to the effect that he travelled in the New Forest for a time, but we have never been able to find trustworthy authority for this—and he was afterwards purchased by a Mr. Wildman for 20 guineas, and Pick tells us that his owner was highly pleased at having got rid of what he thought was a bad bargain.

In 1767, Marske stood at Bistern, near Ringwood, and this place is on the edge of the New Forest, but his fee was 3 guineas and 5s. the groom, and this is probably a good deal more than the Foresters would pay for a service. Marske, however, was there for two seasons, and then he was taken to Gibbon's Grove (see *Pick's Register*, vol. i. page 161), near Leatherhead in Surrey, and his fee raised to 10 and afterwards 30 guineas, and in the words of Pick, "he soon became, by the unparalleled performances of the famed Eclipse, to be the first stallion in the kingdom, and was, in consequence thereof, purchased by the Earl of Abingdon for 1,000 guineas, and sent to his lordship's stud at Rycot in Oxfordshire, where he covered, previous to his death, which happened in July 1779, at 100 guineas and one guinea the groom."

It is certain from the above that Marske was the first sire to earn a three-figure fee, but his value as a sire does not rest on Eclipse alone, for he got scores of good racehorses, and a number of fillies by him afterwards became high-class brood mares. The first of his stock to run was a chestnut filly out of Saracen's dam, and she beat Lord Bolingbroke's bay filly by Lord Gower's stallion, over the Duke's Course at Newmarket in a match for 300 guineas.

In all his stud career Marske sired 154 winners in twenty-two years, and among them they won £71,806 in stakes, in addition to various cups, silver bowls, whips and hogsheads of claret. Pick thought it quite possible that there may have been several other winners

by this horse, but he found it impossible to trace them. Judged by the sums which the stock of certain stallions have won during the last three or four decades £70,000 does not seem a very big amount, but it must be remembered that a hundred and fifty years ago there were no big money prizes, no handicaps of value, and in fact little else but £50 and £100 Plates or matches, which were for the most part of 100 guineas, half forfeit, though at times bigger amounts were run for.

Now we come to Eclipse, son of Marske, grandson of Squirt, great-grandson of Bartlet's Childers, and great-great-grandson of the Darley Arabian. This wonderful horse was foaled during the great eclipse in 1764 (hence his name) and was bred by the Duke of Cumberland, who died while the colt was a yearling. He was then purchased by Mr. Wildman—who afterwards acquired his sire Marske—and who was a meat salesman in Smithfield market. Before he ran in public his owner disposed of a half-share in Eclipse to Mr. Dennis O'Kelly, who not long afterwards bought out Mr. Wildman's allocation for a further sum of 1,000 guineas. Mr. Wildman had given 75 guineas at the sale of the Duke of Cumberland's stud, so that he made a huge profit on the horse.

Eclipse was out of Spiletta by Regulus, and though both his sire and dam went in tail male to an original Eastern sire—to neither of which Eclipse was inbred—he was, as has already been shown, considerably inbred to other strains, notably to Sister to Old Country Wench, to Snake, the sire of the last-named mare and also of Smith's Son of Snake, one of the grandsires of Spiletta, and to Hautboy. His tabulated pedigree will explain all this at a glance, but we are now considering him more as a sire than as regards his breeding, and first it may be stated that his running career was almost phenomenal, for in every race he ran but one he came in by himself. The particular race referred to was a match at Newmarket in April 1770, against a horse named Bucephalus, and according to early turf historians only 6 to 4 was laid on Eclipse, and "this was the only race Eclipse ever ran in which there was the slightest appearance of equality in an opponent." We have never found any mention of the distance by which Eclipse won the race, but in other of his victories more particulars are forthcoming.

Eclipse first ran in a £50 Plate at Epsom in 1769, and we are told that the most remarkable feature of this race was that in the second heat the horses were all together at the three-mile post, when Eclipse's

jockey, at that point, gave one flourish with his whip, which set Eclipse going, and though he was pulled for the last mile with all his rider's strength of arm, he distanced the four other horses. At Ascot he won a £50 Plate, run in two-mile heats, and at Winchester he won the King's Purse of 100 guineas, this race being run in four-mile heats. At Salisbury he won the City Plate and the King's Purse, at Canterbury he walked over for the King's Purse, and he won similar events at Lewes and Lichfield. In the following year Eclipse, now six years old, beat Bucephalus at Newmarket in a match, and at the same meeting he won the King's Purse, run in four-mile heats. He next walked over for King's Purses at Guildford and Nottingham, and at York he walked over for the King's Purse, and won the Great Subscription of £319 10s. —a very large stake for those days. After walking over for another King's Purse at Lincoln he beat Sir Charles Bunbury's Corsican over the Beacon Course, and he finished his career by walking over for two more King's Purses, at Nottingham and Newmarket respectively.

The full record of Eclipse has now been given, and it will be seen that he really did very little actual racing, so many of his victories being bloodless ones. Indeed, he was indulged with no fewer than nine walks over in his two seasons on the turf, while he won exactly nine races. It was, indeed, the style in which he won rather than the actual fact of his winning that caused him to enjoy such an extraordinary reputation, for if his jockey so willed it he was able to go clean away from his opponents, and such very long odds had to be laid on him every time he ran that his owners were in the habit of backing him to "distance" his opponents, this being about the only way in which they could win any money over his running. Even in his first race at Epsom odds of 4 to 1 were laid on Eclipse, but this was in a great measure due to the particulars of his trial having leaked out, owing to an old woman having described how far he had been in front of his trial horse. How Eclipse would have fared with the best runners of modern times cannot be accurately determined, but in all probability he would not have been able to live with them, for it is quite certain that speed in the racehorse has been enormously developed during the last one hundred and fifty years.

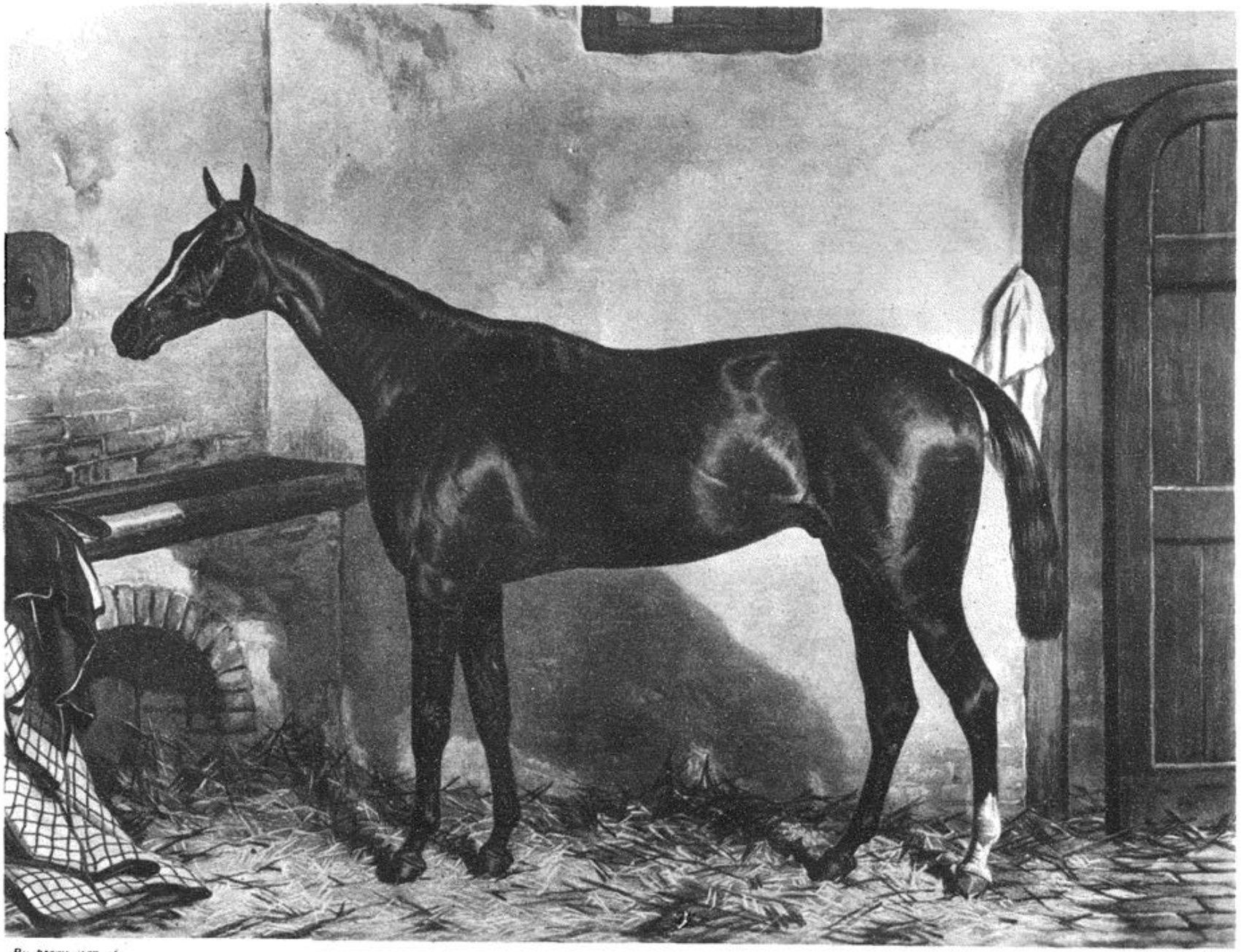
It may be as well to state here that there was at one time some doubt as to the parentage of Eclipse, Mr. Tattersall, who founded the famous firm, having recorded in his Album that Eclipse was not

by Marske but by Shakespeare; "for Shakespeare was a large and strong chestnut with white legs and face who got chestnuts and was a good runner. Marske was a bad runner, a brown who got brown or bay. Mr. O'Kelly's groom says Eclipse's dam was covered by both, and first by Shakespeare."

Sir Theodore Cook, in *Eclipse and O'Kelly*, has gone very thoroughly into this question, and first of all he disposes of the colour theory by stating that if Eclipse was by the chestnut Shakespeare, his grandsire, Hobgoblin, was a brown, and his great-grandsire, Aleppo, a bay (Aleppo was by the Darley Arabian, so the male descent would be much the same in either case); and if he was by Marske, a brown, his grandsire, Squirt, was a chestnut, and his great-grandsire, Bartlet's Childers, a bay, while the Darley Arabian, the great-great-grandsire of Eclipse, either through Marske or Shakespeare, was also a bay. Then, too, Spiletta was also a bay, and her sire, Regulus, a bay, and her grandsire, the Godolphin Arabian, a bay-brown. Sir Theodore goes on to explain that the performances of Marske were as good as those of Shakespeare, and he adds the statement of Mr. John Laurence, who saw Eclipse, and published *A History and Delineation of the Horse* in 1809, and who says therein, "Eclipse's dam was covered both by Shakespeare and Marske, and she came to Marske's time, so the honour was awarded to him."

Sir Theodore Cook next very potently remarks that he cannot accept Colonel O'Kelly's groom as an authority of what went on at the Duke of Cumberland's stud farm some time before anyone knew the Duke's horses were likely to be sold, and six years before Eclipse turned out to be a flyer. Nor (he adds) is it likely that Marske, good as his produce became as soon as he was given a chance, would have been bought for 1,000 guineas by Lord Abingdon (who subsequently bred Eclipse's loveliest son, Pot-8-os) unless all doubt about his pedigree had been set at rest. It is equally certain (Sir Theodore says) that no one would have paid 100 guineas in those days for Marske's services unless they had been reasonably certain that he had sired Eclipse.

To this we may add that the question of Shakespeare having the first service and the mare foaling to Marske's time is the strongest evidence which can possibly be procured on the subject, for it proves that Spiletta did not conceive to Shakespeare, and was in consequence put to the other horse, to whom she foaled at the right time. In all cases



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THORMANBY

From the painting by Harry Hall

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of doubtful parentage the names of the horses which served the mare are now given in the order of their service, but when in after-years the pedigree of the offspring is considered, that of the horse to which the mare last went is invariably adopted.

Eclipse will be mentioned many times again in the course of this volume, and we may leave his height and conformation for the present, and at the moment may first enumerate his stud successes. He stood mostly at Clay Hill, Epsom, and he sired an extraordinary number of winners, his stock in twenty-three years receiving no less a sum than £158,047, in addition to many cups, bowls, and prizes other than money. No fewer than 344 of his stock won races, and in one year (1787) nineteen of his sons and daughters secured races worth £15,288, which for that period of the turf's history was an enormous sum, and really much higher, proportionately, than what is won by the stock of the leading stallions of the present day, for in 1922 the winning sire, Lemberg, had only £32,992 10s. to his credit, while the horse at the head of the list has frequently not reached £25,000 within the last twenty years. It is, of course, the case that competition is far greater than it used to be, that breeders have a far wider choice of stallions, and that there are more horses on a level, as regards performances and stock siring abilities than there were in Eclipse's time; but on the other hand there is probably ten times as much money to be won as there was one hundred and fifty years ago, for not only are prizes so much more valuable, but there are many more race meetings during the course of the season.

Having carried the line of the Darley Arabian down to Eclipse, we may go back to the two other Eastern stallions who founded a tail-male line, the Byerly Turk and the Godolphin to wit. And the reason for this is that whereas the line of the Darley Arabian first showed its great strength when Eclipse came on the scene, the lines of the Byerly Turk and the Godolphin were each marked with the appearance of a great horse much about the same time that Eclipse was carrying all before him. The great horse of the Byerly Turk line was Herod, foaled in 1738, and great-great-grandson of the famous Eastern sire; and the celebrity of the line of the Godolphin was Matchem, foaled in 1748, and a grandson of the Godolphin, and therefore in his male line two generations nearer the Eastern horse than Eclipse or Herod.

It will simplify matters to bring the three lines down to the fresh

starting-off point, because in these days, and for many years past, the lines of Eclipse, Herod, and Matchem are always mentioned, and not those of the three Eastern sires from which those horses had their male origin. The Byerly Turk may be taken first, because he is the earliest of the three. The date of his arrival in this country is not known, but he was imported into England by Captain Byerly, whose charger he was through the whole of King William's wars in Ireland, prior to being put to the stud. Further particulars of this horse are wanting, and no turf writer has ever been able to discover any of his history, from exactly what country he came, how old he was when put to the stud, or even where he was located after he ceased to be a charger. Nor have we ever seen, or even heard of, any portrait of the horse, but he was a black horse, and it is probable that he covered very few mares. Sprite, Black Hearty, and Basto were his best runners, but it was Jigg who carried on the line, and Jigg was out of a daughter of Spanker (by the D'Arcy Yellow Turk) out of a mare whose breeding was unknown. In fact, it is not known who Jigg's maternal grand-dam was, and he himself was, according to Pick, a common stallion in Lincolnshire till his son, Partner, was six years old ; after which he came into note, and was the sire of several good horses.

Partner was by Jigg out of an own sister to the Mixbury galloway (a 13.2 hands pony who won many races at York and other places about two hundred years ago), by Curwen's Bay Barb out of a daughter of Spot, whose dam was the daughter of the white-legged Lowther Barb, her dam being the famous Vintner mare whose pedigree was never made public, though her owner, Mr. Crofts, used to say that "she was certainly the best bred mare in England."

Partner was a chestnut colt, and was bred by Mr. Charles Pelham, in Lincolnshire, and if, like many other horses of his day, he had plenty of unknown ancestors, he was a good runner, and afterwards a good stallion. He has been described as a horse of great power, fine shape and beauty, and in his day was allowed to be as fine a stallion as any ever bred in the kingdom. The Stud Book is evidence as to his success as a sire. He won several matches at Newmarket, and appears to have been only once beaten ; he went to the stud in 1728 or the following year, but after his first four years of public service he was reserved entirely for mares owned by Mr. Croft and his friends.

The next link in the chain between the Byerly Turk and Herod is the bay horse Tartar, foaled in 1743. This horse was bred by Mr. Leedes, of North Milforth in Yorkshire, and was by Partner (often called "Old Partner") out of Miliora, by Lord Portman's Fox (who goes back in tail-male to the D'Arcy White Turk through Clumsy and Hautboy) out of Milkmaid by Snail, her dam The Shields Galloway, who was bred by Mr. Curwen, of Workington, and whose breeding has not been preserved. Snail, whose name is to be found in a few of the old pedigrees, was bred by Sir E. Blackett, who sold him to the Duke of Wharton. He was, we are told, a good runner, but his pedigree has not been preserved. Thus very little is known as to the breeding of Milkmaid, dam of Miliora, but Tartar "was near 15 hands high, of great power and strength, and allowed to be as fine a horse as any in England." As a five-year-old he won at Beverley, Malton, and York, and after being sold to the Duke of Ancaster, won the King's Plate at Lichfield. As a six-year-old he won at Guildford and Newmarket, and he died in 1759, aged sixteen years, but in the meantime he had sired many winners, including the famous King Herod (generally called Herod), and other horses whose names are to be found in the Stud Book.

King Herod was a bay colt, bred by H.R.H. the Duke of Cumberland in 1758 and sold in 1765 to Sir John Moore, Bart. He was by Tartar out of Cypron by Blaze, and Blaze was by Flying Childers, son of the Darley Arabian, out of a daughter of Grey Grantham by the Brownlow Turk. The breeding of Grey Grantham's dam has not been preserved, nor that of the dam of his daughter, who was by the Rutland Black Barb out of Bright's Roan, "an eminent mare bred by Mr. Leedes, pedigree not preserved." Thus already there are two admitted blanks in Blaze's pedigree. Cypron's dam was Selima by Bethell's Arabian, a horse brought into England by Mr. Bethell, of Rise, in Holderness, but the date of his importation is not forthcoming. Selima's dam was by Champion, by the Harpur Arabian, brought into England at an unknown date by Sir John Harpur, out of a daughter of Hautboy, whose dam was the dam of Almanzor and Terror, but of whom the Stud Book has nothing further to say, and the daughter of Champion's dam was by the Darley Arabian out of a daughter of Merlin, grandson of the Helmsley Turk, whose further pedigree is not forthcoming. Thus Cypron, the dam of Herod, had four blanks in her pedigree, while there are seven blanks in the first four removes of the pedigree of

Tartar, which means that Herod cannot be traced back in at least eleven directions.

It will be noticed, however, that Herod has a double cross of the Darley Arabian, whilst Eclipse has none of the blood of the Byerly Turk. Both horses have strains of the D'Arcy Yellow Turk and D'Arcy White Turk, and also of the Leedes Arabian and Helmsley Turk.

As a five-year-old Herod won a match at Newmarket, and in the following year he won a sweepstake of 300 guineas each, and at Ascot a match for 1,000 guineas against Lord Rockingham's Tom Tucker, by Sampson, while in October of the same year he won a 500-guinea match against the Duke of Grafton's Antinous, by Blank. A year later he beat Antinous again, this time in a thousand-guinea match, but he was beaten when attempting to give a stone to Sir James Lowther's Ascham, by Regulus, a six-year-old. He was beaten again in another four-figure match by Turf in 1766, and he had to play second fiddle to Bay Malton in the Subscription Purse at York, but a year later he beat both Ascham and Turf over the Beacon Course, all three running at level weights, and to finish his career he administered another defeat on Ascham, this match being also decided over the Beacon Course.

Herod was, according to Pick, "a remarkably fine horse (this his portraits confirm), with uncommon power, and allowed to be one of the best bred horses this kingdom ever produced, and as a stallion inferior to none, being sire of a larger number of Racers, stallions and Brood mares than any other horse either before or since his time."

At the stud Herod beat Eclipse, for he had 497 winners, who among them won £201,505 in stake money, with the usual accompaniments of the day in the shape of hogsheads of claret, whips, silver bowls, and so forth. A long list of his winners was compiled by Pick, and his best season was 1778, when forty-five of his sons and daughters won £23,046—truly a goodly sum, for Herod had a great stud rival in Eclipse, especially during the latter part of his stud career. Eclipse was by six years the younger horse, and did not begin stud life so soon.

We must now go back to the Godolphin, the third and least important founder of a tail-male line. It is curious that the line of the Godolphin should have been for more than a hundred years a long way behind the lines of the Darley Arabian and the Byerly Turk; and it is also curious that when the Byerly Turk line began to fall on evil

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LORD CLIFDEN

From the painting by Harry Hall

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days, during the last half of the nineteenth century, the line to profit by it was that of the Darley Arabian, and not that of the Godolphin, which merely continued to hold the place it had always held. These things are curious, because the Godolphin was described by all the early critics as " the most celebrated of all the Eastern sires."

The Godolphin Arabian, or Barb according to some authorities, was a brown horse foaled in 1724 or thereabouts, and was discovered in Paris by Mr. Coke, a Norfolk gentleman, in 1728. It was said that he had actually drawn a water-cart for his living, but we have never found confirmation of this story, nor has it been discovered who brought him to Paris, or even what country he was really a native of. What is certain is that Mr. Coke brought him to England and afterwards gave him to a Mr. Roger Williams, who in turn gave him to the Earl of Godolphin, in whose possession he remained as a private stallion until he died in 1753. He was a bay brown, with white on his off hind-heel, and he stood about 15 hands high. From the picture one knows of him he appears to have been a very heavy-crested horse, and though he was in no way related, he was of much the same type as Marske, the sire of Eclipse. Whether the Godolphin was ever trained is doubtful, but history is silent as to his earlier years, and there was no racing in the neighbourhood of Paris nearly two hundred years ago. The picture shows a horse of beautiful quality, with elegant limbs, and it is only natural that he should have a stallion-like character, for he had probably been at the stud some time when his portrait was painted.

Amongst other mares the Godolphin was mated with Roxana (also the dam of Roundhead and Lath). She (Roxana) was by the Bald Galloway out of Sister to Chanter, and the Bald Galloway—who also appears in the pedigree of Eclipse—was by St. Victor's Barb, an Eastern sire brought into France by M. St. Victor, and who was afterwards at the stud of Captain Rider, at Whittlebury Forest in Northants. Bald Galloway's dam was Why Not, by the Fenwick Barb out of a Royal mare, not otherwise specified, and Sister to Chanter (Roxana's dam) was by the Akaster Turk, a very successful Eastern sire, of whose origin or importation there is no account, out of a daughter of the Leedes Arabian (in the pedigree of Eclipse and Herod) out of a daughter of Spanker, whose breeding has not been preserved. The result of the alliance between the Godolphin and Roxana was a

horse named Cade, who won the King's Plate at Newmarket in 1740, but does not seem to have been a horse of very great form.

Cade was sold to Mr. Thomas Meredith, of Easby, near Richmond in Yorkshire, where "he became a favourite stallion," and was the sire of Matchem, Changeling, Young Cade, and a great number of celebrated racers, stallions, and brood mares. He died at Easby in September 1756, aged twenty-two years, and as far as is known his fee never exceeded 10 guineas.

The dam of Matchem was a daughter of Partner—mentioned in connection with the Byerly Turk and Herod—and an unnamed daughter of Makeless, her dam a daughter of Brimmer out of a daughter of Place's White Turk, whose dam was by Dodsworth, a natural Barb, who was foaled in England, his dam being a Royal mare brought over for Charles II. Partner's pedigree has been mentioned, and to turn to Matchem's dam, her sire Makeless was by the Oglethorpe Arabian (imported into England by Sir Thomas Oglethorpe), who besides Makeless was the sire of Bald Frampton, and the famous Scotch Galloway, who beat the Duke of Devonshire's Dimple at Newmarket. Nothing is known as to the dam of Makeless, but Brimmer, the sire of the great-grand-dam of Matchem, was bred in Yorkshire by the D'Arcy family, and was by the D'Arcy Yellow Turk out of a Royal mare. The pedigree of the dam of Matchem is quite clear in its bottom remove, but there is the dam of Makeless wanting, and three blanks in the pedigree of Partner, while in Roxana's pedigree there are also three blanks. Still, on the whole, Matchem can number more authenticated ancestors than Eclipse or Herod, or rather there are fewer unknown sources at the top of his pedigree, but it must be remembered that on his sire's side he was only two removes from the Eastern horse, and therefore in four removes the Godolphin occupies one-fourth of the pedigree.

Matchem was bred by Mr. John Holmes, of Carlisle, and sold to Mr. William Fenwick, of Bywell, Northumberland. He stood about 15 hands 1 inch, and was a big winner in his day. He began by winning a Subscription Purse for five-year-olds at York, after which he won at Morpeth, York, and Lincoln, and received forfeit in a match. In the following April he ran at Newmarket, and it is said that he covered the four-miles Beacon Course in 7 minutes 20 seconds, carrying 8 st. 7 lb., when competing against a horse named Trajan, but the friends

of the last-named horse were not satisfied, and the pair ran again a year later for the Whip and a stake of 200 guineas each, when Matchem won again, going right away from the Turn of the Lands. In this match odds of 5 to 1 were laid on Trajan as they crossed the Flat, but Matchem was the better stayer of the two, and it may be added that the line or family which he founded has always been possessed of fine stamina.

At the Newmarket meeting Matchem was beaten by Spectator and Brilliant, but he was probably brought out too soon, for a race over the Beacon Course was a big ordeal, especially against such an opponent as Trajan, whose speed for a certain distance was probably better than that of Matchem. The winning thread was picked up again at Newcastle, and he continued in training until he was ten years old, winning £50 at Scarborough when he was that age. He was retired to the stud and quickly became the leading sire of the North of England. He lived until he was thirty-three years old, dying at Bywell in 1781, and it is said of him that the last mare with whom he was mated, only a few days before his death, proved to be in foal. Matchem went to the stud at a 5-guinea fee ; in 1765 he was advanced to 10 guineas ; in 1770 to 20 guineas ; and in 1775 to 50 guineas. In twenty-three years he had 354 winners of £151,097, in addition to cups and subscriptions which are not included.

From the complete (as far as they can be completed) pedigrees of the three horses, Eclipse, Herod, and Matchem, it will be seen that in all there are quite a number of unknown origins. We have already explained that in our opinion a large majority of these may be considered to be English, and our chief reason for this opinion may again be stated, and is that whereas particulars of all the imported foreign horses have been preserved, there is no mention whatever, in the old Stud Books, of horses of the purely British blood of the day. Further confirmation of this opinion may be found in the fact that where it is possible the pedigrees of the mares are complete, and this because a very considerable number can be traced back to a foreign source in tail female. The female families which will be considered later have an original Eastern tap-root, or else come from a Royal mare, and all the evidence seems to suggest that where foreign blood was mated with what may be called original stock, such matings were carefully noted as far as the foreign or Eastern blood was concerned.

PEDIGREE OF ECLIPSE.

ECLIPSE (Chestnut—1764).	MARSKE (Brown—1750).	Squirt (Ch.—1732).	Bartlet's Childers.	Darley Arab.	Was imported by Mr. Darley, brother of Mr. Darley of Buttercrambe (now called Aldby Park), a manor long in the possession of the Darley family, midway between York and Malton.
				Betty Leedes.	Careless, by Spanker (D'Arcy Yellow Turk—Old Morocco mare, her dam Old Bald Beg by an Arabian out of a Barb mare)—a Barb mare. Sis. to Leedes by the Leedes Arabian—dau. of Spanker (D'Arcy Yellow Turk)—dau. of the Morocco Barb mare—Spanker's dam.
			Sister to Old Country Wench.	Snake.	The Lister Turk, brought into England in the reign of James II, was purchased by Mr. Lister, and covered in Lincolnshire. Dau. of Hautboy (D'Arcy White Turk—a Royal mare). There is no record of Snake's grand-dam.
				Grey Wilkes.	Hautboy, by the D'Arcy White Turk—a Royal mare. Miss D'Arcy's Pet mare—daughter of a Sedbury Royal mare. The name of Pet mare's sire is not preserved.
		Daughter of (——).	Blacklegs (——1725).	Hutton's Bay Barb.	This Eastern Horse was imported about 1720 by Mr. Hutton, of Marske, near Richmond, Yorks, and besides being the sire of Blacklegs, got Black Chance, the best runner of his day at high weights.
				Daughter of	Coneyskins, by the Lister Turk, was a grey horse bred in 1712 by the Duke of Rutland; his breeding not preserved. The Old Clubfoot mare by Hautboy. The further breeding of this mare (in the stud of Mr. Crofts) has not been preserved.
			Daughter of	Bay Bolton (B.—1705).	Grey Hautboy by Hautboy. Further breeding not preserved. Dau. of Makeless (Oglethorpe Arabian)—dau. of Brimmer (D'Arcy Yellow Turk—Royal mare)—dau. of Diamond—sis. to Merlin's dam.
				Daughter of	Fox Cub, by Clumsy (Hautboy—Miss D'Arcy's Pet mare)—dau. of the Leedes Arabian. Dau. of Coneyskins (Lister Turk)—dau. of Hutton's Grey Barb—dau. of Hutton's Royal colt (Helmsley T.—Royal mare)—dau. of Byerly T., etc.
	SPILETTA (Bay—1749).	Regulus (——1739).	Godolphin.		The Godolphin—the most celebrated of all the Eastern sires, about whom opinions are divided as to whether he was an Arabian or a Barb, the best judges inclining to the latter belief—was picked up in Paris about 1728 (where it is said he had actually drawn a water-cart) by Mr. Coke, of Norfolk, who gave him to Mr. R. Williams, by whom he was presented to Earl of Godolphin. A brown bay, with some white on off hind heel; about 15 hands. Died 1753.
			Grey Robinson.	Bald Galloway (——).	St. Victor's Barb was imported into France by M. St. Victor, from whom he was purchased by Captain Rider, of Whittlebury Forest, Northamptonshire, and attached to his stud. Dau. of Why Not (son of Fenwick Barb)—her dam a Royal mare.
				Sis. to Old Country W.	Snake, by the Lister Turk—dau. of Hautboy (D'Arcy White Turk—Royal mare). Further breeding not preserved. Grey Wilkes, by Hautboy (D'Arcy White Turk—Royal mare)—Miss D'Arcy's Pet mare—dau. of a Sedbury Royal mare.
		Mother Western (— —).	Smith's Son of.	Snake.	The Lister Turk was brought into England by the Duke of Berwick, from whom he was purchased by Mr. Lister. Dau. of Hautboy (D'Arcy White Turk—Royal Mare). There is no record of Snake's grand-dam.
				(——).	The STUD BOOK gives no account of the dam of Smith's son of Snake, although he begat Williams' Squirrel in 1719.
		Old Montague mare.		Woodcock (——1715).	Merlin, by Bustler (Helmsley Turk). Further breeding unknown. Sis. to Ruffler by son of Brimmer (D'Arcy Yellow Turk—Royal mare)—dau. of Chesterfield Arabian—dau. of Hutton's Grey Barb—dau. of Why Not (Fenwick Barb)—Wilkinson's Turk mare.
				Daughter of (——).	Hautboy, by the D'Arcy White Turk—his dam a Royal mare. This sire was in the stud of Lord D'Arcy at Sedbury, Yorks. Dau. of Brimmer (D'Arcy Yellow Turk—his dam a Royal mare). Brimmer was in stud of Lord D'Arcy, of Sedbury, Yorks.

ECLIPSE AND HIS DESCENDANTS

IT is said that Mr. O'Kelly admitted that he gained by Eclipse £25,000 and upwards, and this sum was presumably earned by the horse when at the stud, but it is hardly clear whether the actual winnings in stakes were not included in the total. It is perhaps of little moment; but it has also been stated that Mr. Fenwick cleared £17,000 by Matchem as a stallion, and Matchem had ten more winners than Eclipse, and both sires were never at a higher figure than 50 guineas, while both were covering for a period of twenty-three years. Their earnings, then, should have been about equal, and therefore it is possible that the higher figure won by Eclipse included stakes as well as stud fees.

It would serve no good purpose at the present day to give a full list of Eclipse's actual winners on the turf, as far as they are known, but we may point out that there are many lines which trace back direct to the great horse, and that all of the existing ones in this country come through either Pot-8-os or King Fergus. We may take Pot-8-os first, and this horse was a chestnut, bred by Lord Abingdon in 1773, and sold as a four-year-old to Lord Grosvenor. The story goes that a lad in Lord Abingdon's stables being requested to write the word "potatoes" on the corn bin, wrote it thus, "Potooooooooo's," and that thence the spelling of Pot-8-os was adopted for the horse. Pot-8-os was out of Sportsmistress, by Sportsman (by Cade, by the Godolphin) out of Goldenlocks by Oronoko (by Crab, by the Alcock Arabian), out of Valiant's dam by Crab, out of a daughter of Jigg. The pedigree is worth noting, for it is about the first strong combination of the blood of the three great sires who founded lines which exist to the present day. There are in Pot-8-os's pedigree two strains of the Darley Arabian, two of the Godolphin, and no fewer than four of the Byerly

Turk, these latter crosses of blood being all concentrated in Goldenlocks, for Crab, whose name appears twice in her pedigree, was closely inbred to Captain Byerly's horse.

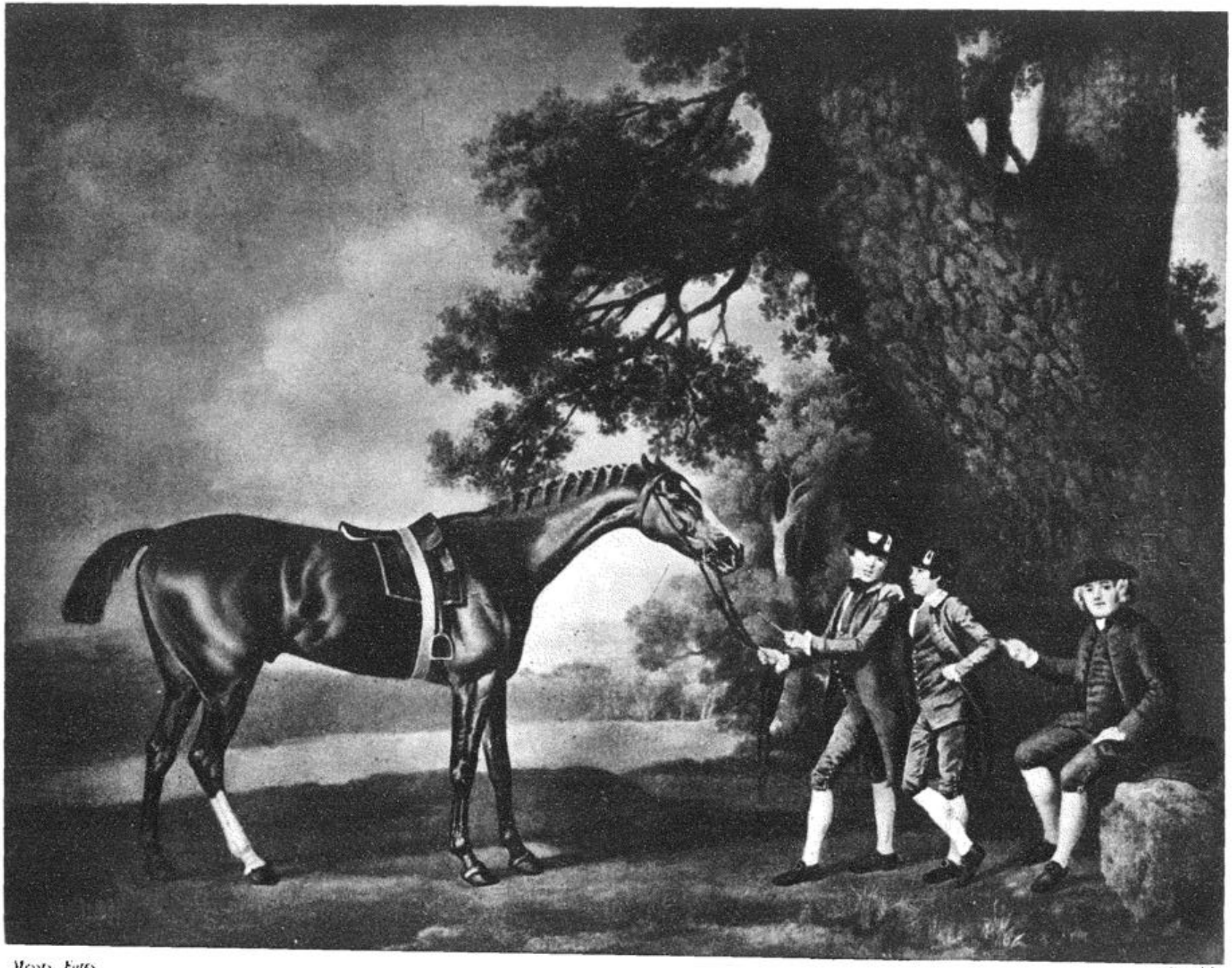
To keep the reader in touch with the line of Eclipse, and therefore of the Darley Arabian, we may tabulate the sire line as it goes. It began, then, with the Darley Arabian, foaled in 1702.

Bartlet's Childers	(*circa*	1716).
Squirt	(,,	1732).
Marske	(,,	1750).
Eclipse	(,,	1764).
Pot-8-os	(,,	1773).

Pot-8-os began his racing career when three years old, winning a sweepstake at the Newmarket First Spring Meeting of 1776. Afterwards he ran with varying success, and he was kept in training until he was ten years old. During his long career he was always in the top class, and he won a great number of prizes, some of which were the most valuable of the day. He was sent to the stud at Oxcroft Farm, near Balsham in Cambridgeshire, and at no great distance from Newmarket, and in his first season (1784) he covered at 5 guineas, but this fee was soon doubled, and in 1788 his fee was raised to 21 guineas, and this appears to have been the highest sum he ever reached. He died in 1800, aged twenty-seven years, and his stock won £61,971, a very small sum compared with what was won by the stock of his sire or of Herod and Matchem, but amongst his sons was Waxy, and this horse it was who carried on more than one line of the blood of Eclipse.

According to "The Druid," "High quality, so to speak, came into English blood stock very much with Waxy"; and in another place the same author speaks of Waxy as "the modern Ace of Trumps of the Stud Book."

Waxy was bred in 1790 by Sir Ferdinand Poole, and was out of Maria by Herod, her dam Lisette by Snap out of Miss Windsor by the Godolphin, out of Sister to Volunteer by Young Belgrade (son of the Belgrade Turk). Waxy united the blood of the three great sires even more than his sire Pot-8-os did, for he had six strains of the Darley Arabian, three of the Godolphin, and six of the Byerly Turk. If we



Messrs. Fores

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ECLIPSE

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recollect for a moment how many strains of the D'Arcy White Turk, D'Arcy Yellow Turk, and Lister Turk there were in Eclipse, and multiply these by six, it will be seen how enormously their blood has entered into the making of the modern thoroughbred, despite the fact that not one of the sires named founded a direct line.

That Waxy was a great horse and a great sire admits of no doubt. He won, among other races, the Derby of 1793, after a great race with Gohanna, and in that race it is worthy of notice that three of the first four were all sired by Pot-8-os. Waxy was a very handsome, rich bay with a white stocking on his off hind leg, good length and especially beautiful quarters which, as a rule, he transmitted to his stock. In all, he won ten races, but as far as we know there is no portrait of him extant, and yet he is one of the great connecting links of the modern thoroughbred with the founders of the breed.

From Waxy's unions with Penelope came Whalebone, Web, Woful, Wire, and Whisker, and the first of these was the Derby winner of 1810, and the chief son of his sire to carry on the male line. Whalebone was a bay colt, bred by the Duke of Grafton in 1807. His dam, Penelope, was by Trumpater out of Prunella by Highflyer, her dam Promise by Snap out of Julia by Blank, out of Spectator's dam by Partner. Highflyer was a son of Herod, Blank was by the Godolphin, Snap a grandson of Flying Childers, out of a granddaughter of the Byerly Turk, and Partner was also a grandson of the famous last-named Eastern mare. It will now be seen how in each succeeding generation the blood of the founders of lines has been blended, more and more, and Whalebone had twelve crosses of the Darley Arabian, seven of the Godolphin, and no fewer than seventeen of the Byerly Turk. It has been mentioned that many authorities give to the Godolphin credit for having done most good of any of the Eastern horses to the English turf, but if we take Whalebone as an example we find that he has more Darley Arabian and a great deal more Byerly Turk blood than that of the Godolphin, and if we go a little farther down—to the horses which are inbred to Eclipse, for example—we shall find almost countless strains of the blood of the early Eastern sires whose names are so frequently found in the pedigree of Captain O'Kelly's horse.

The upshot of careful study of these and other pedigrees is to establish the fact that it is impossible to award the palm to any one line of blood, to say, in fact, that one sire or one mare did most towards

laying the foundations of the now existing families, and most certainly it is impossible to differentiate between the merits of the three great horses at the head of the lines, because in every racehorse of the present day all three appear times without number in every generation.

Whalebone's dam, Penelope, was as famous on the racecourse as at the stud. She was bred by the Duke of Grafton in 1798, and was a bay with a white star on her forehead, and hind fetlocks white—a distinguishing mark inherited by the greater number of her progeny. She had grandly placed shoulders, an arching but muscular neck, a small intelligent head, beautifully set on, a slightly dipped back, strong plain quarters, and excellent bone. By many of the older writers she was considered the most distinguished of all the famous matrons of the British stud, and she won eighteen races herself, while many of her progeny left almost as big a mark as she did.

Whalebone is described as a bay in *Taunton's Celebrated Racehorses*, but Mr. Joseph Osborne wrote of him as a mottled brown with the off hind fetlock white, and stated that his height was 15 hands and half an inch. His old groom at Petworth described him as "the lowest and longest and most double-jointed horse he ever saw in his life." He had a small, beautiful head, well set on to a well-formed, powerful neck. His back was powerful, rising gradually all the way from the withers, and the loins well filled up.

His shoulders were thick at the top, so it is said, and as a rule this is not a good thing in a racehorse, but it does not seem to have been detrimental in the case of Whalebone, for he won many races, and showed himself to be a great stayer. As a three-year-old he won the Newmarket Stakes (then a great race, as it is now, after a revival some thirty years ago). In the Derby he made all the running and was never caught, and he afterwards won two important matches. As a four-year-old he beat a good field for the King's Plate at Newmarket, and he won a memorable match over the Beacon Course against Sir H. Williamson's Pan, the winner of the Derby in 1808. Latterly he became inclined to rearing and somewhat dangerous to ride, and if he was not always a great success at the stud, and was actually allowed to be the sire of hunters, there must have been extraordinary ability in his stock, for more than one of his tail-male lines live to the present day.

Here we may continue the male descent :—

ECLIPSE AND HIS DESCENDANTS

Eclipse—1764.
Pot-8-os—1773.
Waxy—1790.
Whalebone—1807.

From Whalebone come the Sir Hercules-Birdcatcher family, the Touchstone-Newminster family, and the King Tom-Harkaway family, which is fast dying out in this country. Thus we have :—

Whalebone—1807.
Sir Hercules—1826.
Birdcatcher—1833.
The Baron—1840.
Stockwell—1849.
Doncaster—1870.
Bend Or—1877.
Ormonde—1883.
Orme—1889.
Flying Fox—1896.

Whalebone—1807.
Sir Hercules—1826.
Birdcatcher—1833.
Oxford—1857.
Sterling—1868.
Isonomy—1875.
Isinglass—1890.
John o' Gaunt—1901.
Kennymore—1904. Swynford—1907,

and many other lines of Bend Or, which will be described in due course.

Whalebone—1807.
Camel—1822.
Touchstone—1831.
Newminster—1844.
Lord Clifden—1860.
Hampton—1872.
Bay Ronald—1893.
Bayardo—1906.

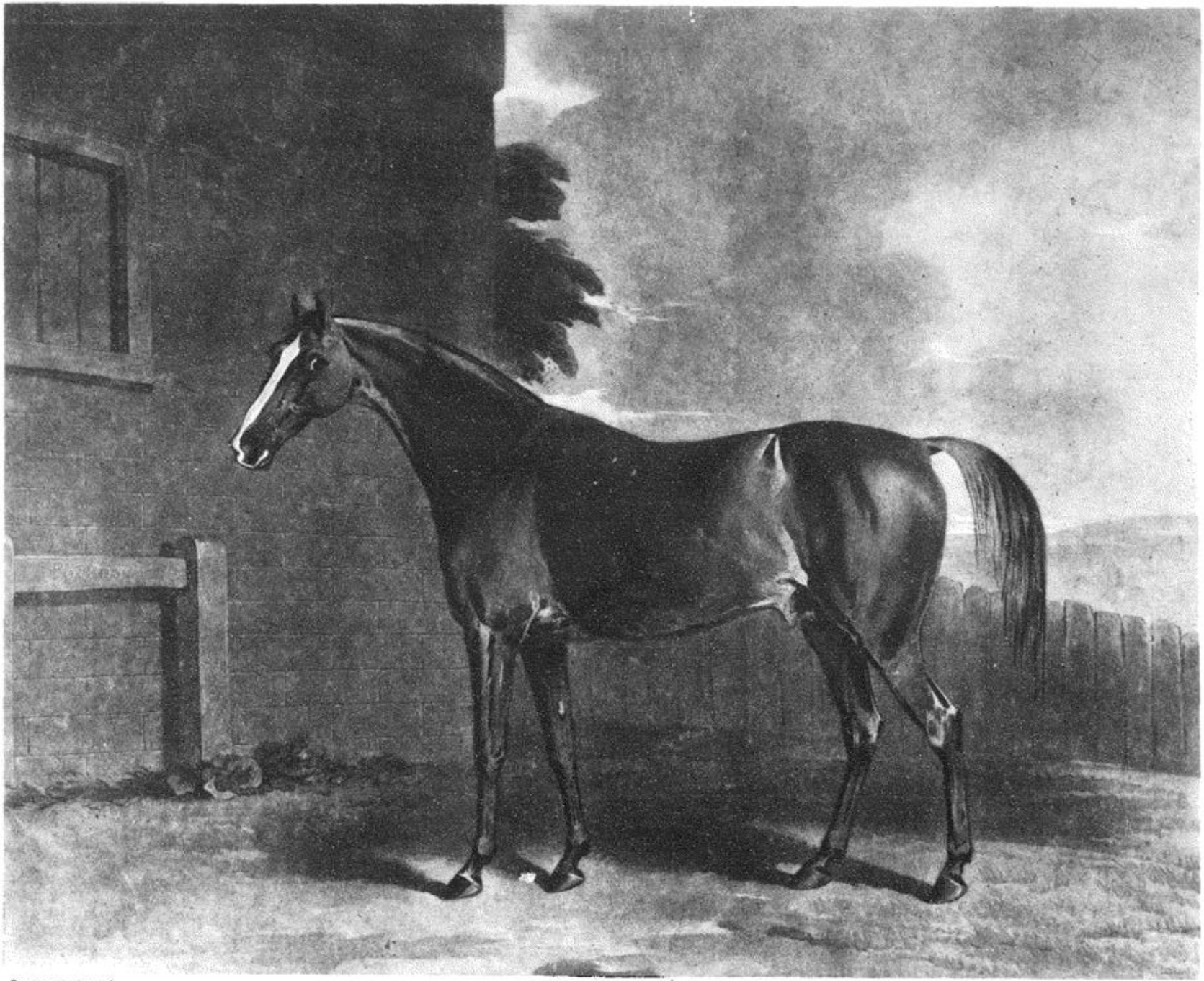
It need hardly be said that from each of the three lines tabulated above there are a whole host of branches, all of which are in a more or less flourishing condition, but the three given are as important as any of the others, and may be treated of first. Sir Hercules was out of Peri by Wanderer, and this mare was inbred to both Eclipse and Herod. She had Eclipse for her tail-male ancestor, while her dam was a great-granddaughter of the same horse. She also had four crosses of Herod and one cross of Matchem blood. Sir Hercules was

a black horse shot with white hairs, who ran third to Rowton and Voltaire in the St. Leger of 1829 and won the Claret Stakes at Newmarket in the following year. He was more celebrated as a sire than as a racehorse, and in 1894 he had no fewer than 352 winning descendants, who amongst them appropriated 638 races, value £177,676, which is very solid proof as to the merits of the blood. Sir Hercules lived to a great age, and was a fine sire to the last; and although he was foaled in 1826, his granddaughter, Frigate, by Gunboat, won the Grand National as lately as 1889.

The greatest horse sired by Sir Hercules was Birdcatcher, at first called "Irish Birdcatcher," because he was bred in Ireland. Birdcatcher was a 15 hands 3 inches chestnut, with a blaze face and white half-way up his near hind leg; his flanks were ticked with grey hairs, and he had, like his sire, Sir Hercules, a bunch of white hairs at the butt of his tail. This peculiarity he transmitted to many of his stock, and one sees it in generation after generation, perhaps most in hunters who have come in direct line from the famous Irish-bred horse.

Birdcatcher's dam was Guiccioli by Bob Booty, her dam Flight by Irish Escape out of Young Heroine by Bagot, out of Heroine by Hero. Birdcatcher had four crosses of Eclipse, eleven of Herod, and four of Matchem, so that although of Darley Arabian descent in tail male, he had more of the blood of the Byerly Turk. He did not run, as a two-year-old, until October, when he was beaten in the Paget Stakes at the Curragh. He won several races in Ireland as a three-year-old, and in one of them, the Peel Cup, he ran away with his jockey and passed the winning-post five hundred yards ahead of his nearest opponent. One naturally supposes that his opponents slowed down when they found they could not catch the leader, but there is no mention of their doing so in the accounts of the race we have seen. The worst of it was that the horse continued his bolt down a steep and stony road, and it is considered that he did himself some injury by his gallop, and Mr. Osborne, who saw him every time he ran, used to say that the performance affected his subsequent career.

At the stud Birdcatcher did very big things, but with regard to the male line, The Baron and Oxford were his greatest hits. The Baron was a chestnut, out of Echidna by Economist—a direct descendant of Waxy through Whisker—her dam Miss Pratt by Blacklock, of a line of Eclipse which will be mentioned in due course. The Baron won



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POT OOOO OOOO

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several stakes at the Curragh, but was badly beaten at Liverpool. He was then very fat, and according to "The Druid" had bar shoes and festered soles, and had been made very savage by being muzzled. He was afterwards sent to John Scott at Malton, and though he was a rough customer at first and required more work and more careful management than any other horse which had ever been trained at Whitewall, the famous "Wizard of the North" turned him out the St. Leger and Cesarewitch winner of 1845. In the Cesarewitch he carried 7 st. 9 lb. and won in a field of twenty-seven, and this was undoubtedly a big performance for a three-year-old.

Mr. Theobald, whose stud was at Stockwell, within about four miles of London and Westminster Bridges, bought The Baron, and sent him to the stud, and from Pocahontas he sired two great horses in Stockwell and Rataplan. Pocahontas was by Glencoe (Herod), out of Marpassa by Muley (Eclipse), her dam Clare by Marmion (Eclipse) out of Harpalice by Gohanna (Eclipse). It will be seen that at this period of the turf's history practically all the runners, and certainly all the great performers, went back to Eclipse, Herod, or Matchem in tail male, and also that the Eclipse and Herod families were rather asserting themselves at the expense of the Matchem line. Be that as it may, Pocahontas was one of the greatest matrons that the English turf has ever known, for she produced Stockwell in 1849, Rataplan in 1850, both to The Baron, and King Tom to Harkaway in 1851.

Stockwell was the fifth foal of his dam, and was a big, and by many considered to be a plain, horse with somewhat awkward action. His shoulders were hardly set in orthodox fashion, but he had great depth from the withers to the shoulder point, a strong back and loin, and a great appearance of power everywhere. His quarters were a trifle heavy and gross, but his bone was very large for a thoroughbred, and was quite equal to carrying his massive frame. It may be added that many of his stock were big and some of them very heavily fleshed, but as a rule they, like their sire, had bone in keeping with their substance, and amongst them they were good enough to earn for their sire the nickname of "The Emperor of Stallions." And Stockwell was a great racehorse before he made his mark as a sire. He won the Two Thousand in 1852, and also the Newmarket Stakes of that year, but he was amiss when he ran in the Derby, which was won by

Daniel O'Rourke (a son of Birdcatcher) who had been unplaced in the Two Thousand.

Stockwell came right again during the summer, and won two races at the Goodwood meeting, and then beat a good field for the Great Yorkshire Stakes, after which he won the St. Leger by ten lengths, beating the Derby winner, Daniel O'Rourke, and the Oaks winner, Songstress, among others. Later in the autumn he won the Grand Duke Michael Stakes, and the Newmarket St. Leger, but as a four-year-old he was beaten a head by Teddington in the Emperor's Plate at Ascot, while as a five-year-old he won the Whip at Newmarket by thirty lengths.

Stockwell sired so many good horses that it is not an easy matter to say which was really the best, but one thinks the palm should be awarded to Blair Athol, though Doncaster figures in the greatest line of descent. And here it is necessary to insert further lines which have come from "The Emperor of Stallions." Thus we have :—

Stockwell—1849.	Stockwell—1849.	Stockwell—1849.
Blair Athol—1861.	Lord Lyon—1863.	St. Albans—1857.
Prince Charlie—1869.	Minting—1883.	Springfield—1873.
Lochiel—1882.	Minstead—1899.	Sainfoin—1887.
Great Scot—1899.		Rock Sand—1900.
		Tracery—1909.

Stockwell—1849.	Stockwell—1849.
Lord Ronald—1860.	Lord Lyon—1863.
Master Kildare—1875.	Touchet—1874.
Melton—1882.	Juggler—1885.
William Rufus—1900	Kunstler—1898.

There are also further lines of Doncaster and Bend Or :—

Stockwell—1849.	Stockwell—1849.
Doncaster—1870.	Doncaster—1870.
Bend Or—1877.	Bend Or—1877.
Kendal—1883.	Bona Vista—1889.
Galtee More—1894.	Cyllene—1895.

Tredennis—1900.
Bachelor's Double—1906.

Cicero, Minoru, Lemberg, Tagalie, all Derby winners.

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IRISH BIRDCATCHER

From the painting by Harry Hall

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Why Blair Athol should not have carried on a line of Stockwell in this country is difficult to understand. He was a grand and powerful horse, and probably the best runner that Stockwell ever sired. Nor was he a failure at the stud, for he sired the Two Thousand winner Prince Charlie, a veritable champion on a short course, and probably a stayer, but he was never quite sound in his wind. Still, he ran second for the St. Leger of his year, and as he has descendants in Australia, it may be that some day his tail-male line will be established in this country. Blair Athol also sired winners of the One Thousand in Scottish Queen and Cecilia, a winner of the Derby in Silvio, and winners of the St. Leger in Craigmillar and Silvio. But if Blair Athol failed to carry on a male line, it was otherwise with Doncaster, who was foaled in 1870, and who won the Derby nine years later than Blair Athol and seven years later than Lord Lyon, another son of Stockwell whose lines are not doing so well as they did a few years ago.

Doncaster was bred by Sir Tatton Sykes at Sledmere, in the East Riding, and was by Stockwell from Marigold by Teddington. He was sold at the Doncaster yearling sales to Mr. James Merry for 950 guineas, and was named in the catalogue "All Heart and No Peel." His new owner changed the name to Doncaster, and he never ran as a two-year-old, owing to having been badly kicked on the stifle. His first appearance was in the Two Thousand, but he was nothing like fit, and was beaten by Gang Forward. In the Derby, however, he turned the tables, winning very easily, while Gang Forward and Kaiser ran a dead heat for second place. In the St. Leger Doncaster was beaten a head by his stable companion, Marie Stuart, who had won the Oaks of that year, and it was said at the time that the second would probably have won had he not been kept too far out of his ground in the early part of the race. Doncaster won the Goodwood and Ascot Cups as a four- and five-year-old, but he was not so good as the French horse Boiard, who beat him as a three-year-old in the Grand Prix de Paris and again as a four-year-old in his (Doncaster's) first attempt at the Ascot Cup. Still, he was almost a great horse, and on his retirement to the stud he changed hands at £10,000, and shortly afterwards was resold to the late Duke of Westminster for £14,000. These were great prices fifty years ago, but Doncaster was undoubtedly worth the money, if only because he became the sire of Bend Or, one of the most successful stallions the turf has ever known.

Bend Or was bred by the Duke of Westminster in 1877, and was a rich chestnut, of quite exceptional quality. There was at one time a doubt as to his pedigree, it being reported that he and a colt named Tadcaster had been accidentally mistaken for each other when sent as yearlings to be trained. Bend Or was out of Rouge Rose by Thormanby, from Ellen Horne by Redshank, Ellen Horne being a mare who was bought by the late General Pearson as a hack for his wife at the low figure of 19 guineas. She, however, turned out to be a great brood mare, and was also the dam of Paradigm, from whom the Paraffin family (Ladas was one of them) are descended. The story as to the change of Tadcaster, who was out of Clemence by Newminster, was told by a stud groom who was under notice to leave, and this man stuck to it to the last. The chief evidence to the effect that the story was true is afforded by the fact that Sandiway, a daughter of Clemence by Doncaster, had peculiar dark markings on her quarters, like those which Bend Or had, and which have so frequently been seen in his descendants. Still, Sandiway was by the same sire as Bend Or, and the markings may easily have come from Doncaster or some of his forbears. Rouge Rose, it should be mentioned, bred nothing except Bend Or, her other progeny being worthless from a racing point of view. Bend Or was objected to for the Derby on the ground that he was Tadcaster, but after the matter had been thoroughly investigated it was proved, or practically proved, that he was the son of Rouge Rose and not of Clemence, and the pedigree stands thus.

Bend Or had a great rival in his running days in Robert the Devil, and it was never quite decided which was the better of the two. Bend Or beat "Robert" in the Derby and in the Gold Cup at Epsom in the following year, but Robert the Devil turned the tables in the St. Leger, and though the latter may have been the better stayer, he held a long lead in the Derby and was yet gradually worn down by Bend Or. The Duke of Westminster's horse also won the Champion Stakes, beating Iroquois, a Derby winner, and won the City and Suburban under 9 st., beating a huge field of high-class handicap horses. At the stud Bend Or did wonders. He begat Ormonde, an unbeaten champion of modern times, and he in turn sired Orme. Ormonde had really a remarkably short stud career, owing to a serious illness in his second season, and his son Orme was unlucky, having been poisoned early in his second season of running. Still, he won two Eclipse Stakes, and

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STOCKWELL

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many other high-class races, and in his third season he gave La Flèche —who had beaten him in the St. Leger—7 lb., and also beat the famous mare in the Eclipse Stakes. Orme was out of Angelica, an own sister to St. Simon, and though his success at the stud was rather patchy, he sired a great horse in Flying Fox, one of the most brilliant performers of modern times, and who in his first season at the stud was the sire of an extraordinary crop of good horses. He was sold for 37,500 guineas at the break-up of the late Duke of Westminster's stud, and as we saw him that day—and we spent five minutes in his box with the late John Porter—he was not a very big or even a commanding horse. Neither did he carry much flesh, it being a simple matter to count his ribs as he stood munching hay and hardly noticing the three who were in the box with him.

That was a wonderful sale from every point of view, and among the limited number present—which, however, included many of the most notable turfites of the day—was King Edward, then Prince of Wales, who bought a filly named Vane for 4,000 guineas. But Flying Fox was the hero of the day, and as he was sold to a French owner, it is satisfactory that Orme left a second Derby winner in Orby, who in turn sired the 1919 Derby winner, Grand Parade. It is to be hoped, then, that the line of Ormonde may be carried on in this country.

To glance briefly at other lines of Bend Or, that which came through Bona Vista is undoubtedly the strongest. Bona Vista was a brown colt by Bend Or from Vista, by Macaroni. He won the Two Thousand Guineas in 1890, but had no long turf career, and after a very short spell of stud life he was sold to Austria. Luckily he had left behind him Cyllene, who had no classic engagements, but who was nevertheless a great racehorse and a most successful sire. Cyllene carried his hocks rather far behind him, and he won, among other races, the Ascot Gold Cup and the Jockey Club Stakes. When at the stud he sired Cicero, Minoru, Lemberg, and Tagalie, all of which won the Derby, to say nothing of Polymelus, a very big winner and a most successful sire, who during the war was responsible for Pommern and Fifinella, both winners of the substitute Derby at Newmarket. Lemberg, though taking some time to assert himself as a sire, is at present not far from the top of the tree, and there are so many good horses of the Cyllene family that there is little chance of this line of Bend Or dying out—though as a matter of fact all who have studied the history of the

lines of blood must be aware that in scores of previous cases certain lines appeared to be thoroughly set, and yet came to a sudden end in a few years. The line of Hermit, for example, is almost gone, though there was a horse of Hermit's descent at the Islington Show this year (1923) named Ilston, and he is the sire of excellent hunting stock but, so far as we know, of no racehorses. Yet Hermit was a great sire, who sired two winners of the Derby and two of the Oaks. Then there is Blair Athol, who looked to have a great sire career before him when we first began to go racing and study pedigrees, and there is also the King Tom line of Harkaway, which is seldom heard of at the present day.

Another line of Bend Or came through Kendal, whose son Galtee More won the Derby in 1897, but was sold to Russia and left no stock in this country. Another good sire by Kendal is Tredennis, who is out of St. Marguerite, and who is the sire of Bachelor's Double, a high-class racehorse and a promising sire. This line is not so strong as some of the Bend Or lines, but it lives and might take a high place at any time.

Then there are two lines of Stockwell which came through Lord Lyon, the Derby winner of 1866. This horse was bred by General Pearson—who has been mentioned in connection with Ellen Horne, dam of Rouge Rose and therefore grand-dam of Bend Or. This wonderful mare also bred a mare named Paradigm to the Touchstone horse Paragone, and she in turn bred Lord Lyon to Stockwell. Lord Lyon was, in the opinion of Custance, who frequently rode him, not a genuine stayer, but he won the treble event of Two Thousand, Derby, and St. Leger and many other races, and at the stud he sired Minting, a great horse who might never have been beaten had he not come in the same year as Ormonde. Lord Lyon did not sire Minting until he (Lord Lyon) was well up in years. Indeed, Minting was foaled in 1883, just twenty years later in the sire, and of the latter it can be said that he was only a qualified stud success, though he was responsible for an Oaks winner in Placida, and for other fair horses.

Minting was out of Mintsauce by Young Melbourne, and was one of the biggest and most massive great racehorses of modern—or of any time. There has probably been no bigger really great horse, for Minting was almost seventeen hands, and his size all over was in keeping with his great height; and in spite of his size he was a hand-

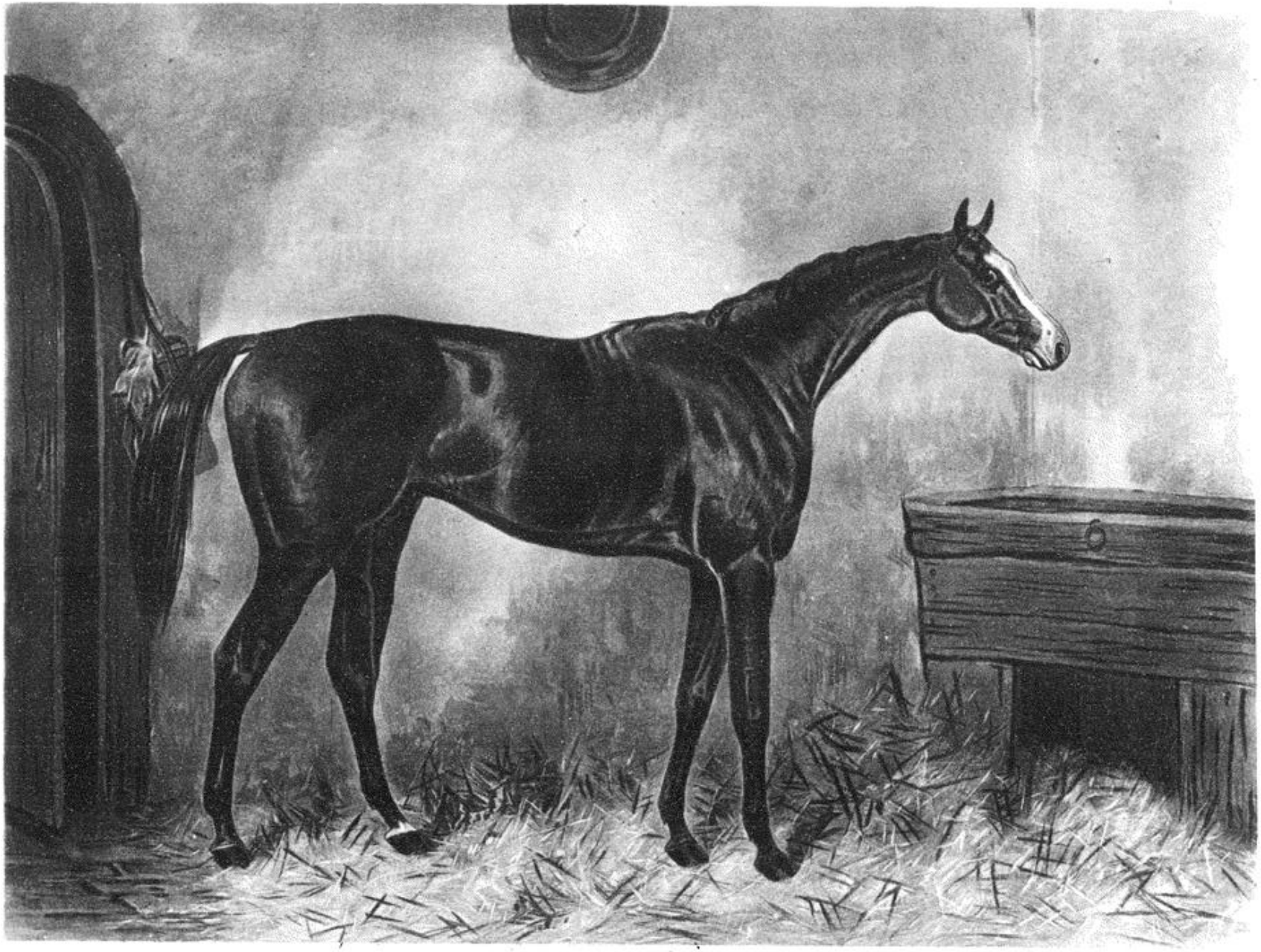
some horse. He did not show the extreme quality that one frequently sees in thoroughbreds of medium size, but he was a really handsome horse and a very great performer. He had enormous bone below the knee, and a quite extraordinary turn of speed, and that he could stay was proved by his easy victory in the Grand Prix de Paris, which is run at a mile and seven furlongs. As a two-year-old he won the Seaton Delaval Stakes at Newcastle, the Prince of Wales Stakes at Goodwood, and also the Champion Stakes at Doncaster, and the Middle Park Plate. In the Two Thousand, however, he met his Waterloo, the mighty Ormonde beating him somewhat easily by a couple of lengths. His owner, the late Mr. Robert Vyner, and his trainer, the late Matthew Dawson, decided that it was not worth while running him in the Derby, for three reasons: firstly, that it was improbable that he could turn the tables on Ormonde; secondly, that he was thought to be too big for the twists and turns of the Derby course; and thirdly, because the course at Longchamps, where the Grand Prix de Paris is run, seemed to be exactly the right track for his great stride. Moreover, the French race looked to be a good thing for him, and he won pulling up. As a four-year-old Minting only ran at Ascot, winning the Jubilee Cup and being beaten a neck by Ormonde in the Hardwicke Stakes of a mile and a half. The race between these two great horses was one of the finest ever seen on the Royal heath, but it is only fair to say that by this time Ormonde had become unsound in his wind, and therefore the honours of the victory rest with him rather than with Minting, great performer as the latter was.

When five years old Minting ran three times, and in his first race achieved what is generally supposed to be the best handicap performance of all time in a mile race. The race was the Jubilee Stakes of £2,850, at Kempton Park, which until the course was lengthened by a quarter of a mile about a dozen years ago was quite the most important mile handicap of the year, bringing out horses of the very best handicap class, and at times classic performers of note. Minting was set to carry the huge weight of 10 st., and he accomplished his task in summary fashion, winning quite easily by three lengths. If we search the pages of the Calendar no greater handicap performance than this can be found, for though Vespasian won the Chesterfield Cup at Goodwood, in 1869, with 10 st. 4 lb. in the saddle, the race in question is not, and never was, so important as the Jubilee Stakes, nor does the class of the runners reach so high

a standard of excellence. Unfortunately, Minting was not a success at the stud; he sired Minstead, who won the Middle Park Plate in 1901. Still, this particular line of Stockwell through Lord Lyon looks like dying out.

Another line of Lord Lyon came through Touchet, a fair second-class racehorse, who sired Juggler, he in turn siring Kunstler and others of no great account. A stronger line of Stockwell, however, is that which came through Lord Ronald, who sired Master Kildare, a winner of the City and Suburban under the big weight of 9 st. 2 lb. Master Kildare in turn sired Melton, who was out of Violet Melrose by Scottish Chief. Melton won the Derby and St. Leger of his year, and was a good honest horse—not in the same class as Minting or Ormonde, but the best of his year—and he was a fair class sire: though he never got a Derby winner, he sired William Rufus, Henry the First, Galloping Simon, and others who are at the stud.

One more line of Stockwell remains, viz. that which came through St. Albans. This chestnut horse was bred in 1857, and was out of Bribery by The Libel. He was a delicate horse with a bad temper, but a fine stayer, who won the Great Metropolitan and the Chester Cup when a three-year-old, both being races of two-and-a-quarter miles. He went wrong in his knees after his Chester race and was taken out of the Derby, but he won the St. Leger, beating, among others, Thormanby and The Wizard, who had been successful in the Derby and Two Thousand of that year. St. Albans broke down in the Ascot Cup of the following year, and did not run again. That St. Albans was a really good horse, and probably the best of his year, has been shown; it may be added that he was also a stud success, for among those he sired were Springfield, Julius, The Primate, Lady Grace, St. Ronan, Martyrdom, St. Mungo, Caithness, Seville, and The Parson. One of the above, Springfield, was out of Viridis by Marsyas, and was foaled in 1873. He was not entered for the classic races, but won twice at York (including the Gimcrack Stakes), at Ascot (twice), at Stockbridge, the July Cup at Newmarket, and the Champion Stakes, in which he beat the Derby winner Silvio. He won many other races, and at the stud he sired a host of winners, including Briar Root, who won the One Thousand in 1888, and Sainfoin, who won the Derby in 1890. The last named it was who carried on the line. He was not what is known as a great Derby winner, but he



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BLAIR ATHOL

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sired a very good one in Rocksand, who was undoubtedly the best of his year, an honest runner, and probably a better class horse than his sire. Rocksand won the treble event of Two Thousand, Derby, and St. Leger, and though he has been in America for many years, he sired Tracery before he was sent abroad, and Tracery won the St. Leger and proved himself to be a horse of very high class. It will be remembered that he fell—owing to the action of a lunatic with a pistol—in one of the Ascot Cups which Prince Palatine won; but he was not long in proving his stud value, for he sired The Panther, a curious horse but a fine performer on the day he won the Two Thousand, and since then there have been many good winners by this horse, including Papyrus, winner of the Derby in the present year.

Now we must go back to Birdcatcher, the grandsire of Stockwell, for there is a second strong line from this horse, which came through Oxford (1857). Oxford sired Sterling (1869), who was out of Whisper by Flatcatcher, a great miler and the sire of one of the grandest handicap horses the turf has ever known. Reference is made to Sterling, who was a great runner and dead game, and for whom, while he was at the Yardley stud, £10,000 was twice refused in one week. His trump card at the stud was Isonomy, who was out of Isola Bella by Stockwell, and who did not run for the Derby, won by the moderate Sefton, but was kept for the Cambridgeshire, his owner, Mr. Gretton, being a peculiar man as regards his racing policy. Isonomy won the race just referred to, also the Gold Vase at Ascot, the Ascot Gold Cup twice, the Brighton Cup, the Great Ebor Handicap under 9 st. 8 lb., the Doncaster Cup, and was fourth in the Cesarewitch under the huge weight of 9 st. 10 lb. He also won the Gold Cup at Epsom, and the Manchester Cup under 9 st. 12 lb., when a five-year-old. It would be difficult to find any modern racehorse with so good a record, and it is most satisfactory that such a horse could have carried on a line which comes through Isinglass, Gallinule, the defunct Kennymore, John o' Gaunt, Swynford, and many sons of the two first named—Isinglass and Gallinule to wit.

Isinglass was Isonomy's best son, but not his only Derby winner, for Common was by Isonomy, and so too was Janissary, the sire of Jeddah, who won the Derby in 1898. Isinglass had an extraordinary record, for he won £57,135 in stake money. Like Rocksand, both Isinglass and Common won the triple crown at Newmarket, Epsom,

and Doncaster, but Isinglass had a more distinguished career than Common, and at the stud left the 1891 Derby winner far behind. It is a big feather in a horse's cap when he wins the three great classic events, but in addition Isinglass won the Ascot Gold Cup, and he also won the New Stakes at Ascot, the Middle Park Plate, the Newmarket Stakes, the Great Lancashire Stakes—a ten thousand pound prize—the Princess of Wales Stakes, the Eclipse Stakes, and the Jockey Club Stakes, all of them mammoth prizes in his day. In due course Isinglass sired John o' Gaunt, an unlucky horse in his running days, but the sire of the Two Thousand winner Kennymore and the St. Leger winner Swynford. Kennymore died very shortly after he had been sent to the stud, but he may have left something good behind him, and Swynford has made a good beginning.

Another fine stud horse by Isonomy was Gallinule, who was out of Moorhen by Hermit, and was bred in 1884. Gallinule was a fair two-year-old, but not quite in the first class, and though he often showed good form, he was not a big winner. On the strength of his two-year-old performances he was far too highly handicapped in his second season, while later in life he acquired a habit of breaking blood-vessels, both on the training ground and when racing. As a five-year-old he started favourite for the Lincolnshire Handicap, but broke a blood-vessel in the course of the race, and soon afterwards he was sent to the stud. Moreover, he was hawked about for some time before Captain Greer acquired him, and we ourselves had him offered to us for £1,000 by Mr. "Abington" Baird, who then owned him. But if he had no great racing career, Gallinule was an extraordinarily successful horse at the stud. In 1906 he was fourth in the list of winning stallions with eighteen winners of nearly £16,000, in the following year he was fifth with over £14,000, and in 1908 he headed the list, his stock winning sixty-five races worth upwards of £34,000. He never got quite to the top again, but held a good place for many years, and perhaps his greatest triumph, was Pretty Polly, who won the One Thousand, Oaks, and St. Leger in 1904, and who was in her running days one of the best and most famous mares of all time. Gallinule also sired the St. Leger winners Wildfowler and Night Hawk, and the Two Thousand winner Slieve Gallion, but he has no Derby winner to his name. Just now Fariman, Great Sport, The Gull, Oppressor, Phaleron, Santry, Torloisk, White Eagle, and Winstanley, all by Gallinule, are at the stud, so that

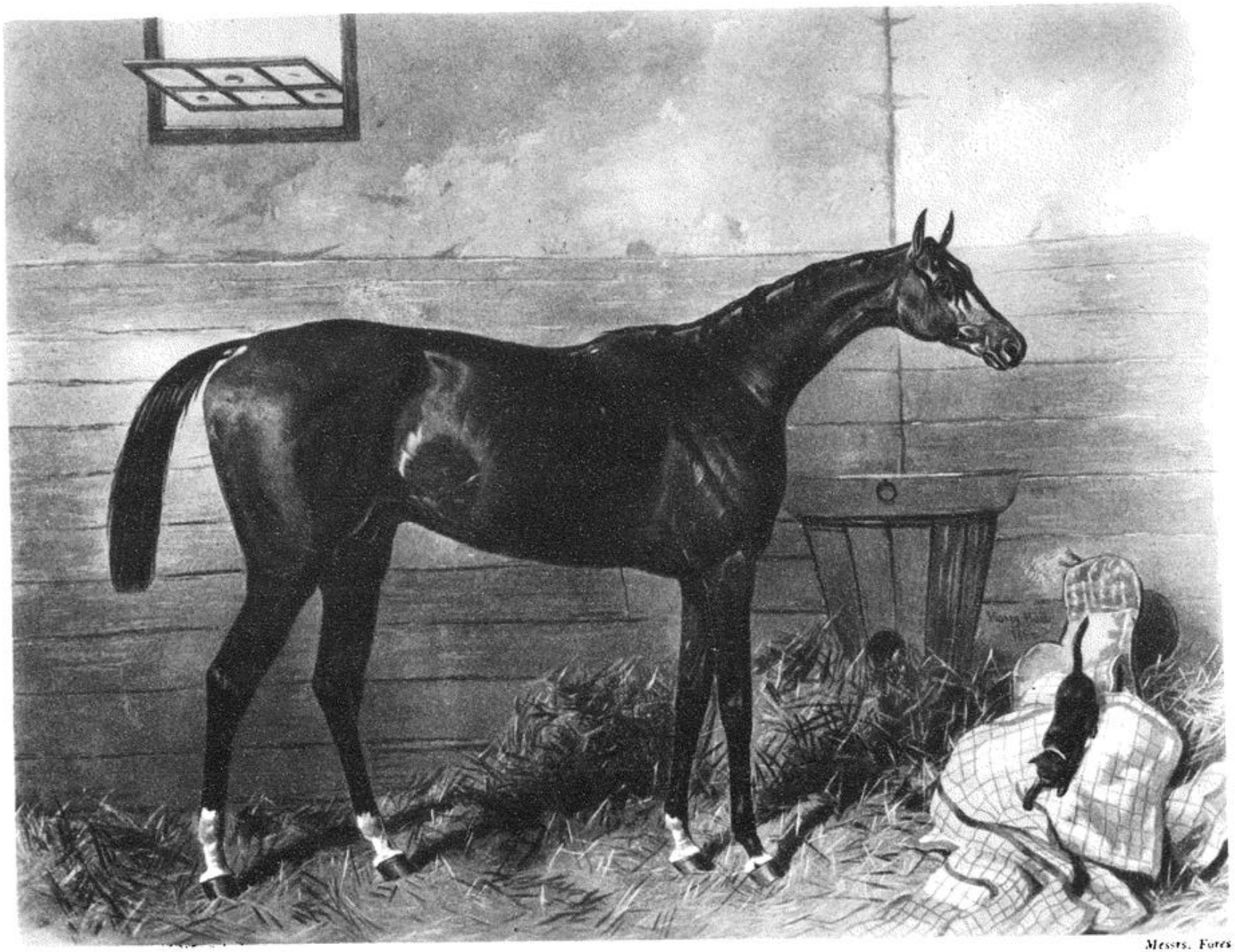
there is a fair chance of the line being carried on. Llangibby is a son of Wildfowler by Gallinule.

From The Baron, son of Birdcatcher and sire of Stockwell, came a line through Rataplan, who was a full brother to Stockwell. Rataplan sired Blinkhoolie, who in turn sired Wisdom, a stud success who did nothing of note on the turf. One of the best he got was Rightaway, and another was Love Wisely, who won the Ascot Cup in 1896. He also sired Sir Hugo, who won the Derby in 1892. Rightaway sired Littleton, who has winners to his credit, but this line of Rataplan is not very strong, and might easily disappear. Before going back to a second strong line of Pot-8-os, which came through Waxy and Whalebone to Camel, mention must be made of Martagon, by Bend Or, who sired Snow Marten, the Oaks winner of 1915. Martagon is also the sire of Buckwheat, who has several minor winners, but here again the line is rather weak.

No doubt Stockwell in some degree brought about a change in the modern racehorse, just as St. Simon did in later years. That at least was the opinion of observing men who lived through the Stockwell period. Before Stockwell's day horses of his size and weight were rarely seen, but after he had been not very long at the stud they became common enough, and while some were coarse in appearance, others, perhaps not quite so big, showed any amount of quality. Bend Or was said to be the most beautiful horse of his time, and we rarely found anyone who disagreed with this opinion. He had extraordinary depth through heart and loin, a most powerful back, and the well laid-back shoulder which denotes activity and speed, and which everyone looks for in a hunter. He had, too, an elegant outline, and we remember when looking at him in the paddock on the day of his Epsom Gold Cup victory that we were looking at the most beautiful horse we had ever seen. And although that is more than forty years ago we have hardly changed our opinion. Sunstar, just before he won the Derby, appealed in much the same fashion, but the 1911 Epsom winner lacked the substance of Bend Or, though his quality was as great as that of the famous chestnut. Sunstar was, in fact, a trifle more elegant, but as far as we can judge between horses of such very different periods, Bend Or was a good deal the heavier and more massive of the two.

Bend Or's great son, Ormonde, appeared to be a bigger horse than his sire, but his official height is "16½ hands," and we can only say

that he looked to be taller than this. Orme, again, seemed smaller all over than Ormonde, yet his height is given as "fully 16 hands" and his girth as four inches more than that of Ormonde. People do not always agree about these things, and we considered Ormonde to be a much bigger horse than his son Orme, and most certainly the latter was cast in a lighter and more elegant mould, and had little of the massive build of the Stockwell family. Lord Lyon was a big horse, and Doncaster was also on the big side, while Sir Hugo, who came from Stockwell's full brother Rataplan in tail male, was a massive horse. But the Stockwell bulk is not so apparent as it used to be, and is perhaps most to be found in horses which are closely inbred to "The Emperor of Stallions."



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LORD LYON

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THE LINE OF CAMEL

THE line of Pot-8-os, which came through Camel, a son of Whalebone and an unnamed daughter of Selim, has always been a rival of the Sir Hercules line, and we shall not pretend to decide which is the better of the two, though it cannot be disputed that more winners have come from the line of Sir Hercules. Camel, according to his portrait, had heavy round quarters more like those of a carthorse than of a racehorse, but it is said that this development was not natural but was caused by the horse having fallen backwards as a yearling. Camel was not a wonder as a racehorse, and possibly this was due to his curious quarters, but at the stud he proved to be a great success, for he sired Touchstone, from whom came two of the strongest tail-male lines of the present day.

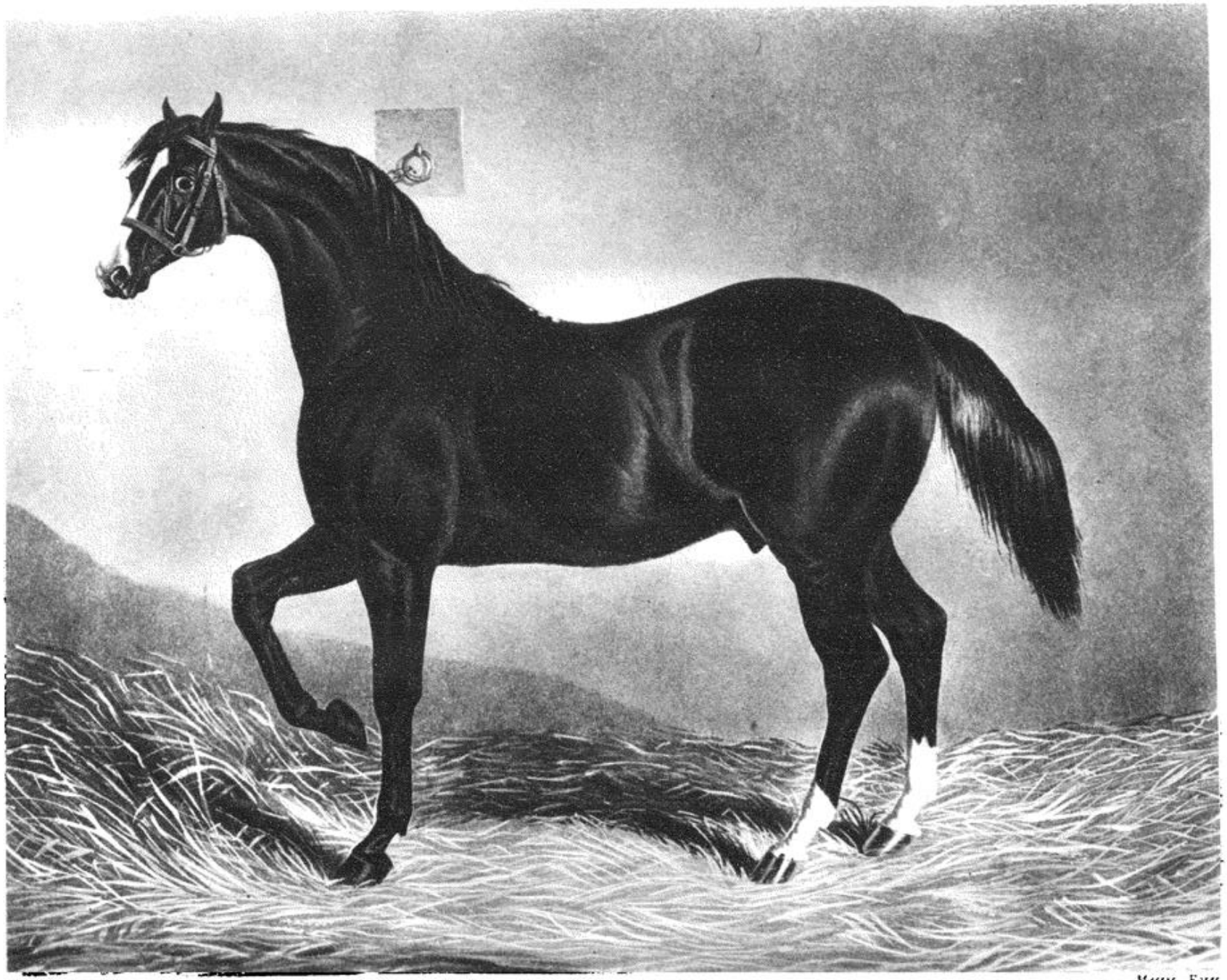
Touchstone was bred in 1831, and was out of Banter by Master Henry. He is described as a somewhat peculiar horse with fleshy legs, and hocks which turned out so wide when he galloped that a barrel might have been placed between them. He also went with a straight knee, and at exercise was so lazy that it was difficult to push him along. On the other hand, he pulled very hard in a race, and he had both speed and stamina, but required fine jockeyship, for he would always swerve away from the whip. He was a slow beginner, too, and was not a big horse if judged by the present-day standard, but he was a good performer and did enormous good at the stud. As a three-year-old he won the Dee Stakes at Chester—then an important three-year-old race—and the St. Leger, while as a four-year-old he won the Ascot Cup and the Doncaster Cup. In the following year he won a second Ascot Cup, thereby establishing his reputation as a great stayer. In 1848 he sired Newminster, from whom came the line which is now best represented by Bayardo and his sons, Gay Crusader and Gainsborough. The male line from Camel, son of Whalebone, is as follows :—

Camel—1822.
Touchstone—1831.
Newminster—1848.
Lord Clifden—1860.
Hampton—1872.
Bay Ronald—1893.
Bayardo—1906.

Gay Crusader—1914. Gainsborough—1915.

Newminster was only one inch over 15 hands, but was out of the famous Beeswing, a great racing mare who won very many races and was as hard as nails. Newminster was a pretty horse, despite being somewhat slack at the loins, and was the possessor of beautiful action. He went amiss before the Derby, but he won the St. Leger easily enough, beating, amongst others, Hernandez, who had won the Two Thousand Guineas. He was difficult to train, owing to a delicate constitution and foot trouble, but he had wonderful success at the stud, and in 1894, some forty odd years after he begun his stud life, he had 253 winning descendants of 423 races worth £121,734. Amongst his many winners, Lord Clifden and Hermit were the trump cards, and whilst the line of the former has been well carried on, the line of Hermit has almost come to an end, even though Hermit was an extraordinarily successful horse at the stud. The blood is, however, most valuable in females, and is to be found in the pedigree of numbers of the greatest horses of the present day.

Lord Clifden was by Newminster out of The Slave, by Melbourne, and was bred in 1860. He was a bay, standing fully a hand higher than his sire, and it was said of him that he was the biggest and hardiest of all Newminster's sons. He had a perfect temper and a wonderful stride, but he was long in the back and rather light of loin. He began his racing career by winning the Woodcote Stakes at Epsom, and he took the Champagne Stakes at Doncaster, after having been badly left at the post. Macaroni beat him a head after a wonderful race for the Derby, but he had met with an injury shortly before and was not quite at his best. In the St. Leger Lord Clifden was again badly left, and at the Red House he was fifty yards behind his field, odds of 50 to 1 being shouted against him in the ring. He was ridden by the late



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CAMEL

From the painting by J F Herring

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John Osborne, the most patient jockey of his day, and being allowed to overhaul his opponents very gradually, he got up in time to beat the Oaks winner, Queen Bertha, by half a length. This race was one of the most extraordinary ever seen at Doncaster, for the winner lost a hundred yards at the start, and had he been ridden by a less patient jockey he would surely have been beaten. Two days later Lord Clifden won the Doncaster Stakes with a 10 lb. penalty in the saddle. At the stud he sired Petrarch, winner of the Two Thousand and St. Leger in 1876 and of the Ascot Cup in the following year, and remarkable because his dam, Laura, by Orlando—afterwards one of the celebrities of the Stud Book—had been sold for £19 at the disposal of Mr. Greville's stud. Petrarch was a very beautiful horse and a fine stayer, but he was not the stud success that Hermit or Hampton was, though his line still exists, chiefly through Hackler, the sire of the dual Cambridgeshire winner, Hackler's Pride, and of many horses in Ireland from whom both steeplechasers and flat racers have been bred.

From the stud point of view, however, Hampton was much the most remarkable of all the sons of Lord Clifden, for he began life in obscurity, rose to be the best Cup horse of his time, and finished up the sire of three Derby winners and of other winners of all sorts of races, leaving behind him a line which looks like going on. Hampton was by Lord Clifden out of Lady Langden, by Kettledrum—a very speedy horse—and was foaled in 1872. He got into unappreciative hands at first, and was run in Selling Plates, one of which he won at the old Hampton races on Molesey Hurst. As a two-year-old he won his first race, a Maiden Plate of £50 for two-year-olds, at Oxford, while a little later he took the South-Western Stakes of £110 at Hampton, and was bought by Mr. James Nightingall for 200 guineas. He won another Selling Plate at Brighton, but was beaten twice at the Warwick Autumn Meeting, and in his last race he carried no more than 6 st. 5 lb.—in a Nursery. Hampton must either have been very moderate or else only half trained at this time, for in the following spring he won the Great Welcomes Handicap of £305 at Croydon on April 1st, and a little later was successful in the Great Metropolitan Stakes at Epsom, over a course of two-and-a-quarter miles. It takes a good three-year-old to win this race even with a very light weight, and thus early in his career Hampton abundantly proved that he possessed the gift of stamina.

Hampton was now well taken care of by the handicappers, but was only beaten a neck by Snail in the Claremont Handicap at Esher.

He did not run again until he took part in the Cesarewitch, in which he made no show under 7 st. 2 lb., while a week or two later he made his debut as a hurdler, running second to the famous hurdle racer, Chandos, in the Grand National Hurdle Handicap at Croydon. Chandos, who was a veritable champion "over the sticks," carried the top weight of 12 st. 7 lb., and Hampton, still only a three-year-old, had 11 st. in the saddle, and was one of the only two three-year-olds in the field. It need hardly be said that for a colt of his age his performance was a remarkably good one. In the following year Hampton did not run until the Goodwood meeting, when he started favourite for and won the Goodwood Stakes, then a great ante-post betting race. He carried 8 st. 10 lb., and had behind him such horses as Balfe and Lilian, both winners of important races. In the Doncaster Cup Hampton was only fourth, the race going to Craig Millar, who had won the St. Leger in the previous year, and in the Cesarewitch he failed when carrying the top weight of 8 st. 12 lb., but he finished the season by winning the Great Maiden Hurdle Race of £540 in a canter. It will be noticed that there was a period at the end of his three-year-old season when Hampton was not seen in public until quite late in the year. It was, we think, after his good form in the Croydon Hurdle Race that the late Robert Peck bought him. Peck was then training at Russley, and had a stable full of horses. He was struck with Hampton's performance, for he saw that the colt was "rough and nothing like properly trained." This he told us himself, and went on to say that, having no room for the new-comer at Russley, he sent him to his neighbour Humphreys, at Stork House, Lambourne, telling him that he thought he had got hold of a first-rate stayer, but that he did not want to hear anything more about him for six months. He told Humphreys to "take him home and lose him" for six months, and the horse was during the winter running out in a small paddock with a box in it for night shelter.

It says a great deal for the judgment of Robert Peck that he should have rescued this fine stayer from partial oblivion, and he had a very full reward without having long to wait for it. As a five-year-old, Hampton did not run until June, when he was one of a good field for the Northumberland Plate of two miles, and worth £1,190. The

race in question was at that day run on the old course on Newcastle Town Moor, and Hampton had the top weight of 8 st. 12 lb., and started an equal second favourite with Glendale, first place in the market being held by a three-year-old filly, Muscatel, who was greatly fancied in what was a big betting race.

Hampton, however, proved himself a great horse in this race, for though he only beat Glendale—to whom he was giving 13 lb.—by a short head, he finished in extraordinarily game fashion. Glendale, who was by Blair Athol, was a good class horse, and had Archer in the saddle, while Hampton was ridden by Fred Webb. These two drew out from the bottom turn and ran home locked together in what was the longest and most punishing finish we ever saw. Neither horse would give way, and both riders were at their very best, and until the numbers went up it was impossible to say which horse had won. The race took place forty-six years ago, and we have seen thousands of close finishes since then, but never one in which the ding-dong struggle between two horses began so far from home, or one which lasted so long without one of the two horses giving in.

At Goodwood, in the same year, Hampton put up 9 st. 5 lb. and was beaten by a four-year-old to whom he was giving 33 lb., but on the following day he won the Goodwood Cup with a little in hand. This was his greatest achievement, because in it he beat Petrarch, who had won the Ascot Gold Cup six weeks before, to say nothing of having won the Two Thousand and St. Leger of the previous year. Skylark, whose many wins that year included the Gold Vase at Ascot and the York Cup, was second to Hampton. Hampton failed in the Ebor Handicap under 9 st. 3 lb., but won the Doncaster Cup, the Kelso Gold Cup, and the Queen's Plate at the Newmarket Second October Meeting off the reel, while he began his six-year-old season by taking a similar prize at the Northampton meeting. His next race was the Epsom Gold Cup—on the Derby course—in which he beat the French horse Verneuil, and it is somewhat singular, but this same Verneuil turned the tables in the Gold Cup at Ascot only a fortnight later, when comparatively long odds were offered against both Hampton and Verneuil, of which Hampton had a good deal the worst of the weights, having to allow 10 lb. to each of the other three runners. Hampton again beat Verneuil in the Queen's Plate at the Second October Meeting, and after this he carried a big weight into fourth place in a large field for the

Cambridgeshire which Isonomy won, and this, though an unsuccessful one, was a great performance. In the Jockey Club Cup Hampton put up 10 st., and was beaten by the Derby winner Silvio.

It may be asked why we have given the history and performances of Hampton at such great length, and have gone much less into detail with regard to such celebrities as, say, Ormonde and Minting. The reason is that the career of Hampton was quite out of the ordinary run of high-class racehorses. All who study racing, even in the most superficial manner, know that Ormonde was a great horse who was never beaten, and that Minting was his greatest rival and a winner of the Kempton Jubilee Handicap under 10 st., but the early history of Hampton is exceptionally interesting if only because it shows in a remarkable degree the uncertainty of the turf, how what should be a veritable wonder may fail to find his proper form, owing to being in bad hands and not being properly trained, and how a clever trainer can—at times only—transform a moderate horse into a racer of the highest class. Indeed, Hampton was a wonderful performer for three seasons, and this is most remarkable when all the knocking about he went through in his early days is taken into consideration. He did not run for the Ascot Cup, but he defeated two good winners of the race in Petrarch and Verneuil, and this gives his status as a high-class horse. Hampton was not a big horse in the matter of inches, but was of the *multum in parvo* type, and he had quarters of quite extraordinary strength, which at times are to be seen in some of the best of his descendants. He stood on a rather short leg but was very level, and had an extremely powerful back, while he stood over as much ground as many a bigger horse. He had nice quality, too, but not quite of the sort one sees in horses of the Bend Or line; and it may be mentioned that in this particular attribute his rival, Petrarch, was much his superior.

At the stud Hampton soon made a mark, owing greatly to the fact that his owner knew his true value, and succeeded in procuring good mares to mate with him. Had he not been nicely managed in his early stud days he would probably have succumbed to the prejudice which some breeders have against using handicap horses when classic horses are available, but he quickly asserted himself and after he had sired Derby winners in two following years, Merry Hampton and Ayrshire, he could command a big fee. His third Derby winner was

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TOUCHSTONE.

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Ladas, a much more beautiful horse than his sire and a Derby winner of more than average merit. So, too, was Ayrshire, a very big winner of stake money, and afterwards a smart sire, nearly all of whose stock won races. Merry Hampton was not a stud success, and Ladas never had so good a reputation in the paddock as he had on the course. Still, there are sons of his at the stud—Long Tom, for example—but no sons of Merry Hampton, whose best effort was, possibly, the siring of Merry Wife, the dam of that good horse Santoi. Hampton also sired two winners of the Two Thousand and one of the Oaks, but no winner of the St. Leger. His son Royal Hampton sired a winner of the Two Thousand in Kirkconnel; his grandson Dark Ronald a winner of the One Thousand in Vaucluse; and his grandson Bayardo winners of the substitute wartime Derby in Gay Crusader and Gainsborough. His son Ayrshire sired two winners of the Oaks in Airs and Graces and Our Lassie; his son Ladas a St. Leger winner in Troutbeck; and his son Bay Ronald a winner of the same race in Bayardo, who in turn was responsible for the substitute St. Leger winners, Gay Crusader and Gainsborough.

Thus it will be seen that the Hampton line is going well through Dark Ronald and Bayardo, and at present this branch of the Newminster family is doing best of any of the lines, though a good horse might come any day from the descent through Royal Hampton and Forfarshire, through Junior and Symington from Ayrshire, from any of several sires by Dark Ronald—of which Son-in-Law is making a reputation very quickly.

As a rule the descendants of Newminster through Lord Clifden stay well, while sons of Hermit were quite remarkable from ten to forty years ago for the success they scored in cross-country races. There was a horse named Ascetic, in Ireland, who sired Cloister and other great steeplechasers, and so fashionable did his blood become that literally hundreds of hunters supposed to be by this horse were sent over to this country. Indeed, one who was connected with a big firm of dealers once told me he had nearly two hundred Ascetic five-year-olds offered to him in a single season. Hampton, by the way, was responsible for a good sire of steeplechasers in Walmsgate, and at one time "by Ascetic dam by Walmsgate" or vice versa was thought to be the best possible pedigree of a young hunter. The Ascetic business was overdone, however, and it not only caused buyers to be

suspicious, but—for a time—caused a drop in the price of unknown and untried steeplechasers and hunters. We are inclined to think that at the present day the particulars of Irish horses which are not in the Stud Book are more trustworthy than they were during the Ascetic craze.

Another son of Hampton who has an existing line is Speed, who sired Turbine, a horse who has had a fair number of winners, but there is no need to give further particulars about the less important descendants of what is now the best line of Newminster, and we may go back to Touchstone, from whom comes another line through Ithuriel, Longbow, Toxophilite, and Musket, and which in this country is at present represented by the descendants of Carbine. Ithuriel was by Touchstone out of Verbena, by Velocipede—a Blacklock horse and a high-class sire—and he was not a big winner in his running days, but he sired Longbow from Miss Bowes, by Catton, and Longbow was not far from being a great horse. He was bred by Lord Derby in 1849, and was a great weight carrier of almost phenomenal speed. He won the Stewards' Cup at Goodwood in 1853, with 9 st. 9 lb. in the saddle, and so speedy was he that it was said of him that it was almost impossible to handicap him out of any short race. He made a great fight with Stockwell in the Great Yorkshire Stakes, but speed rather than stamina was his trump suit, and this is just a little curious, as his male line is now particularly well endowed with stamina. Longbow won several important races in addition to the Stewards' Cup, and from Legerdemain by Pantaloon he sired Toxophilite. The dam of this horse was a Cesarewitch winner, but Toxophilite had a soft spot somewhere, and according to turf history he did not try very hard at the finish of the Derby or of the St. Leger in which he took part. He undoubtedly had class, but in the language of a writer of his day, "he curled up at the finish of a race." He won a sweepstake at Goodwood in which he beat Beadsman, but that horse turned the tables on him in the Derby, beating him by a length, while in the St. Leger he only finished fourth to Sunbeam. He won the Ascot Derby, the Doncaster Stakes, and the Grand Duke Michael Stakes—then an important three-year-old race.

In 1867 Toxophilite sired Musket, who was out of a daughter of West Australian and Brown Bess, who was by Camel, the sire of Touchstone, and therefore in the direct male line from which Musket came. But whereas Musket was fifth in descent from Camel in tail

male, he was only third in descent from the same horse on his dam's side. He was quite in the top class, and he had the courage which was lacking in his sire, and won the Alexandra Plate at Ascot in 1872, while in the previous year he had taken the Midland Counties Stakes of two miles at Warwick under 8 st. 12 lb., beating many good horses. In the Alexandra Plate, too, he had accounted for the Derby winner, Favonius, and a high-class horse in Albert Victor, so that there is no doubt about his class. As a three-year-old he won no fewer than seven races, these including a handicap on the last two miles of the Cesarewitch course; the Flying Dutchman's Handicap at York; the Ascot Stakes, in which as a three-year-old he carried the big weight of 8 st. 12 lb.; the Queen's Plate at Lincoln, in which he beat the Derby winner, Blue Gown, and a fine performer in Dutch Skater; the Severn Cup of two miles, in which he upset the odds laid on Cardinal York, and had also behind him Dutch Skater and the Chester Cup winner, Our Mary Ann; and the Midland Counties Handicap at Warwick (for the first time). Musket only ran three times after he was three years old, but his record in long-distance races was first rate, and his great stamina is evidence of the fact that stamina is curiously distributed. Musket's great-great-grandsire, Touchstone, was a stayer. His grandsire, Longbow, was a sprinter, and his sire, Toxophilite, was an uncertain horse who, in the language of the present day, "did not put it all in." Yet Musket was dead game and the finest stayer of his day, and stamina is the strong point of all the best of his descendants in this country.

About Carbine's racing career in Australia we have particulars, but we know nothing of the class of horses he beat. He was bred in 1885 by the New Zealand Stud Company, and brought 620 guineas as a yearling, being purchased for Australia. His dam was Mersey by Knowsley, by Stockwell, out of a daughter of Orlando and another Brown Bess, who must not be confounded with the grand-dam of Musket. The earlier Brown Bess, as has been stated, was by Camel, from whom Carbine is also descended in tail male, but the last named has more Camel blood than his sire, because Mersey's dam, Clemence, was by Newminster, a grandson of Camel. We are inclined, then, to attribute much of the great ability of Carbine to his inbreeding to the "carthorse-quartered Camel," but this is only a suggestion, for as a matter of fact it is almost impossible to determine exactly where

any particular characteristic of any particular horse comes from, except those of make and shape which frequently cause a marked similarity in appearance to either sire or dam. But stamina and courage may be missing for a generation or two, and may then assert themselves again. A stayer is likely to get stayers, but it is not certain that he will. A sprinter may, on the other hand, sire a stayer, but this is not common. Then again, a high-class racehorse may sire no animals of the first class but a lot of moderate performers, while a horse notoriously below the best class may turn out to be a most successful sire. As a rule, like begets like, and the best horses of every year come from the classic and cup winners; but there are exceptions at times, both as regards good runners of unfashionable strains and moderate performers of the most fashionable blood with a number of celebrities for their immediate ancestors.

In the case of Carbine we find inbreeding to Camel in the sire, which is doubled in the case of the son, and also inbreeding to Brown Bess, whose dam was of Blacklock blood, of which Carbine also had four crosses—as he had of Touchstone. The puzzle as to which of his ancestors caused Carbine to be so good cannot easily be solved, and our suggestion is that as Carbine was a quite exceptional horse, the additional strains of Camel, in excess of those of his sire, and the inbreeding to Brown Bess, may have played an important part. Carbine ran in forty-three races, winning thirty-three of them, and securing in stake money a little less than £30,000. He covered three mares in Australia, and was then bought by the Duke of Portland, and brought to England, chiefly, it is understood, that he might be mated with St. Simon mares, of which there were a considerable number at the Welbeck stud.

In England, Carbine may not have been quite so great a success as had been anticipated, but he sired a winner of the Derby in Spearmint, other good horses in Fowling Piece and Pistol, and an Ascot Cup winner in Bomba. All these are at the stud, except Pistol, while there are others of the blood to follow. At present Spearmint, though he has had a Derby winner in Spion Kop, does not appear to have sired anything quite as good as he himself was.

THE LINE OF BLACKLOCK

WE must now turn to a totally different line of Eclipse, which came through King Fergus, Blacklock, and Galopin—to name a few of the sires in the line—to St. Simon and his descendants.

The male line is as follows :—

Eclipse—1764.
King Fergus—1775.
Hambletonian—1792.
Whitelock—1803.
Blacklock—1814.
Voltaire—1826.
Voltigeur—1847.
Vedette—1854.
Galopin—1872.
St. Simon—1881.
Persimmon—1893.
Prince Palatine—1908.

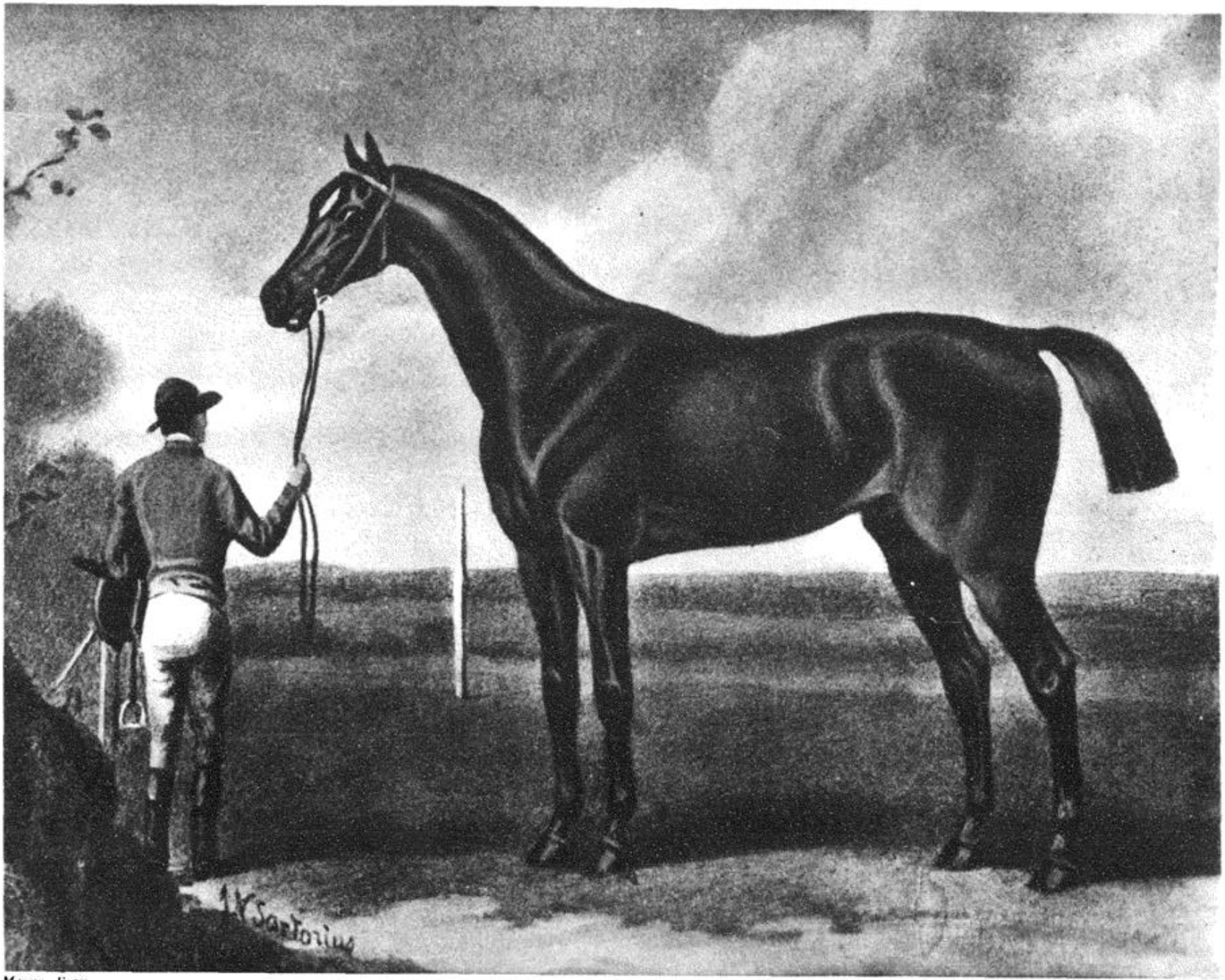
King Fergus has been thought by many to have been the best of Eclipse's sons, both as a runner and at the stud. This is, of course, open to argument, and doubtless this line and those which came from Pot-8-os always have had, and always will have, admirers who prefer one to the other. The two are undoubtedly the most important lines of Eclipse male descent, and, naturally, each has its ups and downs, one looking better than the other for a year or two and vice versa. Certain it is that there are more horses at the stud of Pot-8-os than of King Fergus descent, but great horses of either line keep coming to the front, and at present we have two branches of the King Fergus line,

one represented by Sundridge, Sunstar, and so forth, and the other by horses of St. Simon descent.

King Fergus was by Eclipse from Creeping Polly out of Black and All Black, out of Fanny by Tartar. Black and All Black went back on her sire's side to the Alcock Arabian (who left no male line) in tail male, and on her dam's side to a daughter of Lord Oxford's Dun Arabian, who was out of the D'Arcy Black-legged Royal mare. King Fergus had only one strain of the Darley Arabian on each side of his pedigree, one of the Byerly Turk on his sire's side, and three of the same horse on his dam's side. King Fergus was beaten several times before he found his form. He then won six important races off the reel, and, after defeat from Woodpecker, he won twice, and was sold to an Irishman, and was at the stud for two seasons at the Curragh. In 1785 he was brought back to England and, his stock having shown good form in Ireland, was soon a well-thought-of sire. Beningbro' and Hambletonian were his best sons, and the last named, bred in 1792, was out of a daughter of Highflyer (Herod) and Monimia by Matchem, so that Hambletonian had the blood of the great sire lines—Eclipse, Herod, and Matchem—close up. In all, he had five strains of the Darley Arabian, five of the Godolphin, and six of the Byerly Turk. We have a print of him before us as we write, which makes him an elegant, blood-like horse, rather short of substance and not over well off for bone, but of pretty outline, and with a capital shoulder and well-set-on neck. He has a short docked tail in the print, and is apparently a bright bay. It is evident that the picture from which this print was produced was painted when the horse was in training, and that would account for his light appearance.

Hambletonian won for Sir Charles Turner seventeen of the twenty races in which he took part, and was never beaten, though he once ran out of the course. Perhaps his most important race was his famous match against Diamond for 3,000 guineas, which he won by half a neck. One account, by the way, gives Sir Harry Vane Tempest as the owner of Hambletonian, while another authority states that he belonged to Sir Charles Turner during his running career. Certain it is that he was a great performer, and he was also a stud success, for he was the sire of 144 winners of £38,000, besides twenty-seven cups and one bowl.

One of Hambletonian's sons was Whitelock, whose dam was an unnamed daughter of Coriander and Wild Goose, by Highflyer. Not



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KING FERGUS

From the painting by Sartorius

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much seems to be known about this horse, who was foaled in 1803. "The Druid" wrote of him that he was "a naggish sort of horse with a big coarse head and plump forelegs." Where "The Druid" got this information is not clear, but it is quite certain that the writer in question never saw him, for he must have been dead long before "The Druid" began to write. Whitelock only ran twice, winning a Plate of £60 at Knutsford, and being beaten, after a dead heat, by Duchess for the Cup at the same place. Whitelock was a country stallion for the greater part of his life, and there is more than one account of how he came to be the sire of Blacklock. Some have urged that he was mated with the Coriander mare because she was—like Whitelock—inbred to Eclipse and Herod, but another account suggests that Mr. Moss, the breeder of Blacklock, purchased the mare for £3, and mated her with Whitelock because that horse was standing in the vicinity of York, where he lived.

Apropos the price of the dam of Whitelock, Ellen Horne, the grand-dam of Bend Or and Lord Lyon, was bought for £18 or £19, and in this case, we have, if the story is true, the ancestor of two great families sold for no more than £3, more than a hundred years ago, and the result the firm establishment of a line from which came St. Simon, Persimmon, and Sunstar, to name just one or two of the celebrities who have Whitelock in their top line of blood.

Blacklock, as a great celebrity, and perhaps the strongest link in the early part of the chain from King Fergus, is worthy of very special mention. He was bred by Mr. F. Moss, of York, in 1814, and, as has been mentioned, was by Whitelock—of whom there is no portrait that we ever heard of—out of an unnamed daughter of Coriander and Wild Goose, by Highflyer. Coriander was by Pot-8-os, son of Eclipse, and therefore Blacklock went back to the Darley Arabian in the top lines of both sire and dam. Coheiress, the dam of Wild Goose, was also by Pot-8-os, and thus Blacklock had four strains of Eclipse, two on each side of the house. He also had four crosses of Herod blood, distributed in similar fashion, and two of Matchem, so that he combined the blood of the three famous sires, Eclipse, Herod, and Matchem, in no small degree.

Blacklock is said to have been a very big horse, with an ugly head, and a wonderful stride when extended. There were in his day those who raved about him and those who cried him down, but Yorkshiremen

were always great critics of a horse and some of them very difficult to please. "The Druid," who can only have described him from what he heard and not from what he saw, gave such a stirring description of the horse that we must include it. He wrote as follows :—

> "He was a great black-brown, with a stride which required half a mile to settle itself in, a head like a half-moon, with eyes quite in his cheeks, and quarters and shoulders as fine as a horse could wear. Perhaps to the eye he might be rather light in the fore ribs, though the tape told a different tale, and the hocks of his stock generally stood well away from them, a formation which requires great strength in the loins to support. The hunting field was quite as much their sphere as the racecourse. The Cambridgeshire men still remember how well John Ward got to his hounds for seven seasons on Forester, and there must have been nearly a thousand of his grandsons by the hollow-backed Belzoni, one time or another, at the covert side. Mr. Watt gave £40 for him as a two-year-old, and after his great racing career he broke through his rule and kept him at the stud. The result was not encouraging, as his legs frightened breeders away ; but Mr. Kirby took him for a season at a hundred, and cleared eight hundred per cent. by his bargain. Mr. Watt had him back for three seasons, and was beginning a fourth with him when he died."

The Mr. Watt referred to was Mr. Watt of Bishop Burton, near Beverley, a great racing man in Yorkshire, who won the St. Leger four times—with Altisidora, Barefoot, Memnon, and Rockingham to wit. The Watt Memorial Plate at Beverley was established in his honour. Mr. Kirby resided at York, and was a great exporter of horses to Russia and elsewhere. "The Druid's" description was evidently that of someone who had been well acquainted with Blacklock's appearance and peculiarities, and doubtless the horse was a somewhat extraordinary one, but there is no doubt about his racing ability or his success at the stud. Another story of Blacklock—which, by the way, is perfectly true—is that six years after his death his remains were disinterred and his bones put together by an articulator of skeletons. It is said also that Mr. Watt paid £10 for a skeleton rider who gnashed his teeth when a string was pulled. This spectral horse and rider were exhibited

at an agricultural show at Beverley. Mr. Joseph Osborne wrote of Blacklock as being perhaps the grandest horse that ever was foaled, barring his fiddle head. He had undoubtedly a big and clumsy head, for this can be seen from his portrait by Tomson, and he had also a very powerful neck, showing what came to be called the Blacklock crest, and which for a time was to be found in many of his descendants, but has, practically, disappeared, many of the family now having small, neat heads of bloodlike description.

We shall not go at full length into Blacklock's racing career, but he won as a two-year-old at York and Pontefract, and he was beaten a neck by Ebor in the St. Leger. There are two accounts of this race, and both suggest that Blacklock ought to have won. One of these accounts says that he was shut in, and the other that he was well in front and winning easily when the rider of Ebor took him unawares just as the post was reached, and stole a lucky victory. Blacklock's victories were chiefly achieved at York and Doncaster, where he won several of the Great Subscription Plates, which were the chief events in his day. On one occasion he won two of these races at the York meeting on following days, and immediately after his second easily obtained victory on the four-mile course he was started for the Small Subscription Purse, and won this just as easily. He must therefore have been a very hard horse, carrying out the suggestions of great strength which his neck and loin indicated.

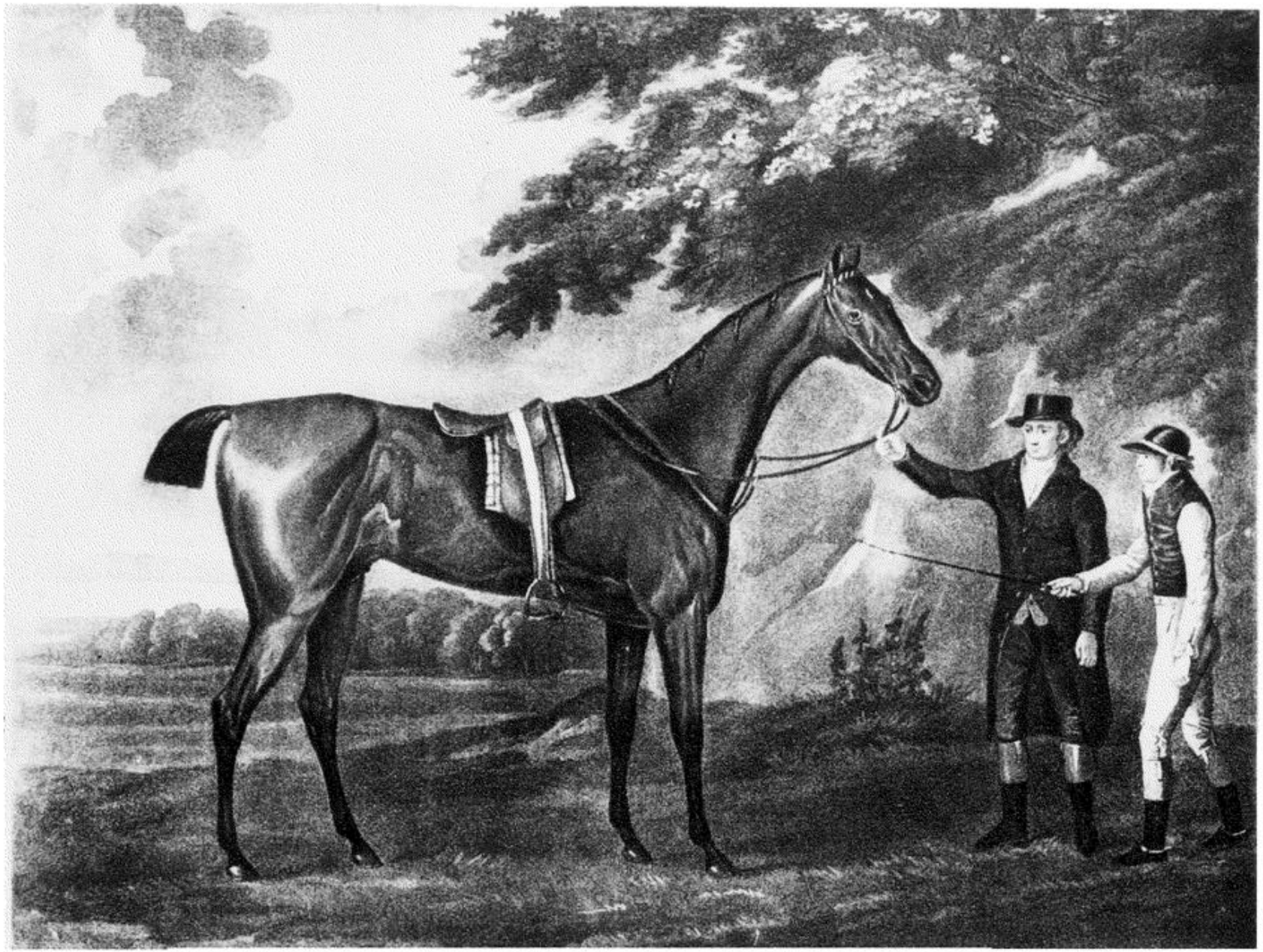
At the stud Blacklock sired Voltaire, Velocipede, and Brutandorf, among a host of other winners and good brood mares; and apropos the statement that Belzoni, by Blacklock, sired "thousands" of good hunters, it may be mentioned that Brutandorf sired Physician, who in turn was the sire of Homœopathist, who was also a great sire of hunters in Yorkshire. About the best we ever rode, nearly fifty years ago, was by this horse, and carried his owner for ten seasons in the North of England, though he never looked up to the weight of his usual rider, who was a heavy man. This particular hunter, for whom £400 was refused when he was ten years old, was a first-rate performer with a fine turn of speed, and though very bloodlike in appearance, he had a bit of the Blacklock crest.

This line of Brutandorf, from whence came the Agnes family, is to be found in the pedigree of Ormonde, and his sons Orby and Flying Fox, Lily Agnes, the dam of Ormonde, being a daughter of Polly Agnes

by The Cure, who was by Physician, mentioned above. Unfortunately, there is no male line of The Cure in these days, but there is still a fair amount of the blood through females. It is through his son Voltaire that the line of Blacklock has been carried down, and this horse was bred in 1826 by Mr. Stephenson in County Durham. He was out of an unnamed daughter of Phantom (Herod line), whose dam was an unnamed daughter of Oberton by King Fergus. Thus in Voltaire we have inbreeding to King Fergus. Voltaire was a brown, and he only ran half a dozen times, five of his races being successful. His one defeat was in the St. Leger, for which he was beaten half a length by Rowton, but he won the Doncaster Gold Cup two days later, beating a distinguished field, and unfortunately hit his leg in the race and was unable to stand further training. Voltaire did well at the stud, his greatest success being achieved when he sired Voltigeur and his sister Volley out of Martha Lynn by Mulatto, a son of Catton, who goes back to Eclipse through Golumpus, Gohanna, and Mercury—of a line which has come to an end in tail male.

Volley, the sister of Voltigeur, will be mentioned later, and just now it need only be said that she was the dam of The Slave—by Melbourne—and that The Slave, when mated with Newminster, bred Lord Clifden, the sire of Hampton, Petrarch, and others, so that as a matter of course this blood is to be found in Bayardo and his sons, as in every branch of the Hampton families.

Voltigeur, like Voltaire, was bred in 1847 by Mr. Stephenson of Hart, and as a yearling he failed to fetch 100 guineas at the Doncaster yearling sales. He was dark brown in colour, and showed a biggish crest, but nothing like so big as that of his grandsire, Blacklock. He had twenty-three strains of Herod blood against fifteen of Eclipse, from whom he came in the direct male line. He stood fifteen hands three inches, and had no white about him, beyond a little on the off hind foot. His head was rather coarse—a legacy from Blacklock—but he had beautiful shoulders and great depth through his heart, but—and this is plain in his picture by Harry Hall—he ran up rather light in his loin, at all events when he was in training. His quarters were strong, and he had the best of legs and feet, with good bone, an excellent temper, and very good action in all his paces. It was said by those who knew him well that his quarters drooped a little towards his tail, but this is hardly noticeable in the print we have of Hall's



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HAMBLETONIAN

From the painting by Sartorious

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picture. On the other hand, in the big well-known print—we never saw the original—of Voltigeur and The Flying Dutchman before their great match, Voltigeur is shown high in the quarters and with a considerable droop above his tail. Anyhow, this peculiarity is to be found in some of his descendants, and we noticed it particularly in fillies by St. Simon, such as La Flèche, Amiable, and Utica, and also in Goletta, who was by Galopin, the sire of St. Simon.

After his failure to make a decent price at Doncaster, Voltigeur was taken back to Hart, and his owner contemplated cutting him, so that he might become a hunter, but someone persuaded Mr. "Billy" Williamson, who at that time managed the late Lord Zetland's stable, to send him to Aske. He was, it is understood, lent to Mr. Williamson, and he quickly won a trial at his new quarters. Indeed, his trial made him out to be so good that its correctness was doubted, and he was tried twice again within the fortnight, winning each time with ridiculous ease. His first race was the Wright Stakes for two-year-olds at Richmond, and this he won very easily. He ran in Mr. Williamson's name, and that gentleman told the writer many years after that the colt was then his property. Whether he was or not is of no consequence now, for Lord Zetland bought him for £1,500—or, as some say, for £1,000, and a contingency of £500 if he won the Derby.

As a three-year-old Voltigeur first ran in the Derby, winning the race by a length from Pitsford, who had won the Two Thousand a few weeks before. Voltigeur started at the long odds of 16 to 1, but this was natural enough, for he had not run against the crack two-year-olds of the previous season, and North-Country trained horses were generally easy to back in a Derby field. Voltigeur next ran in the St. Leger, which he won after a dead heat with Russborough. In the original race it appeared to be a close fit between the two who made the dead heat, but in the decider Voltigeur showed superiority, winning with a little in hand by a length after having made all the running. Voltigeur then walked over for the Scarborough Stakes, and on the last day of the meeting upset the odds of 11 to 2 which were laid on The Flying Dutchman for the Gold Cup. The Flying Dutchman was a four-year-old and the Derby winner of the previous year, and the course being two miles and a half, it was thought that the older horse must win, and especially because Voltigeur had had two severe races only two days before.

Voltigeur was shortly afterwards matched against The Flying Dutchman to run two miles over the Knavesmire at York in the following year, and this time Voltigeur was beaten, but only by half a length, and after a desperate race in which both horses showed extraordinary gameness. The race was run in deep going, and Voltigeur made the running and was caught near home. It was, however, a great race between the two, and it is more than possible that Voltigeur was not at his best, because on his return to his training quarters at Aske it was found that he was collaterally nearly a stone behind the form he had shown at Doncaster in the previous autumn. On the other hand, it is said that The Flying Dutchman was not quite at his best when Voltigeur beat him in the Doncaster Cup, and also that he was not ridden to exact orders. How far these contentions may be true is hardly worth considering, for the fact remains that Voltigeur and The Flying Dutchman were great horses, and it is always worth while to remember that from a son of one and a daughter of the other came Galopin, who was also a great performer, and whose son St. Simon was not only an exceptionally great horse, but one who had enormous influence on the progress of the thoroughbred.

Voltigeur, as a five-year-old, won The Flying Dutchman's Handicap, with 8 st. 13 lb. in the saddle, but afterwards his form was not so good, and doubtless he was better as a three-year-old than at any other part of his career. At the stud his great success was with Vedette, who was bred in 1854 by Mr. Chilton, of Billingham in County Durham. This horse is described as having been a very ugly colt in his early days. It is said that he had a huge, coarse head, a very big middle, and that his hocks were too far behind him. Like Voltigeur, he was bought by Lord Zetland for no more than £250, and had it not been that he suffered from chronic rheumatism he might have more than equalled the successes of his sire. According to "The Druid," it is doubtful whether such a horse had ever been at Aske before, for he could go fast and stay, and he never tired. Such a goer, in fact, was he, that the chronicler goes on to state that if the trainers and jockeys were polled Vedette would have as many votes as Voltigeur.

Vedette was out of Mrs. Ridgway by Birdcatcher, her dam Nan Darrell by Inheritor out of Nell, by Blacklock. He was therefore inbred to the famous Bishop Burton horse, and he had in all seven strains of King Fergus. As a racehorse, Vedette was probably quite

the best of his day, but rheumatism interfered with his training. He was beaten at York when a two-year-old, but won the Bedford Stakes at Newmarket, and next ran in the Two Thousand, which he won readily enough after having appeared to be lame in the paddock. He was not entered for the Derby, but won the Ebor St. Leger at York, and also the Great Yorkshire Stakes, when two good horses in Skirmisher and Saunterer were second and third. At Doncaster he won the Fitzwilliam Stakes and the Gold Cup, and in the following year, after being defeated by Odd Trick for the Post Stakes at Newmarket, he won the Great Ebor Handicap, carrying 8 st. 7 lb. At Doncaster he won the Gold Cup for the second time, having Saunterer, Black Tommy (second in the Derby), and that great horse, Fisherman, behind him, and this terminated his racing career.

At the stud Vedette was much more successful from an all-round point of view than his sire, Voltigeur, had been, for he left two sons to carry on the line of Blacklock—Galopin and Speculum to wit. We may deal with Galopin first, and may first of all state that at one time a doubt was cast on his parentage, it being said in some quarters that he was by Delight, and not by Vedette. There was nothing in this rumour—which never was more than a rumour—and more than once have we heard the full particulars of the story which gave rise to the rumour from the late Mr. Taylor Sharpe, of Baumber in Lincolnshire. Mr. Taylor Sharpe was absolutely clear on the subject, and there would never have been any rumour at all had it not been for the fact that the stud records were very badly kept at the Diss stud in Norfolk, where Vedette was standing when Flying Duchess visited him. The mare just referred to foaled to Vedette's time, and Galopin had many of the characteristics of the breed, including the Blacklock, or Voltigeur, crest, as it was latterly called, to say nothing of the colour, which is very pronounced in this particular line of blood.

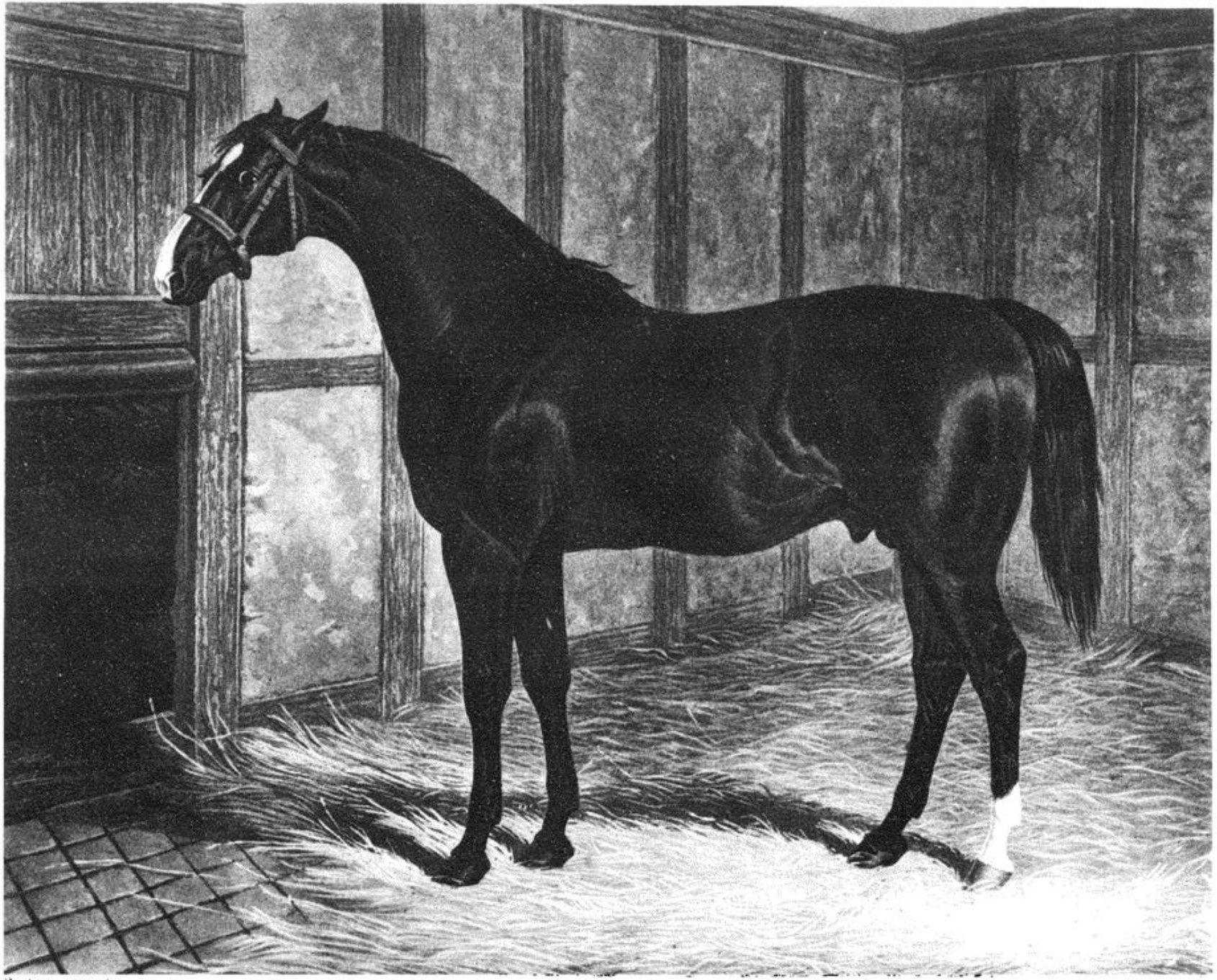
Galopin was bred in 1872, and was by Vedette from The Flying Duchess, by The Flying Dutchman, her dam Marske by Voltaire, who was the sire of Voltigeur, and who therefore gave Galopin Blacklock blood on both sides of the house. Galopin was not a big horse, for he never reached 16 hands, but he was a perfect mass of activity and vitality, and it is questionable if there have been more than two or three horses as good as he was during the last fifty years. He had beautiful shoulders, was round of barrel, and with very powerful quarters, and

his action was light and springy. Indeed, we always bear him in mind as having shown the lightest action of any Derby winner we ever saw while he was actually winning the Derby. We have often heard this race described as a severe one, and our sympathies at the time were with Claremont, a son of Blair Athol, for whom at that time we had enormous respect. Some years later we were interested in Claremont while he was at the stud, but we are obliged to write that as we saw it Galopin won with a good deal in hand.

Before his Derby victory Galopin had been a most successful two-year-old. He only cost Prince Bathyany 500 guineas at a Middle Park yearling sale, and he began his racing life by being beaten a head by Cashmere at the Epsom Spring Meeting. The filly, however, had greatly interfered with the colt, and was in consequence disqualified. Galopin next won the Fern Hill Stakes at Ascot, and on the following day the New Stakes over the same course. But in the Middle Park Plate he was beaten two heads by Plebeian and Per Se, to whom he was giving 11 lb. and 14 lb. respectively. This, as a matter of fact, was a great performance, and Galopin would undoubtedly have won had he not been interfered with and cannoned in the course of the race. On the following day Galopin won a sweepstake of £50 each, and he walked over for another sweepstake at the Hampton meeting.

As a three-year-old he won a match against Stray Shot, to whom he was giving 10 lb., at Newmarket, and then came his race for the Derby, which has been mentioned. At Ascot he won the Fern Hill Stakes for the second time, and then he won his great match against Lowlander for £1,000 a-side over the Rowley Mile, Lowlander (then a five-year-old and a great performer) carrying 9 st. and the three-year-old Galopin 8 st. 2 lb. This was probably Galopin's greatest race, and though he won it by a length, he had to be hard pushed. Lowlander was thought to be the speediest horse and the best miler in training, and the course was too short for Galopin, but his undeniable gameness pulled him through. Later in the week Galopin won the Newmarket Derby, beating the St. Leger winner, Craig Millar, and after receiving forfeit in a match he was sent to the stud, and quickly attained a wonderful position, siring stock possessed of both stamina and speed.

Among the many winners sired by Galopin, St. Simon stands out pre-eminent, but before we discuss this great horse mention must be made of other good ones who had the same male parentage. First



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BLACKLOCK

From the painting by J. F. Herring

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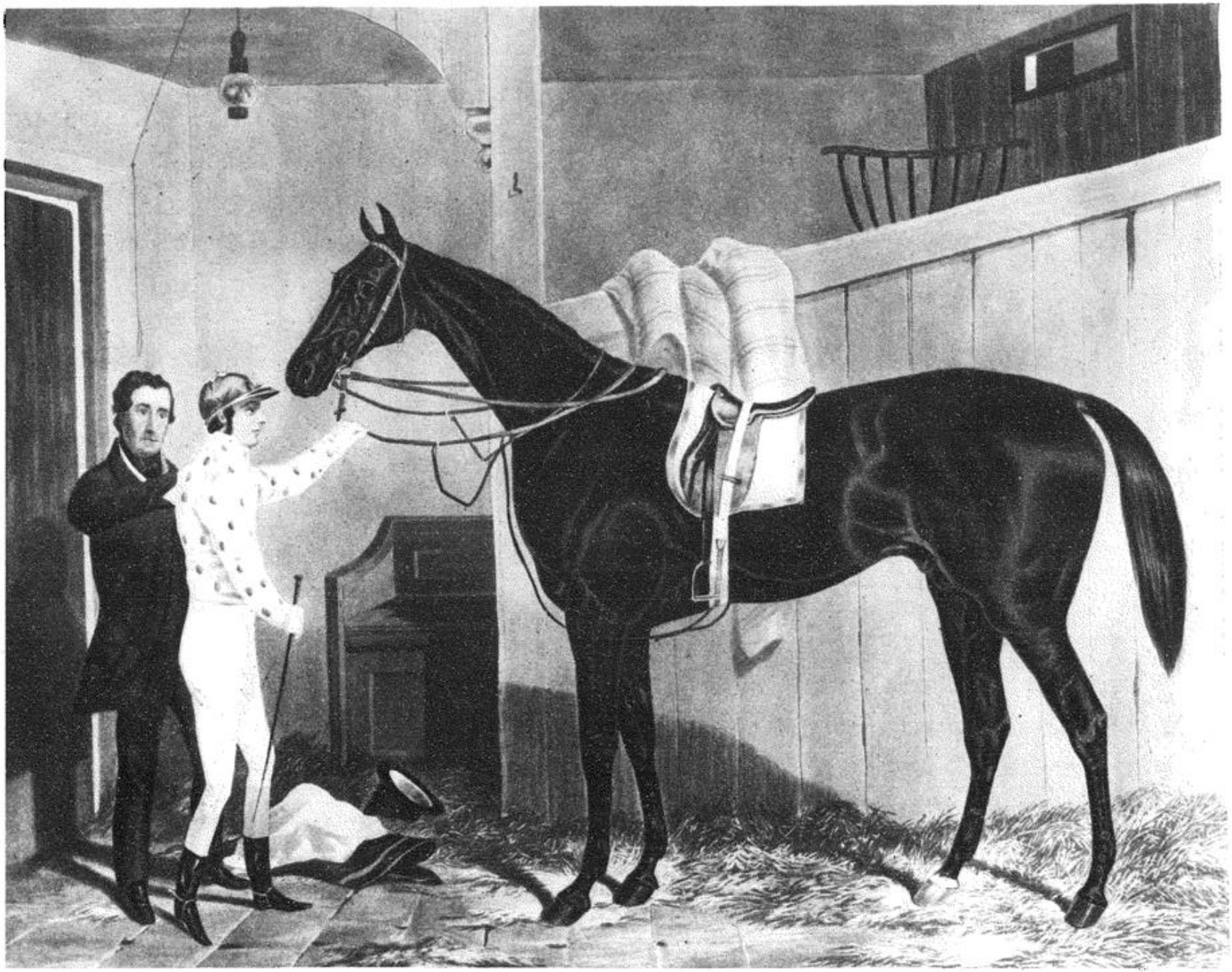
comes Donovan, who won the Derby and St. Leger, and other classic winners were Galliard and Disraeli, both winners of the Two Thousand, and Galeottia, winner of the One Thousand. Atalanta (dam of the Derby winner, Ayrshire), Corrie Roy (who won the Ebor Handicap under 9 st. 12 lb., and who was the dam of None the Wiser), Chesterfield, Flyaway, Fulmen, Galeazzo, Oberon, Basildon, Harbinger, Buckingham, Go Lightly, Galore, Galvanic, Gauntlet, Grafton, Keraunos, Modwena, Matchmaker, and Pioneer. It is the case that Galopin did —as judged by the future—better with his daughters than his sons, and in France, Galliard has much the same reputation, and has been a very successful sire.

About St. Simon's early days very little is known. He was bred by Prince Bathyany in 1881, and was by Galopin out of St. Angela, by King Tom, who was by Harkaway out of Pocahontas, also the dam of Stockwell and Rataplan. Considering his distance from Blacklock, St. Simon had not very much of the blood of the Bishop Burton horse, though he came from him in tail male, and in some respects his pedigree suggests that he was rather an outbred horse, though he had Eclipse in both his top lines. He was an upstanding brown, with a girth of 6 ft. 6 in., and his bone below the knee was $8\frac{3}{8}$ in. St. Simon was, in point of fact, a big horse, much bigger than his sire, Galopin, and one of the best very big ones of any period of the turf. He had fair quality for his size, and the smooth, easy action of a pony when galloping, and at times, in his running days, he was reported as being sluggish. This may have applied at times on the training ground, but there was nothing of the slug about him when he was racing, and he retired from the turf not only an unbeaten horse, but a horse which had never been really extended. Owing to the death of his breeder, Galopin was obliged to forfeit several engagements, but these did not include the Derby or St. Leger, for he was never entered for these races, the Two Thousand being his only classic engagement.

The Duke of Portland was Galopin's purchaser for 1,800 guineas, and Matthew Dawson trained him throughout his racing career. He first ran for and won the Richmond Stakes at Goodwood, and on the following day he completed a double by beating a solitary opponent for the Maiden Stakes. He next ran at Derby in the early days of September, taking the Devonshire Nursery with 8 st. 12 lb. in the saddle, and beating eighteen opponents in summary fashion. This

performance was a pretty good one, but St. Simon eclipsed it a week later, when he won the Prince of Wales Nursery of a mile at Doncaster, beating a field of twenty-one, with 9 st. in the saddle. He was giving over a stone to the highest weighted of his opponents, and among those he beat were St. Medard, Iambic, Belinda, Kinsky, Loch Ranza, and many others who had been or were to be winners of good races. The Prince of Wales Nursery is generally supposed to be the most important two-year-old handicap of the year, and St. Simon won it by eight lengths. His only other race as a two-year-old was with a colt named Duke of Richmond, who had won the Richmond Stakes at Goodwood on his single previous appearance. The then Duke of Westminster owned this colt, and he matched him against St. Simon at level weights over the Bretby Stakes Course of six furlongs at the Houghton Meeting. Odds of 2 to 1 were laid on St. Simon, who, although the judge's verdict was only three-quarters of a length, won with ridiculous ease. Yet at Goodwood Duke of Richmond had beaten the future Derby dead-heater, Harvester, and had had other useful ones behind him.

As a three-year-old St. Simon began the season by walking over for the Epsom Gold Cup, and next he contested the Ascot Gold Cup, the best of his four opponents being the six-year-old Tristan, who had won the Gold Vase as a four-year-old, had won the Gold Cup in the previous year, and had already won the Hardwicke Stakes two years in succession. Indeed, Tristan was a wonderful horse over any of the Ascot courses, and though he has frequently been belittled, we take the view that he was a high-class horse, and that St. Simon in beating him by twenty lengths proved himself to be an absolute phenomenon, so good that there was no horse in training good enough to string him out, let alone beat him. Tristan's record will well bear looking into in view of our contention. In the Gold Cup of the previous year Tristan had beaten Dutch Oven, winner of the St. Leger a year before, and in the Hardwicke Stakes a day later he had not only Dutch Oven again behind him, but had beaten the Derby winner, Iroquois, very cleverly, to say nothing of such smart performers as Shrewsbury, Blue Grass, Bonaparte, and Prism ; and even stronger evidence as to Tristan's merit is still forthcoming, for only twenty-four hours after St. Simon had beaten him by twenty lengths for the Gold Cup he started for and won the Hardwicke Stakes for the third year in succession, and this time he had behind him Harvester, who had run a dead heat with St. Gatien for the Derby



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VOLTIGEUR

From the painting by Harvey Hall

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a few weeks before. Thus we have Tristan a winner of the Gold Vase, the Gold Cup, and thrice of the Hardwicke Stakes, and among his victims in these races two winners of the Derby and one of the St. Leger. His Ascot form puts Tristan into the best class of his day, and pays tribute to his stamina and also to his consistency. And yet St. Simon made him look like a mere plater in the Gold Cup. St. Simon's next race was for the Gold Cup at Gosforth Park, in which he beat a good horse named Chislehurst by eight lengths, and his last race the Goodwood Cup, which he won by twenty lengths from Ossian.

St. Simon did not run again, but was sent to the stud, and here his success was like his running—phenomenal. His first good winners were fillies—Signorina, Memoir, and Semolina representing him in his first season of runners. Semolina won the One Thousand and Memoir the Oaks and St. Leger of their year, while Signorina was a great performer in the best of company, who as a two-year-old won nine races off the reel, and was never beaten. Her successes included the May Plate and the Breeders' Plate at Newmarket, the Whitsuntide Plate of £3,400 at Manchester, the British Dominion Stakes at Sandown, the Kempton Park Grand Two-Year-Old Stakes, the Berkshire Plate at Windsor, the Harrington Stakes at Derby, in which she gave Memoir 14 lb. and beat her a length, and the Middle Park Plate and Cheveley Stakes at Newmarket. It is questionable if there has been a better or more successful two-year-old in modern times, with the exception of St. Simon and The Tetrarch; and doubtless Ormonde was as good, but he ran so seldom in his first season that it is difficult to bring him into such an argument. In the Oaks, Memoir reversed the form with her two-year-old conqueror, and Lactantius beat her a head in the Electric Stakes at Sandown Park. She then won the Select Stakes, but was beaten by Mephisto in the Great Challenge Stakes; and thus it will be seen that as a three-year-old she was unable to maintain her extraordinary two-year-old form. But as a four-year-old Signorina "came again" in extraordinary fashion, winning the Lancashire Plate of £8,971 at Manchester, where she had Orme, Martagon, Gouverneur, and other celebrities behind her. The race was over seven furlongs, and Orme was a two-year-old and in receipt of 29 lb.

After her retirement from running Signorina went to the stud, and for long enough her produce were not very grand, but in 1902 she

bred Signorino, who was third to Cicero and Jardy in the Derby of his year, while three years later she bred Signorinetta, who won the Derby and Oaks in 1908. She did better at the stud than her great rival, Memoir, or even La Flèche, whose blood, however, lives to the present day.

If St. Simon achieved his first successes with fillies, the colts came along soon afterwards, the best of the early ones being Raeburn, Raconteur, Simonian, and St. Serf. Soon afterwards there appeared Persimmon, St. Frusquin, and William the Third, a wonderful trio, to be followed later by Diamond Jubilee, a winner of the triple crown. Space will not allow of all the performances of these great horses being set forth in detail, but it is a remarkable fact that St. Simon had sired four winners of the One Thousand—Memoir, La Flèche, Mrs. Butterwick, and Amiable—and two winners of the St. Leger—Memoir and La Flèche—before he sired a winner of the Two Thousand or Derby. In all, St. Simon's sons and daughters won seventeen classic races, viz. two Two Thousands, four One Thousands, two Derbys, five Oaks, and four St. Legers, which is a very big record for any one horse.

Many of the sons of St. Simon were the sires of classic winners, which will be alluded to in due course, but first it may be said that St. Simon introduced a new type of racehorse, or perhaps rather horses of a type which was by no means common in his day. Stockwell endowed many of his stock with bulk, while St. Simon sired a fair number of horses which were big, but at the same time short-coupled and high on the leg, with neck and head carried rather high, the shoulders somewhat short and the backs short and strong, the quarters slightly drooping and the thighs long. Most of them had quality, and this was pronounced in Persimmon and St. Frusquin, though the former was about a hand higher than his rival, and of a very different stamp. St. Serf was one of the tall, rather leggy St. Simons, and we have never forgotten a remark made by the late Mr. Lawrence, who was for many years an official of the Jockey Club at Newmarket. At the time Mr. Lawrence had a St. Simon colt foal for which he had been offered a long price, and after we had inspected the youngster in his box he began to talk about St. Simon and his stock. When this occurred St. Simon was about half-way through his stud career, and his summing up of the St. Simons was that they were not perfect horses in appearance, but perfect galloping machines, many of which might have been constructed on mechanical principles, so smoothly did they go.

And there was a great deal in the contention, but there were exceptions of type among St. Simon's sons, and both Simonian and Raeburn, very good runners in their day, were almost of the long and low type, and of exquisite quality. On the other hand, some of the St. Simon colts which failed to distinguish themselves were terribly on the leg and extremely short-coupled. The real good ones, however, were all good-looking, and except that some of them were rather in the air, showed a great deal of quality. And another point is the fact that the breed possesses extraordinary stamina, and this is perhaps more general than in any other line of blood, except perhaps that other line of Blacklock which came from Vedette through Speculum, Queen's Birthday, and Santoi. And in proof of the great stamina of the family we may learn a lesson from the Ascot Cup results since St. Simon's day. The great horse won the Cup in 1884, and ten years later it was won by his daughter, La Flèche. Persimmon, by St. Simon, won in 1897, and William the Third, another son of St. Simon, was successful in 1902. In 1905 Zinfandel, a son of Persimmon, won, and in 1907 and 1908 The White Knight, by Desmond, a son of St. Simon, was successful. In 1911 Willonyx, by William the Third, was the winner, and in 1912 and 1913 Prince Palatine, by Persimmon, scored the same double event which The White Knight had achieved. Thus the race was won nine times in twenty years by sons or grandsons of St. Simon, which is sure proof of the great stamina of the line.

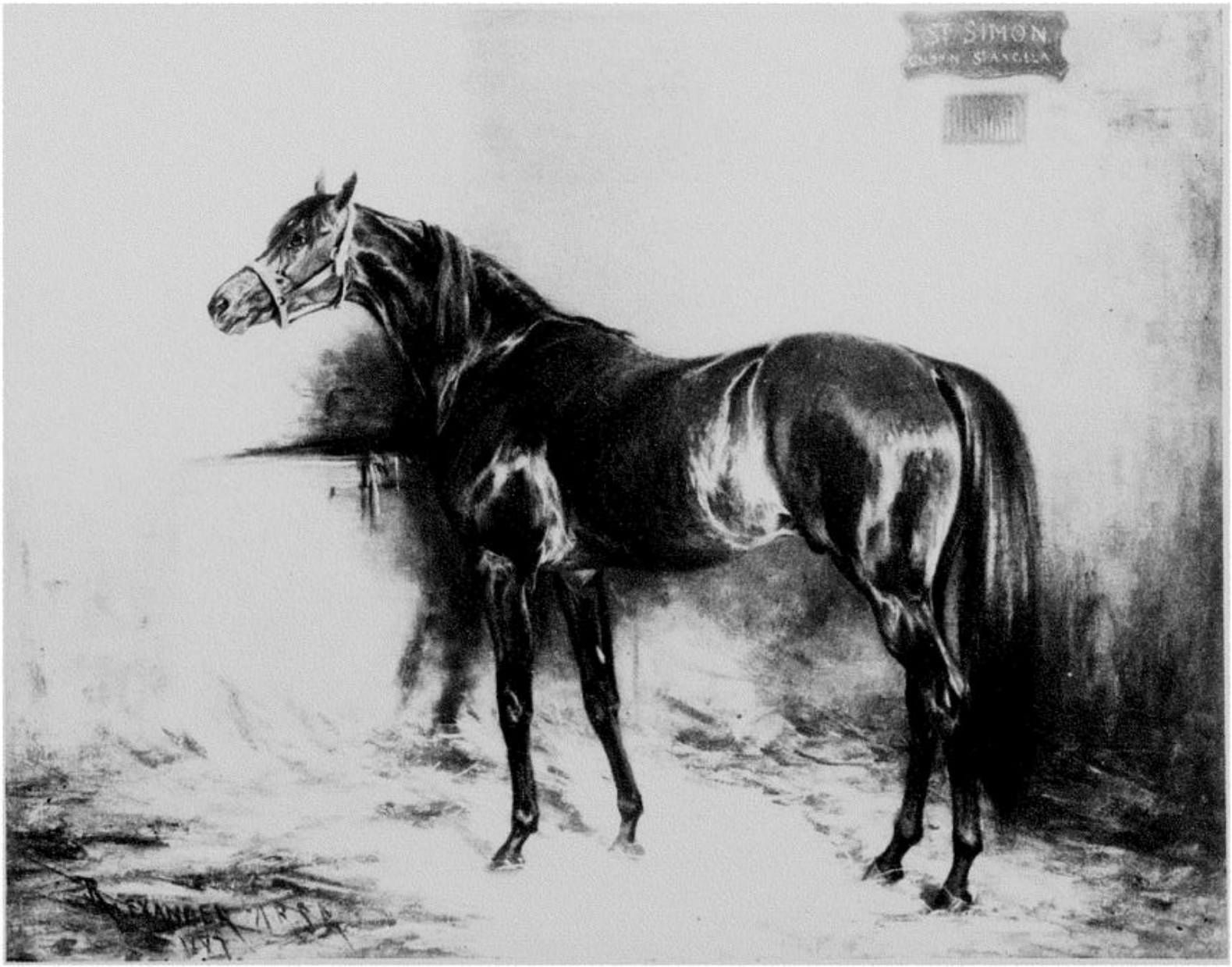
The St. Simons, as a rule, have gameness allied with their stamina, and many of them are very hardy, perhaps more particularly those which are brown, for this is the colour of the line from Blacklock's day, and either brown or bay has been the colour of nearly all the best of recent years. Zinfandel was a chestnut, but he was an exception, and at the moment we do not recall to mind any really big winner by St. Simon or by any of his best-known sons who was not either bay or brown.

And now to glance for a moment at the classic victories achieved by the descendants of St. Simon's sons. Ard Patrick, a very fine performer, who was in Germany when the war broke out and has since died, won the Derby in 1902. He was by St. Florian, who was by Florizel II, a son of St. Simon, and he was quite one of the best Derby winners of recent years. Next came St. Amant, a son of St. Frusquin and grandson of St. Simon, and he was followed by Aboyeur, a French-

bred son of Desmond by St. Simon. Desmond was also the sire of Craiganour, who actually came in first for Aboyeur's Derby but was disqualified in favour of the French horse. Of the Oaks, Persimmon had three and St. Frusquin two winners, and Your Majesty one winner; of the Two Thousand, Persimmon had one winner, St. Amant one winner, and Florizel II one winner; and of the One Thousand, St. Serf had one winner, Persimmon one winner, St. Frusquin three winners, William the Third one winner, Your Majesty one winner, and Chaucer one winner; while of the St. Leger, Persimmon had three winners, Florizel II one, and St. Serf one winner. In all, the winners of twenty-five classic races were horses sired by sons or grandsons of St. Simon, and this added to the classic victories of St. Simon's own sons and daughters brings the total up to forty-two, all achieved within twenty-six years.

That Persimmon and St. Frusquin were St. Simon's best runners will hardly be disputed, and there are two opinions as to which was actually the best. We shall not take sides in the matter, but may say that Persimmon was the finer individual horse, and that he lasted longer on the turf. Persimmon was bred in 1892 by the then Prince of Wales. He was by St. Simon out of Perdita II, by Hampton, her dam Hermione by Young Melbourne from La Belle Helene, by St. Albans. His dam had no fewer than five strains of Blacklock blood, and was inbred to such mares as Martha Lynn and Pocahontas, while she had also the blood of Beeswing and Queen Mary. She was bought by the late John Porter for the Sandringham stud, and no mare of modern times has been more successful, for she not only bred Persimmon and Diamond Jubilee, but Florizel II as well, all to St. Simon. Florizel II had not his lines cast in classic quarters, but he could go fast, and stay just as well as Persimmon, and, as has just been shown, he had a Derby winner for his grandson.

Persimmon was a rather dark bay with black points, and stood 16 hands 2 inches. He had very big bone, but was not quite so deep as his sire. His shoulder was well placed, and his neck firm and strong, but he was distinctly leggy in his running days, having quite extraordinary length from hip to hock. We have before us a photograph of him taken only twenty minutes after he had won the Derby, and in this his great bone—for a thoroughbred—is very apparent, and he is carrying himself as if he had just come out of his stable, and



ST. SIMON

From the Painting by R. Alexander

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showing no signs of having just gone through a very severe race. As a two-year-old Persimmon won the Coventry Stakes at Ascot and the Richmond Stakes at Goodwood, but made a poor show in the Middle Park Plate. He started favourite for this race, but was quite unable to give his proper running, and as a matter of fact he had been amiss some ten days before, and had in consequence missed a race in which it was intended to run him at Kempton Park. As he started favourite for the Middle Park Plate, he was presumably thought to be all right again, but he evidently was not, and he had been heard to cough when at exercise that week. Anyhow, his form was totally incorrect, and St. Frusquin—his great rival—won the Middle Park Plate.

The following year, 1896, was a great year for the sons of St. Simon, for Persimmon won the Derby and St. Leger, and St. Frusquin the Two Thousand, while Thais, by St. Serf, won the One Thousand; Shaddock, by St. Serf, the Prince of Wales Stakes and the Hardwicke Stakes at Ascot, and four other races; St. Frusquin the Eclipse Stakes and Princess of Wales Stakes, Phœbus Apollo the Chesterfield Cup at Goodwood, Persimmon the Jockey Club Stakes, and St. Bris the Cesarewitch. In the Derby odds were laid on St. Frusquin, as was quite natural, seeing that he had won the Two Thousand and had beaten Persimmon in the Middle Park Plate. Persimmon was second favourite at 5 to 1, and the race was confined to the pair, Persimmon winning very cleverly by a neck. Less than an hour after the race T. Loates, the rider of St. Frusquin, told the present writer that Persimmon was beating him all the way from Tattenham Corner, and that he never felt as if he could do more than make a good fight of it.

The pair met again a month later in the Princess of Wales Stakes at Newmarket, and this time Persimmon had to allow 3 lb. They were once more well matched, but this time St. Frusquin won, the verdict in his favour being half a length. No doubt the 3 lb. would make a difference, but we have always thought that Loates on the winner got first run and that this greatly helped him to victory. Less than two hundred yards from home the two horses were alongside each other and both jockeys sitting still. Then all in a moment Loates pushed his horse out, and in a stride or two squeezed an advantage of half a length, and this he just retained to the end, both horses struggling

gamely in a short but very severe finish. T. Loates was a first-rate jockey and a strong finisher, and he was never seen to greater advantage than when he was winning this race. St. Frusquin went on to Sandown and won the Eclipse Stakes easily enough, but he could not stand a St. Leger preparation, and this was his last race. He was a great horse, and has been very successful at the stud ; his chief winners have been already mentioned.

Persimmon next ran in the St. Leger, which he won very easily indeed, and his only other three-year-old race was the Jockey Club Stakes, in which he showed marked superiority to Sir Visto, who had won the Derby of the previous year. Only twice did Persimmon run again. In the Ascot Cup of 1897 he beat Winkfield's Pride, Love Wisely —who had won the Cup in the previous year—and the Oaks winner, Limasol, with ridiculous ease, while a fortnight later he had an equally easy task in the Eclipse Stakes. It will be seen that Persimmon was never beaten except by St. Frusquin, and both were in quite a different class to any horse who was in training at the same time. Persimmon at the stud was very successful, though never so great a sire as his sire, St. Simon. In all, sons and daughters of Persimmon were the winners of eight classic races, but there was no Derby winner among them, and probably Sceptre was the best filly and Prince Palatine the best colt which the 1896 Derby winner ever sired.

St. Frusquin had a Two Thousand and Derby winner in St. Amant, three winners of the One Thousand, two winners of the Oaks, and no winner of the St. Leger. There are many representatives of Persimmon and St. Frusquin at the stud, whose stock win a great number of races, but both horses seem to have done more in siring fillies than colts, and it would now appear that this is rather a feature of this particular line of Vedette. Desmond, who was not quite a high-class racehorse, has been a very successful sire, whose yearlings just before the war fetched ridiculously high prices. In 1913 he headed the list of winning stallions with over £30,000 to his credit, while Persimmon was at the top four times and St. Frusquin once.

THE LINE OF SPECULUM

WE may now turn to the other line of Vedette, which has come down in two lines as follows :—

Vedette—1854.
Speculum—1865, or Rosebery, by Speculum—1872.
Amphion—1886.
Sundridge—1898.
Sunstar—1908.

Speculum—1865.
Hagioscope—1878.
Queen's Birthday—1887.
Santoi—1897.

Speculum was by Vedette out of Doralice, by Orlando (Touchstone), her dam Preserve by Emilius. As a three-year-old he won the City and Suburban under 6 st. 12 lb., a fair weight for one of his age in such an important race in the early part of the season. He had been very hard worked as a two-year-old, having taken part in seventeen races, eight of which he won, and it says a great deal for his constitution and stamina that instead of being "crocked up" after such a first season, he should have been able to win the Trial Stakes at Lincoln as early as February 18th of his three-year-old career. This he did, however, and next came his easy three-lengths victory in a very big field for the City and Suburban. He won again at the Craven Meeting, but he was beaten a neck by Grimston in the Biennial at Bath, and in the Derby he could only finish third to Blue Gown and King Alfred; but in the Ascot Gold Cup he did better, for though Blue Gown beat him again, he was nearer to the Derby winner than he had been a fortnight before,

and this time had King Alfred behind him. Speculum next walked over for two races, and then won the Goodwood Cup, beating, amongst others, a fine performer in Julius, while to finish the season he won the Brighton Cup, then a two-mile race, amongst his victims being Paul Jones, who a week or two later ran second in the St. Leger.

At the stud Speculum's most important successes were achieved when he sired Rosebery and Hagioscope, for one is represented by a very strong male, while the other has carried down the extraordinary gift of stamina which is to be found in so many horses of Blacklock descent. Amphion, it will be noted, is sired by Speculum or Rosebery, but the last named is the accepted sire, and as Rosebery was a son of Speculum, it is of no great consequence whether he was by the older or the younger horse, at all events from the point of view of his pedigree. Rosebery was foaled in 1872, and was out of Ladylike by Newminster. His great feat was performed at Newmarket, when he was a four-year-old, in the autumn of 1876, for at the Second October Meeting he won the Cesarewitch under 7 st. 5 lb., and a fortnight later at the Houghton Meeting he completed the double by taking the Cambridgeshire with a 14 lb. penalty in the saddle. These were his only races of the year, and in the following season he was only out twice, being beaten by Skylark in the Gold Vase at Ascot and failing to win the Cambridgeshire under the top weight of 9 st.

Rosebery did not run again, but his four-year-old efforts were very fine, and his Cesarewitch win suggested that he had the stamina of his line, while his Cambridgeshire success under a big weight proved that he was a horse of class. At the stud Amphion was not only his best runner, but the best sire of all his stock, and yet it is a fact that Amphion was not a genuine stayer, like all of his top line, and that most of the horses he got were sprinters, milers, or at the most middle-distance runners. Amphion, who was bred in 1886 by the late Mr. George Thompson—a well-known gentleman rider over a long period of years and a successful breeder of blood stock—was out of Suicide by Hermit (Newminster-Touchstone), her dam Ratcatcher's Daughter by Rataplan—own brother to Stockwell—out of Lady Alicia by Melbourne (of the Matchem line of descent), from Testy by Venison (of the Herod line of descent). I have mentioned this pedigree at some length because it shows that Suicide was rather void of staying blood close up. Taking her top line first, Newminster was by Touchstone,

a great stayer, out of Beeswing, for whom no distance was too long. But Hermit never had the chance of proving his stamina, and successful as he was at the stud, only a portion of his stock were good over a cup course. Yet he had two winners of the Ascot Cup in Timothy and Tristan, and two of his grandsons won the Grand National Steeplechase, viz. Cloister and Father O'Flynn. Ratcatcher's Daughter was by a stayer, and there have been good stayers of Rataplan blood, while Melbourne, the sire of Lady Alicia, was a good winner at two miles, and figures in the pedigrees of many great stayers. There is only one genuine staying mare (Beeswing), however, in the first three generations of Suicide, and one is inclined to think that the weak spot in Amphion came through her, though it may be added that Ladylike, the dam of Rosebery, has, with the exception of Beeswing—to which mare Amphion is inbred—a somewhat similar lack of stayers close up, on her dam's side. If we go back beyond about four generations we quickly reach the period when nearly all horses were raced over much longer courses than they are at the present day, and when we have arrived at this epoch in any pedigree it is difficult to say whether there was great stamina or not. When four- and later when two-mile heats were common, all horses were trained to run long distances, whereas now only a few are ever asked to go beyond a mile and a half, and many never run in any race longer than a mile. It is only since racehorses came to be divided up into sprinters, middle-distance, and long-distance runners that a pedigree can be analysed from this point of view, and if we examine the pedigrees of the best cup winners of recent years, it will be found that there are in scores of cases good long-distance mares fairly close up.

If Amphion had never run, a student of pedigrees would not call his breeding suggestive of great stamina, in spite of the fact that he was of a staying line in tail male, and the performances of the horse when he attempted a long course bear out the idea that in him stamina was not very strongly pronounced. It is otherwise with the Speculum line, which came through Hagioscope, as will be shown. Amphion won three fair-class races as a two-year-old, and then failed to win the best class of Nursery under the top weights. As a three-year-old, he began by winning the valuable Doveridge Handicap at Derby, and then took the Kempton Park Jubilee Handicap with 7 st. 1 lb. in the saddle, being the first of his age to win the race. He next won the

Fern Hill Stakes and a Biennial at Ascot, both on short courses, while with the top weight of 8 st. 13 lb. in the saddle he was beaten a neck for the Stewards' Cup at Goodwood, the winner being Dog Rose, a six-year-old in receipt of 16 lb. This was a great sprinting performance when the age and weight of the second are taken into consideration. In the Free Handicap for two-year-olds Amphion failed to give Ormuz 25 lb., and he was unplaced for the Manchester November Handicap, in which he carried a huge weight and doubtless found the course too far for him.

As a four-year-old Amphion was asked to give the future Derby winner, Sainfoin, 33 lb. in the Esher Stakes at Sandown Park, and naturally such a task was beyond him. In the Jubilee Handicap he could do no better than finish fifth under the heavy burden of 9 st. 7 lb., but he struck the winning vein again at Ascot, winning a Biennial and the Hardwicke Stakes of a mile and a half. In the last-named race he beat the Derby winner, Sainfoin, and the Two Thousand winner, Surefoot (who a year later won the Eclipse Stakes), and he got the mile and a half all right, this being the longest distance he ever won at. Next came his great triumph in the Lancashire Plate at Manchester, worth £9,091 to the winner. For this race there was a field of the highest class, which included the Oaks and St. Leger winner, Memoir; the Ascot Cup winner, Gold; Orvieto, who won the Jubilee under 9 st. 5 lb.; St. Serf, Martagon, and some of the best two-year-olds of the year; and Amphion won with something in hand from that good horse Martagon. Last of all, Amphion ran in one of the Rose Plates and was opposed by Sheen and four others of little account. These Plates were given by the late Sir Charles Rose to encourage stamina, and on form for any race of a mile or so Amphion would doubtless have been favourite. Both horses had won at the Second October Meeting, Sheen having taken the Cesarewitch under 9 st. 2 lb., while Amphion had beaten Memoir and Blue Green in the Champion Stakes, which was then decided Across the Flat, just half the distance of the Cesarewitch. The two class horses were equal favourites with very long odds offered against any of the others, but Amphion signally failed to stay, and was in hopeless trouble a long way from home, and a very beaten horse when he passed the post many lengths behind Sheen.

We have it established, then, that Amphion rose from fair, but by no means wonderful, beginnings to be a great performer, and quite

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SUNSTAR

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at the top of the tree up to a certain distance. As has been shown, he did win at a mile and a half and also at a mile and a quarter, but Sainfoin, whom he beat in the Hardwicke Stakes, was not a very grand Derby winner. Still, he beat such classic horses as he met, and it must be remembered that he took no part in classic races himself. His best achievements were his second in the Stewards' Cup at Goodwood and his win in the Lancashire Plate, races of six and seven furlongs respectively; and it will be noticed that only on two occasions did he attempt a race of a mile and a half, and only once did he run over a two-mile course. And Amphion had a fourth season on the turf, winning the March Stakes of a mile at Newmarket, the Rous Memorial Stakes, a little less than a mile, at Ascot, and walking over for the Stockbridge Cup. He then ran in the Leicestershire Royal Handicap, worth over £5,000, starting second favourite, but was beaten into fourth place. He carried the top weight of 10 st. 7 lb., and was giving no less that 47 lb. to Rusticus, of his own age, who won for the late Mr. Hamar Bass. Though fourth to pass the post, Amphion had nothing to do with the finish, having in the saddle what was practically an impossible weight.

At the stud Amphion quickly made a mark, Dieudonné and Altesse coming very early in their sire's career; but it is with Sundridge that we are concerned, and this horse was bred in 1898, and was by Amphion out of Silvia, by Springfield, her dam Sanda by the Lord Clifden horse, Wenlock, who won the St. Leger in 1872. Sundridge had more of the blood of Stockwell and Newminster than he had of the Vedette line, and he was a great horse over a short course, winning nearly £7,000 in stakes, and most of it in sprint races. He was in France for a time, but was brought back to England, and his undoubted best runner and stud horse has been Sunstar, who won the Two Thousand and Derby in 1911, and has already done big things at the stud. How many handsome chestnuts Sundridge has sired (whose names begin with "Sun") is not easily stated, but we call to mind Sunder, Sundown, Sunningdale, Sunny Land, Sun Fish, Sungirt (bay), Sunbright (brown), Sunspot, Sweet Sun, and we fancy there are others. Sunstar was bred by Mr. J. B. Joel in 1908, and is by Sundridge out of Doris, by Loved One, her dam Lauretta, by Petrarch.

Sunstar began his career by running fourth in the New Stakes at Ascot, and scored his first win in the Exeter Stakes at Newmarket.

He was beaten by St. Nat at Goodwood, and then won the International Plate at Kempton Park, but failed again in the Champagne Stakes at Doncaster, while he finished his two-year-old season by winning the Hopeful Stakes at Newmarket. Thus it will be seen that his two-year-old career was by no means grand. Except when he ran in the New Stakes he did not compete in the class of race in which future classic winners usually take part, and though he won three of the six races in which he ran, he hardly beat any of the best two-year-old form of the year. But things were very different in the following year, when Sunstar ran in three races and was not beaten, proving himself to be not only the best of his year, but a first-rate specimen of a Derby winner. His first race as a three-year-old was the Two Thousand Guineas, for which Pietri was favourite, Sunstar starting in second demand. Pietri had shortly before been beaten a short head when attempting to give 32 lb. to a fair horse in the Esher Cup at Sandown, but handicappers are seldom classic horses, and seldom their equal as three-year-olds, though occasionally they do big things at four and five years of age. Anyhow, Pietri began slowly and did not finish in the first ten, while Sunstar cleverly defeated Stedfast. A fortnight later Sunstar ran in the Newmarket Stakes, the course for which is a quarter of a mile longer than that of the Two Thousand. Odds were laid on, this time, and ridden by G. Stern—who also had the mount in the Two Thousand—Sunstar gave another taste of his quality, winning with much the same ease, without being in the least bustled up. Then came the Derby, and as a matter of course Sunstar was favourite, and in this race he accomplished an extraordinary performance, for he broke down in the course of the race and was almost reached by Stedfast less than a quarter of a mile from home. Now, however, his extraordinary gameness asserted itself, for though practically going on three legs, he drew away again and won by three lengths from Stedfast, who beat the third horse a long way for second place.

This was a wonderful achievement, and it stamped Sunstar as a great horse. It may be added that he was a very beautiful horse, who possessed quite extraordinary quality. He was not massive, and some of the critics, accustomed to the many big Derby winners which have been seen in the last two or three decades, voted him a small horse. This he was not, being of medium size with fair length, and great elegance of outline. He was remarkably well-balanced, too, and was

full of life and activity, but his breakdown in the Derby was fatal from the running point of view, and he was never seen in public again. He was much the best of the many good sons of Sundridge, but it need hardly be said that it was never established whether he stayed or not. He won at a mile, at a mile and a quarter, and at a mile and a half as a three-year-old, and therefore it can fairly be claimed for him that he was a middle-distance runner, and there we must leave it.

Sunstar's first classic winner was Sunny Jane, who won the Oaks in 1917.

THE LINE OF HAGIOSCOPE

HAGIOSCOPE was bred in 1878, and was by Speculum out of Sophia, by Macaroni. He was not quite in the first class, but was a good stayer. As a three-year-old he won at Newcastle, Liverpool, and Stockton, and was beaten in a considerable number of races. A year later he won the York Cup, the Caledonian Hunt Cup, the Lothians Handicap, the Queen's Plate on the Ditch In Course at Newmarket, in which he beat a good horse in Chippendale, the Queen's Plate at Lincoln, and the Duchy Cup at Liverpool. As a five-year-old Hagioscope was heavily weighted in handicaps, and in such events as the Gold Vase at Ascot and the Alexandra Plate he met something better than he was. His record is not that of a very high-class horse, but his stamina was pronounced, and he was sent to Mr. Taylor Sharpe's stud, at Baumber in Lincolnshire, where his fee was no more than 12 guineas. Neither was he a particularly successful stud horse, but he sired Queen's Birthday, who was bred in 1887, and who, in the colours of the late Major Joicey, won the Great Yorkshire Stakes, the Northumberland Plate, the Doncaster Cup, and many other races, and who was only beaten half a length by Morion for the Ascot Cup of 1896. Among the best which Queen's Birthday sired were Santoi and Holiday House, both of which horses still have winners every year. Santoi was bred by the late Mr. T. G. Walker at Londonderry, near Bedale, and was by Queen's Birthday from Merry Wife, by the Derby winner, Merry Hampton, out of Connie, by Pero Gomez. He only brought 200 guineas as a yearling, and he began his racing career in somewhat modest fashion, winning a couple of Nurseries as a two-year-old in the colours of the late Mr. George Edwardes, who had been his purchaser when a yearling. As a three-year-old he ran nine

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SANTOI

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times and won four races, these including the Brighton Cup, the Lewes Handicap, and the Free Handicap for three-year-olds. He also carried 8 st. 1 lb. into second place for the Manchester November Handicap, being beaten a head by a six-year-old, to whom he had to give three years and 16 lb.

By this time it was evident that Santoi was not only a good-class horse but a fine stayer, and as a four-year-old he went quite to the top of the tree in weight-for-age events, though he was beaten several times. His first race of the season was the Kempton Jubilee Stakes, in which he carried 8 st. 9 lb., and in which he beat the American horse, Caiman—a Middle Park Plate winner—by a neck, though giving 4 lb. Santoi next won the Great Whitsuntide Plate of a mile and a half at Hurst Park with 9 st. 7 lb. in the saddle. On this occasion he raced right away from a field of useful horses, all of which were in receipt of a lot of weight. His next race was the Ascot Gold Cup, and this he won cleverly, beating Kilmarnock, Forfarshire, Scintillant, and King's Courier. It is true that these were not classic horses, but Kilmarnock had won the Alexandra Plate at Ascot, Forfarshire was thought by many to be the best three-year-old of his year, Scintillant had won the Cesarewitch, and King's Courier had taken the Doncaster Cup the year before. It is evident, then, that Santoi beat a field of stayers when he won the Ascot Cup, and though he was beaten in the Great Yorkshire Handicap at Doncaster, he put up the huge weight of 9 st. 10 lb., and was close up third, when attempting to give the winner, Balsarroch, 3 st. 4 lb., and the horse in question was good enough to win the Cesarewitch a few weeks later. When five years old, Santoi found William the Third too good for him in the Ascot and Doncaster Cups, but he won the valuable Coronation Stakes of a mile and a half at Kempton Park, and in this race he defeated Volodyovski, the Derby winner of the previous year, at weight for age.

At the stud Santoi has been very successful, and though he has not sired a classic winner, he has been responsible for an extraordinary number of winners of long-distance races. Yentoi, Fiz Yama, Sanctum, all sons of his, have won the Cesarewitch; Lagos and Fiz Yama the Great Metropolitan; Shogun the Gold Vase at Ascot; Lagos the Goodwood Plate and Jockey Club Cup; Admiral Togo the Manchester November Handicap.

There are many sons of Santoi to carry on the line, and the mares

of these Santoi parentages must be of great value, because of their staying blood. It is somewhat curious that Santoi's maternal grandsire, Merry Hampton, never sired anything of much value except Merry Wife, dam of Santoi, but she had a lot of stout blood in her veins, in almost every quarter of her pedigree, and she mated well with Queen's Birthday, possibly because of the double cross of the stalwart Weatherbit blood which comes through Rosicrucian and Beauclerc in Queen's Birthday, and through Pero Gomez in the pedigree of Merry Wife.

Santoi was a thickset horse, who always appeared to carry a lot of flesh even when he was at his best. He had fine quality and power, good bone, and was inclined to be burly-looking as he grew older. Indeed, his appearance always suggested that he had a great constitution, for even as a foal he had a wonderful crest. We made his acquaintance when he was only a few months old, and saw him in all his races, and we do not remember ever to have known a hardier horse. He had his limitations, as we have shown, and one is inclined to think that his stud record reveals him in the light of a wonderful sire of long-distance runners, and of some—Santair for example—who could travel at a great pace but were not stayers. Still, a huge majority of his produce, more particularly the colts, have been undoubted stayers, and it is quite possible that at any time there may be a really great horse of this family. Anyhow, Santoi was an improvement on Queen's Birthday and Hagioscope, both as a winner of more important races and as the sire of far more winners. In 1913 Santoi was fourth in the list of winning sires, with stock which won nearly £14,000.

The male lines of Eclipse which have not continued until the present day need hardly be discussed, though as a matter of course all of them are to be found in pedigrees. Still, most of them have died out, or almost died out, and require very brief mention, because it is just possible that there may be a revival, from some other country. Perhaps the most important, which was going fairly well not long ago, is that which has just been mentioned in connection with Santoi. This line came through Joe Andrews, a son of Eclipse, whose son Dick Andrews was the sire of Tramp, and the line was for a long period spoken of as the line of Tramp. Tramp, who was out of a mare by Gohanna (Eclipse), sired St. Giles and Dangerous, both Derby winners, and also the St. Leger winner, Barefoot ; but it was Lottery who carried

on the male line, and this Lottery who was out of a mare by Pot-8-os, and who therefore was inbred to the two stoutest lines (at that day) of Eclipse, is said to have been a bad-tempered horse, but he sired Sheet Anchor from Morgiana by Muley (who came of a defunct line of Eclipse through King Fergus, Beningbro', and Orville), who is described as having been a heavy-shouldered, common horse to look at. He stood 16 hands 1 inch, which was a great height for a racehorse ninety years ago, and was a great sire of hunters as well as racehorses. He ran third in the St. Leger to Queen of Trumps (by Velocipede, by Blacklock) and he won over the last three miles of the Beacon Course at Newmarket.

Sheet Anchor in turn sired Weatherbit, who was out of Miss Letty by Priam (of the same male descent from King Fergus as Sheet Anchor's dam). Miss Letty won the Oaks, hard held, and her son Weatherbit just missed the top class of his day, but made a big mark at the stud as the sire of Beadsman, who was out of Mendicant by Touchstone, and closely inbred to Tramp. Beadsman won the Derby in 1858, and was a light and leggy horse, well under 16 hands. He sired the Derby and Ascot Cup winner, Blue Gown, and the beautiful Rosicrucian, who was a stable companion of Blue Gown and according to the stable estimate a much better horse. Rosicrucian won the Ascot Stakes under 9 st., and the Alexandra Plate, among other races, and was the sire of a good horse in Beauclerc. Another son of Beadsman was Pero Gomez, who won the St. Leger in 1869, but we cannot find any of the line at the stud in this country, and the same may be said of the line of Harkaway, who sired King Tom from Pocahontas, the last-named horse siring the Derby winner, Kingcraft. King Tom was the maternal grandsire of St. Simon, so that the blood is to be found in many of the best horses of the present day. King Tom also sired three winners of the Oaks, but his male line appears to have died out in this country.

PEDIGREE OF HEROD.

HEROD (Bay—1758).	CYPRON (Bay—1750).	TARTAR (Bay—1743).	Partner (—1718).	Jigg.	Byerly Turk.	This Eastern horse was imported into England by Captain Byerly, whose charger he was through the whole of King William's wars in Ireland, prior to being put to the stud. He proved an excellent sire, although he covered few mares.
					Daughter of	Spanker by the D'Arcy Yellow Turk—the old Morocco mare by Lord Fairfax's Morocco Barb—Old Bald Peg by an Arabian out of a Barb mare Spanker was bred by Mr. Pelham. Breeding of Jigg's grand-dam not known.
				Sis. to Mixbury (—).	Curwen's Bay Barb.	This Barb was brought into England by Mr. Curwen, who also imported the Thoulouse Barb, both of whom he obtained in France from Count Thoulouse, a natural son of Louis XIV. They covered few mares besides Mr. Curwen's.
					Daughter of	Spot by the Selaby Turk, imported by Mr. Marshall, brother to King William's stud groom. The pedigree of the dam of Spot, who was bred by Mr. Curwen, not preserved. Dau. of the White-legged Lowther Barb.
			Mellora (—1729).	Fox (—1714).	Clumsy. (——).	Hautboy by D'Arcy White Turk—a Royal mare. Miss D'Arcy's Pet mare, of whom there is no further account than that her dam was a Sedbury Royal mare.
					Bay Peg.	The Leedes Arabian, a famous Eastern sire, imported by Mr. Leedes, of North Milford, Yorks; a large breeder in his day. Y. Bald Peg by the Leedes Arabian—Spanker's dam by Fairfax Morocco Barb—Old Bald Peg by an Arabian—Barb mare.
				Milkmaid.	Snail.	This sire, whose name is to be found in a few of the old pedigrees, was bred by Sir E. Blackett, Bart., who sold him to the Duke of Wharton. He was a good runner, but his pedigree has not been preserved.
					Shield's Galloway.	This mare was bred by Mr. Curwen, of Workington, Cumberland. She was the most famous galloway of her time, notwithstanding which her breeding has not been preserved.
		Selima (—1733)	Blaze (—1733).	Flying Childers.	Darley Arabian.	Was purchased by Mr. Darley, a merchant abroad, who presented him to his brother, Mr. John Brewster Darley, of Buttercrambe (now called Aldby Park). He covered very few mares besides Mr. Darley's.
					Betty Leedes.	Careless by Spanker (D'Arcy Yellow Turk)—a Barb mare. Sis. to Leedes by the Leedes Arabian—dau. of Spanker (D'Arcy Yellow Turk)—the Old Morocco mre.
					Grey Grantham (Gr.—1714).	Brownlow Turk was brought into England by Lord Brownlow about the year 1700. The Stud Book is silent in respect to Grey Grantham's dam.
					Daughter of	The Rutland Black Barb, who was imported by the Duke of Rutland, and used as a private stallion by His Grace. Bright's Roan, an eminent mare bred by Mr. Leedes, of North Milford, Yorks. Pedigree not preserved.
			Daughter of Bethell's Arabian.	Confederate Filly.	——	This Arabian was brought into England by Mr. Bethell, of Rise, in Holdernesse, a district in the East Riding of Yorks, early famous for its breed of horses. Mr. Bethell had an extensive stud, and among other horses of note bred Castaway, Ruffler, and Woodcock (who must not be confounded with Lord D'Arcy's Woodcock), etc.
					Champion (—1707).	The Harpur Arabian. This Eastern horse was brought into England by Sir J. Harpur, of Yorkshire; hence his name. Dau. of Hautboy—her dam Almanzor and Terror's dam, of whom the Stud Book contains no further account.
					Daughter of	The Darley Arabian. Merlin (Bustler by the Helmsley Turk). The remainder of this pedigree has not been preserved.

THE LINE OF HEROD

HEROD was foaled in 1758, and represents the male line of the Byerly Turk. He was bred by the Duke of Cumberland, and was by Tartar out of Cypron, by Blaze. Tartar was by Partner out of Meliora, by Fox, and Partner was by Jigg, a son of the Byerly Turk, and a daughter of Spanker, whose dam's breeding is unknown. There are many unknown ancestors of Herod, as will be seen at a glance at the pedigree. But it will be noticed that Cypron has the Darley Arabian at the top and bottom of her pedigree, and that all the main lines go back to Eastern sires, while presumably the blanks occur where the blood was British, and where it was not thought to be necessary to preserve the names or other particulars of the animals involved.

Herod was bred at the same stud as Eclipse, and began his racing as a five-year-old, when he won a match over the Beacon Course. On the death of the Duke of Cumberland, Herod was purchased by Sir John Moore, and he won many matches, and was beaten at times. At the stud his success was very great, for during the nineteen years his stock were running they won £201,505, besides several cups and forty-three hogsheads of claret. We may now show the Herod descent to the horses of the present day.

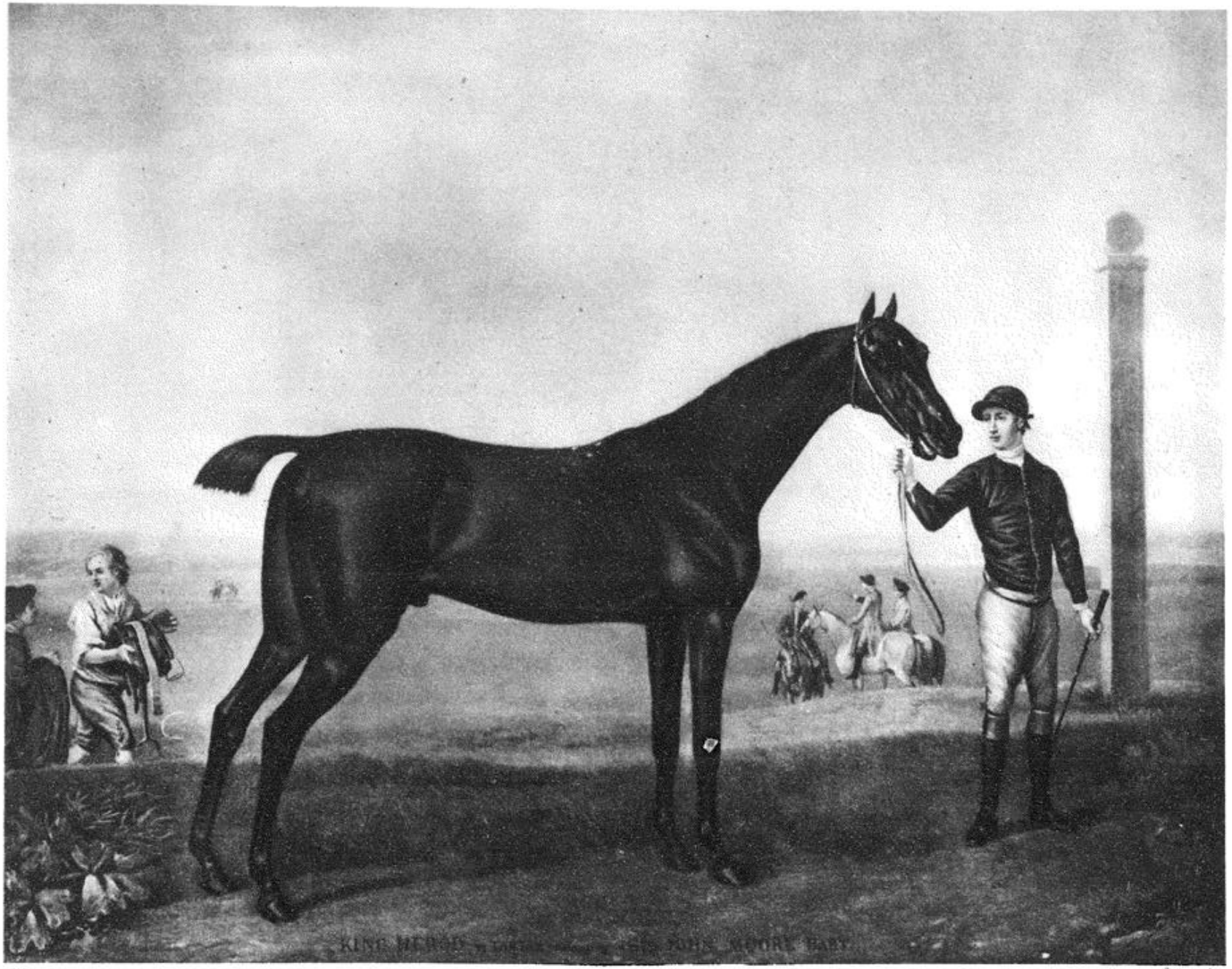
Herod—1758.
Highflyer—1774.
Sir Peter—1784.
Walton—1799.
Partisan—1811.
Gladiator—1833.
Sweetmeat—1842.

Parmesan. Macaroni—1860.
McGregor—1867.
Favonius—1868.
Sir Bevys—1876.

Herod—1758.
Woodpecker—1773.
Buzzard—1787.
Castrel—1801.
Pantaloon—1824.
Windhound—1847.
Thormanby—1857.
Atlantic—1871.
Le Sancy—
Le Samaritain—
Roi Herode—1904.
The Tetrarch—1911.

These are sufficient for the moment, and the first line does not require much comment, for there do not appear to be any sires descended from either McGregor or Favonius. Yet Highflyer was one of, if not quite, the best of Herod's sons, and was never beaten. Like his sire, he was a big stud success, his stock winning £170,407. Among them were the Derby winners, Noble, Sir Peter Teazle, and Skyscraper, and the St. Leger winners, Omphale, Cowslip, Spadille, and Young Flora. Sir Peter Teazle, commonly called Sir Peter, was Highflyer's best son, and won all sorts of races over long courses—there were no short races in his day—finally breaking down when taking part in a race. Sir Peter was never beaten as a three-year-old, and was a successful stud horse, his stock winning £136,726 and thirty-four cups. He sired four winners of the Derby, two of the Oaks, and four of the St. Leger, and he was one of a very limited number of horses who introduced a new type. It was said that Waxy was the great introducer of quality to the racehorse, and that Sir Peter was the first great racehorse who looked exactly like the best medium-size racehorses which are, or have been, known to the present generation.

Sir Peter's son, Walton, was a cobby-looking horse, and a great winner of King's Plates, and he sired Partisan, who was inbred to Highflyer, and is also the sire of the grand-dam of Voltaire, so that his blood is to be found in all the horses which come from either of the lines of Vedette. Walton's son, Partisan, was a short-legged and very speedy horse with beautiful action. He was not a big winner, but he sired Venison and Gladiator, and the last-named sired Sweetmeat, a brown foaled in 1842, who had no fewer than fourteen crosses of Highflyer blood, while he was inbred to Blacklock on the side of his dam. Sweetmeat was good-looking and very short above, yet with plenty of length below. He is described as a brown horse, but is black in a picture of him we have seen, and of the same colour in a print we have before us, and this suggests that he was a very beautiful horse. He was a good performer, but not a classic winner, and his stud work was a great deal better than what might have been expected from his performances. He sired the Oaks winners Mincemeat and Mincepie, and also Parmesan, who in turn sired the Derby winners of 1871 and 1872, Favonius and Cremorne. These were the first two horses we saw win the Derby, and Favonius was a very handsome horse and the sire of the Derby winner Sir Bevys.



Messrs. Fores

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KING HEROD

From the painting by John Wootton

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THE LINE OF HEROD

Why this line of Sweetmeat did not live in tail male we never could understand, and in our early days of racing we saw the Derby won three times by horses of this descent. It is remarkable too that there are no descendants of the Macaroni-McGregor family at the stud, for McGregor had scores of winners in his day, having in one year a bigger number of individual successful horses than any other sire. He was responsible for one very moderate Two Thousand winner, Scot Free, but in the 'eighties practically all of his produce could win races of sorts. We have ridden McGregor, hacking, an odd time or two, in the autumn or early winter, while he was at the stud, and it may be mentioned merely as an incident in the life of a racehorse that though McGregor had won the Two Thousand and started the hottest favourite there had ever been for the Derby (in which he broke down) up to that date, he only made 300 guineas when put up for sale. The mares he got did not suit him, for he was worthy of something better than broken-down selling platers, but still he sired so many winners of little races from these cheaply bought platers that after several years of stud life he was leased at £600 a year, or double what he had cost when bought for the particular stud at which he passed many years.

Now we may turn to the stronger line of Herod's son, Woodpecker, which was about dead in this country when it was suddenly brought into fashion again by the French horse, Roi Herode. Woodpecker was a high-class racehorse who beat King Fergus and Pot-8-os in his running days, and a stud success as well. He was bred in 1773, and had a lot of Eastern blood close up. He was fifth in descent from the Byerly Turk in tail male, third in descent from the Godolphin through his dam, Miss Ramsden (who was never raced), and third in descent from Lord Lonsdale's Bay Arabian. He had four crosses of the Darley Arabian to two of the Byerly Turk, and only one of the Godolphin. His sons and daughters won £76,000 odd, and amongst them was Buzzard, who was out of Misfortune by Dux, of Godolphin descent. On his sire's side Buzzard's breeding has been mentioned. His dam had three strains of the Godolphin, five of the Byerly Turk, and three of the Darley Arabian, and her dam was named Misfortune because of her bad luck.

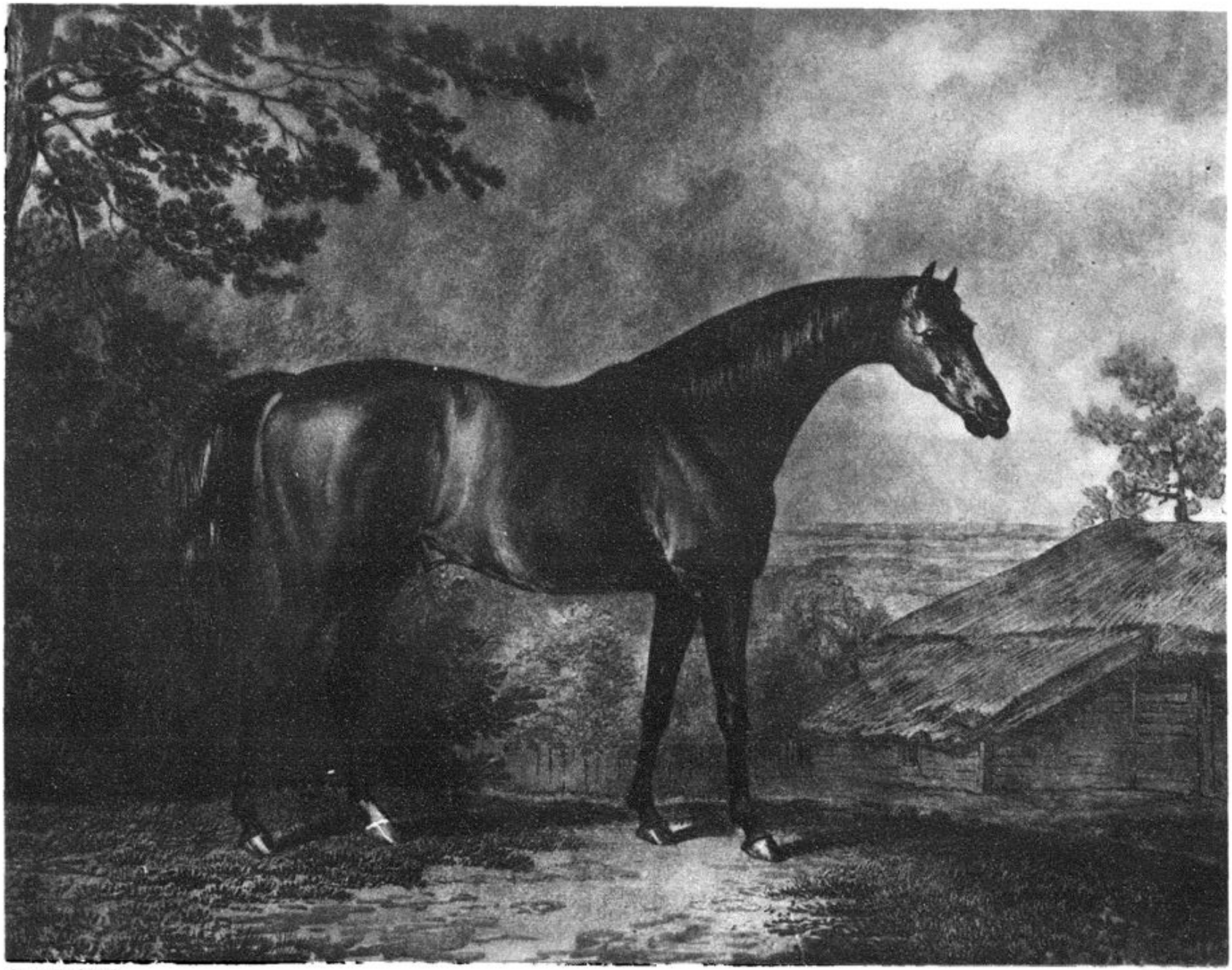
Misfortune was matched for 1,000 guineas a-side against Cardinal York, to run over the Beacon Course at Newmarket. Her owner was Lord Grosvenor, who betted 6,000 to 3,000 guineas on her, and lost

his money, the filly being beaten. He then sold her to Mr. Bullock, who bred Buzzard from her, and with him won no fewer than thirty-four races during the period of six years when Buzzard was in training.

Buzzard sired three famous brothers, Castrel, Selim, and Rubens, from a daughter of Alexander by Eclipse out of a daughter of Highflyer, who was of Matchem descent in tail male, and who went back to the Byerly Turk in her bottom line.

"The Druid" spoke of the three as the most wonderful leash of brothers that ever sought glory in the Stud Book, but they have had their equal in modern times in Persimmon, Diamond Jubilee, and Florizel II, two of whom won the Derby and St. Leger, whilst the third, besides winning a lot of good races, was the sire of a Derby winner and the grandsire of another. Certainly Selim sired a Derby winner and two winners of the Oaks, while Rubens was the sire of one winner of the Oaks, but the earlier trio were not classic winners themselves, and one thinks that the three famous sons of St. Simon and Perdita II fairly eclipsed the doings of Castrel, Selim, and Rubens, as far as racing merit is concerned. From the stud point of view there can be no comparison as yet, for while Castrel figures in the main line of descent from Herod to The Tetrarch, it cannot be said with certainty that the St. Simon line will be definitely continued through any of the sons of Perdita II. Indeed, Diamond Jubilee was exported before his stud career began, and the best horse of Florizel II descent, viz. the Derby winner Ard Patrick, spent all his stud life in Germany.

Castrel, said to have been a magnificent horse, but a roarer, only ran six times, and won three races; Selim was also only running for a short time, and scored in five of the seven events in which he took part; while Rubens won seven races and lost a couple. None of the brothers did a really big thing, but Castrel sired 42 winners, Selim 152, and Rubens no fewer than 231, the stakes won by his stock being worth £73,000, besides thirty-four trophies of plate. Rubens, then, was much the best stud horse of the three, and Castrel had the poorest results, but the last named sired Pantaloon, who was bred in 1824, and was out of Idalia by Peruvian. Pantaloon had more Highflyer than Woodpecker blood, and was full of Herod blood through various sources, and was a chestnut profusely marked with black spots, and a very big horse who carried a heavy neck. His sire, Castrel, was twenty-three when Pantaloon was bred, and the horse just referred to did little on the



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HIGHFLYER

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turf but sired the St. Leger winner, Satirist, and Windhound, who was out of Phryne by Touchstone, and who in turn sired a great horse in Thormanby, whose dam was the famous mare Alice Hawthorn, by Muley Moloch. Thormanby, who was foaled in 1857, was a golden chestnut, light of build, light fleshed, and very active. He is entered in the Stud Book as by Melbourne or Windhound, but it is quite certain that he was by the latter, for she did not turn from Windhound, as she had done at the end of three weeks from Melbourne, who was then a very old horse, and who got no foal that season.

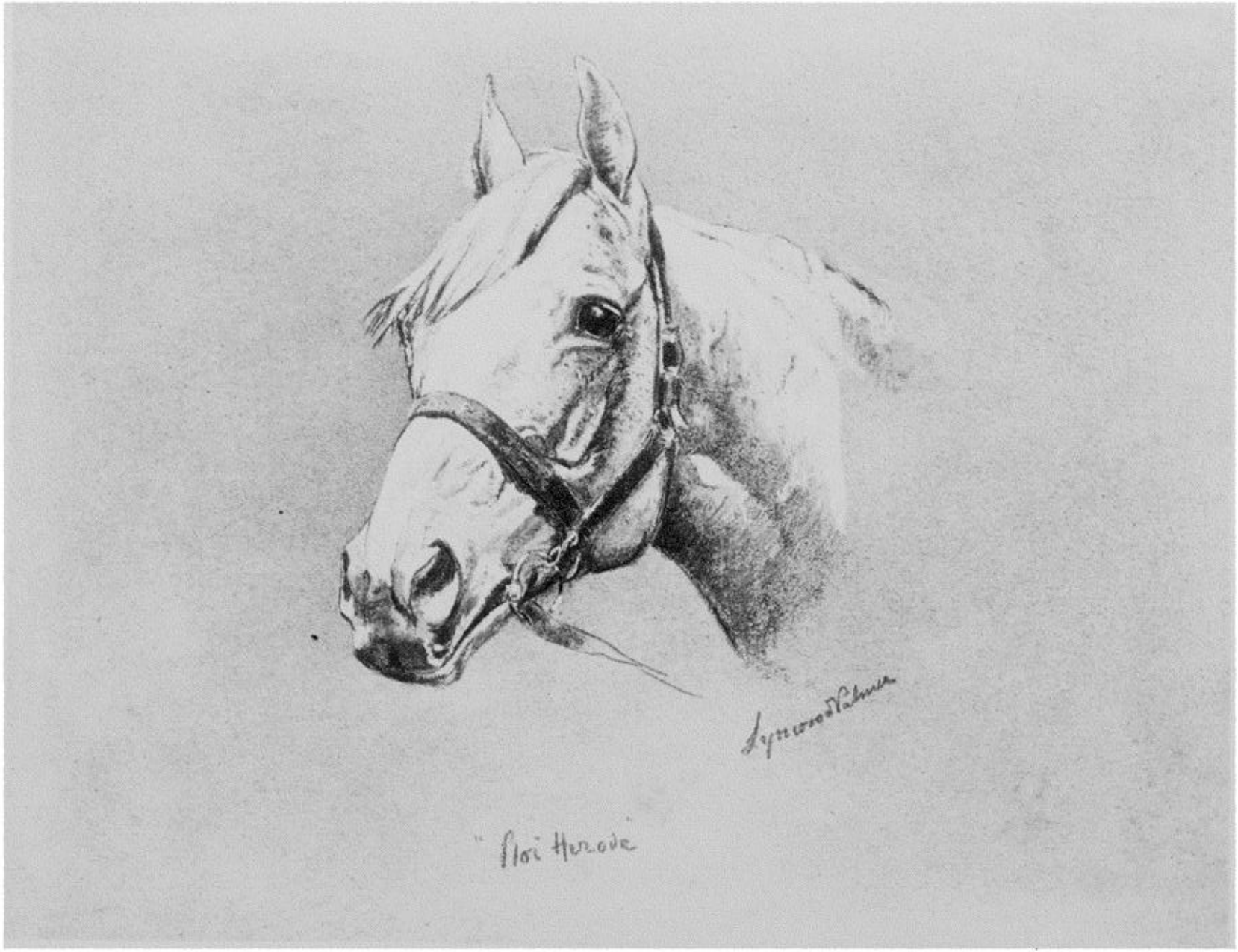
Mr. Merry bought Thormanby for £350, and with him won the Derby, and the Ascot Cup in the following year. He was a horse who required a great deal of work, and was at his best on a severe course where there was a hill at the finish. Thormanby sired Rouge Rose, the dam of Bend Or, two winners of the Two Thousand, Atlantic and Charibert, one winner of the One Thousand, and none of the Derby, Oaks, or St. Leger. He was hardly so good at the stud as he had been on the racecourse, but through Atlantic his stock have survived, and the line of Thormanby is stronger now in this country than it has ever been before. Atlantic was out of Gem of Gems by the grey horse Strathconan, and was the sire of the grey Le Sancy, and therefore The Tetrarch has some French blood in his veins, though he is purely English if we go back four generations on his sire's side, while on his dam's side there is no French blood. Le Samaritain was out of Clementine by Doncaster, her dam Clemence by Newminster—who was claimed in one quarter to be the dam of Bend Or. This story has been referred to in connection with Bend Or. To go on with the pedigree, Le Samaritain sired Roi Herode, who was bred in France in 1904 and is still at the stud in this country. Roi Herode's dam was Roxelane, bred in France but of English blood, for she was by War Dance out of Rose of York, by Speculum out of Rouge Rose—the dam of Doncaster, by Thormanby. Then War Dance was by the English Two Thousand winner, Galliard, by Galopin out of War Paint by Uncas, her dam Piracy by Buccaneer out of an unnamed daughter of Newminster.

Roi Herode won a race of £4,000 in France, and his best English performance was finishing second to Amadis in the Doncaster Cup, when he had Dark Ronald and Dean Swift behind him. In 1911 he sired The Tetrarch from Vahren, by Bona Vista (the sire of Cyllene) out of Castania, by Hagioscope, her dam Rose Garden by Kingcraft, who

won the Derby in 1870. The Tetrarch is inbred to Rouge Rose through Rose of York and Bend Or—grandsire of Vahren—and inbred to Speculum, who was the sire of Rose of York and also of Hagioscope, the maternal grandsire of Vahren. Mr. Edward Kennedy had the honour of breeding this equine wonder in Ireland, and he sold him to Major McCalmont, as a yearling, for 1,300 guineas. The Tetrarch was an extraordinary horse of the very highest class, but he only ran as a two-year-old, it being impossible to train him after that age. He first won a Maiden Stakes at Newmarket, and then took the Woodcote Stakes at Epsom, and next the Coventry Stakes at Ascot. In this race he came over the hill so far in front of the nearest of his opponents that many of the spectators thought there had been a false start. He spreadeagled his field all over the course, and won by the biggest distance we ever saw a two-year-old win, except perhaps when Pretty Polly made her debut at Sandown Park. The official verdict was ten lengths, but most certainly no horse was within ten lengths of the grey as he passed the post. The Tetrarch's other victories were scored in the National Breeders' Produce Stakes at Sandown, the Rous Memorial Stakes at Goodwood, the Champion Breeders' Foal Stakes at Derby, and the Champagne Stakes at Derby. At the stud he has already sired Tetratema, winner of the Two Thousand; Tetrameter, winner of the Stewards' Cup at Goodwood; Caligula and Polemarch, both winners of the St. Leger; and many other good winners. In 1919 he headed the winning sire list, and since then he was always close up, with a very big score. As we go to press another wonder, Mumtaz Mahal, by The Tetrarch, owned by H.H. the Aga Khan, has created as big a sensation as Pretty Polly did some twenty years ago.

Another line of Herod in this country still has representatives at the stud in Grey Leg and his son Senseless, who has had small winners of late. This line comes from Sir Peter, a son of Highflyer, through Sir Paul, Paulowitz, Cain, Ion, Wild Dayrell, The Rake, and Pepper and Salt, who was the sire of Grey Leg, a winner of over £6,000 in stakes and a fairly successful sire, who had a fair number of winners, of which perhaps Bass Rock was the best runner. Senseless won eleven races, including the Victoria Cup at Hurst Park, and it is quite possible that he may sire a good horse.

Another line of Buzzard, which came through Selim, Sultan, Bay Middleton, The Flying Dutchman to Elf II, winner of the Ascot Cup



THE DERBY, 1923

(PAPYRUS WINS)

From the Painting by G. D. Giles

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in 1899, goes very well in France, but appears to have died out in this country.

From Buccaneer, a son of Wild Dayrell, mentioned just now in the descent from Sir Peter to Senseless, also came See Saw, whose son Loved One was the sire of the dam of Sunstar, and also of the Jubilee Stakes winner Dinna Forget, who in turn sired a fair number of winners, among them being Dinneford, who won the Hunt Cup at Ascot in 1906, and the Liverpool Summer Cup in the following year. This horse was inbred to Wild Dayrell, and had a most attractive pedigree, but we cannot trace any very recent winners by him—or by Dinna Forget—and it rather looks as if the See Saw line of Wild Dayrell would die out in this country.

PEDIGREE OF MATCHEM.

MATCHEM (Bay—1748).

DAUGHTER OF (Bay—1733).

CADE (Bay—1734).

Daughter of	Roxana (—1718).	Sis. to Chanter.	(——)	The Godolphin—the most celebrated of all the Eastern sires, about whom opinions are divided as to whether he was an Arabian or a Barb, the best judges inclining to the latter belief—was picked up in Paris about 1728 (where it is said he had actually drawn a water-cart) by Mr. Coke, of Norfolk. This gentleman gave him to Mr. R. Williams, keeper of the St. James's Coffee House, by whom he was presented to the Earl of Godolphin, to whose stud he was attached for many years. He was a brown bay, with some white on his off hind heel, and was about 15 hands high. He died in 1753, supposed to be twenty-nine years old.
			St. Victor's Barb.	This Eastern sire was brought into France by M. St. Victor, a gentleman well known to sportsmen, and he was subsequently attached to the stud of Captain Rider at Whittlebury Forest, Northamptonshire.
			Daughter of	Why Not by the Fenwick Barb. Why Not is to be found in several of the old pedigrees, but his further breeding has not been preserved. Royal mare.
		Bald Galloway.	Akaster Turk.	By whom this famous Eastern sire was brought over there is no account of. He covered very few mares, but nevertheless his blood comes down to our time through Cade, Molly Long Legs, Squirrel, and Thwaites Dun mare.
			Daughter of	Leedes Arabian—imported by Mr. Leedes, of North Milford, Yorks, next to Lord D'Arcy the largest breeder of his time. Dau. of Spanker, her breeding not preserved.
	Partner (—1718).	Jigg.	Byerly Turk.	Was imported by Captain Byerly, whose charger he was through the whole of King William's wars, prior to being put to the stud.
			Daughter of	Spanker by the D'Arcy Yellow Turk—dau. of Lord Fairfax's Morocco Barb—Old Bald Peg by an Arabian horse out of a Barb mare. Nothing is known of Jigg's grand-dam.
		Sis. to Mixbury.	Curwen's Bay Barb.	Was brought into England by Mr. Curwen, of Workington, Cumberland. He covered very few mares besides Mr. Curwen's and Mr. Pelham's, and was a most valuable sire.
			Daughter of	Spot by the Selaby Turk. Of Spot, who was bred by Mr. Curwen, of Workington, nothing more is known. Dau. of the White-legged Lowther Barb—the Old Vintner mare, greatly celebrated, but whose breeding was not preserved.
Daughter of		Makeless.	Oglethorpe Arabian.	This Arabian was imported into England by Sir Thomas Oglethorpe, of Scotland, and, besides Makeless, was the sire of Bald Frampton, and the famous Scotch galloway, who beat the Duke of Devonshire's Dimple at Newmarket.
			(——)	Nothing authentic is known of the breeding of the dam of that distinguished performer on the turf and favourite sire Makeless, whose name is to be found in several of the best old pedigrees.
Daughter of			Brimmer.	The D'Arcy Yellow Turk Royal mare. } Brimmer was bred in Yorkshire by the D'Arcy family, and his name is to be found in all the best old pedigrees.
			Daughter of	Place's White Turk, a famous sire, brought into England by Mr. Place, stud groom to Oliver Cromwell when Protector. Dodsworth (a natural Barb, though foaled in England)—the Layton Barb mare.

THE LINE OF MATCHEM (GODOLPHIN ARABIAN)

THE line of Matchem, which means the tail-male descent from the Godolphin Arabian, never really disputed the position held by the line of Eclipse and Herod for nearly a hundred years, and for the last fifty or so by Eclipse alone. At no period of the turf's history has the Matchem line taken a high place, and yet it has hung on most tenaciously, and is at the moment even better than it has been on many former occasions.

Whilst on this subject we are inclined to quote certain statistics which were compiled by a French writer, and which are given by Mr. William Allison in *The British Thoroughbred Horse.* These statistics tell us that between 1778 and 1797 the line of Herod had 48·21 per cent. of the English classic winners, the line of Eclipse, 39·28 per cent., and the line of Matchem, 12·5 per cent. In the next twenty years Eclipse turned the tables on Herod, standing first with 45·69 per cent. to the 38·88 per cent. of Herod and the 15·27 per cent. of Matchem. In the next period of twenty years, from 1818 to 1837, Herod drew up a good deal, but did not beat Eclipse, the figures showing Eclipse to have 46 per cent., Herod 42 per cent., and Matchem 12 per cent. After that the Herod lines slumped, and the Eclipse lines went steadily forward, the figures between 1838 and 1857 giving Eclipse 64 per cent., Herod 21 per cent., and Matchem 15 per cent. In the next twenty years, 1858 to 1877, Eclipse rose to 72·28 per cent., while Herod had 23·76 per cent. and Matchem only 3·96 per cent. of the classic winners. The figures are carried to 1897, and for the last period of twenty years Eclipse claimed 89·11 per cent. of the winners, while Herod and Matchem had 5·94 apiece to their credit.

It is quite impossible to give any real reason for the vagaries of these three male descents, any more than it is to say why the male line of only three Eastern stallions has survived, seeing that the names of 174 are to be found in the first volume of the Stud Book. As a matter of course, many of these names are to be found in some of the hundreds of thousands of pedigrees of the British racehorse, and therefore one has to fall back upon the old idea of "the survival of the fittest." We may ask why there is only a single line of the Darley Arabian, the Byerly Turk, and the Godolphin, but this is just as difficult to answer as it is to decide why 171 Eastern horses left no male line.

Mr. Allison and others who have studied the subject are—or were a few years ago—of opinion that much of the collapse of the Herod tail-male lines in this country were due to the advent of the Galopin-St. Simon family, which, according to our researches, did not interfere so much with the other lines of Eclipse—those of Stockwell and Newminster—as it did with the Herod line. If we go back some fifty to sixty years, just before Vedette made his big double mark, we can find signs to the effect that the Blacklock line was not in a very favourable position. Voltigeur did not sire a great number of winners whose blood went on, and of his sire, Voltaire, it was written: "Although the mares were pretty good, the Voltaire colts did not rank very high until Martha Lynn threw Barnton and Voltigeur to him." Voltigeur sired a few good horses, but only the stock of Vedette carried on the line, and yet Voltigeur, on account of his great performances, had really good mares picked for him.

Galopin did far greater things for Vedette than Speculum at first, for St. Simon was only nine years younger than his sire, and while the last named was siring a host of classic winners the Speculum line had got no farther than Queen's Birthday, Amphion, and Sundridge. The gem of the collection, Sunstar, was yet to come, and it is a curious fact that at the moment the horse first named holds a better position as a sire than any horse of St. Simon descent. Yet time was when people wrote of and spoke of the "accursed Blacklock blood," little dreaming of what it was going to do within a period of less than twenty years.

But if the slump in Herod stock was due to the coming of the St. Simon family, this almost means that the whole thing is a matter of fashion. It has been argued that because Herod blood flourished in other countries, while it was almost in a state of collapse in England,

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MATCHEM

From the painting by John Wootton

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the collapse was due to neglect, and the neglect was due to the big breeders rushing at the Galopin-St. Simon horses, while ignoring those of the lines of Herod and Matchem. There may be some truth in this, but the statistics we have given suggest that although Herod began with the lead he was quickly reached, very gradually passed, and then in two sudden rushes left so far astern that he could only run a dead heat for second place with Matchem.

It is, however, full time to get back to the horse whose name heads this chapter, and it may be first stated that Matchem was bred in 1748, and was therefore sixteen years older than Eclipse and ten years older than Herod. He was by Cade, a son of the Godolphin, so that he was much nearer to the Eastern founder of his line than Eclipse and Herod were to theirs. Matchem's dam was a daughter of Partner (grandson of the Byerly Turk) out of an unnamed daughter of Makeless. There are several blanks in the pedigree, and the names of fifteen Eastern imported sires fairly close up, so that Matchem had a great quality of Arabian and Turkish blood. Matchem is said to have been a heavy but strong-shouldered horse, clumsy over his withers, standing over 15 hands. His portrait suggests that he was a plain if not an ugly customer, but he was a good racehorse, performing chiefly in matches, as was the fashion of the day, and when sent to the stud in twenty-three years he had 354 winners of £151,097. He died in 1781.

Matchem's son Conductor was foaled in 1767, his dam being an unnamed daughter of Snap—a great-grandson of the Darley Arabian—out of an unnamed mare by the Cullen Arabian. Conductor had four crosses of the Byerly Turk, only one of the Godolphin, and one of the Darley Arabian. Conductor was a chestnut, and was the winner of a King's Plate, and he sired Trumpator, who was foaled in 1782.

The line to the present day is as follows :—

Matchem—1748.
Conductor—1767.
Trumpator—1782.
Sorcerer—1796.
Comus—1809.
Humphrey Clinker—1822.
Melbourne—1834.
West Australian—1850.

Solon—1861.
Barcaldine—1878.
Marco—1892.
Marcovil—1903.
Hurry On—1913.
Captain Cuttle—1919.

Trumpator was out of Brunette by Squirrel, who went back to the Byerly Turk in his male line. Brunette's dam was of Godolphin descent, so that Trumpator was inbred to this horse, but he had eight crosses of the Byerly Turk and only two of the Darley Arabian, so that although he came from the Godolphin in tail male he and his descendants have far more of the Byerly Turk, to begin with, than of the other sires who founded male lines. Trumpator won eight of the twelve races in which he took part, and from Young Giantess by Diomed—the winner of the first Derby in 1780 and the founder of the American turf—he sired Sorcerer, who was inbred to Matchem, Giantess, the dam of Young Giantess, being by that horse.

Sorcerer was a big horse, standing 16.1 hands, with a great deal of substance, as can be seen in the print of his portrait by Abraham Cooper, R.A., and though not quite in the top class as a racehorse, he was a wonderful horse at the stud, who sired many classic winners. "The Druid" wrote of him that he not only inherited Squirrel's turn of speed, but that he transmitted a fatal heritage of unsoundness to his stock. This may have been true a hundred years ago, but it is quite certain that at the present day the good horses who have carried on the line of Sorcerer are sound enough, and the best of them very fine stayers. The great size of the line has also come down to modern times, for such as Barcaldine, Hurry On, and Captain Cuttle were, and are, very big horses indeed. Squirrel, just referred to, is said to have died in a fish-cart on the Western road, so that it is quite possible that he deteriorated very much while he was at the stud. On the turf he was a big winner and had remarkable speed, and he sired 183 winners of over £56,000, so that if the story of the fish-cart is true he must have had some sort of a collapse as a stud horse. He was fifth in descent from the Byerly Turk.

Going back to Sorcerer, we find that he sired Smolensko, winner of the Two Thousand and Derby, and who in turn sired the St. Leger

winner, Jerry. Sorcerer also sired two Oaks winners in Morel and Sorcery, the St. Leger winner Soothsayer, and the Two Thousand winners Wizard and Hephestion, in addition to Smolensko. Indeed, Sorcerer sired three of the first five winners of the Two Thousand. Sorcerer also sired Comus, who won 3,550 guineas, when a three-year-old, at Newmarket, and this horse carried on the line which is now extant.

Comus was a chestnut with both black and white spots, and was a big and handsome horse. He ran third for the Derby, and went blind from a fever, but this did not interfere with his stud career, and, curiously enough, he only sired one blind foal. His stock were mostly white-legged chestnuts, and he stood at Sledmere for a time, just about a hundred years ago, and it is worth noting that at the present day the Sledmere stud is still flourishing, and remarkable for the high prices which the yearlings bred there bring at the Doncaster sales every year. Comus was out of Haughton Lass by Sir Peter (Herod), her dam Alexina by King Fergus, and was a great success at the stud. He sired the Two Thousand winner Grey Momus, and the St. Leger winners Reveller and Matilda, but his great hit was Humphrey Clinker, a very big horse, described as "as splendid a horse as ever was seen." He was a "golden yellow bay," and was said to be a roarer, but he sired the St. Leger winner Rockingham, an enormous horse, who has the credit of having been the largest thoroughbred ever known up to his day. Rockingham won the St. Leger in 1833.

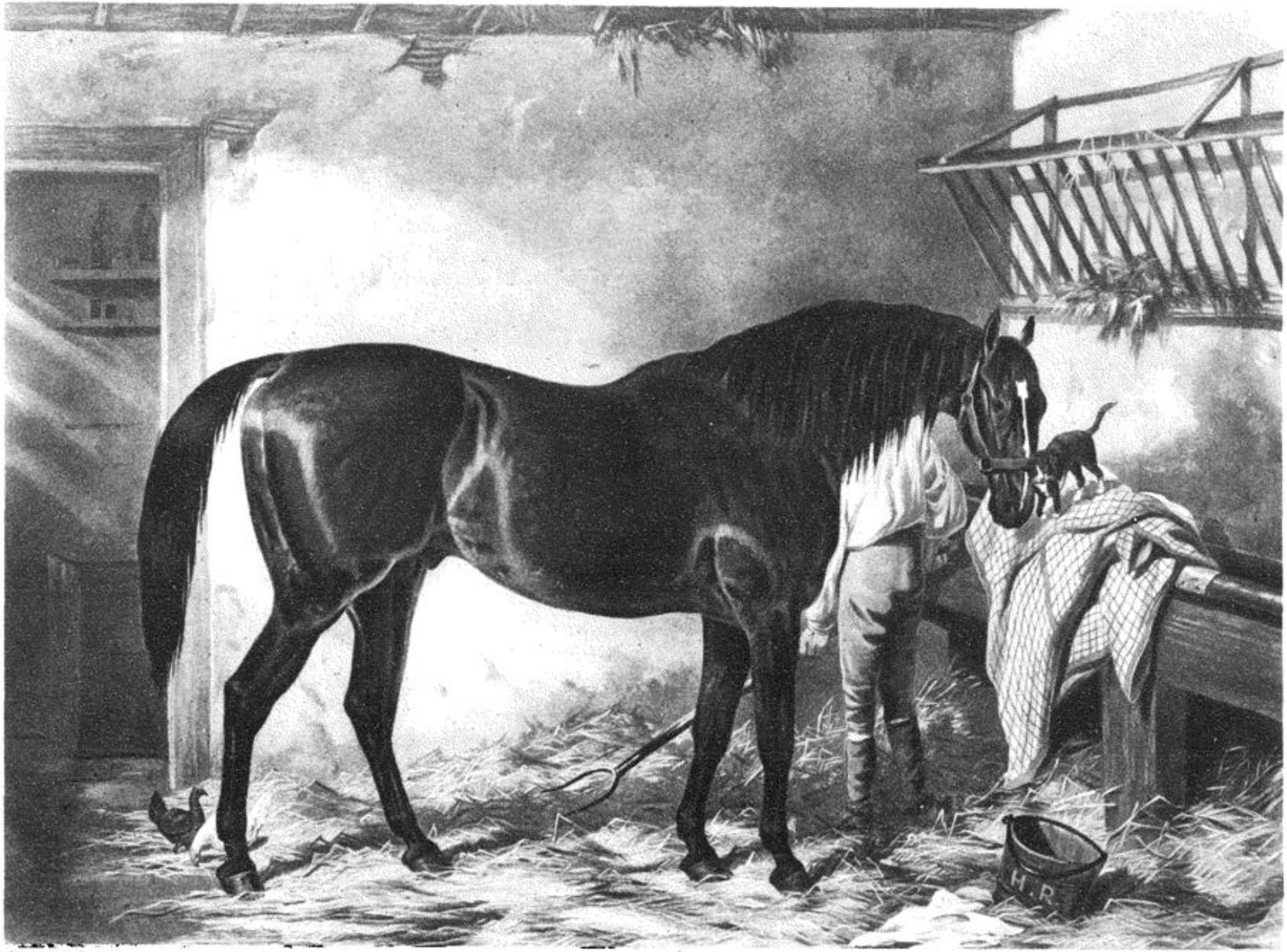
From a daughter of Cervantes and an unnamed mare by Golumpus Humphrey Clinker sired Melbourne, who was bred in 1834. Melbourne had no fewer than thirty-four strains of the Godolphin, and he carried on the chief features of his line, being a very powerful and strongly built 16-hands horse with a neat head and a rather short, thin-crested neck. He was what is called knuckle-kneed, but this defect did not interfere with his galloping, for he won good races, and showed capital form when he was six years old. He principally ran in cup races, and generally in the North, and he won many good stakes over a distance of ground. His best form was perhaps shown when with 9 st. 4 lb. in the saddle he was just beaten by Bey of Algiers in the Chester Cup, the winner having 22 lb. the best of the weights.

Like others of his line, he did bigger things at the stud than he did on the turf. Of classic winners he sired seven, viz. Blink Bonny, Canezou, Cymba, Marchioness, Mentmore Lass, Sir Tatton Sykes, and

West Australian. Of these, West Australian and Blink Bonny won the Derby ; Cymba, Marchioness, and Blink Bonny the Oaks ; Sir Tatton Sykes and West Australian the Two Thousand ; Canezou and Mentmore Lass the One Thousand ; and Sir Tatton Sykes and West Australian the St. Leger. West Australian was the first horse to win the treble event of Two Thousand, Derby, and St. Leger, and it may be said of Melbourne that he was one of a limited number of most successful sires whose lines—like those of Hampton—were not laid in classic places and who yet was good enough, not only to sire classic winners, but to carry on a line which at the moment is perhaps stronger than it has been at any time since Melbourne's stock were winning races.

Hampton began his racing career in Selling Plates. Melbourne began by running second in a not very important race at Beverley, and he never ran farther South than Nottingham. But he beat notable horses such as Lanercost twice, Epirus, the Oaks winner Industry, and other good ones, and it must be borne in mind that in Melbourne's day there were not very many valuable stakes apart from the classic races, and some of the events at Newmarket and Ascot, and if a horse had not been entered for these he was obliged to contest the Country Cups, Queen's Plates, and so forth. It may be added also that Melbourne was trained by his owner—practically an amateur—for the greater part of his running career, and that he suffered from diabetes when in training. Blink Bonny was the dam of the Derby winner Blair Athol, thought to be the best performer sired by Stockwell.

From every point of view West Australian was the best horse sired by Melbourne. He was bred by Mr. John Bowes, at Streatlam Castle in the County of Durham, and was out of Mowerina by Touchstone, her dam Emma by Whisker (Eclipse) out of Gibside Fairy (Eclipse). He too was yellow-bay in colour, and he was a great horse and an immense favourite in Yorkshire. He won the Ascot Cup, in addition to the "triple crown," and at the stud he sired The Wizard, who won the Two Thousand, and Summerside, who won the Oaks, but no winner of the Derby or St. Leger. Indeed, whereas Melbourne, the sire, was a far greater success at the stud than he had been on the racecourse, it was the reverse with the son, for West Australian never sired any colt or filly who was as good as he was, and only two classic winners against the eleven for which his sire was responsible. When West Australian was sold for 4,000 guineas—Blair Athol made 4,500



By permission of *Messrs. Fores*

MELBOURNE

From the painting by Harry Hall

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guineas at the same sale—the Yorkshiremen shouted, "Here comes the pick of all England," and "The Druid," in his account of the sale, finishes it by writing :—

> "When shall we see 29,689 guineas again made in one afternoon, twenty-three brood mares, averaging 409½ guineas, one brood mare and her two brood mare daughters making 2,990 guineas, and three St. Leger winners, chestnut, brown, and roan standing up to the hammer in the self-same ring?"

Times, however, have changed since then, and less than forty years after a single horse (Flying Fox) made 37,500 guineas at an auction sale.

The line of West Australian was carried on by Solon and Arbitrator, and it is from the first named that the grand horses of the last two decades come in the male line. Solon was foaled in 1861, and was out of Darling's dam by Birdcatcher, her dam a daughter of Hetman Platoff (by Comus) out of Whim, who was of Matchem descent in her bottom line. Solon won a fair number of races, chiefly in Ireland—he was bred in County Galway—but he would have long since passed into obscurity had it not been that he sired Barcaldine—also bred in Ireland—in 1878; and this was a very great horse, who might have won all the great races of his day had he been properly managed and satisfactorily engaged. Barcaldine was out of Ballyroe by Belladrum, her dam Bon Accord by Adventurer, from Darling's dam by Birdcatcher. Now, this Darling's dam was also the dam of Solon, so that Barcaldine was a closely inbred horse.

That Barcaldine was an exceptional performer he proved in his racing career, for he was never beaten. He was a dark bay, standing 16 hands, and made on a very big scale, so that he actually looked taller than he was. His back and loin were a model of strength, and he had a tremendous girth and very big bone. The late Mr. Joseph Osborne, who made a study of such matters, measured him to have a girth of 86 inches, and when we state that Mr. Osborne gave the girth of St. Simon as 78 inches, that of Orme 76½ inches, and that of Persimmon 75 inches, it will be understood how massive a horse Barcaldine was. He was, we feel sure, a far bigger horse all over than St. Simon or Persimmon, and was as grand a *big* horse as we ever saw. Indeed, we do not know that we have ever seen his equal of similar size, though within the last few years the Hunt Cup winner Irish Elegance struck us as being much on a par with Barcaldine, to

look at. Captain Cuttle, too, may be as big as his great-great grandsire.

It will be seen, then, that Barcaldine maintained the traditions of his male line as to size, while as a racehorse and at the stud he carried on the Matchem line with marked ability. As a two-year-old Barcaldine won the only four races in which he took part, all of them at the Curragh. In the following year he won the Baldoyle Derby and three Queen's Plates, while as a four-year-old he never carried silk, owing to his then owner being mixed up in certain disputes, the rights of which were never very clear in this country. In 1883 he was under the care of Robert Peck in England, and he began—as a five-year-old—by winning the Westminster Cup at Kempton Park, beating Tristan, who won the Ascot Cup and the Hardwicke Stakes the same year, and who had already won the Gold Vase and the Hardwicke Stakes for the first time. Barcaldine next won the Epsom Stakes of a mile and a half at the Epsom Spring Meeting, giving a lot of weight away, and afterwards he took the Orange Cup of three miles at Ascot, beating Faugh-a-Ballagh, who was good enough to win the Alexandra Plate on the last day of the meeting.

Barcaldine's last race was the Northumberland Plate of two miles, run at Gosforth Park, and in this the big horse was handicapped to carry 9 st. 10 lb.—a huge weight in an important handicap over a long course. He was at the time showing signs of lameness, and had not done a good gallop for a week, and there was in the race a horse named Shrewsbury, weighted at 8 st. 7 lb., and thought by his connections to be a certainty for the race. Shrewsbury ran well, but he had no chance with Barcaldine, who won in great style, but could not be trained again. It will be seen that Barcaldine started twelve times and won all the races in which he took part, and when he reached what was almost the top class he won just as easily as he had done in his Irish races. He quickly made a mark at the stud, among those he sired being Sir Visto, who won the Derby and St. Leger, and Mimi, who won the One Thousand and Oaks. He also sired Morion, Wolfs Crag, Winkfield, Dumbarton, Chaleureux, and Marco, and it is through the last named that the line of Barcaldine is doing best.

Marco was bred in 1892, and was by Barcaldine from Novitiate by Hermit, her dam Retty by Lambton from Fern by Fernhill. He was rather an outbred horse, but had a good deal of Touchstone blood.

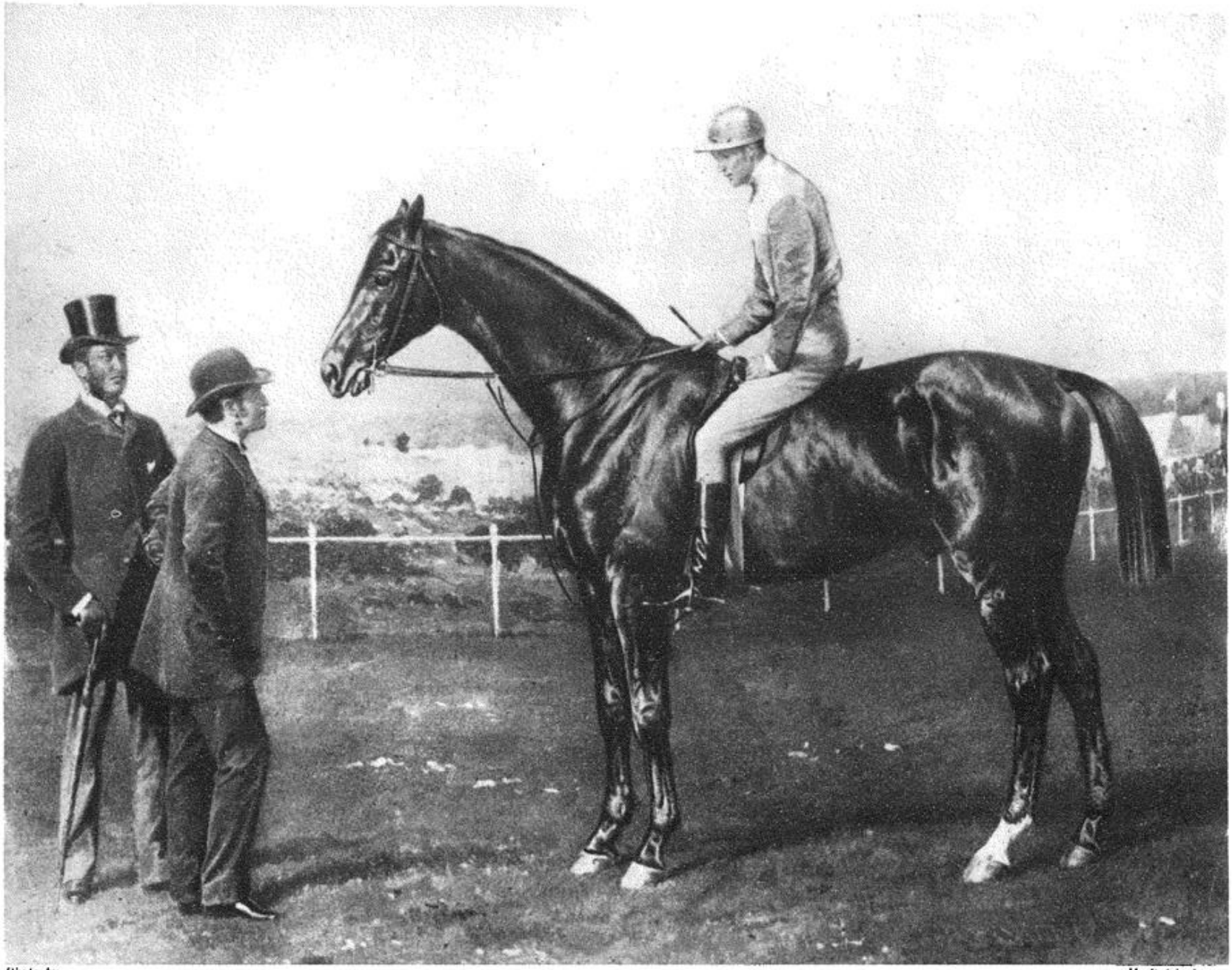

Photo by *H. R. Sherborn*

BARCALDINE

(F. Archer up)

From the painting by W. H. Hopkins

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He was, moreover, a good-looking, light-actioned chestnut, who had not the massive substance of his sire, but was by no means a little horse. He won three of the five races he contested as a two-year-old, and as a three-year-old he took the Lewes Handicap under 7 st. 5 lb., beating Telescope into third place by nearly half a dozen lengths. A month later Telescope ran second to Sir Visto (also by Barcaldine) in the St. Leger, being beaten by three-quarters of a length only. Marco's next race was a Triennial for three-year-olds at Newmarket, which he won in a canter, and a month later he took the Cambridgeshire as easily as we ever saw that race won in a long period of years.

Marco had 7 st. 9 lb. in the saddle, a very respectable weight for a three-year-old, and he had behind him such fine performers as Best Man, Count Schomberg, Le Justicier (who had won the Eclipse Stakes three months before), Euclid, Portmarnock, None the Wiser, La Sagesse, Rockdove, and Telescope among others ; and if any reader cares to look up the performances of these horses and note the races they won he will quickly see what sort of a field it was that Marco beat in his Cambridgeshire. Space will not allow of several pages of the Calendar being inserted by way of proof, but the full story is told in the book of *Races Past*, as also how Marco twenty-four hours later won the Free Handicap for three-year-olds in a canter, this being his last race of the year.

As a four-year-old he won a Triennial and the Nottingham Handicap, and finished in front of the Derby winner Sir Visto. He was, we always thought, the best of his year, and a very smart horse, without being a really great one. He sired a lot of good stock, which included Beppo (a Jockey Club Stakes and Hardwicke Stakes winner), Mark Time, Marcovil, Neil Gow, and many others of note. Perhaps Neil Gow, who won the Two Thousand and ran a dead heat with the Derby winner Lemberg in the Eclipse Stakes, was Marco's best runner, but this horse could not be trained during the latter part of his three-year-old career. Neil Gow won nearly £26,000 in stakes, and there is still time for him to make a mark at the stud.

Curiously it was not through his best runners that the line of Marco was carried on in its greatest strength, but through Marcovil, a chestnut, foaled in 1903, and who was out of Lady Villikins by Hagioscope, her dam Dinah by Hermit out of The Ratcatcher's Daughter by Rataplan, out of Lady Alicia by Melbourne. Thus Marcovil has

Melbourne at the top and bottom of his pedigree, and he is also inbred to Hermit. Marcovil was not a very distinguished racer, though he won the Cambridgeshire, but a remarkably well-bred one, and in due course he sired Hurry On, whose racing days came during the war, and who was an unbeaten horse, though he only ran as a three-year-old.

Hurry On was a big, backward colt, and was not really trained as a two-year-old, being one of the sort who did not want to be hurried. Like Marcovil, he was a chestnut, his dam being Tout Suite by Sainfoin, her dam Star by Thurio out of Meteor by Thunderbolt. The late Prince Soltykoff bred Tout Suite, who was afterwards bought by Mr. W. Murland, and this gentleman bred Hurry On and sold him to Mr. James Buchanan (now Lord Woolavington). Hurry On was much darker in colour than his sire, and a very powerful horse, with enormous strength of back and loin. He reminded us more of his great-grandsire, Barcaldine, than any other horse of the breed, and though we have no information on the subject, we have always taken him to be much the biggest horse of the line, until his son Captain Cuttle appeared.

There was no flourish of trumpets about Hurry On's debut, for he began modestly enough in a Maiden Plate for three-year-olds at Lingfield. He was not even favourite for the race, starting at 4 to 1, but he won readily enough, beating Arius, the favourite, by a couple of lengths. The Stetchworth Plate of a mile and a half at Newmarket was Hurry On's next race, and this time he had to give a little weight away, and was an even-money favourite. Again he won very easily, and he next took the Newbury Stakes of a mile and three-quarters, beating Black Adder by three lengths, though the latter had very shortly before upset long odds laid on Silver Tag in the Lingfield Park Stakes. Hurry On, in spite of two previous wins, was not favourite for this race, and it was undoubtedly the case that racing folk were very slow to recognize his great merit. Whether his trainer, F. Darling of Beckhampton, had fully discovered what a horse he had in his charge is not very clear, but even now Hurry On was—as far as one could judge—by no means at his best.

The fourth race in which Hurry On took part was the September Stakes of a mile and three-quarters, and which was a substitute for the Doncaster St. Leger. In this race he met Clarissimus, who had won the Two Thousand Guineas in the spring, but none of the first three in the substitute Derby were among the runners, and Hurry On

HURRY ON

From the Painting by Lynwood Palmer

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was favourite, being an unbeaten colt with three victories to his credit, while Clarissimus, after winning the Guineas, had failed to beat Figaro in the Newmarket Stakes. And in the September Stakes he could make no sort of race with Hurry On, who won with a lot in hand, and ran after the fashion of an approved stayer. For the Newmarket St. Leger odds of 40 to 1 were laid on the Beckhampton colt in a field of three, and these were landed as if the horse was taking an exercise canter; while to finish the season Hurry On won the Jockey Club Cup of two-and-a-quarter miles, beating a Cesarewitch winner in Troubadour so easily that the race was a mere procession as far as Hurry On was concerned. Odds of 25 to 1 were laid on the big horse this time.

As to Hurry On's future it is impossible to write at present, for as a sire the horse has not reached his prime. In his first year he had one winner of £865, and in his second twelve winners of £32,517, and among these were Captain Cuttle, winner of the Derby in 1922. As a two-year-old Captain Cuttle was second to the Combination colt—afterwards named Collaborator—in the Rous Plate at Doncaster, and this was the only race in which he took part. He began early in his second season, for he won the Wood Ditton Stakes at the Craven Meeting, the verdict in his favour being half a dozen lengths. After this he started an easy favourite for the Two Thousand, but ran moderately—as judged by his earlier and later form. As a matter of fact, he was third to St. Louis and Pondoland, finishing seven lengths behind the winner. That there was something wrong with Captain Cuttle is quite certain, for this was not his true form, for a month later he won the Derby, in which St. Louis was beaten out of a place and Pondoland finished ninth. The two horses just referred to were the favourites at 4 to 1 and 11 to 2 respectively, but they could make no impression on the big chestnut, who won in a canter, and who turned the tables on St. Louis to the tune of about fourteen lengths, while Pondoland showed even greater inferiority to the winner. We shall not attempt to account for Captain Cuttle's Two Thousand defeat, and need only say that he won the St. James's Palace Stakes at Ascot in a canter, and did not run again as a three-year-old. As a four-year-old he won the only race in which he took part, but could not be trained afterwards.

Other lines of Marco are in a fairly flourishing state. Beppo, sire of the Oaks winner My Dear, or his son Aleppo, might have a big winner any day, and Marcovil has other sons at the stud in addition to

Hurry On, viz. Cerval and Golden Orb, while it must not be forgotten that Barcaldine also sired Winkfield, who in turn sired Bachelor's Button, who won the Ascot Cup and was the only English horse to beat Pretty Polly. This line is not going so strong as that of Marco, nor is the line from which came the Derby and Oaks winner, Signorinetta—who won the double event in 1908—being carried on in tail male. Signorinetta was by the Cesarewitch winner Chaleureux, who was by Goodfellow, a son of Barcaldine.

CAPTAIN CUTTLE

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BREEDING: BROOD MARES

THAT the mare has as much influence as the sire in the breeding of thoroughbreds is recognized at the present day, though, as far as can be judged from what is known about the early days of the turf, this was not always the case. Nor is there any sort of fixed rule in the matter, though stallions which have won really important races more frequently become high-class sires than great racing mares prove to be as good at the stud as they were on the course.

The exception proves the rule, and many instances could be given of winners of great races who made no mark at the stud, and of mares who were most indifferent racehorses and yet who when sent to the stud became the dams of famous horses. Two names of dams of not very remote big winners may be mentioned in this connection. The first of these is Perdita II, by Hampton out of Hermione by Young Melbourne. This mare bred for King Edward—then Prince of Wales—Florizel II, Persimmon, and Diamond Jubilee, of which Persimmon won the Derby and St. Leger, Diamond Jubilee the Two Thousand, Derby and St. Leger, while Florizel II won such races as the Manchester Cup, the Gold Vase at Ascot, and the Doncaster Cup, and sired the Derby winner Volodyovski and also St. Florian, who in turn sired a great Derby winner in Ard Patrick. Yet Perdita II as a two-year-old ran in nine races, and was successful in a selling race at Goodwood and in a Nursery at Derby when she had no more than 6 st. 10 lb. to carry.

As a three-year-old Perdita II won the Great Cheshire Handicap and the Ayr Gold Cup in nine attempts, and as a four-year-old she took part in eleven races, not one of which she won. In all, she was four times successful in twenty-nine attempts, and yet when sent to the stud she had quite phenomenal success in her alliances with St. Simon. It will be seen, then, that Perdita II had a little useful form, but her running

lines were laid among the platers and the handicappers of the second rank, and, all things considered, her record is a poor one, which can hardly have suggested that she was likely to breed Derby winners. The other mare we have in mind is Morganette, who also was the dam of two Derby winners in Galtee More and Ard Patrick, both of them far above the average Derby winner in point of merit. This mare was by Springfield out of Lady Morgan, by Thormanby, and was a very ordinary selling plater and a pronounced roarer, yet she produced these good horses to different sires, Kendal being responsible for Galtee More and St. Florian for Ard Patrick.

There must therefore have been latent quality in Morganette, just as there was in Perdita II, and this is evidence to the effect that a well-bred mare, though only a moderate or very poor performer herself, may breed a really good one, if she is mated with a high-class horse. What seems to be almost impossible in the breeding of thoroughbreds is to produce a racehorse of the highest class, of which both sire and dam have been extremely moderate in their running days. Then again it occasionally happens that great racing mares produce no stock anything like so good as they themselves were, because the good qualities of the mare lie dormant for a generation or so ; but a filly from such a mare, though of no value for winning races, may become in time the dam or grand-dam of good winners. Perdita II's dam, for example, goes back to the dam of a famous horse named Wild Dayrell, in tail female, while Lady Morgan, the dam of Morganette, was out of Morgan La Faye, the dam of the St. Leger winner Marie Stuart. No doubt it was the blood a little way back which made clever men breed from such mares as Morganette and Perdita II, and with regard to the last named, it was on the advice of the late John Porter that Perdita II was bought for the Sandringham stud.

Still, in spite of the satisfactory results that are frequently achieved, breeding racehorses is a tremendous lottery. Mares which have done well on the turf, and whose breeding seems to be all that could be desired, often turn out to be failures at the stud, while certain mares of no particular racing merit will throw winners to every horse with which they are mated. Then again there are barren mares and shy breeders to be taken into account, and unfortunately both classes of mare are more commonly found in thoroughbred than in half-bred stock. A Yorkshire breeder of thoroughbreds, who also kept half a

dozen hunter mares, said that as far as his experience went he had from the same number of mares four young hunters to sell for three young thoroughbreds, and the latter went to Doncaster as yearlings, while the hunters had to be kept until they were four years old before he attempted to find a market for them.

The proportion of thoroughbred mares which foal every year is a trifle over two-thirds of the number which are at the stud, but the average crop varies from year to year, and no doubt the state of the weather during the breeding season has its influence. Broadly speaking, between 3,000 and 4,000 foals are bred every year from something like 5,000 mares, of which from 150 to 200 slip their foals. During the war many mares were not stinted, and recent statistics on this point are hardly normal, but the figures we have given are quite near enough to explain the breeding situation.

Last year (1922) was a record year as regards the number of horses which ran, the total being 4,557, or thirty-eight more than in 1921, which also held the record. Before the war, more horses ran in 1913 than in any previous year, the number being just over 4,000. The figures, as a matter of course, dropped during the war, but rose again to over 4,000 in 1920, and now have made a further advance of 500. This is in a considerable measure due to the fact that for the time being we have lost many of our foreign purchasers of brood mares, and also to the circumstance that there is new blood among owners and breeders. Of the 4,557 horses which ran, 1,526 were two-year-olds, and as 838 yearlings were sold, we may take it that about one-half of the blood stock which is produced every year is bred by private individuals, who own mares and keep up a stud, while the other half is bred purely with a view to being sold at auction.

And it is rather remarkable that a fair percentage of the publicly-sold youngsters turn out so well as they do—though on the whole they hardly hold their own with the home-bred racers who carry their breeder's colours. If we turn to recent winners of the Derby, for example, we find that nine out of the last ten winners won in their breeder's colours, and the exception was privately purchased. We need go no farther in this direction, for if winners of the great races are traced it will be found that a big majority of them were not sold at auction. On the other hand, some wonderful bargains have been picked up at the auction sales of yearlings, and the first we remember was

Doncaster, who cost Mr. James Merry 900 guineas at the Doncaster sales, won the Derby and the Ascot Cup, and was the sire of Bend Or, who also won the Derby and was in turn the sire of Ormonde—from whom came Orme, the sire of Flying Fox, and, in the second descent, Orby and his son Grand Parade; while from Bona Vista, another son of Bend Or, came Cyllene and his four Derby winners, to say nothing of Pommern, Fifinella, and Humorist, who are all by Polymelus, a son of Cyllene. It will be seen, then, that a great Derby-winning family came from the publicly-sold Doncaster, who was, as far as we know, the first Derby winner to be sold at auction.

Another wonderful thoroughbred to be sold at auction was La Flèche, but she made what was then considered to be a very high price, viz. 5,500 guineas. She was bred by Queen Victoria at Hampton Court, and she won the One Thousand, Oaks, St. Leger, the Lancashire Plate of £10,000, the Cambridgeshire, and the Liverpool Autumn Cup, and when the stud of the late Baron Hirsch was broken up she brought 12,600 guineas as a brood mare. St. Simon was sold by auction for 1,600 guineas, but in his case there were no engagements, owing to the death of his breeder, and he was unable to take part in the classic races. At the present day it is quite common for more than a hundred yearlings to reach the coveted four figures, and in 1919, when many new bidders were coming to the front, sixteen yearlings bred at the Sledmere stud realized the extraordinary sum of 61,300 guineas, or an average of nearly 3,836 guineas. The top price was 11,500 guineas and the lowest 1,450 guineas. In the following year the prices obtained for thirteen yearlings from this same Sledmere stud were even more remarkable, for the thirteen brought 54,150 guineas, which means an average of 4,165 guineas. The top price paid was for a colt by The Tetrarch from Blue Tit, bought by Lord Glanely, and the lowest 1,000 guineas, which was paid in two cases. To sell twenty-nine yearlings from one stud in two years for over £115,000, and to have the lowest priced fetch four figures, is remarkable enough, while it must be added that the Blue Tit colt, sold in 1920 for 14,500 guineas, made a record price for any yearling sold at auction, or anywhere else, as far as is known.

That these very high prices were out of all reason we are much inclined to think, but it is still too early to make a complete return of the winnings of the twenty-nine, and so far it need only be said that

the most expensive youngsters of the twenty-nine have made no return of their purchase money. Some years ago I went into the question of four-figure yearlings, and found that in ten years 277 had been sold for 462,640 guineas, and that in stake money they had returned less than half, viz. £203,337. It would be unfair to take the last ten years, because of the poor sales and the curtailed racing during the war period, and also because, as has been stated, it is too early to make a definite statement about the extravagant prices which were paid in 1920-21. There has been a drop since those years, which is not to be wondered at, seeing that money has been much scarcer of late.

The fact is that at yearling sales too much attention is paid to the position of the horse in the winning sire list, for one has seen both colts and fillies passed out for thousands who showed signs—often almost unmistakable signs—of unsoundness. Curby hocks, incipient spavins, ringbone, very faulty feet, and that straightness of the forelegs which so often denotes non-ability to stand training, have at times had no effect upon bidders, who would go on raising each other in hundreds, while certain knowledgeable trainers and other experts round the ring were condemning the "lot" as "probably impossible, and most certainly difficult, to train."

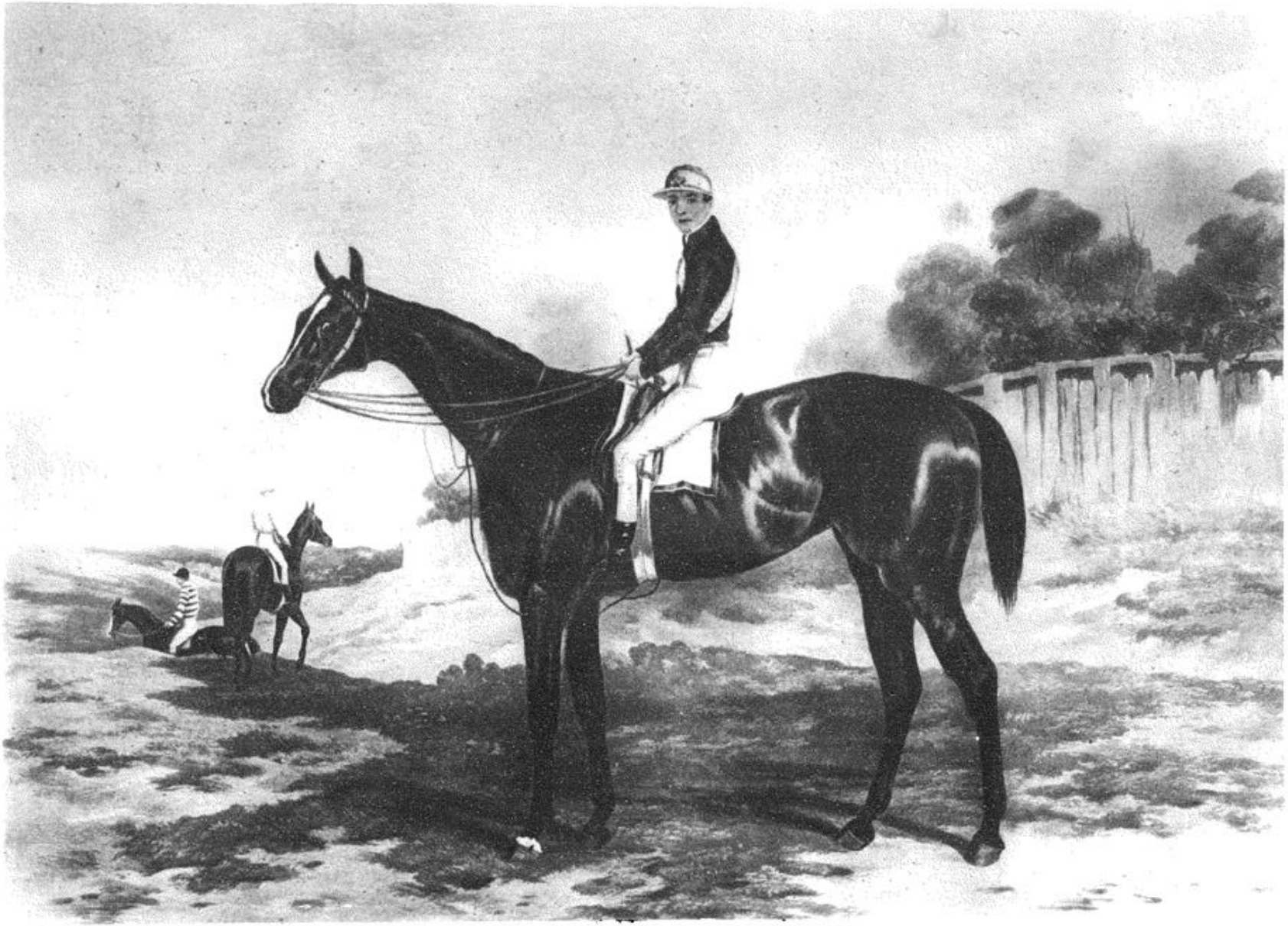
It is always an unprofitable task to oppose what are recognized institutions, and most certainly yearling sales from certain studs come into this category. But there are such notable exceptions of what may be called public yearlings turning out well that the lottery—if one may so call it—of buying an untried colt or filly must be a great attraction, not only to those who are sound judges of yearlings and of their breeding, but also to the class who may be called speculators in blood stock. It is not forgotten that The Tetrarch was acquired for Major McCalmont for 1,300 guineas, that he was an unbeaten two-year-old who won his races by a wider margin than any horse, perhaps, since St. Simon, nor that he headed the list of winning sires in 1913 and has held a very high place ever since.

Indeed, there is a fascination about these deals in yearlings, and if the money is lost in many cases it comes back with enormous interest in others. If a yearling colt fetches a big price and cannot be trained, very often he is never heard of again. At times, however, such a colt may be brother to a celebrity, or out of a famous brood mare, in which case he will be kept for a stallion, and probably be advertised at a low

fee. Public breeders, however, fight shy of sires who have not made their mark on a racecourse, and it is only if the owner of the failure has mares of his own, or is in a position to secure mares for a well-bred horse who never raced, that he can have a chance of "making" the colt from the stud point of view.

We have often been asked why it is that there are so few winners of the Derby and other great races among the publicly-sold yearlings, and to this the most likely reason is that yearlings which are intended for auction are very frequently—but not always—too greatly forced in their early days. The thoroughbred takes his age from January 1st, and thus the colt or filly who is foaled as late as June is the same age as the youngster who is foaled in the first week of the year. And in order that young stock should have as much time as is possible before they come to the sale-ring, mares are stinted very early in the year, so that their offspring may have some eighteen months in which to grow. It need hardly be said that the very big prices are seldom paid for undersized yearlings, and no breeder who fails to send into the ring well-grown colts and fillies has much chance of making a good average. That the system of mating mares so early in the year is a good one is open to doubt, more particularly in recent years when the prizes for two-year-olds have in scores of cases been cut down at the various spring meetings.

We are of opinion, too, that only an exceptionally well-grown colt or filly can be really big by the time he is eighteen months old unless he or she be forced. Everyone who has any knowledge of agricultural shows is fully aware that practically all prize-winning stock has been forced by a great deal of special feeding and so forth, and we are much inclined to think that many of the yearlings which come up for sale have—to some extent—been treated in similar fashion. We remember many years ago an article on this subject, which appeared in a magazine—we have forgotten which magazine. The title of the article was "Fashionable Fatlings," and it caused a great stir in the world of breeders. It is so long since we read it that we can only remember that the writer expressed himself very strongly indeed, urging that great numbers of embryo racehorses were completely ruined by over-forcing in their very young days. We are inclined to think that the article brought about a certain amount of reform in yearling management, for it is quite certain that the very fat colt or



By permission of *Messrs. Fores*

BLINK BONNY

From the painting by Harry Hall

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filly is not so frequently seen in the sale-ring as it was a generation or so ago. Some buyers are suspicious of a very fat yearling, for great fat may conceal extreme lightness of loin, and in fact so alter the appearance of the youngster that when the fat comes off he is a totally different-looking animal.

Another point which must tell against the early stinting of mares is the fact that the youngster born in the very early part of the year must spend a great deal of his foalhood under cover, while his dam is being fed on dry food. The colt or filly who is foaled, say, about Easter-time labours under no such disadvantage, for the dam is getting the benefit of the young spring grasses, and the foal spends a great part of his life out of doors, whereas a mare who foals in January or February must be kept in when the weather is very bad. Early exercise is essential for a foal, and quite recently we have been told by a breeder that three early foals at his stud were practically confined to their boxes for nearly two months after they were born, owing to constant rain and considerable flooding of the paddocks, while after the rain ceased a long period of bitter cold east winds hindered the growth of the grass and did the foals no good. As has been suggested, it is imperative that sale-ring yearlings be well forward, big and lusty if they are to make big money, but in the case of the private breeder there is no such haste required. The owner of a private stud can afford to wait while his youngsters grow big and strong in a perfectly natural way. He will, as a matter of course, treat them as being racehorses of the future. Their corn will not be stinted, but no great pains will be taken to give them the unnatural smooth coat which is sometimes seen in public yearlings, and the backward ones will often be allowed more time before they are actually sent to the trainer, while the trainer will not attempt to hurry those who are really backward and unlikely to be ready until late in the year. Ormonde made his first appearance in October of his two-year-old season, and Hurry On, who struck one as being even more backward than Ormonde, did not run at all when two years old, but afterwards won all his races.

It is probable also that the early forcing from foalhood onwards accounts for the fact that so many horses have such a very short career on the turf. Some there are, but not many, who have such constitution that nothing seems to put them wrong and they last on for four or five seasons, and are often put to cross-country work afterwards. But

these are the exceptions which prove the rule. Then again many high-class horses are retired early because of their stud value, and while perfectly sound, but on the other hand a fair number of great celebrities cannot stand continual training. The Tetrarch, undoubtedly the speediest horse of modern times, could not be trained as a three-year-old. Sunstar, an exceptionally fine Derby winner, broke down when winning the Derby, and could not run again; while if we go a little farther back, The Bard, who won fourteen races as a two-year-old, could only run two or three times in his second season, and never ran as a four-year-old. The last remark also applies to Donovan, a winner of an extraordinary amount of stake money as a two- and three-year-old. Then there was St. Frusquin, who broke down when in training for the St. Leger, and more recently Neil Gow, who won the Two Thousand and shared the Eclipse Stakes with Lemberg, but could not be trained for Doncaster.

As regards the brood mares, it is the breeders who look after them, who do not decide with what horse to mate them until the pedigree has been closely examined; and very often the sire is chosen if it is found that both he and the mare it is intended to mate with him go back through different sources to some famous mare who is not too remote in the pedigree. We remember when quite young hearing a fairly successful breeder give out that to inbreed to a famous mare was the high road to success in breeding, but this is not very easily done, though at times one has put down the success of certain animals to their having been bred in this way. Inbreeding to certain horses is, naturally, much more easily achieved than inbreeding to mares, but should a horse who is on both sides of any pedigree have a famous dam, it follows that not only he, but also his stock, are inbred to the mare, though farther away. Barcaldine—the great-great-grandsire of Captain Cuttle, was closely inbred to a mare named Darling's Dam; Ladas was inbred to the famous Queen Mary (dam of the Derby winner Blink Bonny); all the progeny of that good breeder Sirenia were closely inbred to Sister to Ryshworth; Tracery is inbred to St. Angela (the dam of St. Simon); Cicero is inbred to Ellen Horne through the Rouge Rose and Paradigm families; while Bomba has Martha Lynn (the dam of Voltigeur) on both sides of the house, and through different sources.

More instances could be given of horses inbred to a famous brood

mare through different sources, and the plan is no doubt a good one where it can be carried out, but like every other idea in horse-breeding, it is not infallible. It is customary, however, to breed in when practicable, and it is unusual to mate an old horse with an old mare, or vice versa. If the horse is very old, he should have mares that are not past middle age, while young stallions will sire good stock from mares of all ages. But the best matings seem to result when horse and mare are of much the same age and yet not very old, and as all racing people know, many young horses prove their ability to sire good stock as soon as they are put to the stud. Hurry On sired Captain Cuttle in his first year at the stud, Ormonde sired Orme in his first year, and Orme sired Flying Fox in his first year of runners.

It may be asked, How came the original brood mares from which the present-day racehorses are descended ? and the question is not very easily answered, because a great number of every generation of racehorses have for their female tap-root what is written of in the earlier Stud Books as a Royal mare. Take the pedigree of Eclipse for example, and it will be found that in eleven places it goes back to a Royal mare. It was much the same with Herod and Matchem, and thus in Eclipse we find his female tap-root to be a daughter of Brimmer, while Herod's female tap-root was a daughter of Merlin, by Bustler, by the Helmsley Turk, and the female tap-root of Matchem a daughter of Dodsworth, whose dam was the Layton Barb mare, so that presumably Matchem is the only one of the founders of the three great lines who has an Eastern horse at the top and an Eastern mare at the bottom of his pedigree.

It has been handed down that the Royal mares who figure so largely in the early parts of the pedigree of every racehorse were imported by Charles II. It is said that the King sent his Master of the Horse, Sir John Fenwick, to the East to procure high-bred stallions and mares for breeding purposes. There is no account that we ever heard of which tells us where Sir John Fenwick went. We do not know what countries he visited, or where he procured his horses. They may have come from Arabia, from Turkey, or even from Barbary, but it must be remembered that the horses usually said to be from Turkey were probably from Asia Minor, and were most likely from the eastern part of that country, where the horses of this day, though not actually Arabians, are of Arabian character. Neither do we know how many

mares were brought over, or even where they were located. And there is no record of their names, and in fact all we know is that some—probably very few—mares were brought to England, and that they were owned by the King and were called Royal mares. It is possible also that their daughters were also called Royal mares, but that is merely conjecture, for there was no Stud Book in those days, and the list of the horses in the King's stud—if there ever was one—is missing.

It is stated in the revised edition of the first volume of the General Stud Book that Charles I had three Morocco mares at Tutbury in 1643, but there is no trace of their produce, and presumably they had nothing to do with the British breed of thoroughbreds. It has just been mentioned that there is no account as to which country the imported Royal mares came from, but it is probable that they were Barbs and not Arabians, for there was a good deal of importing of Barbs in the seventeenth century, while on the other hand it is well known that the Arab proprietors of high-class horses were very loath to part with them, and indeed some early travellers have stated that it was almost impossible to procure a mare of the purest blood. Be that as it may, the evidence—such as it is—favours the idea that the race of English thoroughbreds was more Barb than Arabian in its early days, but that with the coming of the Darley Arabian, about whose origin there is no doubt whatever, it gradually changed owing to the enormous influence which that great sire had on the breed.

It is by no means certain, then, to what country these Royal mares belonged, but an early entry in *Pick's Register* refers to a horse named Dodsworth, stating that, though foaled in England, this horse was a natural Barb, his dam having been brought over in the time of Charles II and styled a Royal mare. Pick then goes on to say that the mare was sold by the Stud Master, about or soon after the said King's death, at 40 guineas, at twenty years old, when in foal of Vixen. He also adds that Dodsworth was a stallion and covered several well-bred mares, "as will appear in the various pedigrees." The first volume of the General Stud Book adds that this mare (Dodsworth's dam) was imported from Tangiers. It may be mentioned again that since the time of Charles II all the records of Eastern stallions and mares have been well kept, but that all the old pedigrees, as has been shown, were full of blanks. It is only fair to conjecture that these unnamed blank mares were English, and that where the blood was native it was not

thought worth while to draw attention to the fact, names only being given when an Eastern descent was clearly known.

Now we come to the female tap-roots which are represented in this country, and we are greatly indebted to the late Mr. Bruce Lowe, an Australian enthusiast of thoroughbred pedigrees, who divided these tap-roots into families, and working on the information gathered from the first volume of the Stud Book, he found that it contained about one hundred original mares or tap-roots. At the present day, between forty and fifty of the tap-roots are represented, so that the disappearances have been nothing like so great as with the stallions, who were more numerous, and all but three of whom had ceased to have any male line more than a hundred years ago. Mr. Bruce Lowe also invented what is known as the figure system, which means that he classified his tap-roots by numerals, and the position of these classes he apportioned, through reckoning up the English classic races won by their descendants, up to a period of some five-and-twenty years ago. This was a very fair way of putting the families into their proper places. Mr. Bruce Lowe wrote a great deal on the subject of the figures he had tabulated, and one is inclined to think that he placed too little value on the part played by the male. He wrote: "While admitting the important part a sire plays in the production of a racehorse, it will be conceded generally that the dam exercises a greater influence upon his constitution and temper . . . and that a successful sire derives his excellence principally from the combination of certain female lines in his pedigree."

That Mr. Bruce Lowe went much too far in these remarks will, one thinks, be generally agreed. It is possibly true that a large number of horses seem to inherit the constitution and temper of their dams, but this is by no means always the case, and we can think of dozens of bad-tempered sons of bad-tempered sires, of good-tempered sons of bad-tempered mares, and vice versa. The question of constitution is more difficult. A really hardy horse often owes his strong constitution to the fact that he has led a natural life in the open air in his early days, and many horses which are frequently ailing doubtless owe their lack of constitution to early coddling. Then, too, constitution and temperament are to a great extent hereditary, and we well remember an old breeder exclaiming, when the subject of bad-tempered horses was being discussed: "If a really bad-tempered horse has such a record that he must be bred from, it takes three generations of very quiet

mares to get rid of the savage." The man who made this remark was Mr. Hewitt, who managed the Gibside stud for the late Mr. John Bowes, who won the Derby four times. Those Derby winners, by the way, were bred at Streatlam, not at Gibside, but Mr. Bowes' earlier stud was at Gibside, and he continued the Gibside stud long after he moved some of the mares to Streatlam. The name of Gibside Fairy, by Touchstone out of Emma, will be familiar to pedigree hunters. It is to be found in the pedigree of Donovan and many other fine performers.

Emma was the dam of Mowerina by Touchstone, foaled in 1843, and this Mowerina was the great-grand-dam of a later Mowerina, foaled in 1876, who was the dam of Donovan. Mr. Bruce Lowe was of the opinion that it was possible some of the so-called Royal mares were of pure Eastern descent, but there is no proof of this, and it is worth noting that those mares whose names have been handed down were all Barbs. As to other tap-roots beyond these Barbs we have nothing very definite to go upon, and one thinks that at all events some of them must have been of native origin. Mr. Bruce Lowe evidently held this opinion also, for he wrote of the effeminacy being derived from the Barb origin, as against the Royal or old English blood, and he further stated that the great sires of the English stud mostly traced their descent to Royal and English native-bred mares. These points will never be definitely settled, and are perhaps of little consequence at the present day, but as we do not wish to be accused of plagiarism of opinion, we think we ought to state that we had formed our opinion as to Eastern blood many years before Mr. Bruce Lowe's book appeared in this country. As a matter of fact, we worked at many of the early pedigrees with the late Mr. Joseph Osborne, and particularly in the revision of the pedigrees of Eclipse, Herod, and Matchem, and we were both forced to the conclusion that where there was a blank it meant that there was no Eastern blood in the missing horse or mare.

Old turfites may remember a weekly racing paper of which Mr. Osborne was the editor. It was called the *Horse Breeder*, and it contained the tabulated pedigrees of the principal stallions of the day. It ran for about three years in the early 'nineties of last century, and we wrote in ever number that was published an article called "Prosings from the Paddock," over the signature of "Blacklock." Mr. Osborne, who won the Grand National in two following years—1850-51—with Abd-el-Kader, was a believer in sire influence, but was not in the least

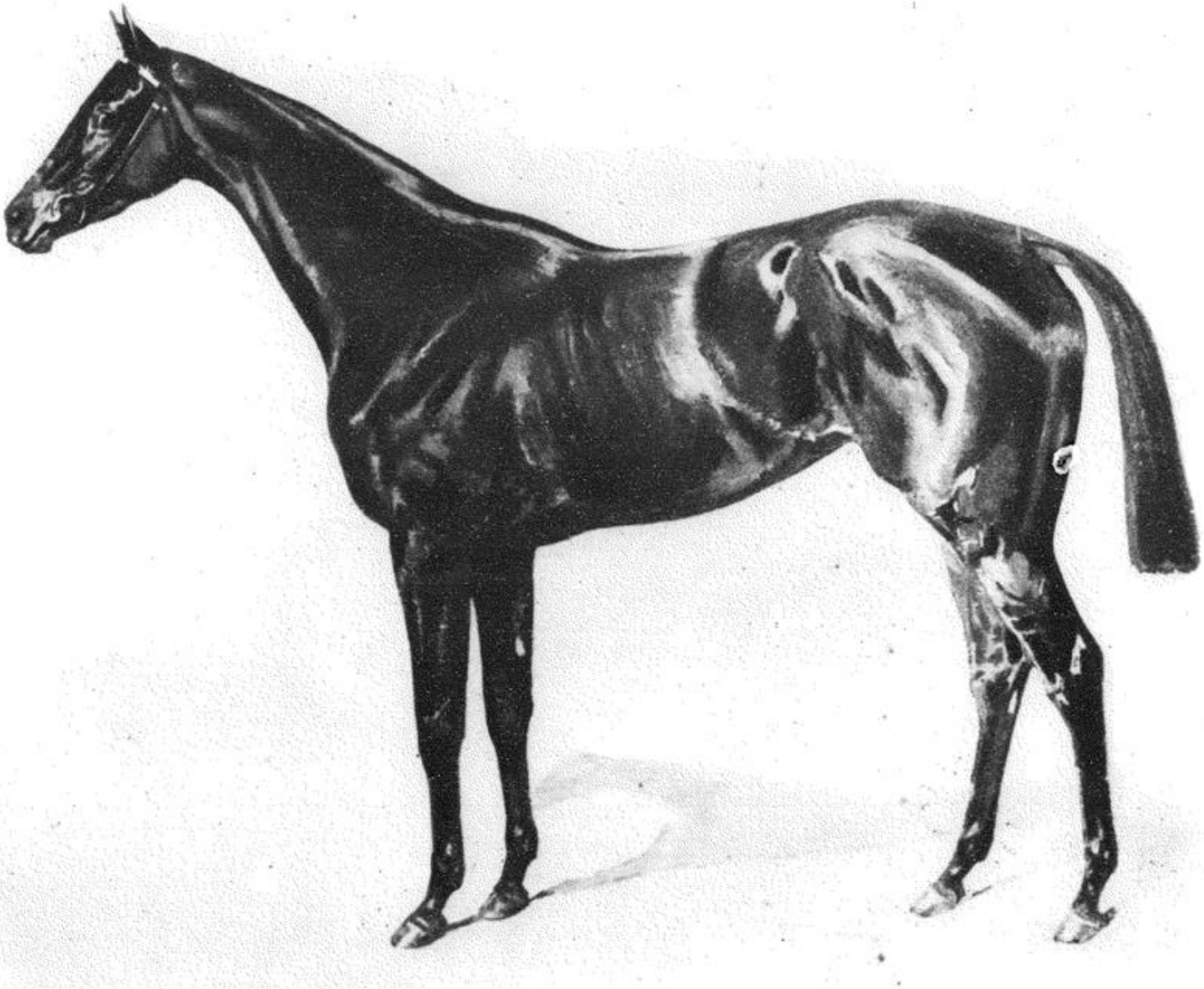

Photo by H. R. Sherborn

LA FLÈCHE

From the painting by Emil Adam

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bigoted. He rather scorned Mr. Bruce Lowe's theories, however, while admitting that the tabulation of mares was useful.

The first mare mentioned in *Pick's Register* is Brocklesby Betty, and the first mare in the revised edition of the first volume of the Stud Book is the Akaster Turk mare of more than two hundred years ago; but her appearance in first place is only due to the fact that the mares in the Calendar are arranged alphabetically. The Akaster Turk mare does not figure in Mr. Bruce Lowe's list, which means that she has no female descendants in the direct line at the present day, but Brocklesby Betty will be mentioned in connection with one of the descents. The Tregonwell Natural Barb mare is the first of Mr. Lowe's mare, and she has in truth a famous family, scores of the best racehorses being descended from her. This mare, about whom very few particulars have been handed down, was owned by Mr. Tregonwell Frampton, keeper of the running horses to William III, Queen Anne and George I. When she was brought to this country is not known, and in fact all that is known about her is that she was the great-grand-dam of a mare by the Byerly Turk, who bred Grey Ramsden. The descent is given as follows, and is most interesting, though one could wish it was clearer in its early stages. It appears, then, that Tregonwell's Natural Barb mare bred a daughter to Place's White Turk (Place was Master of the Horse to Oliver Cromwell), that her unnamed daughter bred a filly to the Taffolet Barb, that the filly just named bred a daughter to the Byerly Turk, and that she in turn bred a daughter to the Darley Arabian. The Darley Arabian's daughter bred Bonny Lass by Bay Bolton, and her daughter by Partner bred Spectator's dam to Crab. Spectator's dam bred Julia by Blank, and Julia bred Promise by Snap, Promise being the mother of the famous Prunella by Highflyer, who was bred by the Duke of Grafton of that day and was foaled in 1788. This famous mare had twelve foals, one of which was killed when young. Among her progeny were Penelope, Parasol, and Pope by Waxy, who won the Derby in 1809. Of these, Penelope by Trumpator, was an even greater brood mare than her mother. To Waxy she bred the Derby winner Whalebone, from which horse comes the line of Bend Or, Ormonde, Orme, Flying Fox, the line of Cyllene (with four Derby winners among his sons and daughters), the line of Kendal, and in fact the strongest family of the present day. Penelope also bred Web, who was the dam of Middleton, winner of the Derby in 1825; Woful, who was sent to Germany, but

whose stock won £33,000 and six cups in this country; Whisker, who was second in the Derby and afterwards a successful sire; Waterloo, who was placed in the St. Leger; Whizgig, whose daughter Oxygen, by Emilius, won the Oaks; and other fillies who bred good horses, one of them being Waltz, who bred Morisca to Morisco, and from whom Minting is descended in tail female. Going back for a moment to Prunella, the dam of Penelope, her daughter Parasol won thirty-one races, her daughter Penelope eighteen, her daughter Pelisse the Oaks and sixteen other races. Pope (or Waxy Pope as he was generally called) won fifteen races in addition to the Derby, while Pledge won a couple of races and bred the 1819 Derby winner Tiresias to Soothsayer. Prunella was of Herod blood in tail male, and Penelope of Matchem blood, and had in fact no fewer than five strains of the Godolphin.

It is probable that no two such brood mares as the mother and daughter, Prunella and Penelope, have ever been known on the turf, and if the Stud Book can show any as good we have not been able to find them. Their blood is in a huge number of the best horses of the present day, even where it has not come down in tail female; but to name a few recent celebrities who have it in tail female through various directions, we may mention Cicero, Swynford, Black Jester, Santoi, Chaucer, Jest, Aboyeur, Neil Gow, Prince Palatine, Ladas, and Jeddah —to say nothing of Bend Or, who in tail female goes back to Pawn, an own sister to Penelope. In all probability Mr. Bruce Lowe was quite right to put this family in the first position, for it increases rather than loses strength, because it has been handed down through so many valuable sources.

Family No. 2 is that of the Burton Barb mare, and here again very few particulars are forthcoming. In the Stud Book this mare is described as a Natural Barb mare, and she bred a filly to Dodsworth, a filly to Dicky Pierson (a son of Dodsworth), and a colt to Spanker, who was named St. Martin. The filly by Dodsworth was the dam of a colt by a son of the Helmsley Turk, and also of a sister to this colt who bred a filly to Hautboy. The filly by Dicky Pierson bred Mr. Crofts Old Thornton by Brimmer (and a full sister to her), and Old Thornton bred Chestnut Thornton to Makeless. We cannot go at full length into all the descents between these old mares and the horses of the present day, but the value of the blood will be understood when we say that Persimmon went back to the Burton Barb mare in nine different

directions, though he is himself a descendant in tail female of D'Arcy's Black-legged Royal mare.

To mention a few of the horses who have the Burton Barb mare in their bottom line: Hurry On, Beppo, Captivation (a successful sire by Cyllene, though not a great racehorse), Diadumenos, Clarissimus, Sainfoin, Le Samaritain (sire of Roi Herode and grandsire of The Tetrarch), Juggernaut (sire of Silver Image and Silver Urn), Sundridge, Turbine, Rose Drop, Quintessence, William the Third, Battle Axe, and a little farther back such celebrities as Carbine, Cremorne, Lord Clifden, and Voltigeur are of this family.

Family No. 3 is known as that of the dam of the two True Blues, but there is grave doubt as to the authenticity of the tap-root mare, and in the revised first volume of the Stud Book two different mares are called "Byerly Turk mare," the first being described as out of a mare by the Selaby Turk, grand-dam by Hautboy, out of Sister to Morgan's Dun, by a son of Helmsley Turk—Dodsworth—Burton Barb. This mare is credited with a filly named Bowes and colts named Surley and Whitefoot, all by Hutton's Grey Barb. Then after some information about Bowes and Surley, which is not valuable at the present day, comes the entry of another Byerly Turk mare, and the following: "A celebrated mare belonging to Mr. Bowes of Streatlam, and conjectured to have been the same as the above mare." The second Byerly Turk mare is credited with having bred the grey colt True Blue to Honeywood's Arabian in 1710, two grey fillies by the same horse, and a grey colt named Young True Blue, also by the Honeywood Arabian, in 1718. The record goes on to state that from this Byerly Turk mare are descended in direct female line Sir Peter, Champion, Buzzard, Tramp, and a great number of good horses, the most recent in the list being Quicklime and Highland Chief. Other great horses of this family were The Flying Dutchman, Galopin, La Flèche, Memoir, and Stockwell, and more recently the One Thousand winner Winifreda, the Oaks winner Cherry Lass, the Australian horse Abercorn, Isinglass, Marco, Bomba, Land League, Dinna Forget, Night Hawk, John o' Gaunt, Polymelus, Radium, and Santry. It will be understood that this Byerly Turk mare has merely been called the dam of the two True Blues, so that she may be distinguished from another Byerly Turk mare from whom many racehorses have been descended.

Family No. 4. The fourth mare in the list is known as the Layton

Barb mare, who appears to have been owned by Lord D'Arcy. There is no date against her name in the Stud Book, nor are any of her first four progeny honoured with dates. She had a filly by Dodsworth, two colts and a filly by Brimmer, and then, "about 1715," Young Violet Layton by D'Arcy's chestnut Arabian. It is through the filly by Dodsworth that the female lines come down. This filly bred a filly by Place's White Turk and a filly by Hautboy, and a daughter of the first named by Brimmer was the great-grand-dam of Matchem, so that the blood of the Layton Barb mare is to be found in every racehorse in the kingdom. Among her descendants in tail female are Willonyx, Tredennis, Simon Square, Sir Visto, Rock Sand, Bona Vista (sire of Cyllene), Le Sancy, Missel Thrush, Throstle, Kisber, Thormanby, Thebais, and the two great mares Apology and Virago.

Family No. 5 comes from Massey's Barb mare, and about this line of descent even less is known than the descents which have been described. All we can put forward is that in the Stud Book there is a mare given as Old Ebony, a black, and sister to Brown Betty. She was bred by the Duke of Rutland in 1714, and was by Basto out of the Duke's "Massey mare by Mr. Massey's Black Barb." This is terribly vague, for even if we admit that the mare was by a Barb, there is not a scrap of evidence to show how her dam was bred, and we are therefore inclined to think that she was a native mare, for there is no indication of Eastern descent. This Old Ebony bred a filly named Ebony to Flying Childers in 1728, and she bred a mare named Hag to Crab, who in turn bred Young Hag to Skim, and her daughter by Herod bred Silver's Dam. Many of the big winners in this descent have come within comparatively recent times, which suggests that the line is stronger than it once was. Charles O'Malley and the Derby winners Sunstar, Minoru, Galtee More, and Ard Patrick are all of this family, and a little earlier, Doncaster, Gladiateur, Marie Stuart, and Hermit, while the earlier horses in the list do not include many celebrities.

Family No. 6 comes from Old Bald Peg, who according to the Stud Book was got by an Arabian out of a Barb mare. This is extraordinarily vague, but it includes all the particulars which have been handed down, and therefore we have to make the best of it. Lord Fairfax had a Morocco Barb horse, and this horse sired from Old Bald Peg a mare who was known as the old Morocco mare, or sometimes as Old Peg. To the D'Arcy Yellow Turk she bred Spanker (who was one of the great-

great-grandsires of Matchem), and to the Leedes Arabian she bred Young Bald Peg, who in turn bred Bay Peg to her own sire, the Leedes Arabian. This is the closest inbreeding we have ever discovered, except in this particular family, for the old Morocco mare was actually put to her own son Spanker, and had a filly by him. Before going any farther, it may be stated that the information which the Stud Book gives about the old Morocco mare was written on the flyleaf of Mr. Butler's copy of the first edition of *The Compleat Sportsman*. Mr. Fairfax died in 1774.

Spanker was said to have been the best horse at Newmarket in the reign of Charles II. He stood after his racing career at Mr. Pelham's, Brocklesby, Lincolnshire, and was sometimes described as Mr. Pelham's Bay Arabian. If the information as to the pedigree of his dam was correct, he was half Turk, through his sire, and had more Barb than Arabian blood on his dam's side. Bay Peg, the incestuously bred daughter of Young Bald Peg, threw Fox to Clumsy in 1714, and Fox sired Meliora, who was the dam of Tartar, the sire of Herod. Spanker was the sire of Careless, whose daughter Betty Leedes, when mated with the Darley Arabian, threw Flying Childers and Bartlet's Childers, which last-named horse was the great-grandsire of Eclipse.

And now comes the most curious part of this particular bit of turf history. The filly by Spanker from Spanker's dam foaled in or about 1715 to the Leedes Arabian a filly named Betty Percival, who in turn foaled to the Paget (or Pigot) Turk a filly named Miss Belvoir. One of Miss Belvoir's produce, a filly by the Walpole Barb, bred a grey filly to Flying Childers, and she bred Horatia to Blank, who bred Sister to Juno to Spectator, and the last-named mare became the mother of Diomed—the first Derby winner and practically the founder of the American turf. The family of Old Bald Peg has not done well in recent years, and one thinks it should have been given a lower numeral, but it produced a lot of good horses in the first half of the eighteenth century, and more lately such as Corcyra, Great Sport, and Earla Mor have kept it in evidence, and it may be added that there are a fair number of not very prominent stallions of the line.

Family No. 7 is that of the Black-legged Royal mare, and has lately been made famous because the three great brothers, Persimmon, Diamond Jubilee, and Florizel II, belong to it. It is also responsible for Flying Fox, Donovan, and Wisdom, and in earlier days for West

Australian, Beningborough, and the Derby winners Cotherstone and Mundig. The Black-legged Royal mare came of the lot imported by Charles II, and to Lord Oxford's Dun Arabian she bred a filly, who in turn bred Miss Slammerkin by Young True Blue. Miss Slammerkin bred Duchess to Whitenose, Duchess bred Pyrrha to Matchem, Pyrrha's unnamed daughter by Young Marske bred a filly, also unnamed, to Phenomenon, and the daughter of Phenomenon bred a filly to Pipator. The last named bred Grandiflora to Sir Harry Dimsdale, and Grandiflora bred Bessy to Young Gouty. Bessy bred Myrrha to Malek, and Myrrha bred Ellen Middleton to Bay Middleton. Ellen Middleton was put to Voltigeur and bred Teterrima, who when mated with St. Albans bred La Belle Helene, the dam of Hermione by Young Melbourne. Hermione was the dam of Perdita II by Hampton, and herself the dam of Persimmon and his brothers.

We have given this descent from the original female *in extenso* as a sort of guide, and anyone who understands the Stud Book—which is very simple—can work out the female ancestry of any racehorse, as long as he sticks to the bottom line, going on with the dam of each mare which he finds in the descent. It is easier to work from the bottom upwards, even if the tap-root is known. Persimmon, it will be seen, if the mares are counted, is sixteenth in descent from the Royal mare, and it may be added that in tail male he is fifteenth in descent from the Darley Arabian. And apropos the tap-root mare of this descent one is inclined to think that the Black-legged mare was more likely to be a daughter, or even a granddaughter, of an original Royal mare. Her granddaughter, Miss Slammerkin, was foaled in 1729, and the Stud Book says that the Black-legged mare was probably one of the Hampton Court mares (the Royal stud was at Hampton Court), and was removed to Sedbury, near Richmond in Yorkshire, on the death of Queen Anne. This, of course, makes it impossible for her to have been one of the originally imported Royal mares, and it is just possible that she was not of Eastern blood at all, for there are those who think that after a time all the mares at the King's stud came to be called Royal mares.

Family No. 8 is known as that of the Bustler mare, and it may be added that nothing seems to be known about this mare except that she was by Bustler, a son of the Helmsley Turk, whose dam was unknown. We have, then, at the top of the pedigree the facts that the dam of the

QUEENS OF THE TURF

(SIGNORINA AND SCEPTRE)

From the Painting by G. D. Giles

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Bustler mare and also the dam of her sire were not handed down, and once again the idea presents itself that the Bustler mare was chiefly of English blood. The Stud Book entry from which these particulars are taken is that of the Coneyskins mare, who was bred by Mr. Hutton at an unknown date. She was by Coneyskins (by the Lister Turk from an unknown dam) out of a daughter of Hutton's Grey Barb, her dam a daughter of Hutton's Royal colt (by the Helmsley Turk from a Royal mare), out of a daughter of the Byerly Turk from an unknown dam. This is the pedigree—all there is of it—of the Bustler mare. Anyhow, the mare by Coneyskins bred four fillies, and from one of these, a daughter of Fox Cub, many fine performers and good stud horses are descended, these including Marske, the sire of Eclipse, Merlin, Sultan, Orville, and to come to later times, the Australian Chester, Newminster, Melton, Ayrshire, St. Serf, Slieve Gallion, Mrs. Butterwick, and such present-day sires as Bridge of Earn, Bridge of Allen, Fairy King, Fugleman, Galloping Simon, Oliver Goldsmith, and the successful sire of steeplechasers, Walmsgate.

Family No. 9 is that of the Old Vintner mare, and from the revised edition of the first volume of the Stud Book one learns that all that is known of this mare is from a memorandum of Mr. Crofts to the effect that he had himself seen her, that she was the property of Mr. Curwen, of Workington, and was the best bred as well as the best runner of her day in the North. She was a brood mare before running. As Mr. Crofts does not say so, she was probably not a Natural Barb or Arabian, but very likely from the Lowther stud, the Lowther family having for generations imported Eastern blood and bred many good horses. All her produce known are a filly by the White-legged Lowther Barb and a filly by Pulleine's Arabian.

Here again the foundation of the family is very vague, and not a word is forthcoming as to what manner of horse Vintner was. We have, however, to take these things as we find them, and it may be mentioned that the remark about the mare having come from the Lowther stud was pure suggestion, which cannot really be relied upon. It is true that the Lowther family were importers or purchasers of Eastern horses, but so also was Mr. Curwen, who brought two fairly famous Barbs from France, one of which had been a present from the King of Morocco to Louis XIV. From the Vintner mare's daughter by the White-legged Lowther Barb came a filly who was mated with the

Curwen or Pelham Old Spot—by the Selaby Turk—and this filly when mated with Curwen's Bay Barb produced Sister to Mixbury, who was the dam of Partner (by Jigg), and therefore the grand-dam of Matchem's dam. In the earlier days of the family it produced five Derby and six St. Leger winners, while more recently La Sagesse and Aida have been among the classic winners. It has several representatives at the stud, including Morena, Wavelet's Pride and Fariman.

Family No. 10 is sometimes called that of a daughter of the Gower stallion, sometimes that of the Snap mare. The Gower stallion was sired by the Godolphin Arabian, and his dam was by Whitefoot out of The Little Mare by Bartlet's Childers, her dam Flying Whig by the Woodstock Arabian from an own sister to the Bald Galloway. Thus the pedigree of the Gower stallion is clear enough, but that of the Snap mare is doubtful. She is described as "her dam an unnamed mare by the Gower stallion, grand-dam by Childers." Now there is mention in the Stud Book of a mare by Grey Childers, bred by Lord Gower, her dam Fair Helen by Williams' Squirrel. Some have thought that this mare and the Grey Childers mare were the same, but the question is very doubtful, which is a great pity, because such celebrities as Blair Athol, Blink Bonny, Caller Ou, Petrarch, and more recently Lemberg and Bayardo, go back to this mare in tail female, to say nothing of Hampton, who has had such an influence on the modern thoroughbred. Kwang Su is also of No. 10 family.

Family No. 11 is that of the Pet mare, called by Mr. Bruce Lowe that of the Sedbury Royal mare. The mare, however, always figured in the old pedigrees as Miss D'Arcy's Pet mare, and she was the daughter either of Grey Royal or of a Sedbury Royal mare. The name of her sire was not given, and the Stud Book suggests that probably the cover was abroad, as this is the only case in which the sire is not given. Grey Royal was by D'Arcy's White Turk, dam by D'Arcy's Yellow Turk, her dam a Royal mare. The origin of the Pet is, then, like that of many of the other tap-root mares, a little obscure, but it has played a strong part in racing over a long period of years, for such celebrities as Birdcatcher, St. Simon, and Orme come from it, while more recently Love Wisely, Royal Hampton, Marten, Llangwm, Florizel's Pride, and Queen's Birthday may be mentioned as members of the same family.

Mr. Bruce Lowe called his No. 12 family that of a Royal

mare, but it is more generally known as the family of the Brimmer mare, and sometimes as the family of the Montagu mare. The last named was bred by Lord D'Arcy (date not given), and was got by his Montagu (often called Old Montagu) out of a mare by Hautboy, whose dam was by Brimmer from a Royal mare. Brimmer was by the Yellow Turk out of a D'Arcy Royal mare. The Montagu mare bred Mother Western by Smith's son of Snake, who was own brother to Williams' Squirrel, who has been mentioned above. Mother Western bred Regulus—a son of the Godolphin—a mare named Spiletta, who was the dam of Eclipse. The Montagu mare also bred several other daughters, and from her came in tail female not only Eclipse, but Filho de Puta, Cadland, Voltaire—from which horse the St. Simon and the Sunstar families come in tail-male line—Weatherbit, Sterling, Marsyas, Springfield, Restitution, Prince Charlie, and more recently Mimi, Norman III, Amphion, Oppressor, General Peace, Gay Lally—the frequent King's Premium Champion at the Agricultural Hall—Marcovil (the grandsire of Captain Cuttle), Minstead, Javelin, and King of the Wavelets. No. 12 family will always be remarkable because Eclipse was a member of it, and yet the family has never been a particularly strong one, and therefore it supplies strong evidence as to the vitality of Eclipse, who was able to assert himself in marked fashion, while his relatives on the female side of the house were not doing much towards keeping the family in a high place.

Family No. 13 is that of a Royal mare who was the grand-dam of Grey Royal. Grey Royal was bred at Hampton Court or at Sedbury, and was by D'Arcy's White Turk out of a mare by D'Arcy's Yellow Turk, her dam a Royal mare. To Blunderbuss, a son of Bustler, she bred a filly by Makeless (by the Oglethorpe Arabian), and she was also the dam of Duchess by the Newcastle Turk. From this mare, Grey Royal, came Highflyer, Orlando, Beadsman, Friponnier, Ely, Albert Victor, George Frederick, Galliard, and it may be added that a mare named Juliet of this family was sent to Australia in 1860 and bred a lot of good horses, so that the family is now going as well in Australia as it is in this country. Ravensbury, His Majesty, Isosceles, Simonson, Littleton, Premier, Achtoi, and Mountain Apple are other recent members of the family.

The Oldfield mare is the name given for No. 14 family, and very little is known as to the origin of this mare, or whether she was of

Eastern or English blood. The reference to her in the Stud Book is in connection with The Lady mare, who was by Old Pert (a son of the Ely Turk) from a mare by St. Martin out of a mare by Sir E. Hale's Turk, her dam the Oldfield mare, "of which nothing is known, but she is described as highly bred." Vagueness could not go much farther than this, but The Lady mare bred a filly by the Newton Arabian, a colt named Driver, by the Wynn Arabian, in 1727, and a filly by Merlin at a later date. The filly by the Newton Arabian bred Look at the Lads by Grasshopper, son of the Byerly Turk, and the filly by Merlin bred a filly by the Duke of Ancaster's Grey Ward (by Crab), which in 1755 was the dam of Sally by Blank, of a sister to Sally, and of a filly by the Ancaster Sterling. Trumpator, Touchstone, Buccaneer (the earlier horse of that name), Macaroni, Touchet, Saraband, and more recently Pretty Polly, Volodyovski, and St. Amant are of this family, while mention may be made of such recent performers as The Admirable Crichton, Cock-a-Hoop, St. Brendan, Ouida Halfa, Rabelais, Day Comet, Nassovian, and Craiganour.

A Royal mare, the dam of Grey Why Not, is the tap-root of No. 15 family. Grey Why Not was by Old Why Not, who was by the Fenwick Barb out of a Royal mare, and she was the dam of a very famous horse of his day called the Bald Galloway, who was by the St. Victor Barb. The Bald Galloway was the sire of Grey Robinson, who was the dam of Regulus and the maternal grand-dam of Eclipse, but he was not the only animal which Grey Why Not produced, for she also bred a colt named Cupid and a filly named Points, both to the St. Victor Barb, and a filly by Leedes. Points in 1715 bred Flying Whigg to the Williams or Woodstock Arabian, and from this mare several classic winners have been bred, such as Soothsayer, Hornsea, Jerry, Foxhall, Skylark, and Harvester being some of the best known. There are some half-dozen representatives of this family at the stud now, but none of them were high-class performers, and this particular female line is by no means strong.

Family No. 16, that of Sister to Stripling, is much younger, as far as its origin is concerned, than almost all of the others. It goes back to Sister to Stripling, who has no pedigree which has been handed down. Indeed, the date of her birth has never been given, and all the Stud Book has to say about her is that Mr. Hutton's Stripling was running in 1751, but no further pedigree of him is known, except that he was by

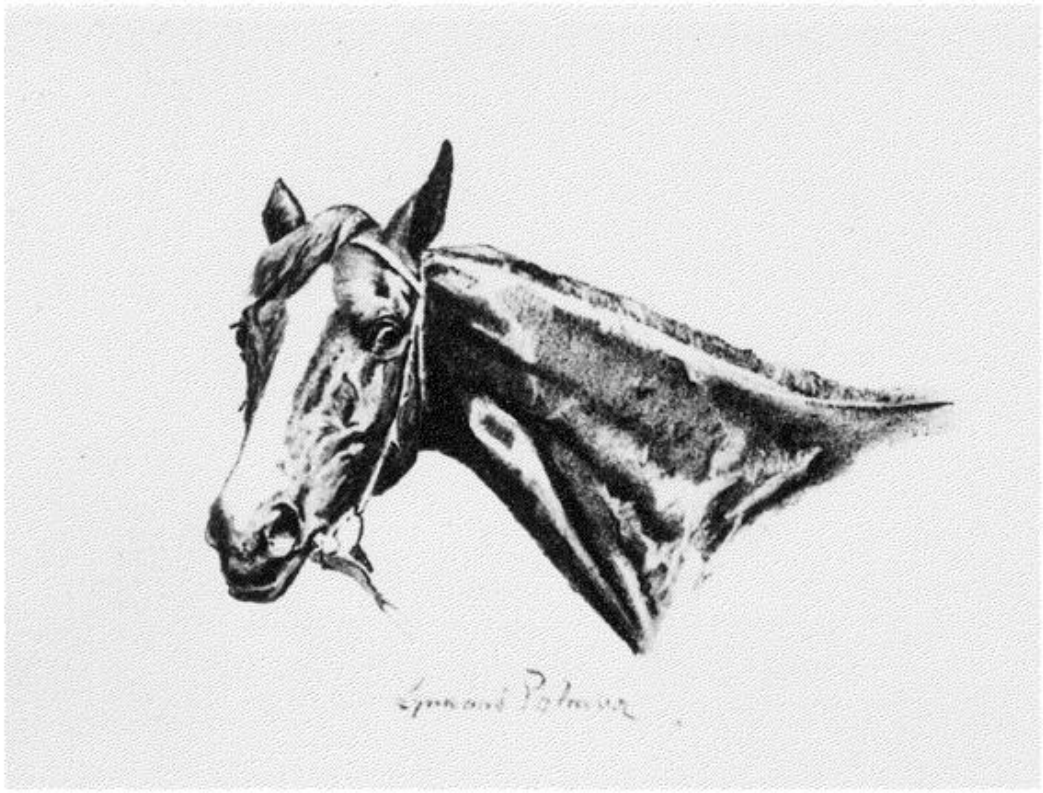
Hutton's Spot. Hutton's Spot was by Hartley's Blind Horse out of a mare by Surley, her dam by Coneyskins, out of a mare by Hautboy, and Hartley's Blind Horse was by the Holderness Turk, who was brought from Constantinople by Queen Anne's ambassador in 1704. The Sister to Stripling had a daughter who bred to Brother to Silvio a filly which was known as the Young Marske mare, and this should, one thinks, be the name of the family. The Young Marske mare was a good breeder, who had nine foals, and she has the honour of being the direct female ancestor of such celebrities as Ormonde and Sceptre, to say nothing of such recent classic winners as Bonnie Jean, Farewell, St. Gatien, Kendal, L'Abbesse de Jouarre, Troutbeck, Handicapper, Marcion, and Vedas. Brown Bread, Dundee, Van Amburgh, Martagon, and Tibthorpe were earlier members of the family, and more recent ones are Chatsworth, Grosvenor, Collar, Desmond, Irishman, Labrador, St. Denis, and last, but not least, Pommern, who was much the best three-year-old of his year. It will be seen that all the horses descended from Sister to Stripling which have been mentioned have come in the last fifty years, and that they include a horse and a mare of the very highest class. It is, then, fairly evident that this family is on the up-line, and if there should ever be a readjustment of the numerals, it would certainly be placed much higher. It will also be noticed of this family that it has been particularly prolific of successful sires in the last thirty years.

Family No. 17 is known as that of the Byerly Turk mare (dam of Wharton's dam). The Stud Book entry of the Wharton mare describes her as having been bred by Lord Carlisle, "got by his Turk—Bald Galloway—Byerly Turk." On the face of it this means that the dam of the Wharton mare was an unnamed daughter of the Bald Galloway, and her dam an unnamed daughter of the Byerly Turk, and in either case there is nothing to show the further breeding on the female side. The family pedigree is clear enough from the time of the Wharton mare, who was the dam of Buckhunter by the Bald Galloway—here again was very close inbreeding—of Old Lady by the same horse, of a filly by Lord Carlisle's Barb—called in the Racing Calendar a foreign horse of Sir C. W. Strickland—and of Squirrel, who made some mark at the stud. This family has not flourished in this country for some considerable period of time, and although it produced two Oaks and three St. Leger winners it is in a very bad way now.

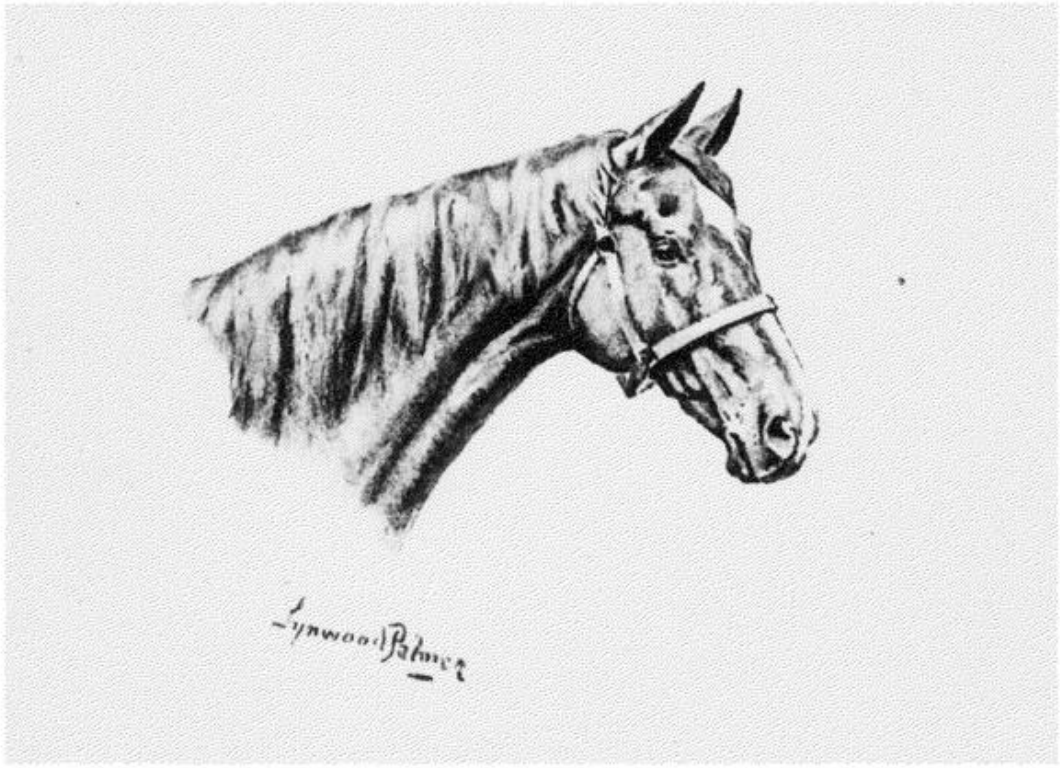
Another family about which not much can be said is Mr. Bruce Lowe's No. 18, which he calls the family of Old Woodcock, and of which few particulars are known until the third generation, when a mare by Bartlet's Childers, bred in 1720 by Sir Marmaduke Wyvill, had for her dam a mare by the Devonshire Turk out of Sister to Westbury, who was "by the Curwen Bay Barb—Curwen Old Spot—Old Woodcock." The above is how the Stud Book entry goes, but Pick mentions a mare owned by a Mr. Wilkinson, called Old Woodcock, by the Davey Woodcock. The Bartlet's Childers mare bred Volunteer, two fillies by Young Belgrade, one by the Godolphin Arabian, and one by the Scarborough colt. One of these fillies—it is not clear which—was known as Sister to Volunteer, and when mated with the Godolphin she threw Miss Windsor, who bred Lisette to Herod, their offspring, Maria, being the dam of Waxy and grand-dam of the wonderful brothers and sisters, Whalebone, Web, Woful, Wire, and Whisker; afterwards Paynator, Thunderbolt, Sorcerer, Colsterdale, Ellington, and other good horses came of this line, and more lately Formosa. The family has almost disappeared, and we are unable to find a recent good horse which can claim this particular tap-root. The Australian Trenton was of this family.

Mr. Bruce Lowe's next family (No. 19) is what he calls "daughter of Davill's Old Woodcock." But it is quite on the cards, first, that this should be Davey's and not Davill's, and secondly, that the two Old Woodcocks have been mixed and are one and the same mare. The Stud Book gives the Why Not mare by Wilkinson's Turk—D'Arcy Woodcock, bred by Lord Tankerville in 1711 or 1712. This mare had two fillies and a colt, and many fine performers are descended from the fillies, the list including Sir Hugo, Isonomy, Plaisanterie, Tracery, Surefoot, Gorgos, Electra, Lowlander, Cambuscan, Count Schomberg, Hammerkop, Llangibby, Childwick, Gallinule, Sailor Prince, Vespasian, Sabinus, Monarque, and Vedette—truly an illustrious lot, and many of them so recent that the family seems to be doing extraordinarily well. Indeed, a year or two ago there were twenty-five horses of No. 19 family at the stud in this country.

Family No. 20 comes from a daughter of Gascoyne's Foreign Horse, and is first mentioned in the Stud Book in connection with (Grey) Favourite, who was bred in 1728 and was got by a son of the Bald Galloway out of a mare by Gascoyne's Foreign Horse. Her line has



FIFINELLA



VAHREN

(THE DAM OF THE TETRARCH)

From the Drawings by Lynwood Palmer

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continued to the present day, the St. Leger winner Doricles (1901) being of her family, as were the Derby and One Thousand winner Tagalie, the Oaks winners Mirska, Musa, and Jenny Howlett, and at an earlier date the St. Leger winners Blue Bonnet, Otterington, and St. Florian. The King's successful sire, Friar Marcus, is of this family, and so too are Hapsburg and Stornaway, both sires of winners, and Symington. In addition, there are about a dozen of the family, which have not been named, at the stud in this country.

Family No. 21 comes from the Moonah Barb mare, who was owned by Queen Anne. She bred four fillies, and the line has done better with its fillies than its colts ever since. Though there are few big race winners of this line, the St. Leger winner Charles XII came of it, and the Oaks winners Hippolyta, Iris, and Lonely, while more recently two good horses in The White Knight and Bachelor's Button. Bachelor's Double, by Tredennis, is also of this family, and so are his relatives, Bachelor's Hope, Bachelor's Image, Bachelor's Craft, and Bachelor's Charm—who has recently been put down.

Family No. 22 is that of the Belgrade Turk mare, who is mentioned in the Stud Book in connection with Sir W. Strickland's Flora, bred in 1749 or 1750. Flora was by Regulus out of a mare by Bartlet's Childers, her dam a mare by Bay Bolton out of a mare by the Belgrade Turk. Flora was a great breeder, who had no fewer than sixteen foals, and from her came Gladiator, Belladrum, and more recently St. Blaise, Rosebery, Goletta, Match Box and Merry Hampton, Our Lassie, Your Majesty, St. Frusquin, and in fact quite a number of good modern winners.

Family No. 23 is that of Piping Peg, dam of the Hobby mare. As to Piping Peg we know nothing, and because there is no mention of any Eastern sire in connection with her, we may assume that she was of English blood. She was owned by the Duke of Kingston, and when mated with Lister's Turk she bred the Hobby mare, who was the dam of Brocklesby Betty. She in turn bred Brocklesby, who bred Grey Brocklesby, the dam of Bay Brocklesby, from which mare a fairly strong family is descended. The Derby and Oaks winner Signorinetta comes of this female line, and also two horses which have left a great mark on racing in quite modern times. These are Barcaldine and Hagioscope, the former being the great-great-grandsire of Captain Cuttle, and Hagioscope the grandsire of Santoi.

The next family in Mr. Bruce Lowe's list is that of the Helmsley Turk mare, whose granddaughter, Old Lady, by Pulleine's Arabian, was the dam of a filly by Jigg, from whom came such great horses as Camel and The Baron, the first named the sire of Touchstone and The Baron—who won the St. Leger—the sire of Stockwell. About family No. 25 there is little to be said. It comes from an unnamed mare by Brimmer, who was the dam of The (Old) Scarborough mare, who was by Makeless. Young Melbourne, Comus, Slave, the Derby winner Sefton, and two winners of the Oaks, Azor and Zinc, are descended from this mare. Family No. 26 goes back to a daughter of Merlin, who was the dam of a mare by the Darley Arabian, and whose granddaughter Salome was the dam of Cypron by Blaze, who in due course bred Herod to Tartar. Orby is of this family, which has had no fewer than ten classic winners, but one hears little of it in these days.

Family No. 27 is that of a Spanker mare, who was the dam of a mare by the Byerly Turk, whose granddaughter by King William's White Barb was known as the Farmer mare. In earlier days many notable horses went back in tail female to the Farmer mare, including Escape, Prime Minister, Saunterer, Sundelah, Pero Gomez, Energy, Doubloon, Arbitrator, Phosphorus, Discord (by See Saw from Anthem, and very cleverly named), and Enthusiast. Family No. 28 is that of the Coppin mare, who was by the Selaby Turk from a mare by Place's White Turk. Indeed, Mr. Bruce Lowe called the family "the daughter of Place's White Turk." The line she left produced Emilius and Actæon, but is hardly heard of now. Family No. 29 is that of a Natural Barb mare, who was the dam of a mare by the Basset Arabian, and from this mare came the St. Leger winners Ashton and Rowton. Family No. 30 is that of a mare named Hawker, who was owned by the Duc de Chartres. From the line of her granddaughter Golden Locks came two early Derby winners, Archduke and Paris. No. 31 is known as the line of Dick Barton's mare, but there is some confusion as to her ancestry, and though several winners came of her line many years ago, she is not much heard of in these days. Kilcock was of the family.

Family No. 32 is of a Barb mare who was the dam of Dodsworth. This mare was of purely Eastern blood, and yet she has no high place in the list of mares, and the more one studies these old pedigrees, the more it is forced upon one that it was the combination of Eastern with

English blood which made the modern racehorse. The next two numbers belong to the Sister to Honeycomb Punch and the Daughter of Hautboy. From the first of the two came the Derby winner Sargeant, and from the daughter of Hautboy two St. Leger winners, Antonio and Birmingham. No. 35 is the family of a daughter of Bustler, and it is by no means clear that this mare was not the Bustler mare which is known as family No. 8; Haphazard, Le Maréchal, and more lately Newcourt, came of this line. No. 36 is the daughter of Curwen's Bay Barb, No. 37 a daughter of Old Merlin, No. 38 the family of Thwait's Dun mare, No. 39 the family of Bonny Black, and No. 40 of a Royal mare. Economist was of No. 36 family, the St. Leger winner Bourbon and the famous Northern Cup horse Doctor Syntax of No. 37; while from Thwait's Dun mare came Pot-8-os, a great horse in his running days and a great stallion afterwards. Lochiel, an Australian horse of high-class, came of the Bonny Black family, and Boston, who is greatly responsible for the modern American racehorse, was a descendant of the Royal mare whose name is at the head of family No. 40. Three other families, those of the Grasshopper mare, a Spanker mare, and a Natural Barb mare, were classified by Mr. Bruce Lowe, and Mr. Allison, who edited Mr. Bruce Lowe's book, has added seven families, but it is not an easy matter to find a recent winning representative of any of them, or indeed of any family in the high numbers.

When Mr. Bruce Lowe's book was first seen in this country it was rather severely criticized, not because the various families had been separated and classified, but because the opinion was expressed that inbreeding to the figures was the royal road to success. This was at first spoken of as the "Figure System," and no doubt some of its advocates expressed the opinion that it would revolutionize breeding. But Mr. Allison put the matter in much more reasonable light when he wrote of it as the "Figure Guide," for this is just what it is, and a very fine guide, from which a great deal of knowledge can be obtained. All breeders are now fully alive to the fact that mares of certain families, more particularly those to which the earlier numbers belong, are more likely to breed winners than mares of the families of the high numbers. It is in a degree a case of the survival of the fittest, and the families to breed into are undoubtedly those which have bred the greatest number of high-class racehorses in comparatively modern times —those families, in fact, which keep on improving from year to year.

RACING AT HOME AND ABROAD

It need hardly be repeated that all horse-breeding is something of a lottery, but it is quite certain that very much depends on the management of mares and foals. Every stud which is maintained over a period of years has its good and bad times, and frequently it is no easy matter to determine why, after a fairly long period of success at any stud, there should be a decline in the quality of the horses bred though the mares are still of the same blood. At times one hears that the paddocks at a certain stud are horse sick, and so forth, but all this is a matter of management, and there are those who know exactly how paddocks should be treated. We who write have been in the habit of visiting certain studs very frequently, and indeed have lived through a long period of years within close touch of two studs. At the first of these there were always too many mares and too much young stock, and the ground did most certainly become horse sick. But the owner would not plough his paddocks and lay them down again, but kept on manuring heavily almost everywhere. After a time he became tired of breeding tenth-rate thoroughbreds, and turned his attention to cattle, but he had bred a lot of minor winners in his first few years of breeding, and with a little better management he would no doubt have continued his early successes—in spite of the fact that he began with a lot of very old mares.

At the other stud it is, and always has been, the custom to plough the paddocks in turn and lay them down to grass again, while they are all frequently rested and bullocks brought in to eat off the long, rougher grass which horses seldom eat. Then again there is the question of winter feeding when no fresh grass is available, and the further question of constant exercise in, practically, all weathers. Mares to retain their health must have as much liberty as possible, and this applies in an even greater degree to young stock. At a certain small stud which had more than its share of good-class winners over a period of about twenty years all the mares and foals spent all the summer months in one very large pasture, where there were many old forest trees and therefore plenty of shade. There was also a stream at the lower end of the field, but of course the place was very carefully watched, the stud groom going there three or four times a day, while there were, as a matter of course, several open hovels in various corners of the field.

THE NATIONAL STUD

IT will be readily understood that in a volume which deals with racing generally it is quite impossible to deal with the many studs where thoroughbreds are raised. To do this a volume quite as large as the present one would be required, to say nothing of hundreds of illustrations of mares, foals, yearlings, stallions, paddocks and so forth. It is, however, necessary to mention the National Stud because of the unique position it occupies in the world of racing. This stud was founded by Colonel Hall-Walker (now Lord Wavertree) many years ago, at Tully, in County Kildare, and in 1916 was offered in whole to the nation by its generous owner. The handsome gift was accepted by the Government of that day, and Captain J. H. Greer, a member of the English Jockey Club, was installed as manager. It should be mentioned that Colonel Hall-Walker had been most successful at the Tully Stud, such horses as Black Arrow, one of the most brilliant two-year-olds of all time; Polar Star, who as a three-year-old won the Kempton Jubilee Stakes under 7 st. 12 lb.; Minoru, who when leased to King Edward won the Two Thousand and Derby; Royal Realm; Great Sport, third in the Derby; and Night Hawk, who won the St. Leger in 1913, are some of the earlier winners bred at Tully, and since then great success has been achieved at the stud, which lies in a favoured horse-breeding district and, it is understood, pays its way handsomely at the present time. The young thoroughbreds reared at Tully are now sold at Newmarket in July, or are leased to someone who runs them out for their engagements. The stud has been attacked in some quarters as an unnecessary appendage to the ship of State, but some of the particulars we shall give speak for themselves, and explain in no uncertain manner that a Government stud is a most valuable asset, not only from a financial point of view, but because all cavalry remounts should have a great deal of pure blood in their veins.

We find, then, that in 1917 the yearlings bred at Tully in the previous year realized 6,865 guineas; that in 1918 4,855 guineas was paid for the few which were sold outright; that in 1919 11,150 guineas was secured; in 1920, 16,100 guineas; in 1921 (when only five were sold), 3,260 guineas; and in 1922, 16,220 guineas; making a total of 58,530 guineas in half a dozen years, and which sum does not take into account the money received from the lease of younger colts and fillies which were not sold outright.

We further find that in 1915 horses bred at the National Stud won £1,082; in 1919, £8,883 10s.; in 1920, £9,533; in 1921, £6,680; and in 1922, £32,939. This last amount is a very large one for any stud to achieve, and it placed the National Stud at the top of the winning breeders of the year. The amount won by National Stud horses in the five years is just under £60,000, so that it is practically as big a sum as was paid for the yearlings. But it must be remembered that many of the best were leased to Lord Lonsdale for their racing career, these including the St. Leger winner Royal Lancer, and though we are not aware of the exact terms of the stake, it is quite certain that a large amount of the £9,810 which Royal Lancer won in that race would come back to the National Stud, the breeders of the horse.

MINORU

From the painting by Lynwood Palmer

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NEWMARKET

EVER since racing became a really important English institution Newmarket has been considered the headquarters of the turf, and the cognomen has been justly earned, for since Charles II made the place fashionable as a racing resort the town has gradually grown in size and importance, and the increase of population and general prosperity of the place are entirely the outcome of the racing and training which are carried on there.

The Jockey Club has its Club House in the High Street, and all its deliberations are held there, as are all its meetings except the annual one, which takes place at the London residence of some member of the Club during the Derby week. The long debates which occur from time to time, most frequently when any new rule is under consideration, and of which many particulars are now reported at length in the weekly numbers of the Racing Calendar, all take place at the Club House in Newmarket, where the authority which governs all racing in England and Scotland has its location.

The fact that Newmarket is the seat of the one and only turf authority goes far to make it the headquarters of the turf, but in addition, more race meetings are held on the various courses of Newmarket Heath than at any other racing centre in the kingdom, while on the Heath are trained more horses than are to be found in any other training district. Newmarket practically exists for racing alone, for it has no other industry, and though there is still a weekly market, it is a very small one, and from an agricultural point of view long since eclipsed by the more important markets held at such neighbouring towns as Cambridge and Bury St. Edmunds.

It perhaps need hardly be said that during the eighteenth century and for some time afterwards a majority of the horses which were trained at Newmarket did nearly all their racing, as well as their

training, on what has been frequently called the "classic heath." There were enough horses on the spot to fill the programmes of those days, especially at a time when matches were so largely indulged in. Travelling was not the simple thing it is now, and horses which were sent from Newmarket to run elsewhere had to go all the distance by road. This, naturally enough, interfered with their training, and was expensive and troublesome in many ways, the upshot being that in the days of small stakes, and frequent matches for very large sums, the Newmarket horses were for the most part kept to racing at their home meetings. The travelling horse-van was only coming into fashion at the commencement of the railway era, and thus it had no long vogue, being quickly eclipsed by the more expeditious transit by rail.

But in the present chapter we have to deal with Newmarket as it is to-day, and not as it was in the early days of racing which have been mentioned in connection with the turf from an historical point of view. Newmarket, then, is a small, straggling town, situated partly in Cambridgeshire and partly in Suffolk, and placed at a considerably higher altitude than much of the surrounding country. On three sides of the town the Heath extends for several miles, and this Heath is an open common of grassland, which in its natural state would probably be covered with gorse, broom, and other wild vegetation, as are the heathlands near Barton Mills, not many miles away on the Suffolk side of the country. Though of much the same character as some of the downlands of the Southern Counties, Newmarket Heath is more level than any downs we ever saw, its undulations being of a very gentle nature, while in places it is quite flat. It has been so highly cultivated for so many years that it presents a somewhat unique appearance, for the long grass is seldom cut except on the racecourses, but is constantly rolled and brushed, so that it never becomes coarse and thick. A large staff of men and horses are employed all the year, under the charge of the "Keeper of the Heath," and the whole area is farmed with a view to making it as perfect a galloping ground as possible.

Certain parts of the wide expanse are set apart for walking and trotting; other parts are laid out for the faster work of galloping, and these are frequently altered, so that no part of the Heath is allowed to become cut up by horses' feet. The moving of one "gallop" a few yards to one side or the other, so that fresh ground may be used, is a very simple matter, for on the Heath are scores of stout, white-

painted trestles, locally called "dolls," and these have only to be placed in line, at considerable intervals, and in two rows, some thirty feet apart, and the trainers at once know that the space between can be used as a gallop. It is in the frequent changes, ensuring that good ground is always available, that the Newmarket training grounds have a pull over many of the provincial training grounds, for at the latter there may be one or two really good gallops and at the same time not enough smooth surface to vary them frequently when the ground is heavy and horses' feet are cutting it up every day. We have seen good gallops on the downs which wound in and out among gorse, or passed straight through wild growth of various sorts, and afforded no galloping ground beyond the track of twenty feet or so which was regularly used. At Newmarket, on the other hand, the "going" is just the same, or almost the same on every part of the Heath, and if any particular gallop shows signs of being worn it is promptly closed and another one opened alongside.

The great excellence of the Newmarket going is due to the fact that the soil is extremely porous and friable. In wet weather the rain sinks in quickly, and the soil dries up in almost remarkable fashion. In addition, it takes more rain to make mud on Newmarket Heath than it does in many other places which to the ordinary observer seem to be of much the same character, and this is, of course, a question of soil and not of drainage.

There is no need to go at length into a description of the Newmarket soil, nor to discuss the soil at other training quarters; but those who have a broad, general knowledge of the country districts, who have hunted, shot, or even played golf in many different neighbourhoods, and who use their powers of observation, must be well aware that land in various districts varies greatly in its power of absorption. Given an equal amount of rain in a certain period of time and dry weather afterwards, and it will be found that some lands absorb the moisture much faster than others, just as the pavement on the southern side of the street will dry more quickly than that on the northern side, after a summer shower. Newmarket, then, dries up very quickly, and even when the land is very wet, say after three days' winter rain or the thaw which follows a snowstorm, it never becomes really deep and holding.

This power of rapid absorption of moisture was probably one of

the reasons why the place was chosen for horse-racing and training, but whether that be so or not, in these modern times when races are run on every day for eight months of the year, the dryness of the place is one of its strongest recommendations from a training point of view.

Here it should be mentioned that in pointing out the good properties of Newmarket Heath as a training ground it is not intended to disparage other training grounds in other parts of the country, nor to suggest that Newmarket is the only place where the ground dries with great rapidity, and where deep mud on the gallops is almost unknown. What we may suggest is that its wonderful recovery after heavy rain is one of the greatest assets which Newmarket possesses from a training point of view. Another point in its favour, as far as training is concerned, is that quite three-fourths of the jockeys have their homes at Newmarket, and their services are therefore available for the many trials which take place at headquarters during the year. Saturday is the great trial day, for a majority of the trainers are at home on that day, and as a rule Saturday racing is not especially important. If there has been a big meeting elsewhere during the week, all the Newmarket trainers and all the jockeys will have come home on the previous evening, and every Saturday throughout the season the training grounds present a busier scene than they do on the other days of the week.

It is an inducement in favour of training at Newmarket that there are every season twenty-nine days' racing on the spot, when no extra trouble or expense is incurred for travelling the horses trained there, and when nearly all the jockeys are collected. There is very little clashing with any of the Newmarket meetings, though sometimes racing is taking place elsewhere on the same days. The country fixtures which are allowed similar dates are small and unimportant places, from a racing point of view; for example, the Carlisle Summer Meeting is sometimes held on the same days as the Newmarket First July fixture, Edinburgh races frequently have a date in the First October week, and there is occasionally racing at Worcester and one or two other places in a Newmarket week. At such meetings as those which have been named very few Newmarket-trained horses will be found among the runners, the competitors at such places as Carlisle and Edinburgh being, as regards nine-tenths of them, Northern-trained horses.

Then again Newmarket as a training quarter reaps advantage from the fact that a large number of owners own or rent houses in the town. These are primarily bought or rented because of the fact that there are eight race meetings held on the Heath during the season, five of them (at present) extending over four days, while the remaining three have nine days between them. As all the big owners—and by big in this connection is meant the owners with a considerable number of horses in training—make a point of attending as much of the Newmarket racing as they can manage, a place of residence is necessary, the hotel accommodation being exceedingly limited. In and about the town there are houses of every sort, a very great number having been built within the last thirty years. As is perhaps only natural, many of the houses frequently change hands, and some are always in the market, to be let or sold. The affluent racegoer establishes himself in a house of his own, somewhere near the Heath, and then, if he should happen to be an owner as well as a regular attendant of the meetings, he can, if he employs a Newmarket trainer, see his horses at work on quite a considerable number of mornings, because he is staying in the town for the meetings.

The man who trains at country quarters, unless he lives at or near his training stable, has, on the other hand, to make all sorts of preparations before he can see his horses gallop. He has, if an early morning gallop is to be watched, either to accept the—generally very freely given—hospitality of his trainer, to stay at the nearest country hotel overnight, or to leave town at an abnormal hour, and travel anything from fifty to a hundred miles by an early morning paper train or by motor-car. Two or three years ago the writer motored from London to the neighbourhood of Lambourn to see some trials, when a start was made from the north side of Hyde Park about 4.30 a.m. and the training ground was reached shortly after seven o'clock. It was a summer morning and the roads were clear all the way, and in capital order, so that what appears on paper to be a somewhat laborious undertaking was in reality a very pleasant excursion.

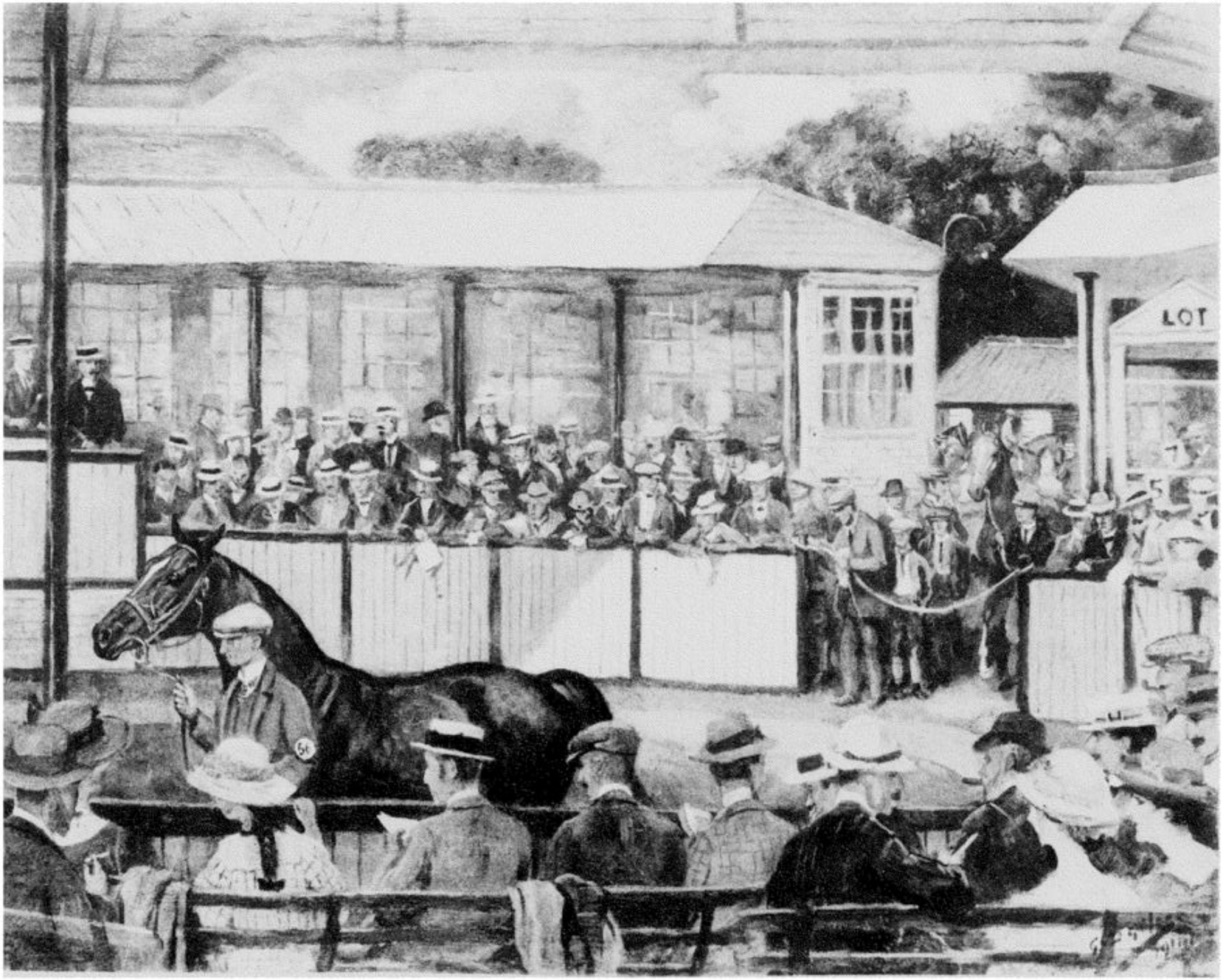
Here it may be mentioned that the fast motor-car has caused considerable alterations on the part of owners in the arrangements for seeing their horses at work. Newmarket itself is only sixty miles by road from London, and the road, after the outskirts of the suburban districts have been left behind, one that admits of fast travelling.

Chancing a police trap, the journey is frequently done in a little over two hours, and if a trial, in the summer time, is fixed for nine o'clock it is now a simple matter to reach the scene of action by road in ample time, always supposing that the travellers have no objection to a very early start. And, after all, Newmarket is by no means the earliest of the training places. At times, indeed, and especially in the meeting weeks, the bulk of the work is done between about 7.45 and 8.45 a.m., and we have been on the Bury Hills at seven o'clock, on a fine summer morning, when hardly a horse had appeared.

Whether there is any special virtue in the exceedingly early start is open to doubt. The veteran John Osborne always was an extraordinarily early beginner, and we have heard of him waiting with his horses at the gate of a racecourse, during a meeting, before there was anyone there to let him in. We would say that the average Newmarket trainer begins his day quite an hour later than Osborne and other exponents of very early rising ; but it is quite possible that the rather later hour is better for the horses, many of whom, if made ready to come out at six o'clock, must have been roused while they were still resting. This is a training question about which there are differences of opinion, but we may state that horses are in some degree like human beings, that one requires more rest than his neighbour, and that one will be ready and anxious for morning exercise an hour or two before his neighbour in the next box.

Then again training hours vary, must vary in fact, according to the weather. In the winter, when it is not light until eight o'clock, there is no need to bring the horses out very early, for on the average winter day, when it neither rains nor snows, the weather improves greatly during the morning. The cold of the winter night is still pronounced at eight o'clock, but from that time onwards the ordinary winter day improves, while very early in the afternoon it becomes colder, and in December and January darkness sets in very early.

In the spring and autumn training operations are most easily conducted. It is warm enough for an early start should the trainer prefer it, and in a general way the going is good. Snow and frost are not interfering, and in the spring the effects of the winter rains upon the ground have not disappeared, while in the autumn there is generally sufficient rain to make the galloping very fair. There are, it need hardly be said, spells of drought at all times of the year, except in mid-



TATTERSALL'S SALE PADDOCK, NEWMARKET

From the Painting by G. D. Giles

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winter, and horses with doubtful legs have occasionally to be stopped in their work quite early in the year, but this is hardly a common occurrence in March, April, or early May, and sometimes the good going lasts until even later in the year. In autumn drought is more common than it is in the spring, and occasionally September and the early days of October are very dry, but in the average year there is enough rain during this period to allow of training operations being successfully carried on.

The summer months are the most difficult for the trainer, for not only is there—say in three years out of four—less rain than in the spring and autumn, but there is far greater sun power, and thus the ground quickly becomes hard and remains so except in a wet summer, like those of 1911 and 1922, when it rained almost every day. In times of great heat training operations commence at a very early hour, so that the horses may do their work before the sun has attained its fullest power, and sometimes in the Newmarket July weeks, during a heat wave, the horses are all coming home to their stables at about the time they would be going out during the spring or autumn meetings.

What has been written about exercise and the weather perhaps applies more to Newmarket than elsewhere, for Newmarket is on the whole a dry place, and the Heath is so exposed that every ray of the sun and every breath of wind catch it somewhere. It may rain all night in the summer on the Heath and by noon on the following day all signs of the downpour will have disappeared, but the horses will have found the difference at early morning exercise, and will have appreciated the softer going. Not long ago there had been three weeks of drought, which ended on the first day of the Newmarket First October Meeting. Stories were rife everywhere as to horses being stumped up, and the training reports told a daily tale of breakdowns and horses on the walking list.

The rain came on just as racegoers were returning to the town after the first day's racing, and lasted about twelve hours. On the following morning there was the usual training scene on the Heath, but whereas the horses had been listless and dull on the previous day, had slouched along with heads down, and had in scores of cases done their work on the tan gallop, they were now full of life, kicking and bucking everywhere, reaching at their bits when galloping, and behaving like totally different animals. The rain had made all the difference,

and trainers who had been gloomy and dull twenty-four hours before were now smiling and cheery, with plenty to say. Yet, as was indicated just now, by racing time on the same day nearly every trace of the rain had disappeared, and by the end of the week the ground was quite hard again.

The gallops on the Limekilns, where the ground is even more friable and crumbly than on other parts of the Heath, and the tan tracks, are much appreciated in times of drought, but there are trainers who greatly dislike the tan, and who will never use it except in the case of a regular cripple who is being persevered with on the offchance that he may stand another preparation. It is thought by some that galloping on the tan causes horses to lose their action, and therefore to become slower in their gallop, and doubtless constant galloping on an artificial track has a bad effect upon some horses. In the same way this is, at times, noticeable at horse shows held at Olympia and the Agricultural Hall at Islington, where, especially in the harness classes, certain horses give their best show on the tan, while others do far better in a grass show-ring, where they can extend themselves more freely. The instance of a harness horse named Authority, some twelve years ago, comes to mind. This horse, a very fine goer, could not do himself justice at the London shows, but when he went to Richmond, and was shown on the grass, and in a ring four times the size of those at the indoor shows, carried all before him, and came out the champion harness performer of the most important outdoor show in the kingdom.

The Limekilns are the most popular of all the Newmarket gallops, but they are mostly closed in doubtful weather, and in fact kept to a great extent for times of drought. Naturally enough, they are most used in the summer months, and they possess an additional advantage in the plantations which fringe them, for they afford plenty of shade in which horses can be walked about between gallops on a very hot morning. There is a plantation adjoining the July Course also, but horses which are galloped on the racecourse—familiarly known as "the Cambridge side"—are much exposed, and after a gallop have to be taken some distance before they can find shade. The American trainers, who were numerous at Newmarket in the first few years of the century, loved to have their horses in the sun, and took every advantage of it, but their charges had been mostly bred in America, and had in their foalhood and yearling days experienced a far hotter

sun than has the average English racehorse. No doubt the sun helps to bring horses on, when they are coming nicely to hand, but there are many English horses who can stand bad and stormy weather better than a very hot sun, and this is perhaps not to be wondered at, for it is the custom at many stud farms to shut up the youngsters during the hottest hours of a summer day, leaving them to take their exercise before and after the sun is at its highest.

The Newmarket racecourses are many and varied, but nowadays all the racing is done on the Flat, or on the July Course. Not many years ago what was generally known as the Cambridgeshire Course was also used, but the Portland stand at "the top of the town" was pulled down, and some years later a famous landmark called "the Red Post" disappeared, and has, one understands, been set up in the garden of a Newmarket trainer. Years ago quite a number of races had their finish at the top of the town, and the course was undeniably a good one and much the stiffest of all the Newmarket courses. The actual finish of about two hundred yards was almost level, but from the "Turn of the Lands"—a spot which is now difficult to locate, but is a little beyond the Rowley Mile winning-post and very near where the starting-post for the Criterion used to be—there is a long, gradual ascent, which was of about five furlongs in length. For that matter, all the Old Cambridgeshire Course of nine furlongs was on the rise, except the last furlong, and this made the course a much severer one than the Rowley Mile, where, though the actual finish is uphill, the ascent is by no means a long one, and is preceded by a sharp bit of downhill into the Abingdon Bottom.

It must be explained that the course on which the Cambridgeshire and other races were formerly run had its starting-post opposite the Rowley Mile stands, but about one-third of a mile away, on the open heath. From the point where the starting-post for this course used to be to the winning-post at the Portland stands was nine furlongs, quite straight. The last mile, or eight furlongs, of the course was called the Ancaster Mile, and there was also a seven-furlong starting-post, while at six furlongs began what was known as the Criterion Course. In the plans of Newmarket no five furlong starting-post is to be found on this Old Cambridgeshire Course, and one does not remember it being used for five-furlong races during the last twenty years of its existence.

At the "Turn of the Lands" the Cambridgeshire Course joined the Beacon Course, the old long-distance course which was so greatly used by racegoers of a former generation, but which in these days is discontinued, though one has seen contests for "The Whip" run over it within the last five-and-twenty years. The Beacon Course is just about as grand a bit of turf as can be found in the kingdom.

The Beacon Course is 4 miles, 1 furlong, and 177 yards in length, and has its starting-post hard by the Newmarket to Cambridge road, about three miles and a half—as the crow flies—from the spot where the winning-post at the Portland stand used to be. The half-mile and a bit by which the course is longer than the direct line is caused by deviations, and these will be readily understood by those who are acquainted with Newmarket if they will consider the Cesarewitch Course. As all frequenters of Newmarket know, when the Cesarewitch is being run the start is opposite the stands, not quite in a plumb line, but a little to the right. If people on the stands look rather right-handed, and know where to look, they can see the actual start, and less than a minute later they can see the horses stream past the large opening in the Ditch. At this period of the race the horses are coming sideways on to the watchers in the stand, but they are gradually bearing right-handed as they run down the hill to the Ditch, and by the time they have reached the straight course they are what is perhaps best understood as "end on." The fact is that the Beacon Course is fairly straight almost throughout its first two miles; it then comes right-handed as it passes through the wide opening at the Ditch, and is quite straight across the Flat and up to the Rowley Mile winning-post. Beyond this again, near the spot where the Criterion starting-post used to be, it joins the old Cambridgeshire Course, and bends to the left, the last six furlongs being quite straight.

It will thus be seen that the Beacon Course, instead of being straight all the way, runs first from west to east for nearly two miles; it then goes in a south-easterly direction across the Flat, and for its last six furlongs it takes a slight northerly turn. These two deviations account for the half-mile and more of the length of the course over the direct line between the starting- and winning-posts. The starting-post for the Beacon Course is on a flat plain, but there is a fall in the ground in the first half-mile, and then when the Cesarewitch starting-post is reached—practically a mile from the start—the ground is level again.

But another descent begins after a few hundred yards, and the horses are galloping downhill while they pass the opening which has been mentioned, and in fact all the way down "Choke Jade" until they reach the Ditch. Choke Jade is the name of this particular part of the course, and it is undoubtedly the worst bit—if any part of the course can be harshly criticized—of the four miles and over.

Perhaps it is not worth while writing at further length on the Beacon Course as a whole, for neither the beginning nor the end are used at the present time, nor is it likely that four-mile races will ever come into fashion again. At the moment, and for some years past, the Alexandra Plate at Ascot, which is run over a course of rather more than two and three-quarter miles, is the longest race of the year, and next to it come the Ascot and Goodwood Cups of two and a half miles. The longest races decided at Newmarket are the Cesarewitch and the Jockey Club Cup, both of which are two and a quarter miles in length, and these and all the races at six of the eight meetings held annually at headquarters are run on portions of the Beacon Course, but the start in a vast majority of the events takes place on some portion of the Flat.

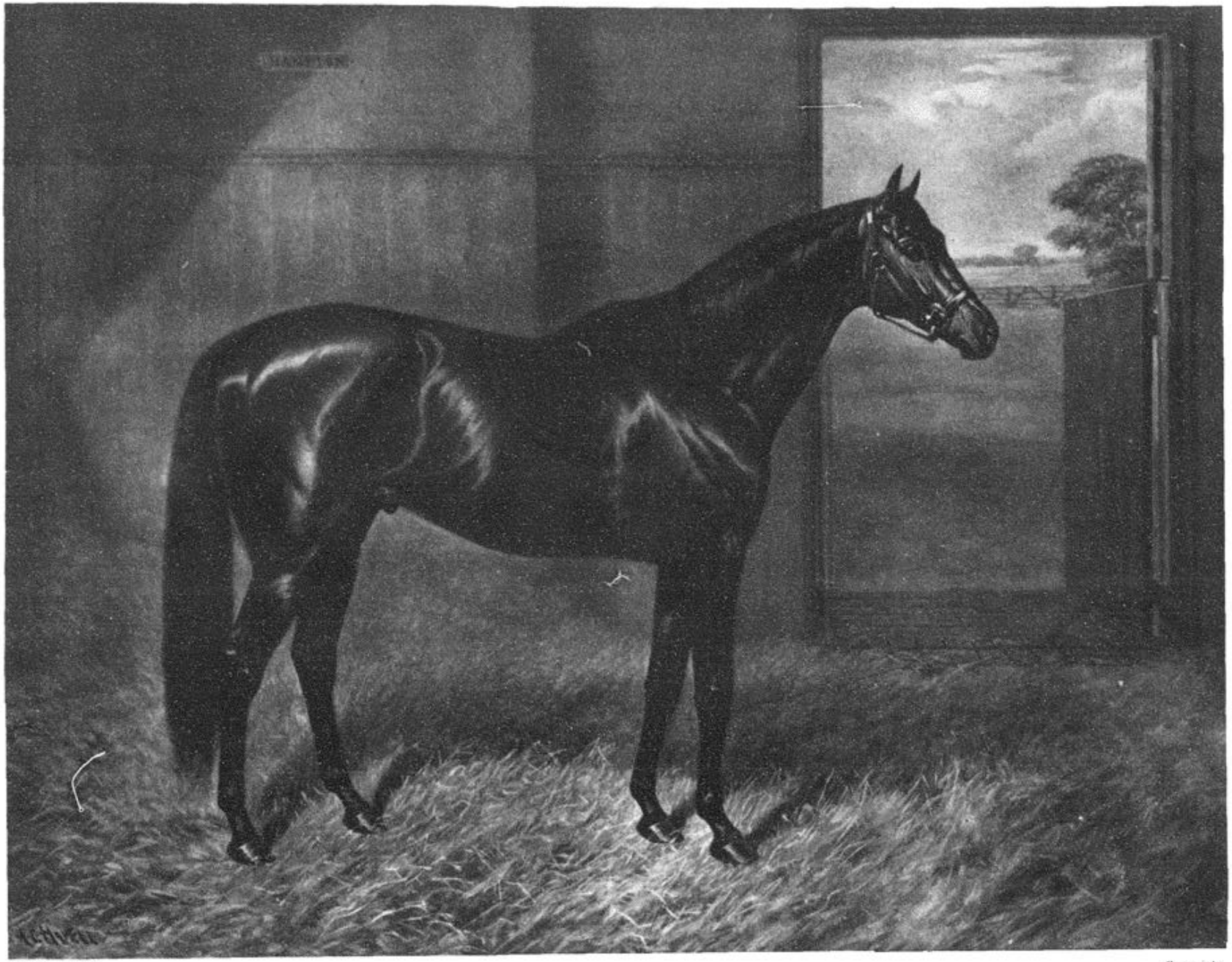
The Cesarewitch starting-post is also the starting-post for the T.M.M., which means the two middle miles of the Beacon Course. This course is used occasionally, but the tendency is still towards shortening races, and the "last mile and a half of the Cesarewitch Course" is far more frequently used than the T.M.M. Handicaps, and even Selling Plates, are run on the mile and a half, while the T.M.M. does not do much duty now, and was used only twice in 1922. The last mile and three-quarters of the Cesarewitch Course is now in vogue for the Lowther Stakes, Newmarket Oaks, and two or three other races, and both on this course and the one that is shorter by a quarter of a mile horses have a fairly long spell of descent before they come on to the Flat.

The first starting-post on the Flat is known as the Ditch Mile starting-post, and the winning-post for the Ditch Mile is that which is placed at the Bushes, and is two furlongs short of the winning-post in front of the Jockey Club stand, at the end of the Rowley Mile. It is also the starting-post for the Ditch In Course of 2 miles and 118 yards, and which now has its winning-post on the bare heath where the Portland stand had its location. Only "The Whip" and "The Cup" are now run on the Ditch In, and both are challenge races, of which The Whip can be challenged for by anyone, while The Cup is only

open to members of the Jockey Club. At the same time, it must be pointed out that The Cup is a totally different affair from the Jockey Club Cup, which is decided at the Houghton Meeting, and which, in point of fact, is an ordinary weight-for-age cup contest run on a two-mile-and-a-quarter course.

The starting-post for A.F., or Across the Flat, races is just inside the Ditch Mile starting-post, and the course extends to the end of the Rowley Mile, and is a mile and a quarter in length. The next starting-post—coming nearer the stands—is the beginning of the T.Y.C. (Two-Year-Old Course) and the beginning of the Abingdon Mile, which has its winning-post at the foot of the hill, just below the stands, and a furlong short of the Rowley Mile winning-post. It also carries the starts for the last seven furlongs of the Ditch Mile, and for the New Cambridgeshire Course of nine furlongs, and is enormously used in the course of the year. A furlong farther on is the start of the Peel Course of six furlongs, finishing at the end of the Ditch Mile, and this starting-post is also the beginning of the Rowley Mile, the most popular of all the Newmarket mile courses, and of which the winning-post is opposite the Jockey Club stand. Within the Rowley Mile are the Dewhurst Plate Course of seven furlongs, the Bretby Stakes Course of six, and the Rous Course of five furlongs, all finishing at the stands, and being in fact the last seven, six, and five furlongs of the Rowley Mile. On certain big days, such as those on which the Cesarewitch and Cambridgeshire are run, all the races are arranged to finish at the Rowley Mile winning-post, but on ordinary days three other winning-posts are used.

The first of these is at the finish of the T.Y.C. and is nearly half a mile from the stands; the second is at the Bushes, and is the finish of the Ditch Mile; and the third is on the low ground just below the stands, at the end of the Abingdon Mile, and has a downhill finish. The T.Y.C. is not used so much as the courses which end at the Bushes, but there are many sprint races on the last five furlongs of the Abingdon Mile, and quite an extraordinary number on the Rous and Bretby Stakes Courses. From the start of the A.F. or the Ditch Mile to the Bushes is very even, level ground. Experts say that the going is easiest on the stand side, but fields on the Ditch Mile, and parts of it, are generally large, and in races on these courses the horses are spread out all over the width of the course. And the course is so wide that when standing



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HAMPTON

From the painting by A. C. Havell

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on the level, near the Bushes, and the horses are coming towards one, it is no easy matter to know whether those on the near or those on the far side are leading. If two or three are grouped together on either side and one lot in the middle, it is easily seen which of any of the horses in either group is in front, but it is difficult until the horses are nearly home to distinguish which of the groups is leading. Horses are frequently overlooked on these courses by some of the spectators, and one at times hears a certain horse hailed as the winner, almost on the post, which has not even secured a place.

The Newmarket Programmes.—The Newmarket programmes of the present day are not exactly a model of what a racing programme should be, for there are still not enough long races, and therefore too many short ones. About the value of the stakes not very much can be said, for racing executives must cut their coat according to their cloth, and the Newmarket executive have no great amount of money at their disposal with which to endow races. The open parts of the course are free to the public, and thus there is no three shillings to be paid by the pedestrian racegoer, as at Sandown or Kempton Park. Then, too, carriages pay nothing as long as they remain on the open ground on the Newmarket side of the stands, and therefore there are only the various enclosures from which revenue can be procured. There is first of all the Jockey Club stand, within the private stand, and whilst the smaller portion is for members of the Jockey Club only, the larger portion is open to elected members and ladies. The subscription was, quite recently (and as far as we know it has not been changed), twelve guineas a year, or five guineas and ten shillings a day, an arrangement which suits those who only desire to visit the place on big days or when certain good horses are due to run.

The rings begin with what is commonly called Tattersall's, and are on a declining scale, the cheapest being the 5s. ring, which is, of course, farthest away from the winning-post. These are popular enough, especially the cheaper ones, but the place does not attract large crowds of the general public except on the "big" days, and these big days are not very numerous. Most important of them—not as regards the class of the horses, but because they include on their programmes big ante-post betting races—are the days on which the Cesarewitch and Cambridgeshire are run. The first of these is decided at the Second

October and the Cambridgeshire at the Houghton Meeting, and each of the two races brings many thousands of occasional visitors, men and women who are not regular frequenters of the place, but who make a point of seeing the two greatest handicaps of the year.

After the Cesarewitch and the Cambridgeshire, the Two Thousand, decided at the First Spring Meeting, is the biggest draw, but even this race, the first classic event of the season and often a key to the Derby, does not bring any very great crowd, such as it would were it run at one of the Metropolitan fixtures. To find another big day as far as increased attendance is concerned is not an easy matter. Many of the Newmarket programmes include events of the first importance, which bring out the best class horses in training, but even on those days when such races as the One Thousand, the Newmarket Stakes, the Princess of Wales Stakes, the Jockey Club Stakes, the Middle Park Plate, and the Dewhurst Plate are run there is no very marked increase in the attendance. There is some, of course, but the public do not go to Newmarket in great numbers except on the days which have been mentioned, and this, in all probability, is due to the fact that there is now so much racing in the London district.

We can remember Newmarket before there were any enclosed meetings, our first visit to "headquarters" having been made as long ago as when Corisande won the Cesarewitch in 1871. Crowds were not really large then as compared with the crowds of the present day, but probably ten people go racing regularly for every one who followed the sport from fixture to fixture fifty years ago, and the park meetings near London have actually created a special public of their own, who, having the chance of fifty or sixty days on the flat—without including Epsom and Ascot—and nearly as many at cross-country meetings, seldom go farther afield.

But if the attendances of the general public at Newmarket vary a good deal, being influenced by what is in the programme, by the weather and so forth, the attendance in the private stand is always good, though this, as a matter of course, is also influenced by various circumstances. The fact is that all of what may be called the upper crust of the turf world are strong upholders of Newmarket. They appreciate the place and its surroundings, and there are owners who will pull good horses out for a Plate of £150 or so, at headquarters, and yet will not send the same animal a hundred miles to run in a race worth nearly

a thousand unless they bet big and are convinced that they have a fine chance of winning.

There are old-fashioned turfites who never miss a Newmarket meeting and yet are seldom seen at the parks, and this applies in a considerable manner to certain members of the Jockey Club, who attend Newmarket regularly and are almost unknown at the Metropolitan enclosures. Many ladies, too, go regularly to all the Newmarket meetings, and in fact there is never an empty members' stand at any of the eight fixtures, whereas at certain meetings at the enclosures the members' stand is almost deserted, notably in the month of August, when Society is out of town, and on Bank Holidays, when this same Society does not care about being hustled and bustled in the trains, and dislikes the terrible crowd of motor vehicles on the road to and from the course.

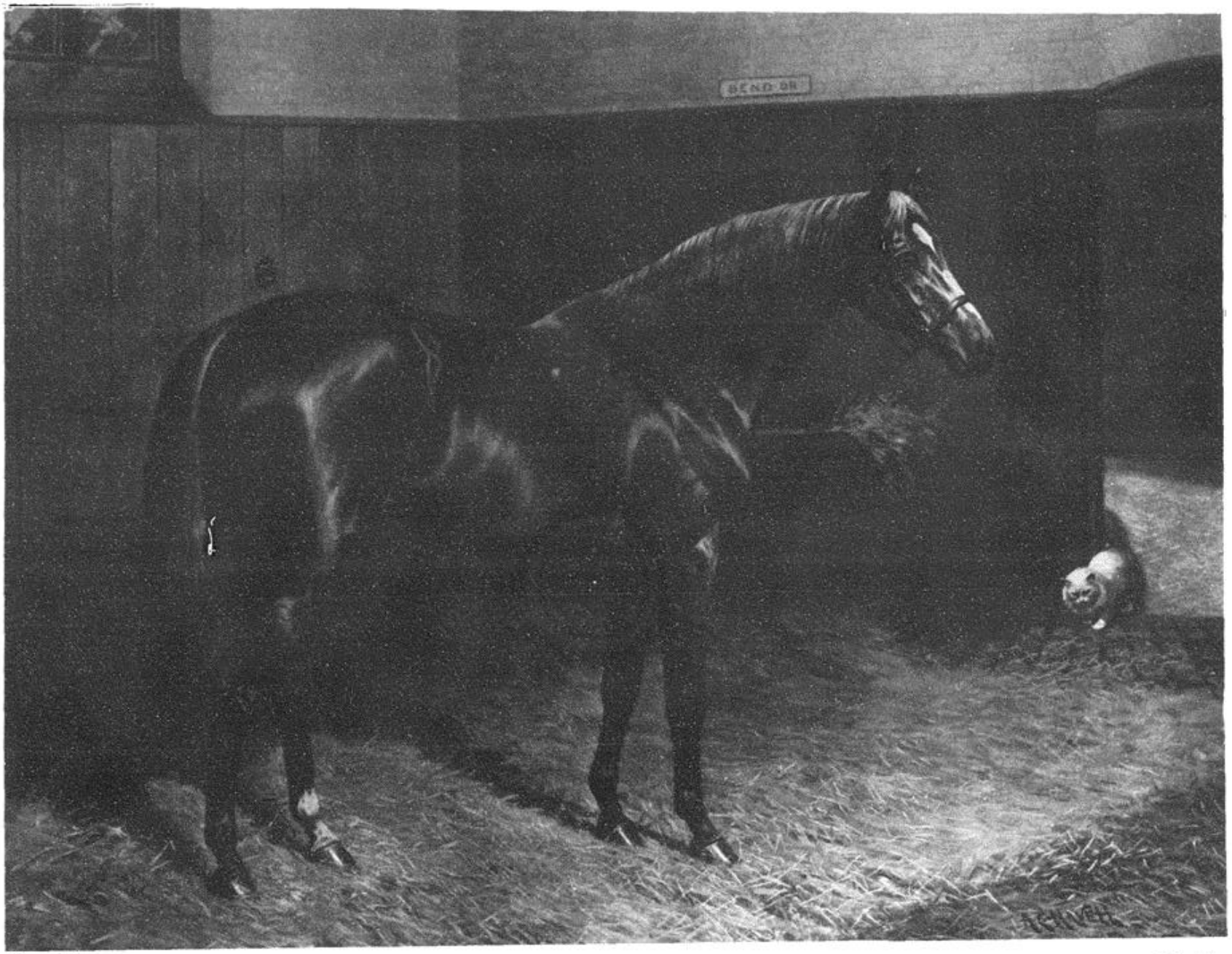
But a well-filled members' stand, which, however, is not a large one, and two big attendances in twenty-nine days' racing, will not bring a great deal of grist to the mill, and the upshot is that there is very little added money at Newmarket, owners in a majority of cases, and more especially in the most valuable events, racing for their own money, which is forthcoming in the shape of entry fees, forfeits, and subscriptions. There are some small endowments, but not very many, and perhaps the most curious feature of the racing to the uninitiated is that in a general way the smaller prizes attract the biggest fields, and it is not an unusual thing to see from twenty to thirty two-year-olds contesting a Plate of less than £200 in value, while perhaps the next race is worth five or six times the money, and brings out three or four runners. The real reason for the discrepancy in the size of fields is that the valuable stake has probably been closed for a year or two, that the form of all the horses left in is well known, and that probably one or perhaps two of the likely runners frighten others away. It sometimes happens also—generally in the case of a long-since closed race for four-year-olds—that of those left in only two or three are in training, but with regard to the Two-Year-Old Plates, more especially those decided in the first half of the season, the opportunity is taken to bring out new beginners where they are certain to run in a crowd of horses, where some sort of line of their form can be arrived at, and where in so large a field they may be "lost" if they are backward and their owners and trainers have the Autumn Nurseries in view.

We have already stated that the Newmarket executive, which really means the Stewards of the Jockey Club, do not do very much towards encouraging long-distance racing, and this is all the more regrettable because the various parts of the Beacon Course, on which all the running at six of the eight annual meetings takes place, form as grand a cup course as there is in the kingdom. From a spectacular point of view the Cesarewitch Course of two miles and a quarter does not compare with the cup courses at Goodwood or Ascot, but as a test of merit the long course at Newmarket is the best of the three, if only because, while the turf is as good as that of Goodwood and better than that of Ascot, there are no turns, and only one slight and gradual bend, while when the horses have come through the gap in the Ditch they have a straight mile and a quarter to finish on. But the Cesarewitch Course is very little used, the Cesarewitch and the Jockey Club Cup being the only races of two miles and a quarter decided at Newmarket.

Perhaps it will be as well to tabulate the various events decided on the twenty-nine days of racing at headquarters, apportioning to each distance the exact number of events run over it.

To take the figures of 1922, we find that at the Craven Meeting there was no race of longer distance than a mile and a half, and that there was one of the length indicated on each of the three days. There was also one race of a mile and a quarter, and five of a mile, one of seven furlongs, one of six and no fewer than nine of five furlongs. At the First Spring Meeting, a fortnight later, the figures were: one race of two miles, four of a mile and a half, two of a mile and a quarter, six of a mile, one of seven furlongs, two of six furlongs, and eleven of five furlongs; while at the Second Spring Meeting there was one race of a mile and three-quarters, two of a mile and a half, two of a mile and a quarter, three of a mile, one of seven furlongs, two of six and nine of five furlongs, giving a total of twenty races.

The next Newmarket meetings are those held in July, and at the first there were three races of a mile and a half, one of a mile and three furlongs, one of a mile and a quarter, three of a mile, two of seven furlongs, four of six furlongs, three of five furlongs and 140 yards, and seven of five furlongs. At the Second July Meeting there was one race of two miles and two of a mile and a half, five of a mile, two of seven furlongs, one of six furlongs, four of five furlongs 140 yards, and



Messrs Fores

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BEND OR

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four of five furlongs, making a total of nineteen races for the three days of the meeting.

At the First October Meeting twenty-seven races were decided, viz. one at two miles, two at one and three-quarter miles, two at one and a half and two at one and a quarter miles, and one of nine furlongs. There were three races of a mile, two of seven furlongs, four of six furlongs, two of five furlongs 134 yards, and eight of five furlongs. A fortnight later, at the Second October Meeting, the figures were, one race of two and a quarter miles, two of a mile and three-quarters, three of a mile and a half, one of a mile and a quarter, and five of a mile. There were also one seven-furlong race, six six-furlong races, one of five furlongs 134 yards, and seven of five furlongs, while in addition the Whip was walked over for on the Ditch In Course of two miles and 118 yards. At the Houghton Meeting one race of two and a quarter miles was decided, three of a mile and a half, two of a mile and a quarter, two of a mile and one furlong, four of a mile, four of seven furlongs, five of six, and six of five furlongs, the total again being twenty-seven races for the four days.

This gives a total of 190 races decided at Newmarket during the year—exclusive of a walk over for the Whip. There were, then, two races at two and a quarter miles, three at two miles, four at one and three-quarter miles, twenty-two at a mile and a half, one at a mile and three furlongs, eleven at a mile and a quarter, three at a mile and one furlong, thirty-four at a mile, fourteen at seven furlongs, twenty-five at six furlongs, seven at five furlongs 140 yards, three at five furlongs 134 yards, and sixty-one at five furlongs.

From many points of view the record is satisfactory, for it shows a slight increase in the number of long races, and a corresponding decrease in short races during a period of about twenty years. There is even a slight, but very slight, improvement since the war, and when considering the five-furlong races it must be borne in mind that a great number of them, especially at the series of three Spring Meetings, are for two-year-olds only, as are those of five furlongs and a little farther, at the July and Autumn Meetings. In the early part of the year two-year-olds are, very justly, not allowed to run a farther distance than five furlongs, but at the "back end" meetings there are several longer races for horses of that age, such as the Houghton Stakes and various Mile Nurseries.

Still, the short-distance races for older horses, run at from five to six furlongs, seem to have a very big hold on the Newmarket cards, and there is only one weight-for-age race (the Jockey Club Cup) and one handicap (the Cesarewitch) which exceed the two miles; while of the races run at the last named distance one is a handicap, one a weight-for-age Plate of small value, and the third a Triennial Produce Stakes, which doubtless had been closed a year or two before, and only brought out two runners. One thinks that there might with advantage be more handicaps on the Cesarewitch Course. The Great Metropolitan and the Chester Cup are run in the spring, and at that time there are always a fair number of horses being trained for these races, both of which usually attract large fields. Why should there not be a spring Cesarewitch—not necessarily so called—while many of the long-distance runners are fully wound up? There might also be a similar race at the First October Meeting, for such races as the Great Ebor, the Goodwood Plate, and the Great Yorkshire Handicap at Doncaster have not been long decided, and there is a fairly big gap between Doncaster and the middle of October, when the Cesarewitch is run. This race could be a sort of Trial Cesarewitch, and would almost certainly be popular.

It may be, of course, that the Jockey Club are quite satisfied with their programmes, and do not require any larger attendances than they now have. They had plenty of experience of big crowds—and of big fields as well—during the war, and, for all we know to the contrary, they may be quite content with the present arrangements, but our suggestion is made, not because we consider that the Newmarket cards are not attractive, but because we think that in the interests of the thoroughbred more long races are necessary.

We have often thought that the First October Meeting would be a better date for the Jockey Club Cup than the Houghton Meeting, if only because it is so much nearer the date of the Doncaster Cup. We may take it that in an average year the cup form is to a great extent cleared up at Ascot. After that we have the Goodwood Cup, in the early days of August; the Doncaster Cup, generally five weeks later; and the Jockey Club Cup, not run until seven weeks after the decision of the Doncaster race. It may be, of course, that the horses with which an attempt to win these cups is made have other autumn engagements, and would be kept in training under any circumstances. It may be

that the cup horses of any year are high-class handicappers or ex-handicappers, and that their owners may wish them prepared for the Cesarewitch or the Derby Cup but are willing for them to have a shot at the Jockey Club Cup as well. But in the case of a good classic winner who develops into a cup horse, such an animal is often thrown out of training towards the end of the summer, his owner not considering it worth while to keep the horse at work all through the autumn with, possibly, nothing to run for except the Jockey Club Cup.

We have, at all events, had this sort of reply given when we asked the owner of a famous stayer why he did not let his horse run in the Jockey Club Cup: "He is not in the Jockey Club Stakes," he answered, "and as I want him to run in the Ascot Cup next year, I told my man that he would not run after Goodwood this year." That was doubtless sound policy from the owner's point of view, and we are much inclined to think that it is a view which has carried weight with the owners of more than one good horse in recent years. The Jockey Club Cup is generally worth from £700 to £800, or thereabouts (it was worth £840 in 1922), but one imagines the stake might be increased if the race closed a little earlier and the entrances and forfeits were on a slightly higher scale.

But high-class long-distance races, such as the Jockey Club Cup, seldom draw large fields, though the Ascot Cup has been exceptional in this respect several times in recent years. The Ascot Cup is, however, the first race of its kind of the year, and not only is little known about the present form of the horses engaged very often, but there is in many years a contingent of French horses to swell the number of stayers. Then the value of the Goodwood Cup is greater than that of the Jockey Club Cup, while the Doncaster Cup is a better race to win than either, from a monetary point of view. All things considered, the very last days of October are not a good date to attract the best cup horses for a race worth perhaps £800, but there would appear to be no valid reason why there are not more long-distance handicaps at Newmarket. At present, as has been mentioned, there is one handicap of two and a quarter miles at the Second October Meeting and one of two miles at the Second July Meeting. Thus there are two long handicaps in twenty-nine days of racing, and on the other twenty-seven days no handicap of a greater distance than a mile and a half. A French horse won the English Derby in 1913, and in so doing proved himself to be

the best stayer in the field, and this causes one to reflect that long-distance running is much more encouraged in France than it is in this country, with more prizes of great value for long races than are given here.

To take the first example that comes to mind. The Grand Prix de Paris, run for in June, and for three-year-olds, is one mile seven furlongs in length, whereas our Derby, some three or four weeks earlier, is a mile and a half, and our St. Leger, the last big three-year-old race of the season, and not run until the second week in September, is only a mile and six furlongs, or one furlong less than the best French three-year-olds are asked to run some ten weeks earlier in the year. It is, moreover, a fact which hardly admits of dispute that horses of very doubtful stamina can make, and do make, a bold show in the English Derby. The course favours the speedy horse rather than the stayer. One does not see horses which are merely five- or six-furlong sprinters win over a mile and a half at Epsom, but rather the horse which is a fair miler on a level, straightaway course, but little good beyond that distance, will win or run remarkably well on the up-and-down Epsom gradients, and at times give the impression that he is a genuine stayer, when he is in reality so favoured by the nature of the course that his wind lasts longer than it would on a straight track. There is no need to look for examples of the class of horse who could stay a longer distance at Epsom than elsewhere, but many instances will occur to the turfite of some experience.

To win the Grand Prix de Paris, on the other hand, a horse must be a really good stayer, for a race of only one furlong less than two miles in June is just as great a test of stamina for a three-year-old as a two-mile-and-a-half cup contest is for an older horse. Broadly speaking, we may take it that the Grand Prix de Paris is invariably won by a horse who is possessed of fine stamina, but this is not quite the case with regard to English Derby winners, of whom one or two, not very long ago, were quite hopeless when they attempted to run a cup course. Not only are there more long-distance races in France than there are in England, but there are fewer short races, and for the purposes of comparison we may look at the programmes for the Derby day in England and the day of the Grand Prix of last year (1922). At Epsom there were six races in the programme, viz. the Caterham Plate of five furlongs, the Ranmore Selling Plate of five furlongs, the

Derby of a mile and a half, the Stewards' Handicap of a mile and 110 yards, the Wallington Two-Year-Old Plate of five furlongs, and the Epsom Town Plate of six furlongs. This gives a total of 5 miles, 1 furlong, and 110 yards for six races. At the Paris meeting there were in 1913 six races—the Prix d'Armenonville of one mile and a quarter and half a furiong ; the Prix d'Ispahan of the same distance as the last-mentioned race; the Grand Prix de Paris of one mile and seven furlongs ; the Prix de Castries of one mile and a half ; the Prix Vaublanc of one mile and a half ; and the Prix du Duc d'Aoste of one mile and a quarter and half a furlong. If we add these distances together, we have a total of seven miles and two and a half furlongs, and this at once shows the French authorities insist upon longer courses than are customary in this country. We have been obliged to go back to 1914 to quote the programme of the Grand Prix de Paris day, because racing is hardly settled in France as yet, and last year the programme was much smaller than it used to be, the particulars of only three races being given in the book of races past. It is, however, worth noting that the Grand Prix de Paris, won by Kefalin, was worth £21,980, while our Derby, won by Captain Cuttle, was worth £10,625, and this was the greatest sum ever won in the English Derby up to that time. Indeed, no English stake has ever reached £12,000, and yet with all their war troubles the French racing people actually had a stake of nearly £22,000 in 1922.

It will be noticed that in this French programme there were no sprint races whatever, and that the shortest distance covered in any of the events was upwards of a mile and a quarter. It is, perhaps, hardly our business to decry sprint racing, for after all extreme speed is the greatest test of the racehorse, but we cannot help putting on record the long-considered opinion that short-distance racing is terribly overdone in this country and long-distance running not sufficiently encouraged. It is in these days urged in many quarters that there is grave deterioration in the British racehorse, and too much short-distance racing is often said to supply one of the chief reasons for the falling off. The subject is a difficult one to deal with, and first of all it is by no means an easy matter to determine whether the alleged deterioration is genuine or not. We ourselves have seen all the great racehorses of the last forty years when running in their most important races, and the chief conclusion we have arrived at is that really great horses are few and far between, but that they keep cropping up at

intervals, and that as regards these particular shining lights of the turf there is not much fault to be found—which means that if a really high-class horse makes his appearance and carries all before him in these days he is probably as good as the high-class horse of twenty or thirty years ago.

Older turfites still swear by St. Simon and Ormonde, both of whom were unbeaten horses, and doubtless very great ones. St. Simon, however, was disqualified for all his early engagements owing to the death of his nominator, and this prevented him from taking part in the classic races of his year. His performance in the Prince of Wales Nursery at Doncaster was a remarkable one, for he carried the top weight of 9 st. in a field of twenty-one and won in a common canter by eight lengths. He, in fact, came home alone, and among those he beat were many horses who distinguished themselves in the future, and who were all in receipt of a great deal of weight. This was undoubtedly the biggest thing which has ever been done in a Nursery, and it must be remembered that the distance of the Prince of Wales Nursery is one mile.

But St. Simon and Ormonde are hardly typical of the racehorse of from thirty to forty years ago, being in reality horses which stand right out from the ruck, on a plane of their own. Whether there have been any horses quite so good since cannot really be determined, because it is impossible to compare the best of one period with the best of another, but certain horses since the middle 'eighties have great claims to distinction, and in this category may be mentioned Persimmon and his great rival St. Frusquin, Flying Fox, Cyllene, Ard Patrick, Spearmint, Prince Palatine, Tracery, and The Tetrarch ; and during the war there were at least three or four exceptionally good horses—Pommern, Hurry On, Gay Crusader, and Gainsborough to wit. All these were well above the average as far as can be judged of horses who ran when there was little racing except at Newmarket, but they are mentioned in connection with the families to which they belong in another part of the book. And since the war the performances of Captain Cuttle suggest that he was beyond the average Derby winner in point of merit, but he only ran twice afterwards, beating no very great performers, and could not be trained except for a few weeks when a four-year-old.

But with regard to too much short-distance running, and the fact that in many quarters it is doing great harm, we may perhaps be

W. A. Rouch

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allowed to quote something we wrote in 1900, and which appeared in a volume on racing published in the following year. We should like to repeat the opinion then expressed, firstly because we see little reason for altering that opinion, and secondly because our remarks are still quoted from time to time in newspaper articles and so forth. What we wrote was as follows :—

> "It can hardly be denied that the average modern English racehorse is a poor creature. Nine out of ten of those which have been before the public of late have neither constitution nor stamina. Speed they certainly have, but there are far too many horses which cannot travel an inch farther than five or six furlongs, and many more who cannot go beyond a mile. These are not the sort of animals to maintain the supremacy of the English turf, and their presence is accounted for by the fact that we have got into a bad groove, both as regards breeding and training, and also because we have had far too many short races and too many selling handicaps. . . . The short-race system was brought about by the promoters of meetings who years ago realized that it was a much easier matter to get fifteen runners for a five-furlong race than to secure five starters for a two-mile race. The trainers played into their hands, and as there was no check for many years, short races increased in number, and the inducements to train horses for the longer distances became fewer and fewer."

There was some slight attempt very shortly after the above was written to alter the system, and there has been in recent years a slight improvement, but nothing like enough long races were insisted upon, and things are really very little better than they were twenty years ago. Indeed, there was just before the war a renewal of the outcry concerning deterioration, and it is, in our opinion, quite certain that if further reforms are not carried out, the turf will continue to suffer. It is not the best horses that one is doubtful about, but the rank and file which, no matter how one looks at it, form the backbone of the sport. An enormous number of race meetings are held during the year, and horses must be forthcoming to run at these meetings. It is, of course, not to be expected that the best class of runners, or even the second best for that matter, can be seen out every day. No one now expects Derby horses to run in £100 Plates at the country meetings,

though they did so at one period of the turf's history, nor does anyone look for the horses at the top of the best handicaps of the season to perform in Welter Plates of small value, but in these days far too many of the runners at the ordinary meetings are either moderate, bad, or very bad, and far too many of them are given to swerving when called upon for an extra effort, or shutting up altogether.

The present is the era of the racecourse rogue, and that short-distance races tend to increase roguishness in the runners is our confident opinion. In five-furlong races it is hammer and tongs all the way. Horses must begin quickly and be kept at the highest speed their jockeys can bring them to. They must be hustled and bustled at the start the moment the tapes go up and throughout the race, and it is almost certainly the case that the quick jumping-off and the system of being driven from the beginning to the end of these short races cause quite a big number of the platers to begin the shirking business—which also they may have inherited in some degree from shirking ancestors. The cure seems to be obvious, viz. legislation with a view to insisting upon more long- and middle-distance races and fewer very short ones. It need hardly be pointed out that in the long races there is, as a general rule, less anxiety at the start on the part of jockeys, and therefore—also as a general rule—a quieter start and a more even despatch. In fact, long races are hardly calculated to upset a nervous horse in the way the short ones do, and for this reason alone it would be satisfactory to see the programmes greatly changed.

We do not advocate that short-distance races for old horses should be done away with altogether, but the number should be curtailed, and there is much merit in the suggestion that in no day's racing should there be more than one race of less than a mile for horses other than two-year-olds. It has been mentioned that speed is the greatest essential of the thoroughbred, but speed allied to stamina is a far higher desideratum than speed alone, and the proof of this lies in the fact that sprinters only occasionally become successful stallions. An odd one at times asserts himself at the stud, but a big majority of the best horses are sired by stayers or middle-distance runners, and very few indeed by the sprinter only. Even the miler is not very often a stud success, no matter how good a runner he may have been on his own course. There have been, of course, very good stud horses whose best distance was a mile, but a horse who can win in good company

at a mile is in rather a different category to the horse who is a flier at five furlongs, and can win at a furlong farther if not too hard pressed.

All the above concerning deterioration has been written apropos of the way the Newmarket programmes ignore the stayer and favour the short-distance runner; and now we may proceed to make brief mention of the various meetings held at headquarters. The first of these is the Craven Meeting, held in the middle of April. It is now a three days' affair, and has no race of the first importance in its programme, but it is a most useful meeting, for it gives the huge band of Newmarket trainers a chance of getting a line of the form of their horses at very little expense. Two-year-olds which have been coming on can run a public trial, and there are several races for three-year-olds, which are productive of fairly good form—quite good enough, in fact, to let the owner and trainer know what chance they have of winning the classic races. On the first day the Biennial for three-year-olds, run on the Rowley Mile, is worth something approaching a thousand, and the Fitzwilliam Stakes for two-year-olds, of about £600 in value, generally brings out a big field. On the second day the Babraham Plate is a mile-and-a-half handicap of a thousand, and this is supplemented by the Column Produce Stakes and the Wood Ditton Stakes, each for three-year-olds at a mile, and each well worth winning. On the last day the Two-Year-Old Plate, though of less value than £200, often brings out good-class youngsters, and in 1913 it was remarkable for the first appearance of The Tetrarch, who scored the first win of his wonderful sequence in unimpeachable fashion. The four-year-old Biennial, now of a mile and a half, is also run on this day; but the most important race is the Craven Stakes for three-year-olds, formerly run at the top of the town, but now decided on the Rowley Mile. This race is not a very valuable one, but it often brings out fair-class horses, and occasionally it is won by a horse who plays a not insignificant part in the Two Thousand a fortnight later.

The First Spring Meeting, held on the last days of April or the earliest days of May, has the Two Thousand and the One Thousand Guineas Stakes for its principal races, and the Two Thousand is at times the richest stake of the year, the Eclipse Stakes at Sandown Park alone excepted. In 1922, for example, the winner of the Two Thousand took £10,650, or £25 more than the winner of the Derby. The Two Thousand is a mile race for three-year-olds, of £100 each,

half forfeit, with small deductions for second and third. It brings out in five years out of six the principal two-year-old winners of the previous season, and it generally supplies the favourite for the Derby, though it occasionally happens that one or two of the big winners among the two-year-olds of the preceding year are not engaged, or are unable to run owing to their being backward. The One Thousand is a similar stake for fillies, but the Two Thousand is open to horses of either sex, and both races were won by Sceptre in 1902, while in 1868 Formosa ran a dead-heat with Moslem for the Two Thousand, and two days later won the One Thousand. The Two Thousand is run on the second day of the meeting, and the One Thousand on the last day (Friday); and on the first of the four days the First Spring Two-Year-Old Stakes and the Hastings Plate of a mile and a quarter for three-year-olds are the most important races. On the Thursday of the same week the March Stakes, a weight-for-age race of a mile and a quarter, nearly always brings out good-class horses, who are likely to be seen in the cup contests later on; but Friday's programme is not a particularly strong one, beyond the One Thousand, the other races being of minor importance, though usually contested by large fields.

The Second Spring Meeting is usually a quiet one. On the first day, however, there is a strong programme, which includes the Burwell Plate of about £500, a weight-for-age affair of a mile and a half, much on a par with the March Stakes of the previous meeting. There is also the Newmarket Handicap of a mile and a quarter, and of £1,000 in value; the Somerville Stakes for two-year-olds; and the Norfolk Stakes, also for two-year-olds, besides races of less importance. On the second day (Wednesday) the Newmarket Stakes, now worth from £2,000 to £3,000, for three-year-olds, over a mile and a quarter, is frequently contested by the best horses of the spring, and this race and the Spring Two-Year-Old Stakes are well worth winning. On the last day the Breeders' and the Bedford Stakes are useful two-year-old contests, while the Payne Stakes is the first important race of the season in which three-year-olds run over a mile and a half.

The July Meetings include a great number of two-year-old races in their programmes, the most important of which is the July Stakes, run on the first day of the earlier fixture. This race reaches about £1,500 in value, and its conditions do not allow of penalties or allowances, the

upshot being that it usually brings out some of the best youngsters of the first half of the season. On the second day the Duke of Cambridge Handicap of a mile, worth nearly £1,000 to the winner, and the Stud Produce Stakes for two-year-olds, take precedence; and on the third day the Princess of Wales Stakes, a weight-for-age race of a mile and a half, is now worth from £2,000 to £3,000, the value of the race having been at one time more than double that amount. Fair stayers of the best class contest this race, and it is most often won by a four-year-old who is capable of getting a cup course. In 1896, when the race was a ten thousand pound stake, St. Frusquin, with a slight pull in the weights, just beat Persimmon, after a great struggle which will never be forgotten by those who were lucky enough to be present. The July Cup of six furlongs often brings out some of the fastest horses in training on this same day. Of the Friday's card it need only be said that the Fulbourne Stakes and the Princess's Plate usually attract huge fields of the second rank of juveniles, while the Ellesmere Stakes of a mile and three furlongs, weight for age, hardly receives the patronage it deserves.

The First October Meeting is held at the end of September or in the very early days of October, and though it is not the greatest of the Newmarket meetings, it generally provides capital sport, more especially if there has been a fair amount of rain in September. The fact is that by the end of September the racing season is drawing to a close; the form has been well sorted out, and there is no great object in keeping good horses in training any longer, except those which have a chance of winning a "back-end" handicap. Thus it happens that horses which fulfil weight-for-age engagements and do not often run in handicaps are now brought out very freely, the object—especially with two-year-olds—often being that they may retire into winter quarters as early as possible. We well remember an old trainer saying, shortly after the Dewhurst Plate was established in 1875, that the date was too late for a really important race for future classic horses. He urged that a Derby winner in embryo should not run after the middle of October, because it was absolutely necessary that he should have a good rest after his two-year-old labours, and that he must be put to work early in the year if he was to be brought to the post for the Two Thousand in such condition that he could do himself full justice.

No doubt ideas have changed a good deal since then, and as a matter of fact trainers generally did not take this view of the case, for Kisber, the first winner of the Dewhurst Plate, afterwards won the Derby, and Chamant and Pilgrimage, the winners in the second and third years of the race, won the Two Thousand ; while since their time, Paradox, Ormonde, St. Frusquin, Rock Sand, Louvois, and Kennymore have each won the double event of Dewhurst Plate and Two Thousand Guineas. But the Dewhurst Plate is not run until a month after the First October week, and returning to our text the big race at the first of the Newmarket Autumn Meetings is the Jockey Club Stakes, of a mile and six furlongs, weight for age, with penalties and allowances. This is nominally a £10,000 prize, the only one now left except the Eclipse Stakes at Sandown Park, but it differs from the Sandown race in some degree, because the amount which the winner takes is a good deal less, while the sums given to the second and third are very much larger. In 1922, for example, Lady Juror won £6,373, while the second and third took £400 and £100 respectively, and there were smaller sums for the breeders of first and second. The Jockey Club Stakes are run for on the Thursday, the third day of the meeting, and during its twenty years of existence the race has been won by such celebrities as Isinglass, Persimmon, Cyllene, Flying Fox, Sceptre, Rock Sand, Lemberg, and Prince Palatine, and as a matter of course it has never fallen to a very bad horse.

On the first day of the First October Meeting the Great Foal Stakes of a mile and a quarter for three-year-olds is an important race, but the Buckenham Stakes for two-year-olds is often more valuable, for it is a subscription stake of £100 each, half forfeit, and the forfeits generally make a large total. The Triennial of two miles for four-year-olds is also run on this day, and on the Wednesday there are the Newmarket October Handicap of a mile and a half, the Great Eastern Railway Handicap of six furlongs, the Hopeful Stakes for two-year-olds, and the Triennial of a mile and a quarter for three-year-olds, all these races working out at from £400 to £700 in value. On the third day the stakes are of less account, except the Jockey Club Stakes, but the Snailwell Stakes, though of small value, often brings out some of the best sprinting form of the day, and the Triennial for two-year-olds is frequently contested by horses of very fair class. On the Friday the Rous Memorial Stakes for two-year-olds and the Newmarket

Photo by H. K. Sherborn

ST. FRUSQUIN

(T. Loates up)

From the painting by Emil Adam

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St. Leger of a mile and three-quarters are the most important events on a somewhat weak card.

The Second October Meeting, held in the middle of the month, is perhaps the most popular of all the Newmarket fixtures, and taking one year with another it provides the best sport. It draws the biggest crowd, unless the weather happens to be very unfavourable, and it has in its programme the most important long-distance handicap of the season and the greatest two-year-old contest of the year. Reference is made to the Cesarewitch and the Middle Park Plate. The big handicap is run on the second day of the meeting, and draws, as a rule, a field of about twenty in number, the horses embracing all the best handicap stayers in training, with at times a sprinkling of classic nags as well. The stake is not a particularly valuable one, being generally less than half the value of the Ascot Stakes or the Manchester Cup, but betting on the race generally sets in about the time of the Doncaster meeting and is continued right up to the fall of the flag. There is, in fact, every inducement for a betting owner to try to win the Cesarewitch, for while there is always the chance of winning a nice stake with no very great outlay, it is the case that when a horse of good class wins his stud value is greatly increased, for he has proved his ability to stay two miles and a quarter in the best handicap company and when running among a lot of horses, many of whom have probably been trained all the summer with a view to this particular race. Very often indeed is the race won by a filly, and this is not to be wondered at, for good fillies often improve out of all knowledge in the autumn, and some of them, if they have not run for some time, must be handicapped on their spring or early summer form. But horses who win this race often do very well at the stud, and two notable instances are Childwick and St. Bris (both by St. Simon), who won in 1894 and 1896 respectively, and became two of the most successful sires in France. Another comparatively recent winner, not unknown at the stud, was Chaleureux, who sired the Derby winner Signorinetta; and yet another was Wargrave, who died early, but left a winner of the race behind him in Warlingham.

The programme of the Second October Meeting is full of plums. On the first day there is the Clearwell Stakes for two-year-olds, often worth about £1,000; the Champion Stakes of rather greater value, in which the best old horses in training—horses beyond the handicap

class, such as Tracery, Stedfast, Lemberg, Bayardo, Gay Crusader, and Buchan, to mention half a dozen winners—take part; and the Newmarket Oaks over a mile and three-quarters. These races all bring out horses of the highest class, and in addition there is the Suffolk Nursery, which in 1922 was worth over £890 to the winner. On the second day there are, besides the Cesarewitch, the Cheveley Park Stakes for two-year-old fillies, and one of the most valuable of the Newmarket prizes for first-season horses (the winner took £1,520 in 1922), the Select Stakes, frequently contested by the best milers in training, the Second October Nursery, and one or two contests of minor importance. On the third day, the Prendergast Stakes for two-year-olds is of much the same value as the Cheveley Park Stakes, and this is supplemented by the Bretby Stakes for two-year-old fillies, in which the subscription is large and the value of the stake in keeping therewith. There is also the Lowther Stakes of a mile and three-quarters, weight for age, and this also is a race which appeals to some of the best long-distance runners. The Challenge Stakes of five furlongs is also a good-class race.

On the Friday the Middle Park Plate for two-year-olds is the big race of the day, and this contest has been for many years past the most important two-year-old race of the year. There are penalties for big winners, but no allowances, and therefore the weights do not take a very wide range. As a rule, the race brings out the best horses of their age, and it has been won by many celebrities, the last two great horses, barring Tetratema, being Lemberg and Bayardo, while within the last twenty years the names of Pretty Polly, Galtee More, and St. Frusquin can also be found. Other races on the same day are the Royal Stakes of a mile and a quarter for three-year-olds, and the Southfield Plate, weight for age, of a mile and a half.

The last meeting of the year at Newmarket is named the Houghton Meeting, and, like its two predecessors, it extends from Tuesday to Friday. On the whole, it has the biggest fields of all the eight fixtures, and this is only natural, because it affords Newmarket owners and trainers their last chance of running a horse without incurring travelling expenses. The great race from the betting point of view is the Cambridgeshire, a handicap of nine furlongs, which takes more winning than any other handicap of the year. This perhaps needs a little explanation, but the fact is that there are in most years classic

horses as well as handicappers in the Cambridgeshire entry, and this means, if the usual range of weights is adopted, very fine work on the part of the handicapper. For the Derby winner to run in the Cambridgeshire is not unknown, and for placed horses in the classic races to be in the field is a matter of frequent occurrence. Indeed, as regards "class" the Cambridgeshire is the most important handicap of the year, and probably there is more ante-post betting on it than in connection with any other race.

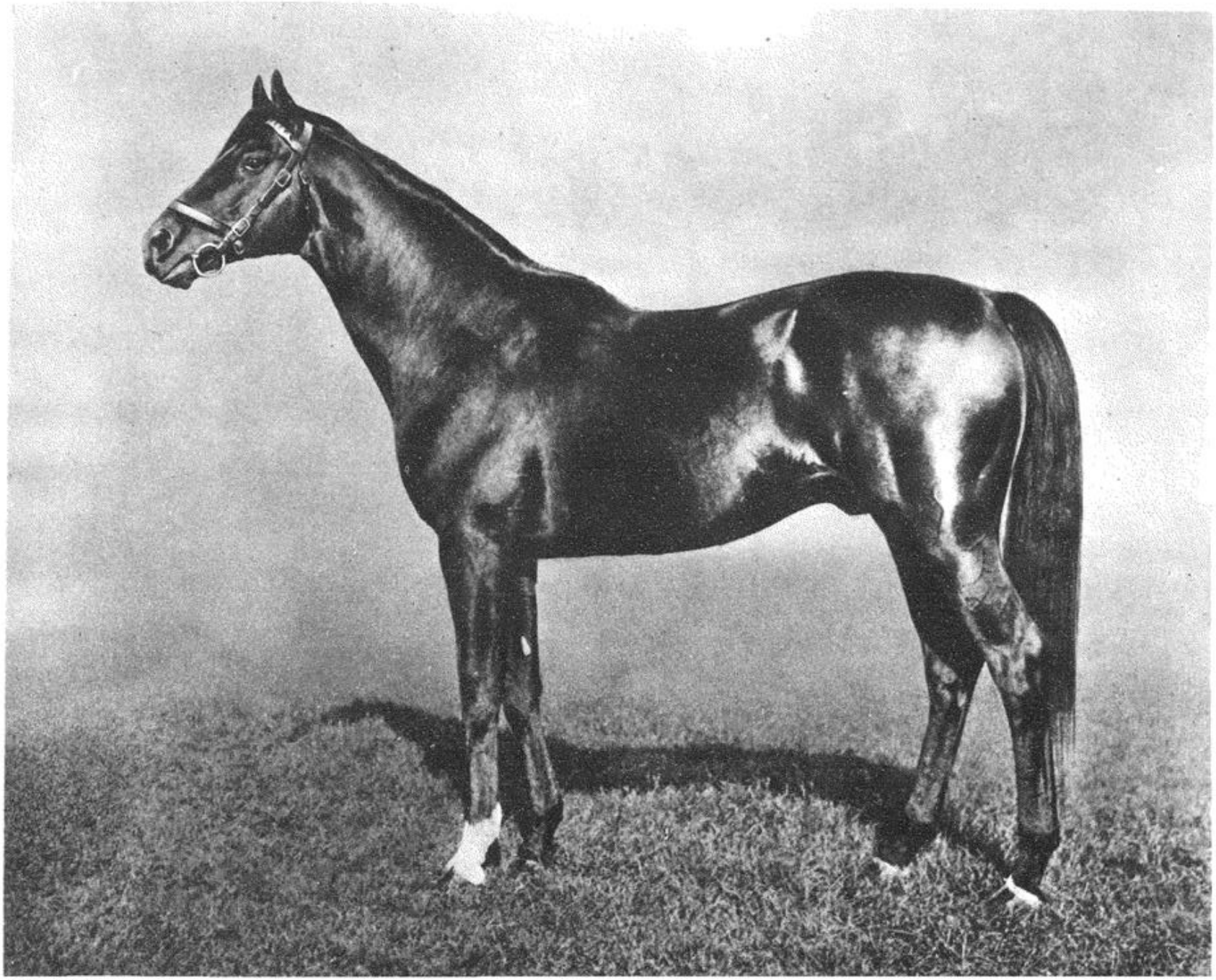
In the public favour the Cambridgeshire is quite as popular as the Cesarewitch, and, as has been already stated, the two races bring the biggest crowds of the year to Newmarket, while they excite more general interest all over the country than even the Spring Handicaps do, because at the end of October the form of horses engaged is so much better known than it can be in the very early part of the season, when there has been no flat-racing for nearly five months. There is a glamour about the Cesarewitch and Cambridgeshire beyond that attaching to any other handicap, and a really fine performance in each of these two races is better remembered than perhaps even bigger things done in handicaps of less importance. Foxhall's winning the Cambridgeshire under 9 st. as a three-year-old, the successes of the three-year-olds Plaisanterie and La Flèche with 8 st. 12 lb. and 8 st. 10 lb. in the saddle, respectively, took place a good many years ago, and only last autumn we saw quite half a dozen newspaper references to one of the trio, the performance of La Flèche being chiefly mentioned because she was the most recent of the three, and because she was not only a very easy winner but had taken the St. Leger very shortly before.

On the Tuesday of the Houghton Meeting, the Criterion Stakes for two-year-olds, the Rutland Handicap of a mile and a half, the Old Nursery Stakes of a mile, and the Limekiln Stakes, weight for age at a mile and a quarter, are all races which appeal to and bring out good horses, but the programme on the Cambridgeshire day is not quite so powerful, if one looks beyond the "big" race. The Moulton Stakes for two-year-olds, the New Nursery of five furlongs, and the Scarborough Stakes of a mile and a half for three-year-olds, are the principal events. On the third day the card is much stronger from an all-round point of view. It includes the Jockey Club Cup, which, as has been explained a little earlier in this chapter, should be a far greater contest than it is. Not that it is to be despised even now, but it never

seems to attract more than three or four runners—at times not so many —and if there should happen to be three or four really good cup horses in any particular year, it is good odds that only one will be in the field for this race.

The Cup, like the Whip, can be challenged for, but whereas any owner can challenge for the Whip, only a member of the Jockey Club can challenge for the Cup, which sometimes remains in an owner's possession for several years. The Cup was last run for in 1913. The contestants were Lord Derby's Stedfast and Lord Cadogan's Marco Fraser, and odds of 33 to 1 were laid on Stedfast, who won easily enough. Since then The Viking has walked over. The Cup is run over a distance of two miles and 118 yards—from the Ditch In to the end of the Beacon Course—while the Jockey Club Cup is run over the same course as the Cesarewitch, of two miles and a quarter in length, finishing at the Rowley Mile stands. On the Thursday there are also the Richmond Nursery of six furlongs, worth about £500, the Houghton Handicap, and the Dewhurst Plate for two-year-olds. Mention of this race has already been made, but it may be added that it has a very fine list of winners, and has to some extent taken the wind out of the sails of the Middle Park Plate, though it is of less than half the value of the race just referred to. It is run on a seven-furlong course—the last seven furlongs of the Rowley Mile—and is a fair test of stamina for a two-year-old. On the Friday of the Houghton Meeting, which is the last day of racing at Newmarket for the year, the Houghton Stakes for two-year-olds is run on the Rowley Mile, and though this is an even greater test of stamina than the Dewhurst Plate, it does not attract horses of quite the same class. The Queensberry Handicap of five furlongs and the Durham Handicap of a mile and a quarter are also important races, the last-named having taken the place of the "Old Cambridgeshire" which was abandoned not many years ago, and had been originally established as a sort of consolation stakes to the Cambridgeshire proper. The seven-furlong Criterion Nursery, and the Free Handicap for two-year-olds, are also run on this day, and the handicap for the last-named race is made by Messrs. Weatherby, who handicap all the best youngsters of the season, there being no liability for those which do not "accept."

The Newmarket programmes have been described at length because the meetings are entirely managed by the Jockey Club, through



W. A. Rouch

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POLYMELUS

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their stewards and various committees, there being no outside interference whatever. The Epsom, Ascot, and Goodwood meetings are to some extent under the particular influence of the Jockey Club also, but in each case there are a clerk of the course and other officials who are not directly employed by the Jockey Club. It cannot be said that the Newmarket programmes compare favourably with those of Ascot, or even with that of Goodwood, but as has been explained, there is no big exchequer to draw upon at headquarters, and therefore no great amount of added money. In fact, all things considered, the Newmarket Meetings make a fair show as regards money, and all they want is a curtailment of short races and an increase of long ones. One special feature of racing at Newmarket is that many times during the year horses of very high class are brought out for comparatively insignificant stakes, and the casual stranger going there on what is really an off day may easily be rewarded by the sight of one or more of the very best horses in training. The weight-for-age races of small value are often contested by horses who would be placed at the top of a handicap, and this perhaps applies most to the sprint races, which at times bring out the fastest horses in training to run for a Plate worth less than a couple of hundred.

And the actual racing is not the only charm of Newmarket, nor are the race weeks the only lively periods of the year. In addition to the eight meetings there are training operations which are in progress throughout the year, and to which there is, in fact, no end, though all the flat racers have very light employment in December, and do no great amount of work in January. Indeed, many of them are eased in their work as soon as they have fulfilled their last engagement of the season, and some are not seen again on the Heath for many weeks, while others are confined to walking and trotting exercise in the paddocks attached to their training stables, and on the roads. December is much the dullest month of the year as far as training operations are concerned, but the trainer himself is busy enough, for he has yearlings to educate and older horses to treat in various ways, according to their temperament and the condition of their legs. At the beginning of December—or possibly on the very last days of November—there was before the war the Newmarket Coursing Meeting, which was as important a fixture as any of its kind in the South of England. This meeting used to extend over three days, and whilst it received patronage

from every part of the kingdom, it was particularly popular with a large section of the Newmarket trainers and jockeys.

In the week following the Coursing Meeting, Messrs. Tattersall hold a sale of thoroughbred stock, which begins on the Monday and continues every day, and all day, until Friday afternoon. This sale is the biggest annual affair of its kind held in any part of the world, and it brings buyers from every country in which racing takes place. Bloodstock of every sort—stallions, brood mares, with or without foals, horses in training, foals, and a certain number of yearlings are to be found in the catalogue, and it is the great opportunity for the foreign breeder to strengthen his stud by the purchase of animals from the parent stock. The town is filled with buyers, sellers, and others interested in bloodstock throughout the week, and an enormous amount of business is done. There are other sales of bloodstock at Newmarket during the year, but these take place in the race weeks, and chiefly at the two July fixtures, when there are yearling sales before and after racing, and at times a full day on the Monday of the Second July Meeting, when brood mares and foals and horses in training chiefly occupy the catalogue.

One great feature of Newmarket is the air, which is wonderfully bracing, though great heat is not unknown at the July fixtures, when the position of the course, between the Ditch and a plantation of tall trees, is such that the stands and paddock are very much shut in. The July Course at midsummer is, as a matter of fact, by no means typical of the usual Newmarket conditions, and a stranger going there, and unacquainted with the principal racecourse a mile away, might consider the place close and stuffy. Newmarket must, however, be judged from a much broader standpoint, and on nineteen days out of twenty the air is bracing and the atmosphere clear. As a rule, there is wonderful light for seeing the racing on the Flat, and day after day it is a simple matter to see such landmarks as Ely Cathedral on the horizon. In winter we are much inclined to think that Newmarket is a rather cold place, but at that period of the year the air is most invigorating, though fogs are not unknown, and we have seen the Coursing Meeting greatly delayed owing to want of light. After the December sales are over Newmarket experiences its quietest time of the year. Visitors cease to arrive, and the town is left to its own amusements, such as the fat cattle show (at which ex-trainer Gurry

frequently takes most of the prizes), billiard handicaps, and so forth.

And if hard weather sets in in January, the place maintains its repose until the frost has gone and the horses can be taken on to the Heath. If the spring is an early one, February is a busy month. The weights for the principal Spring Handicaps have been published, the entries for scores of other early races have been made, and the beginning of the season is only a few weeks ahead. Horses which are intended to fulfil early engagements are being bustled along, early two-year-olds are being put through the mill, and a general spirit of activity dominates the place. On such a day as the Saturday, a week before racing begins, half a score of trials may easily be run, and quite a fair number of owners and their friends will be present on the Heath, paying their first visit of the year to headquarters. The jockeys who had been hunting in the Midlands or taking part in the winter sports of Switzerland will have returned, and will be grasping every opportunity of riding in trials or training gallops in order that they may be fit when they have to don silk a week hence. These mornings of early spring on Newmarket Heath are delightful, if only the weather is fairly reasonable, and the two hours' ride on the Heath and subsequent breakfast can be followed by a visit to stables, while if the visitor is not in a great hurry to leave, and is in a position to visit them, there are many breeding studs in and about the town which are well worth seeing. It may be mentioned here that quite a number of owners have paddocks at Newmarket, or in the immediate neighbourhood thereof, while others, again, keep their mares—if they have two or three only—with a friend who has paddocks at Newmarket. Then, too, several of the trainers and one or two of the jockeys have a small stud, and it is quite customary for some of the trainers to look after a mare or two, the property of an employer, as well as his own. Many of the most valuable sires of the day are located in and about Newmarket also, and within a few miles of the place are some of the most important private studs in the kingdom.

It must not be forgotten, when writing of Newmarket in the winter, that a few steeplechase horses and a considerable number of hurdle racers are prepared there, for such is the case; but though Newmarket trainers win a fair number of hurdle races during the winter, they play no very bold part in cross-country racing, which, indeed, is rather out of their line. Just lately, however, Newmarket has shown that it can train

steeplechase horses as well as flat racers, for in 1923 Sergeant Murphy, trained by Blackwell at headquarters, won the Grand National Steeplechase in great style. It is, in fact, just a handful of the younger trainers who take a hand in sport under National Hunt rules, and as a matter of fact this branch of racing is not seriously regarded by the average Newmarket trainer, who is employed entirely with horses which run under Jockey Club rules. In the 'seventies and early 'eighties Captain Machell used to have a powerful stable of steeplechase horses at Kennett, which is four miles away, on the Bury St. Edmunds road, but after he gave up the sport it languished sadly as far as Newmarket trainers were concerned, and the meetings which used to be held on the Links Farm had no very long existence, and in fact were never taken up seriously by Newmarket folk. And whereas it was, not many years ago, the fashion for jockeys to remain at home during the winter months and hunt with the Drag, that institution no longer exists, and hunting jockeys go to the Midlands, while those who remain at home have the Newmarket and Thurlow foxhounds at their door and other packs within a short railway journey. It somehow seems natural that a jockey should hunt, and a fair number of them do, but possibly nothing like so many as their predecessors of a generation or two ago.

EPSOM AND THE DERBY

THE Epsom meetings are of considerable antiquity, for racing used to take place on the Downs to the east of the town when that same town was a watering-place of repute, frequented at times by the Court, and always an attraction for Society in general and Londoners in particular. We have, however, to deal with modern Epsom, and may begin by stating the remarkable fact that the place more than holds its own as a racing centre in spite of the fact that it is altogether behind the times, and was until quite lately really nothing more than a carnival of all that is uncomfortable and out of date. Since the war, however, there has been a very considerable attempt at reform, and already a good deal has been done in the way of improving the going and increasing the comfort of visitors. New blood has been introduced into the management, and though, because of the course being on common land and because of vested interests in some of the stands, it will be impossible to make the place as one would like to see it, considerable improvement has taken place, and more reforms can be looked for at an early date. It is no doubt the extraordinary prestige of the Derby which allowed of Epsom maintaining its place as the venue of the most important race in the world, for it cannot be denied that there is a bigger crowd at Epsom on Derby day than at any other meeting of the year.

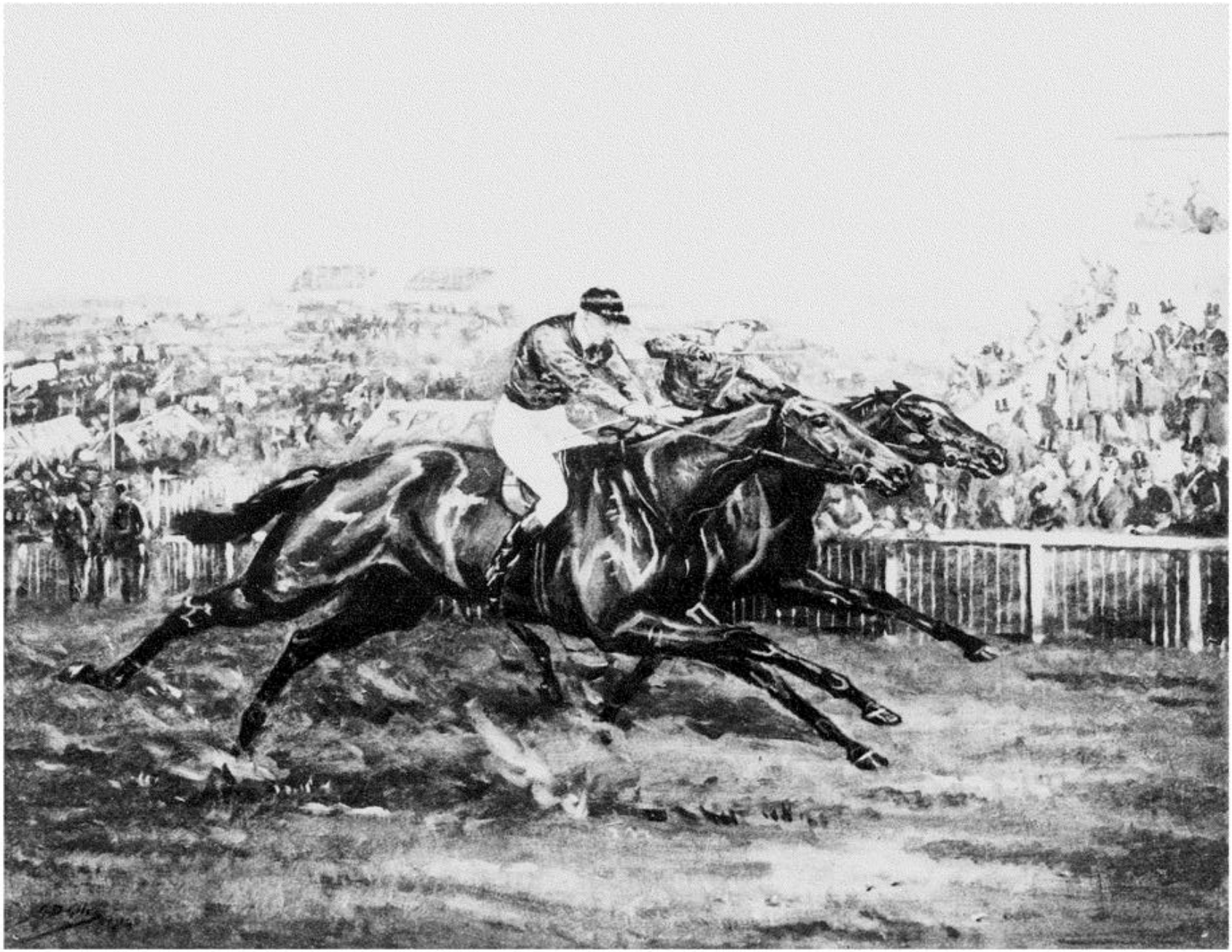
Long ago it was computed that something like a million people are assembled on the Downs and in the immediate neighbourhood on Derby day, and though it is impossible to say for certain whether this estimate be true or not, we are not inclined to dispute it, and even have a decided opinion that unless a wet day intervenes the size of the crowd shows an increase from year to year. Quite certain it is that the Derby attracts the non-racing public in a way that no other race does. Thousands of Londoners, drawn from every rank of society, make a

point of going to the Derby, though it may be the only race they are present at during the twelve months, and the racing army, which in a general way may be divided into three sections, viz. Southern, Midland, and Northern, is gathered together after a fashion which also obtains at Doncaster in September, but at no other meetings.

Then, too, the Derby is talked about in a manner that no other race is. All sorts of people who know very little of racing, and seldom go near a racecourse, appear to be anxious to know something of the Derby when the time for the race approaches. Anyone who is supposed to be well informed will be asked, "What do you think will win the Derby?" by everyone he meets during the week or so previous to the race, and these people are really interested and do want to know which horses have chances, if only so that they may be able to discuss the race with others who have probably no greater knowledge of the subject. At all the Clubs there is a Derby "sweep," and thousands of other sweeps are drawn besides those managed by the Clubs, and as proof of how little some of the sweep promoters know, it may be mentioned that when Aboyeur won in 1913 a sweep was drawn on the Monday evening at a well-known riverside Club in which the first and third horses, Aboyeur and Great Sport, were left out altogether, and the lucky holder of "the field" took first and third prizes.

The two horses were doubtless not included in the list of probable starters which the promoters of this sweep used, and this indicates very strongly that when a sweep is being drawn all the horses left in the race should be included, whether they are likely to run or not. The list of probable starters is always apt to undergo alteration up to the morning of the race, and in this case a list was used that had appeared in a paper of Monday, more than forty-eight hours before the race was run.

The prestige of the Derby is greater than that of any other race, and to the great mass of the general public the Derby winner is the horse of the year. In a great number of cases, moreover, he is the best horse of the year, but by no means always, and in recent years the race has fallen to some very curious animals. During the war the substitute Derbys were won by very good horses, and the winner in 1922 was probably a very high-class horse, but he only ran once as a four-year-old, and was then taken out of training. In 1913 a horse bred in France was successful, this being the



PERSIMMON'S DERBY

From the Painting by G. D. Giles

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second occasion of a French victory in the history of the race. In the previous year a comparative outsider in the grey filly Tagalie took the prize, but in the three previous years well-fancied horses in Sunstar, Lemberg, and Minoru were successful. Of these, Sunstar and Minoru had won the Two Thousand, while Lemberg, in the same race, had been beaten a short head by Neil Gow. These three are the sort of horses one expects to win the Derby, but Signorinetta, who came before Minoru, was an extraordinary outsider, odds of 100 to 1 being offered against her at the start, which odds were thoroughly justified by her two-year-old form, which suggested that she was somewhere between two and three stone behind the best of her year. Aboyeur, in 1913, was at 100 to 1 also, but he only got the race on the disqualification of Craganour, and it has since been proved that the field was one of the poorest of modern times. Fairly good Derby winners may be reckoned to win the race about every other year, exceptionally good ones about once in every seven or eight years, moderately good ones about once in three years, and very bad ones once in a dozen years.

This is, it need hardly be said, a very broad way of looking at it, but it works out fairly correctly all the same. We do not propose, however, to include a history of the Derby in this book, nor in this chapter to write at any length on the various Derby winners, because many of them are treated of in connection with the lines of descent of the modern racehorse, and also when the greatest runners which the English turf has known are described. Allusion, however, may be made to the most recent winners of the race.

The winner in 1922,* Captain Cuttle, was probably an exceptional Derby winner, and it is a pity that it was found impossible to train

* While this volume was in the press the Derby of 1923 was run for, and cleverly won by Papyrus, who, though not actually favourite at the start, was one of the most fancied candidates. Papyrus had won six times as a two-year-old, always in excellent company, and though—as his price of 100 to 15 suggests—he did not stand out as an exceptional Derby favourite, he was greatly fancied. The race need not be described, but the final issue was confined to Papyrus and Pharos, and the first named proved himself the better stayer of the two. Papyrus is a medium-sized horse of fine quality, and was sired by Tracery from Miss Matty by Marcovil (sire of Hurry On and grandsire of Captain Cuttle). Tracery is by the triple-crown winner Rock Sand, and is therefore of the St. Albans line of Stockwell, and has lately been brought back to this country from the Argentine. It is at present impossible to be definite as to the position Papyrus may have in the future, but he is probably a good average Derby winner, and there he must be left. Papyrus was bred by Sir John Robinson at the Worksop Manor Stud, Notts, and as a yearling was sold for 3,600 guineas to Mr. B. Irish, a Huntingdonshire farmer, whose colours he has carried in all his races.

him during the summer months. He won at Ascot a fortnight after his Derby success, but could not stand a St. Leger preparation. In 1923 he was put into training again, and won a weight-for-age event at Kempton Park in May. Shortly afterwards it was again found that he could no longer be trained, and he was taken out of the Coronation Cup at Epsom and the Ascot Gold Cup, when these races appeared to be at his mercy. Humorist, who preceded Captain Cuttle, was a fair but not a great performer. He had been third to Craig an Eran and Lemonora in the Two Thousand, beaten a length and a half by the winner, and in the Derby he turned the tables on these two, beating Craig an Eran by a neck, with Lemonora in third place three lengths away. Lemonora afterwards won the Grand Prix de Paris, while Craig an Eran took the St. James's Palace Stakes at Ascot and the Eclipse Stakes, but could only finish fourth in the St. Leger, two of the placed horses having been many lengths behind him in the Two Thousand and Derby respectively. Humorist, unfortunately, died shortly after the Derby, and therefore it is difficult to be certain about his class, more particularly as neither Craig an Eran nor Lemonora ran as four-year-olds, both being sent to the stud early in life.

In 1920 the Derby was won by Spion Kop, who started at 100 to 6, and who on his two-year-old form had not much pretensions to such a victory. As a two-year-old he had run half a dozen times and had not won a race, though he was second under 8 st. 9 lb. for the Free Handicap, second in the Alington Plate, and second in the Prince of Wales Nursery at Doncaster under 7 st. 12 lb. At Liverpool he was third to two very moderate horses, and the best which could be said of him before the Derby was that he was a consistent runner, and probably a stayer, for he had run second at a mile in September. As a three-year-old he won the Spelthorne Plate at Kempton Park, and next ran in the Derby, for which the Two Thousand winner, Tetratema, was favourite at 3 to 1, with four others backed at shorter prices than Spion Kop. Tetratema failed to stay, and as Spion Kop had much the best stamina of all the runners, he won fairly easily, but that was his last victory as a three-year-old, and he was unplaced in the St. Leger and also in the Champion Stakes. Spion Kop is by Spearmint from Hammerkop, by Gallinule, a grand staying mare who won the Cesarewitch under 8 st. 9 lb. and the Alexandra Plate at Ascot twice.

The winner of the Derby in 1919 was Grand Parade, by Orby out

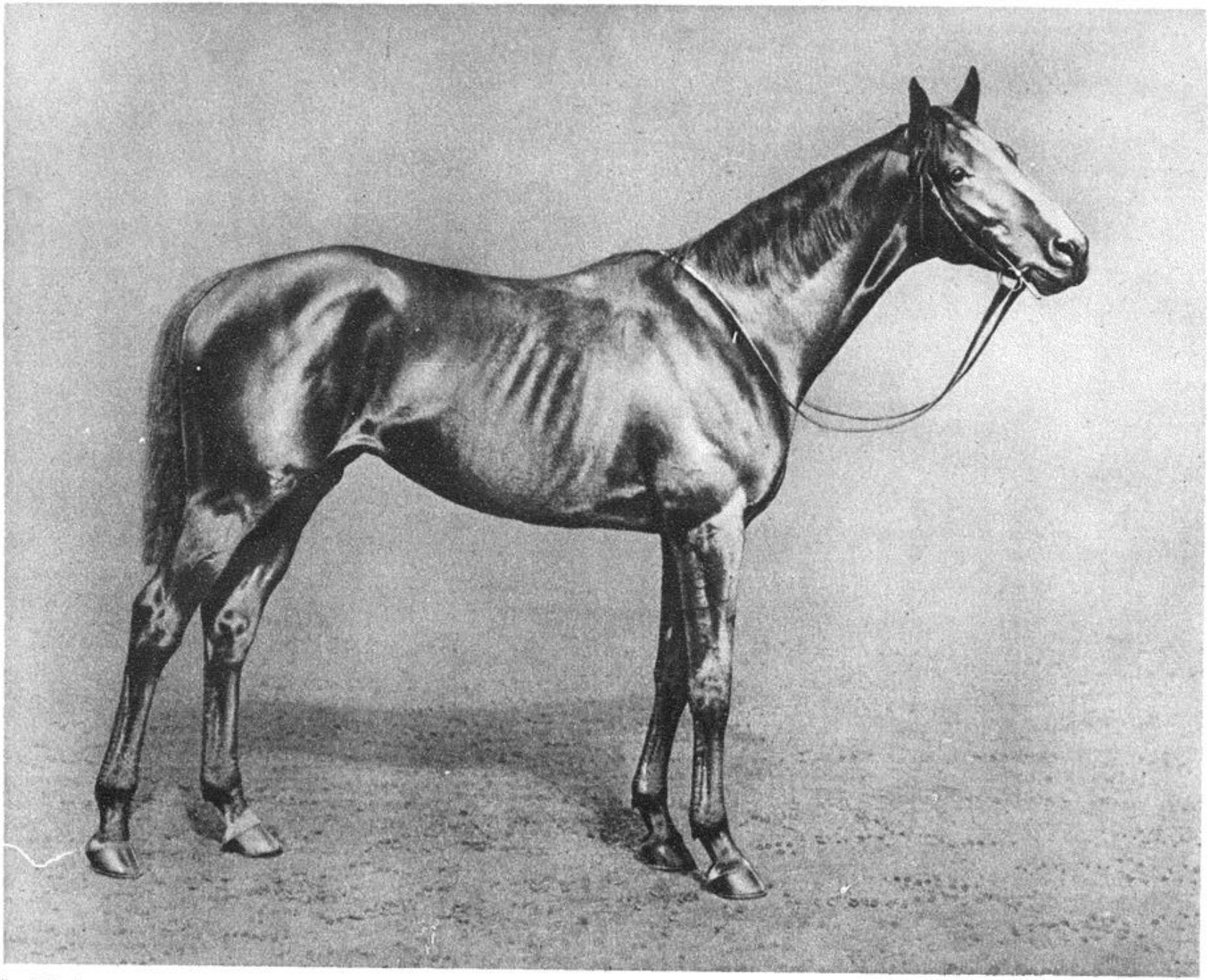
of Grand Geraldine, by Desmond, a handsome chestnut, who has already had two-year-old winners. As a two-year-old Grand Parade won the Fitzwilliam Stakes and the Soltykoff Stakes at Newmarket, the Curragh Biennial Stakes, the Anglesey Stakes and the National Produce Stakes at the Curragh, but when brought back to England was beaten into third place by Glanmerin and Knight of the Air in the Moulton Stakes at the Newmarket Houghton Meeting. This hardly looked like Derby form, and Grand Parade was seldom, if ever, mentioned during the winter as a likely Epsom winner. The Derby was his first outing as a three-year-old, and the long odds of 33 to 1 were offered against him, favouritism being awarded to The Panther, who had won the Two Thousand a month before. The animal in question behaved like a mad horse at the post and made no show in the race, while Grand Parade beat Buchan by half a length, and instantly rose from comparative obscurity to the proud position of a good-class Derby winner, for the field he beat included several smart horses. Only once again did Grand Parade carry silk, viz. in the St. James's Palace Stakes at Ascot, when Glanmerin—who had beaten him as a two-year-old—was his only opponent. The two were well matched and ran a very fine race, but Grand Parade stayed better than Glanmerin and wore him down in the last hundred yards. Grand Parade never ran again, but as a five-year-old Glanmerin was a fine performer, though he was not a long-distance runner. It is more than probable that Grand Parade will be a stud success.

Grand Parade was the first winner of the Derby after the war, and we must now go back to the four war Derbies, which were run on the last mile and a half of the Cesarewitch Course. Gainsborough was the winner of the last of the series, and this colt was a good-looking, medium-sized bay by Bayardo (the Hampton line of Newminster) from Rosedrop by St. Frusquin, her dam Rosaline by Trenton out of Rosalys, by Bend Or. This is very fine breeding, strengthened by the blood of the Australian Trenton, who was a great sire of stayers. Gainsborough began his turf career by running fifth in a big field for the Thurlow Plate at Newmarket, on the same day that his stable companion, Gay Crusader, won the Derby. Gainsborough was not backed, but was much liked by those who looked him over in the paddock. His next race was the Ramsay Plate, run for in August at Newmarket, and in this he was third to Violinist and Scatwell, two of the best two-year-olds

of that season, and he had a smart performer in Somme Kiss behind him. For this race he was quoted at 100 to 14, being only fourth favourite, and he ran just as well as he was expected to do. His third and last two-year-old race was the Autumn Stakes of £670, and in this he again met Violinist, but this time Lady James Douglas's colt had a nice pull in the weights. Violinist was again favourite, but Gainsborough was backed at 5 to 1, and he won very easily indeed.

As a three-year-old Gainsborough first ran in the five-furlong Severals Stakes, but this was much too short a course for him, and though he was quoted at 10 to 1, he was not seriously fancied. He finished fifth in a big field, many of which were good-class sprinters later in the season. Then came the Two Thousand, and now it was known that Gainsborough was fitter than he had ever been before. His old opponents, Somme Kiss and Scatwell, were in the field, but Polyscope—who had beaten a big field on his only previous appearance, when a two-year-old—was favourite at 7 to 4, Scatwell being second favourite at 3 to 1, with Gainsborough next at only one point longer odds. The race turned out to be a good thing for Lady James Douglas's colt, who had his field beaten in the last furlong and was an easier winner than a verdict of a length and a half suggests. For the substitute Derby a month later odds of 13 to 8 were laid on Gainsborough, who won in most decisive fashion from Blink, who had finished third in the Two Thousand. Gainsborough then won the Newmarket Gold Cup of two miles and the September Stakes (substitute St. Leger) in a field of five, but though the numbers in this race were small, the quality was good, for My Dear, who finished second, won the substitute Oaks; Prince Chimay, who ran third, the Jockey Club Stakes; Ferry the One Thousand; and Zinovia the Cambridgeshire of that year. Yet Gainsborough slaughtered these past and future winners in most summary fashion, but—and this is very curious—was actually beaten a length by Prince Chimay in the Jockey Club Stakes which has just been alluded to. Odds of 5½ to 1 were laid on the Derby winner, while 20 to 1 was offered against Prince Chimay, and it need hardly be said that Gainsborough did not show his true form.

It will be seen from what has been written that Gainsborough in both his seasons was pulled out before he was really ready to run, the consequence being that he was twice beaten as a two-year-old and once as a three-year-old in company that was not very great. After-



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FLYING FOX

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wards he carried all before him until he met with an extraordinary and unlooked-for defeat in the Jockey Club Stakes. But it must be stated that there are those who will not have it that Gainsborough was anything like a great horse, and the reason given is these early defeats. People who hold this opinion are those who strongly deprecate the practice of bringing out horses who are by no means wound up, and they point to Ormonde, Minting, St. Simon, Flying Fox, Persimmon, St. Frusquin, and other recognized celebrities, who immediately established their class, and who, though some of them were occasionally defeated, maintained their great class from their earliest days of racing until they were retired from running. Gainsborough was certainly not one of this sort, and as a matter of fact he had four defeats and five wins in his two seasons of running. Yet when at his best he was vastly superior to all the three-year-olds of his year, and he won the Newmarket Gold Cup, which was a sort of substitute for the Ascot Cup, against the best four-year-olds which could be brought out to oppose him. He was most certainly a stayer, as his pedigree suggested he would be, and an exceptionally nice horse in appearance.

Gay Crusader, who won the substitute Derby in 1917, was a bay colt by Bayardo from Gay Laura, by Beppo (by Marco of the Melbourne line) out of the One Thousand winner Galeottia by Galopin. He is an elegant horse, cast perhaps in a slightly lighter mould than Gainsborough, and possessed of beautiful quality. He has, on the whole, a better record than his stable companion Gainsborough, for he won eight of the ten races in which he took part. Still, he began his career with a defeat, for he started at 5 to 1 for the Clearwell Stakes, and finished no nearer than sixth in a field of twelve. His only other two-year-old race was the Criterion Stakes, and for this race he had no quoted price in a field of only eight runners, so that he cannot have been much fancied. Yet in a good finish between three he beat Molly Desmond by a head, and this concluded his first season as a racehorse. He next ran at the Craven Meeting of 1917, being one of a field of ten who contested the Column Produce Stakes. He did not actually win, but he was beaten less than a length by Coq d'Or, to whom he was giving 11 lb., and who was well backed at 7 to 2, while odds of 100 to 7 were offered against Gay Crusader, whose last defeat it was.

In the Two Thousand, Gay Crusader started favourite at 9 to 4, and this is a little remarkable, because he had up to that time been

twice beaten and had only won one race, and in his previous attempt he had been practically an outsider. He won the Guineas cleverly, and this and his subsequent form suggest that he too was by no means wound up for his earlier races. It was not a great field that he beat in the Two Thousand, but the class he met in the Derby was much better, and this race he won in great style, suggesting that he had made very great improvement in the month which intervened between the two races. The verdict over Dansellon was four lengths, and we are inclined to think that we have seen no more easily won Derby in recent years. Gay Crusader next won the September Stakes, the Newmarket Gold Cup, the Champion Stakes, and the Lowther Stakes, and, to finish his career, the Limekiln Stakes. In none of these races was he ever pushed, and whatever he may do at the stud, the fact remains that in 1917 he stood right out from all of his age, and was an easy winner of the only cup contest in which he took part.

Fifinella, who won the Substitute Derby in 1916, was a chestnut filly by Polymelus out of Silver Fowl, the dam of Silver Tag and other winners. She was, perhaps, not a great mare, but a consistent runner, who was lucky in that she did not meet Hurry On, who was by far the best three-year-old of the year. As a two-year-old, Fifinella made her first appearance in the Fulbourne Stakes at Newmarket in July, and so well had she been tried that odds were laid on. She won by a wide margin, but failed by a head to concede 10 lb. to Telephone Girl six weeks later. Her only other two-year-old race was the Cheveley Park Stakes in which she landed the odds of 10 to 1 laid on her by eight lengths from three moderate opponents. As a three-year-old she first ran in the One Thousand, starting favourite at the short price of 11 to 10. She was, however, beaten by the second favourite, Canyon, and this was her only defeat of the season. In the New Derby, Kwang Su was favourite, with Fifinella and Nassovian both fancied and well backed. Indeed, they were equal second favourites, and were a well-matched trio, for Fifinella beat Kwang Su by a neck, while Nassovian was only a head behind, and was unlucky in the race. Fifinella afterwards won the New Oaks cleverly, and her only other appearance was as a four-year-old, when she was beaten into third place by Phalaris and Bosket in the Bury St. Edmunds Plate at Newmarket in September 1917. On that occasion she dwelt so much when the tapes were raised that she was, practically, never in the race.

EPSOM AND THE DERBY

We now come to 1915, the year in which the first of the substitute war Derbies was won by a very good horse in Pommern. This horse was by Polymelus out of Merry Agnes, by St. Hilaire, her dam Agnes Court by Hampton, and was a bay, good-looking and well off for quality. He was rather of the elegant than the massive type, and critics used to find fault with his quarters, and say that his second thighs were weak. Weak-looking they certainly were, but Pommern was a lively horse of beautiful light action, and as a three-year-old he made such steady improvement from month to month that in the autumn he was very much farther in front of his rivals than he had been in the early part of the year.

Pommern, like so many other big winners of recent years, began his career ingloriously, and suggesting no great promise in the future. He was, in fact, unbacked and "down the course" in the Bessborough Stakes at Ascot, while exactly the same can be said of his performance in the Princess Plate at the Newmarket First July Meeting of 1914. In neither of these races was he in the first three, nor did his name figure in the list of those whose prices were quoted. Less than four weeks after his Newmarket race Pommern was one of ten who contested the Richmond Stakes at Goodwood, and the betting quoted for this race was "2 to 1 on Follow Up, 10 to 1 bar one." Yet Follow Up was unplaced, and Pommern ran home an easy two-lengths winner. His only other race in his first season was the valuable Imperial Produce Stakes at Kempton Park, for which King Priam—a winner at Ascot and Goodwood—and Snow Marten—who had won at Newmarket in the previous week and who was destined to win the Oaks in the following year—were equal favourites at 13 to 8, while Pommern was at 100 to 30. It should be mentioned that Pommern had 8 lb. the best of the weights with King Priam, but this probably made no difference, for the Richmond Stakes hero came clean away from his opponents in the last furlong, and passed the post a very easy four-lengths winner.

By this time it was generally agreed that Pommern, in spite of his two early failures, must be one of the best two-year-olds of his year. It was thought by some that his stable had been training an angel unawares, and that the eyes of his connections were only opened when the unexpected happened at Goodwood. Whether this was the case, or whether Pommern was run in two races for which he had not

been properly trained, we have no idea, but we deprecate the plan of "giving horses a little experience" when it is known that they are not even half fit; and the general opinion was that Pommern had had two public gallops when quite untrained. It need hardly be said that no harm was done—if this view of Pommern's case is correct—for the colt was not backed for a penny piece at Ascot or Newmarket, and for very little at Goodwood. But these early defeats rob Pommern, to some extent, of his position of being considered a great horse in the future, and this position he would most certainly have achieved had he not been run at Ascot and the Newmarket July Meeting.

Pommern's first race as a three-year-old was the Craven Stakes, in which he put up a big penalty, and had to allow 15 lb. to the very useful Rossendale, a Malton-trained horse by St. Frusquin, who is doing fairly well at the stud just now. The task was just beyond Pommern's powers at that period of his three-year-old career, and he was beaten by three-quarters of a length, but was actually five lengths in front of a good horse named Torloisk. The form was, in fact, thought good enough to win the Two Thousand a fortnight later, Pommern being favourite for that race at 2 to 1, and a very easy winner. His next race was the New Derby, and in spite of his decisive win in the Guineas, Pommern was an easy favourite, slight odds being laid against him at the start. This betting, by the way, we never could quite understand, for 10 to 1 was offered bar one, and there seemed to be no great amount of money for any horse but the favourite. Danger Rock, who had cleverly beaten Let Fly in the Newmarket Stakes, was equal second favourite with the last named at 10 to 1, and except The Vizier, who had finished third in the Two Thousand, there was no other horse even at a comparatively short price. Once more Pommern had matters all his own way, Let Fly and Rossendale finishing second and third.

Pommern next won the September Stakes with Snow Marten—who had won the Oaks—second, and whereas Pommern in the Derby had finished two lengths in front of Let Fly, he now had an advantage of a dozen lengths over the same horse, while in the Limekiln Stakes a few weeks later he gave Let Fly 9 lb. and beat him seven lengths, thus showing how much he (Pommern) had improved since the Derby when Let Fly ran him to a couple of lengths at level weights. As a four-year-old Pommern won the June Stakes of a mile and a half,

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ARD PATRICK

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giving Russley, of his own age, a stone and a clever beating, and this was his last race. It is a pity that Pommern never ran a cup course, for though he won several races at a mile and a half and one at a mile and three-quarters, he was always meeting horses of his own age, so that his position as a genuine stayer was never clearly established. He probably was one, for he had the stout blood of the Agnes family, but his sire Polymelus has been more successful with middle-distance runners than with cup horses. He (Polymelus) sired winners of the Derby in Pommern, Fifinella, and Humorist, and winners of the St. Leger in Black Jester and Pommern, but he has not had a winner of the Ascot, Goodwood, Doncaster, or Jockey Club Cup. Gay Crusader and Gainsborough respectively won at two miles and at two miles and a half, and Pommern at a mile and three-quarters, but still the last named is entitled to be called an exceptionally good Derby winner, but not a really great horse, because all his victories were gained at the expense of horses of his own age, and because he was twice in the ruck of a big field when a two-year-old.

Not much need be said about the Derby of 1913. Craganour came in first and was disqualified in favour of the French horse Aboyeur. Both horses left the country, and in all probability the race was the poorest as regards class that Epsom has known for a generation or two. In 1912 Tagalie beat a moderate field, with the exception of Tracery, who was that time so backward that odds of 66 to 1 were offered against him at the start. Tracery afterwards did very big things, while Tagalie, two days later, started with odds laid on her for the Oaks and could only finish seventh. Two other runners in Tagalie's Derby afterwards ran very well in long-distance races, these being Catmint, who won the Goodwood Cup as a four-year-old, and Aleppo, who won two Jockey Club Cups, the Chester Cup, and the Ascot Gold Cup. Both were horses who developed very slowly indeed, for neither of the pair made any show in the Derby.

Sunstar was probably an exceptionally good Derby winner, but as he never ran again after winning the Derby, it is not an easy matter to determine his status among Derby winners. He had won the Two Thousand and Newmarket Stakes shortly before, and in the Derby he actually broke down and finished on "three legs and a swinger." He was in front of the field when his leg went, and Stedfast, who had begun slowly, at once drew up, his head almost reaching Sunstar's

girths. Then the last-named, exhibiting extraordinary gameness, drew away again, and as the post was reached he was leaving Stedfast at every stride. Sunstar was a beautiful specimen of the medium-sized thoroughbred, and we are inclined to think that he was a very high-class racehorse, for the field he beat was a fairly good one, and Stedfast afterwards did some very big performances. Lemberg was a good horse but not a great one, but he had Neil Gow and Swynford behind him in the Derby, and Neil Gow had beaten him in the Two Thousand and afterwards ran a dead heat with him for the Eclipse Stakes, while Swynford won the St. Leger, the Eclipse Stakes, and many other "big" events.

Minoru was a useful horse but not in the highest class, and he was lucky to win the Derby, in which race he finished in front of two horses which were probably a good deal better than he was. One of these was the American horse Sir Martin, who fell just before Tattenham Corner was reached, and the other Bayardo, who was baulked when St. Martin fell, and was also not quite at his best so early in the season. Bayardo afterwards carried all before him, taking the St. Leger, the Ascot Cup, and many other important races ; and three months later he was probably a stone better horse than Minoru, who was beaten pointless in the St. Leger. Other good horses in Minoru's Derby were William the Fourth and Valens, and it is pretty certain that in the early part of that year (1909) Minoru was a fair horse, for he had won the Greenham Stakes at Newbury and the Two Thousand before he was successful in the Derby. It should be added that he won in King Edward's colours, but was really the property of his breeder, Colonel Hall-Walker (now Lord Wavertree), who leased him to the King for his running career.

Spearmint, who won the Derby in 1906, was quite one of the best of recent winners, and he is one of two English horses who have taken the Grand Prix de Paris in recent years, the other being Lemonora. He is also a success at the stud, and this is most satisfactory, as he is a son of the New Zealand-bred Carbine, who was imported to this country by the Duke of Portland in order that a good outcross for St. Simon mares might be obtained. There are those who think that Spearmint was the best Derby winner of the first decade of the century, and to this opinion we subscribe, for he won the Epsom race in a good year, when many of the field, though not exactly brilliant, were honest,

consistent performers. Spearmint did not run again after winning the Grand Prix de Paris, and Picton, who was second in the Derby, was then running his last race, but Troutbeck, who finished third in the Derby, afterwards won the St. Leger, Radium the Goodwood and Doncaster Cups, The White Knight the Ascot Cup twice and the Doncaster Cup, and Lally the Eclipse Stakes, while Gorgos had previously won the Two Thousand. The White Knight, it may be mentioned, afterwards became the greatest long-distance runner of his day. All the above were unplaced in Spearmint's Derby.

Cicero, who preceded Spearmint in the roll-call of Derby winners, was the luckiest winner of the race we ever saw, even perhaps luckier than Aboyeur. But Cicero's luck was due to the fact that the French horse Jardy went amiss at the eleventh hour, and even then he was only just beaten after having been driven half across the course in the last hundred and fifty yards. After the horses got back to the weighing enclosure Jardy was discharging great lumps of mucus from his nostrils, and was quite unfit to run, but as he was only beginning his illness, this was not found out in time. The field was a small one and did not include any other horses of note, no previous or subsequent winner of an important race, nor even any horse who showed anything approaching first-class form afterwards. In the Eclipse Stakes, six weeks later, Cicero was beaten by Val d'Or, and he did not distinguish himself as a four-year-old, beating a solitary opponent in a Biennial at Newmarket and then finishing fourth of five runners in the Ascot Cup. For this race he was well beaten a mile from home, and though excuses have been made for him that he had not been trained, we have to take the form as we find it, and this race suggests that Cicero was a rank non-stayer and a moderate horse. Indeed, on the balance of form he was a very ordinary Derby winner indeed. Cicero has, however, done fairly well at the stud.

St. Amant, in 1904, was not a great horse, being one of the average lot. The unlucky horse in that year was John o' Gaunt, who was frightened of the thunderstorm in which the race was run, and was a long way behind in the early part of the race. It was only when they turned at Tattenham Corner to come home that he began to gallop in earnest, and then he had too much ground to make up. Rock Sand, who won in 1903, was a very consistent runner, and a Derby winner of more than average merit. But he was not quite in the first class,

this being proved when he met Ard Patrick and Sceptre in the Eclipse Stakes and, in turf parlance, could hardly see the way they went. Curiously enough, in this Sandown race the judge's verdict was three lengths between second and third, Sceptre being second and Rock Sand third. If this verdict had been correct, it would have made Rock Sand's form look better than it really was, but as a matter of fact there was from eight to nine lengths between Sceptre and Rock Sand, and this was proved by instantaneous photographs taken from different angles. In two of these so many posts are to be seen, and it only needed a counting of the posts and measuring the distance between any two to discover that Rock Sand was beaten about seventy feet, which can be computed at fully eight lengths. Still, Rock Sand was a good horse, who won the triple crown, and was much the best of his year.

The previous winner of the Derby, Ard Patrick (1902), was what is known as a smasher. He did not run very often, but when wound up nothing could beat him, and he twice beat the brilliant Sceptre—in the Derby and in the Eclipse Stakes. He was sold out of the country and has been a great stud success on the Continent, and he was certainly one of the very best Derby winners of the present generation.

Volodyovski, in 1901, was an average winner. He beat a Derby field which included an extraordinary number of past and future winners, but he could not quite maintain his form, and he has not done well at the stud. Diamond Jubilee, like Rock Sand, won the triple crown, and was a good but not an exceptional three-year-old; but Flying Fox, who won in the previous year, was undoubtedly a great horse and probably ought not to have been beaten in any of his races. As it was, he suffered defeat twice when a two-year-old—once in the Imperial Produce Stakes at Kempton Park and again in the Middle Park Plate. At Kempton Park he was beaten a head by St. Gris, but the jockey of Flying Fox thought he had won, and it is quite certain that if he had thought it necessary he could have got more out of his mount than he did. As it was, he only just succumbed to St. Gris, who was in receipt of 5 lb., and most certainly the head should have been the other way, for Mornington Cannon, who rode Flying Fox, thought he was all that or more to the good as he passed the post. The race afforded a pretty lesson in jockeyship, for it showed how easily

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ROCK SAND

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a jockey can be mistaken, more particularly when two horses are running wide of each other.

Flying Fox's defeat in the Middle Park Plate was rather different, but it was peculiar also, because the winner of the race was the American horse Caiman, who was ridden by Sloan, and the defeat of the Kingsclere colt was partly due to Sloan being allowed to get too far in front in the early part of the race, and partly due to the fact that there was a gale of wind, which affected Flying Fox more than it did Caiman, because Cannon was sitting upright on the first named, while Sloan was crouching along his horse's neck. The affair caused a great deal of talk at the time, and much was said and written about wind-pressure and its effects, but all the same this race was won in the first two furlongs, for the English jockey waited—as was then the custom among English jockeys—while the American slipped away at top speed and secured a great advantage. At the Bushes, Caiman was half a dozen lengths to the good, but from that point Flying Fox was gaining at every stride. His effort as they went up the hill to the winning-post was a superb one, but he could not reach Caiman, who thus won one of the luckiest races on record.

As a three-year-old Flying Fox won six races off the reel, his victories including the Two Thousand, the Derby and St. Leger, and the three £10,000 prizes of that day, viz. the Princess of Wales Stakes, the Eclipse Stakes, and the Jockey Club Stakes. It was in the Princess of Wales Stakes that Flying Fox asserted his great superiority, for the colt had the full penalty in the saddle, and was so far in front when they came to the beginning of the plantation—the race is run on the Summer Course, behind the Ditch at Newmarket—that he crossed over from the extreme right to the extreme left, and even then held such a lead that he hardly appeared to have started with his opponents. He won pulling up, in ridiculously easy fashion, and in the St. Leger he turned the tables on his two-year-old conqueror, Caiman, in most decisive fashion. His owner, the late Duke of Westminster, died during the winter, and Flying Fox was sold by auction at Kingsclere for 37,500 guineas, his purchaser being the French breeder and owner M. Blanc. Flying Fox never ran again, but was a great success at the stud in France.

Jeddah, who won the Derby twelve months before Flying Fox did, was a moderate horse; but Galtee More, in the previous year, was

a good performer, and made a fine show in the Cambridgeshire under 9 st. 6 lb. He also won the Two Thousand and St. Leger, and was much the best of his year. Persimmon, who won in 1896, was a great horse, but no better, or very little better, than St. Frusquin, the winner of the Two Thousand in that year, for which Persimmon was not a runner. Persimmon only just beat St. Frusquin in the Derby, and when the two met a few weeks later in the Princess of Wales Stakes, St. Frusquin turned the tables at an advantage of 3 lb. in weight. Persimmon won the St. Leger in great style, and took the Ascot Cup in the following year, and afterwards proved to be the best of all the St. Simon horses at the stud.

Sir Visto, who won in 1905, was moderate, and his predecessor, Ladas, a very beautiful horse, was well up to the average standard of Derby winners, but not a great horse.

We have now gone back thirty years, and during that time there have been three exceptionally good Derby winners—Ard Patrick, Flying Fox, and Persimmon to wit. It is, of course, possible that Spearmint, Sunstar, Pommern, and Gay Crusader were in much the same class, but in either case their turf career was so short that it is impossible to place them on the same mark as the other three. We may call Ard Patrick, Flying Fox, and Persimmon exceptional, and Spearmint, Sunstar, Pommern, and Gay Crusader very good. Then we come to the good, but not exceptional, winners; and here we have Lemberg, Rock Sand, Diamond Jubilee, Galtee More, Ladas, and Gainsborough. The others—Aboyeur, Tagalie, Minoru, Signorinetta, Orby, Cicero, St. Amant, Volodyovski, Jeddah, Sir Visto, Durbar II, Fifinella, and all the post-war winners except Captain Cuttle—are probably below the average, and may be described as moderate. Some, of course, are better than others, and some of them have been written up beyond their merits, but it is impossible to make out a really good case for any of the lot when all their racecourse performances are taken into consideration. Something good can, of course, be said about each, and there are those who think that no really bad horse can possibly win the Derby; but it must be borne in mind that we have been comparing Derby winners, and that when a horse is pronounced moderate this means that as far as can be judged he is moderate in comparison with other winners of the same race. Such as Orby, Cicero, and St. Amant were good horses of their year, but they came at a period when really great performers

were scarce, and all this can be proved by considering what they beat, what races the beaten horses won afterwards, and so forth.

Conditions at Epsom.—And now we must leave the Derby, and describe Epsom from other points of view. We have said that the course is one of the oldest in the kingdom, and to this we may add a long and carefully considered opinion that it is one of the very worst race-tracks we ever saw since such meetings as Northampton, Lichfield, and Durham disappeared from the calendar. The drawbacks to Epsom are numerous, and dealing with the course first, the Derby course is a mile and a half in length, and begins at a point opposite the stands and about half a mile away. The first two furlongs are on a sharp rise, which continues, but much more gradually, to the mile starting-post; thereabouts for a furlong or two the ground is comparatively flat, but seven furlongs from home begins a long descent, which is probably steeper than any other hill to be found on any other racecourse, with perhaps the exception of Brighton. There is no objection whatever to horses running up and down hill, and, like many others, we dislike the course that is as level as a billiard-table all the way. Moreover, horses whose action is true can gallop up steep gradients with perfect ease to themselves, and the really good horses win just as often at Epsom as they do elsewhere, but at the bottom of the Epsom hill there is a sharp bend to the left, and this means that during every meeting a considerable number of horses run wide.

If a steep descent on a racecourse runs out on to the level, or is followed by a rise, as at the end of the Rowley Mile at Newmarket, no possible fault can be found, but when the descent is followed by an abrupt turn, the hard puller is at a great disadvantage, as is also the lightly weighted horse in the handicap who is ridden by a small boy. Tattenham Corner—as the abrupt turn referred to is called—is dangerous also, and we need only instance the falls of Holocauste in Flying Fox's year and of St. Martin in Minoru's year to emphasize the point. Both came down when they were on the turn, and whether they fell because they crossed their legs, or struck into or were struck by other horses, does not affect the matter in the least. But Epsom, or rather the Derby Course, on part of which all the longer races are run, has another serious defect, and that is that when the horses are round the corner and in the straight they are galloping on ground which is

on a slope. It is true the slope is a gradual one, but there is quite a big drop between the rails on the stand side and the rails on the far side of the course, and at times, or rather in places, horses are actually galloping with their off-legs on higher ground than their near ones.

Then again the Epsom course is on common land, and very difficult to keep in good order. In a dry summer it becomes terribly hard, and often the going in the Derby week is excessively bad, for all those horses which prefer soft or fairly soft ground to gallop over. As far as one knows, the course is not watered, as the courses at the enclosures are, and the herbage, though plentiful enough in the early spring, becomes greatly worn, in places, before the Summer Meeting is concluded. The crowds are now kept off the latter part of the run in, between the races, but they swarm over the course from a point near the eastern end of the range of the stands to Tattenham Corner and beyond, and the constant foot traffic over this portion of the ground makes the going slippery in the extreme. On the Derby day of 1913 a horse named Felizardo slipped and fell hereabouts, merely because he lost his legs on the glassy going, and many other falls have taken place in other years. In 1914 the Clerk of the Course was fined because the course was in bad order, and one has heard of owners who would not risk their horses towards the end of the Summer Meeting. Things have been a good deal better since the war.

What the rights of the public may be with regard to walking on the Epsom course during the meeting is not clearly understood by the public itself, but at Ascot for some years it has been possible to prevent the constant foot traffic, and as this is done on one small portion of the Epsom course, there would appear to be no reason why it should not be done on every other portion of the race-track. The danger and the probability of horses slipping on a course which has in many parts a downward slope, and which is slippery on the top because of the thousands and thousands who walk on it between the races, must be very great, and every possible means should be taken to bring about an improvement.

The stands are very old-fashioned, having been built long before the present demand for stand accommodation arose. Nor are the stands well placed with regard to the winning-post, which is some fifty yards beyond the end of the range and exactly opposite the centre of Barnard's stand—a minor, open range of standing room which has

A THUNDERSTORM DERBY

(ST. AMANT WINS, 1904)

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much the best position on the course, and which does not attract any of the many contingents who have to do with the business of racing. No owners, trainers, jockeys, officials of the meeting, or even the front rank of bookmakers, use Barnard's stand, and, judging from appearances, the place is not particularly well supported by the general public. It draws a fair crowd on the Derby day, but on the other five days of racing at Epsom the attendance in Barnard's is very thin, and even on the Derby day there seems to be no great desire on the part of the casual racegoer to avail himself of the excellent view of the racing which is to be obtained from this particular stand.

Yet it is the casual racegoer who supports Barnard's, and the second-rate bookmaker, second-rate in this connection meaning the man who does not bet to very large money. The position of Barnard's is the very best of all Epsom stands, and no doubt the place pays well, for the upkeep cannot amount to much, and in race weeks the expenses for gatekeepers and policemen cannot be very high. It is generally understood that "vested interests" of Barnard's and other stands on the eastern side of the grand stand will not allow of a new range of stands being built, as has been done at Goodwood, and in the Royal enclosure at Ascot within the last five-and-twenty years.

The upshot is that on account of the "vested interests" at Epsom the weighing enclosures and the business premises of the meeting are ridiculously small. There is a public passage between these business premises and Barnard's stand, which becomes enormously congested on the big days, and this probably stands in the way of sweeping reform. As it is, the Jockey Club balcony is immediately over the weighing-room; the Press stand is behind the balcony, and the trainers and jockeys have their stand above. The Press accommodation is altogether out of keeping with the requirements of the age, having been made when very few newspapers reported racing and when not a tenth the number of journalists were sent to Epsom. The writing-room is small and very dark, with sitting accommodation for about fifteen, and the stand above it is not only too small for the numbers who have to use it, but it is so very little above the level of the Jockey Club balcony immediately in front that during the race for the Derby the view from it is frequently obscured by the tall hats of the Jockey Club members who are standing in front. It is, in fact, a difficult matter for the Press to obtain a clear view of the Derby in these days, and more

particularly in the shorter races. As a rule, the front row is filled up nearly an hour before the Derby, and this is quite unnecessary, say at Ascot or Goodwood.

The Club enclosure is so small that it has to be confined to men, and though the ground rises towards the stand, it is only from the half-dozen rows of steps that the racing can be properly seen. Beyond it come "Tattersall's," the big ring, and the smaller one, and the Grand Stand rises above them, and is one of those old-fashioned affairs with a roof which on the Derby day is crowded long before the time of the great race. Beyond the range of buildings come "Langlands'" and other wooden stands, but these are a long way below the winning-post, and though they command a good view of the earlier part of the races, very little of the finishes can be seen from them, it looking at times as if something has won which has not even been placed. It need hardly be said that these cheap stands give first-rate value for the money charged—one can hardly expect to get a better view for the insignificant sum which is asked; and what with "Barnard's," "Langlands'," and other similar affairs, Epsom is actually the cheapest meeting of the year for a very big section of the general public.

But the people who make a business of racing, or who want to bet more than a pound or two if the inclination so takes them, the people who hire boxes for the week, and even the occasional racegoer of a certain standing in society, all want to be more in the thick of things than they would be in "Barnard's." They want to be in the Club stand if they are members, and if not they want to be where they know how the market is going, where they are likely to hear those thousand-and-one titbits of turf gossip which are always floating about a race-course when a meeting is in progress; and, in brief, they want to be where there is a chance of hearing information as to the chances of the runners. It may be said that the markets in the cheaper stands reflect the market in Tattersall's, and so they do, but anyone who remains in the cheap stands has nothing to guide him but the prices which bookmakers offer, and these—especially on Derby day—are about half what is procurable at the chief seat of business.

The result of all this is crowding, congestion, and great discomfort for all who pay for entrance to the higher-priced rings. It is true that a fine range of new luncheon-rooms have recently been built behind

the stands, and it is the case that for those who care to pay for them there is an excellent range of boxes on the grand tier; but the man who backs horses as a matter of course very often sees nothing of the racing at Epsom except a momentary glimpse as the colours flash past. At Newmarket, and at all the enclosures, people in the rings can step back on to higher ground as soon as the starting signal has been given, and can see a great deal of the racing, but at Epsom those whose business keeps them in the rings until the last moment are at a great disadvantage, and are able to see little or nothing of the sport.

Having pointed out the shortcomings of the course and the moderate accommodation which is supplied by the principal stands, it is now a pleasant duty to call attention to the reverse side of the picture. At Epsom, for those who are lucky enough to secure a good place, a wonderful view of the racing can be obtained. The course, or rather a great deal of it, is well below the stands, and being of such an up-and-down character, the runners can be kept well in view, except when they are running through the furzes in the Derby and during the very early part of the six-furlong races. The difficulty about seeing the runners when they are near the furzes is that the crowd lines the rails so thickly that little but the jockeys' caps can be distinguished, except from the roof of the stands. As regards the six-furlong course, the horses start round a corner, which is out of sight of the stands, and do not come into view for nearly a furlong. This makes it impossible to see which horses have got well away and which have had bad luck at the start. But no racing on the six-furlong course at Epsom is so important as that which takes place on the Derby Course or parts of it, and even the most important two-year-old contest in the Derby week is decided on the old course, this being the Woodcote Stakes, which is run on the first day of the meeting.

The view from the Epsom stands is a very fine one, quite the finest of any racecourse view so near London. Few people, perhaps, go to Epsom for the view, but with the holiday-maker who makes the journey on big days it is so much to the good to spend the afternoon at a fairly high altitude, amidst beautiful scenery, and where the air is clear and bracing. The place is not easy of access. There are plenty of railways. There is one station within about three hundred yards of Tattenham Corner, with a level walk of rather over half a mile to the stands. This is the nearest station, but the journey is rather long, the line between

London and Tattenham Corner making a considerable detour. Another branch of the Southern Railway runs a vast number of specials to the Downs station, a terminus on the north side of the stands, and about a mile away. Probably this line gets the lion's share of the traffic, for unless it is very hot it is a pleasant walk across the Downs to the stands, the route being over sound old turf, but a considerable climb. If one does not feel inclined to walk, there are taxicabs and horse-cabs in fair numbers at the station, and on a wet day the tariff is high. The line from Waterloo to Epsom town has the quickest service of the three, but the town station is nearly two miles from the course, and for three-fourths of the journey it is a stiffish climb. In fact, the bulk of the visitors who use this line drive up, the tariff varying according to the weather conditions and the number of vehicles on duty. In an ordinary way a seat in a brake is one shilling and a seat in a taxicab two shillings or half-a-crown. The route is popular, and if one drives from the station to the course the time occupied in coming from London is not greater than that of the journey to the Downs station, the walk from which takes longer than it does to go from the town station to the stand by taxicab.

Thousands of people, however, still go to Epsom by road. The private motor, the motor-bus, the charabanc and the taxicab having taken the place of the coaches and other horsed vehicles which used to be such a feature of the Derby day. Coaches are still to be found on the course in considerable number, but the private carriage has almost disappeared, and besides coaches, long wagonettes or brakes are the most numerous of the horsed vehicles which still take up position inside the rails. The traffic, though altered in character, is just as heavy as it ever was, and so that those not conversant with the place may understand this clearly we may mention something which happened on a Derby day shortly before the war. A party in two motors had a place in the second, not in the front rank, about one hundred and fifty yards below the judge's box. We lunched with this party, and spent the afternoon in the stands and paddocks, returning to the motors just before the last race. By the time this was over our motors were ready to depart, and turned the right way, but were some two hundred yards from the exit of the motor enclosure, and between us and the gate were scores of heavy vehicles which were crowded up together in great confusion. To cut a long story short,

W. A. Rouch

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SPEARMINT

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it was seven o'clock before we reached the crossing of the course near the entrance to the paddock, and there, where we encountered cross-traffic, there was another block, and this extended for half a mile, two hours being occupied in the journey of less than two miles to the town.

Many of the Derby-day visitors care little for the sort of delay which has just been described. They are out for the day, and a wait of an hour or two is all in the day's work. This particular delay was caused by the fact that the men in charge of the motor enclosure we were in—there are several enclosures, the prices of which vary according to their position—had allowed too many big vehicles to be grouped close to the entrance, which was also the only exit. A couple of big motor charabancs were just inside, and the occupiers of these vehicles were not ready to leave when the racing was finished, nor was there room for them to be moved. The moral is, those who have any desire to get away early should not take their motors into any enclosure, but leave them at an appointed spot on the north side of the stands, where they can get at them quickly and come away when they like. As a matter of fact, the exodus sets in on Derby day soon after the big race is over, and between four and five o'clock, long before racing is finished, there is a continuous line of traffic on the various roads which lead Londonwards.

No more need be written about the Epsom course and its surroundings, but it should be stated that the paddock is situated nearly a quarter of a mile from the stands. It is one of the largest paddocks in the kingdom, so large that there is very little of the crowding one sees at Ascot, Goodwood, and Doncaster, but it is anything but easy of access, for one has either to walk through the crowd on the course or go by a dusty footpath behind the stands, which is thronged with undesirables of every description. There appears to be no other place for the paddock, however, for all about the stands is "common" land, and the Epsom meeting in Derby week is visited by such an enormous crowd that it would be almost impossible to make a new paddock of sufficient size near the stands and at the same time allow room for the hundreds of thousands of individuals and the many thousands of vehicles which are on and about the course during racing hours.

The Epsom programmes are fairly strong, and in spite of its many drawbacks, the place is popular with owners and trainers, though not

altogether so with jockeys, many of whom have in the past expressed a very natural dislike to Tattenham Corner. The Spring Meeting is held on the Tuesday and Wednesday of (generally) the third week in April, coming between the Craven and the First Spring Meetings at Newmarket. Its chief attractions are two high-class handicaps, viz. the City and Suburban and the Great Metropolitan, of which the last named is run on the Tuesday and the City and Suburban—the more important of the two—on the Wednesday. The Great Metropolitan is run over a course of two and a quarter miles which is never used except in this race, and it is quite one of the prettiest contests of the year from a spectacular point of view. The start takes place almost alongside the winning-post, and the horses go *down* the course to Tattenham Corner. They then turn right-handed, a wide opening having been made in the rails, and wind up the hill gradually, covering something like three-quarters of a mile after leaving Tattenham Corner and before reaching the mile starting-post. They join the Derby Course a little more than a mile from home, and then run through the furzes, down the hill to Tattenham Corner, and up the straight. The race attracts stayers, as a matter of course, but of late years there has been an absence of class among the fields which have contested the Great Metropolitan, and this is rather difficult to account for, as the winner takes about £1,000, and this and the Chester Cup are the only really important long-distance handicaps of the early part of the season. It is rather remarkable how often the Metropolitan has been won twice by the same horse. Annecy, who won in 1914, had been successful in the previous year ; Father Blind won in 1907 and 1908 ; King's Messenger in 1899 and 1890 ; and Tissaphernes in 1888 and 1889. The best winner of recent years was Lagos, who carried 9 st. to victory in 1910, but we have to go a long way back to find another highly weighted winner, for Lagos is the only horse who has won under 9 st. in the seventy years of the race's existence, and the next best was that good horse Dutch Skater, who won with 8 st. 13 lb. in the saddle in 1872. Fiz Yama carried 8 st. 11 lb. in 1915. In the list of winners there are several notable names, more especially between 1850 and 1870, before the opposition of park racing had begun to interfere with old-established meetings. Virago won the race as a three-year-old and the City and Suburban on the same day, and in 1860 and the following year St. Albans and Parmesan were successful, both afterwards becoming

high-class stallions. Indeed, Rock Sand, Tracery, and Papyrus are in direct tail-male descent from St. Albans, while Parmesan sired the Derby winners Favonius and Cremorne in successive years. The Drummer, Sabinus, and Hampton (the sire of three Derby winners) all won the Great Metropolitan as three-year-olds, and two notable winners not long afterwards were the American horse, Parole, and Chippendale, the last-named a rare stayer who carried 8 st. 10 lb. in this race as a four-year-old, having won the Cesarewitch in the previous autumn.

Other races on the Metropolitan day are not of great account as far as their actual value is concerned, but Epsom is one of two or three places at which plating events are contested by horses which are a little above the plating class, and the Great Surrey Handicap of £500, on this afternoon, often brings out some of the best handicap sprinters in training, while the Westminster Plate for two-year-olds, though of less value than £200, at times brings out horses which later in the season are competing in very good company.

The City and Suburban is run on the last mile and a quarter of the Derby Course, and as regards the class of its competitors it shares the honours of the Spring Handicaps with the Great Jubilee Handicap at Kempton Park. There is generally a market on the City and Suburban for several weeks before the race, and in the field are always to be found some of the best handicap horses in training, with, at times, a sprinkling of the classic performers of the previous year. The greatest City and Suburban performer of modern times was Dean Swift, who won the race as a five-year-old and again as a seven-year-old, and was three times placed as well. He was a tremendous favourite with the crowd, but being a gelding his name will not be found in the pedigrees of future winners. A great performer in Velocity won under 9 st. 2 lb. in 1907, and the Australian Newhaven II and The Grafter carried 9 st. and 8 st. 10 lb. respectively in 1900 and the following year. Another notable winner about the same time was Bay Ronald, the sire of Bayardo, and a little farther back Rêve d'Or, an Oaks winner, was successful. The greatest name in the winning list, however, is the Derby winner Bend Or, who took the City and Suburban with 9 st. in the saddle in 1881, and who was afterwards the sire of Ormonde, from whom came Orme, Flying Fox, Orby, and others, and of Bona Vista, who founded the Cyllene branch of the Bend Or family,

which just lately has been responsible for four Derby winners in eight years. Master Kildare, the sire of the Derby winner Melton, carried 9 st. 2 lb. when he won, and Thunder in 1876 was successful with 9 st. 4 lb., this being the greatest amount of weight ever carried by a winner of the race. Black Jester won under 9 st. in 1915, and Paragon carried the same weight in 1922.

The City and Suburban is the big event of the Spring Meeting, but the Hyde Park Plate for two-year-olds, on the same day, often brings out smart youngsters, and the minor events are generally interesting. The meeting is a remarkably popular one with all sections of racegoers, and is invariably attended by a considerable number of members of the Jockey Club. The Wednesday is the biggest day as far as the general public are concerned, but the Great Metropolitan always draws a crowd, and this race was instituted by the licensed victuallers of London, who for some years endowed it with a considerable sum of money.

The Epsom Summer Meeting is held in the last week of May or in the first week of June, and extends over four days, of which the Tuesday is the quietest and the Thursday has the strongest all-round programme. The Derby, as a matter of course, is the greatest attraction of the week, and probably the attendance on this particular day equals those of the other three days put together. This, however, is merely conjecture, and no good object can be obtained by thrashing out the pros and cons of the matter. On the Tuesday the Woodcote Stakes for two-year-olds is the best class event on the card. This race is run on the last six furlongs of the Derby Course, and is the first race of the year in which two-year-olds run a six-furlong course. Of late years, class has always been pretty good, better indeed than in the early days of the race, when many of the winners afterwards failed to distinguish themselves. The contest is over a hundred years old. The Tetrarch is the last celebrated winner of the race, and other fine performers in the roll-call of winners are Cicero, Rock Sand, Sceptre, Ladas, Bona Vista, and Surefoot, while a little farther back one finds the names of Cremorne, Sunshine, Belladrum, and Dundee. On the Derby day the Stewards' Handicap of £1,000, on the last mile of the Derby Course, is second in importance to the great race, but the minor events are not of much account.

The Thursday has four races each of £1,000 and upwards in its programme, these being the Great Surrey Foal Stakes for two-year-

olds, the Royal Stakes—which is a six-furlong handicap—the Coronation Cup, and the Durdans Plate, a handicap of a mile and a quarter. These four races help to make the day one of the biggest and most interesting of the year, but the Coronation Cup absorbs the greatest amount of attention, and is in point of fact the most important weight-for-age contest of the early part of the season. The race is worth a little less than £2,000 to the winner, and is run on the Derby Course, and though it only dates from 1902, its list of winners is so remarkable that it may be quoted. Osboch was the first winner, and he was a fine performer and a great stake-winner. He was followed by Valenza, the only moderate horse in the early part of the list. Then came Zinfandel, afterwards winner of the Ascot Cup, and thought by many to be the best three-year-old of his year.

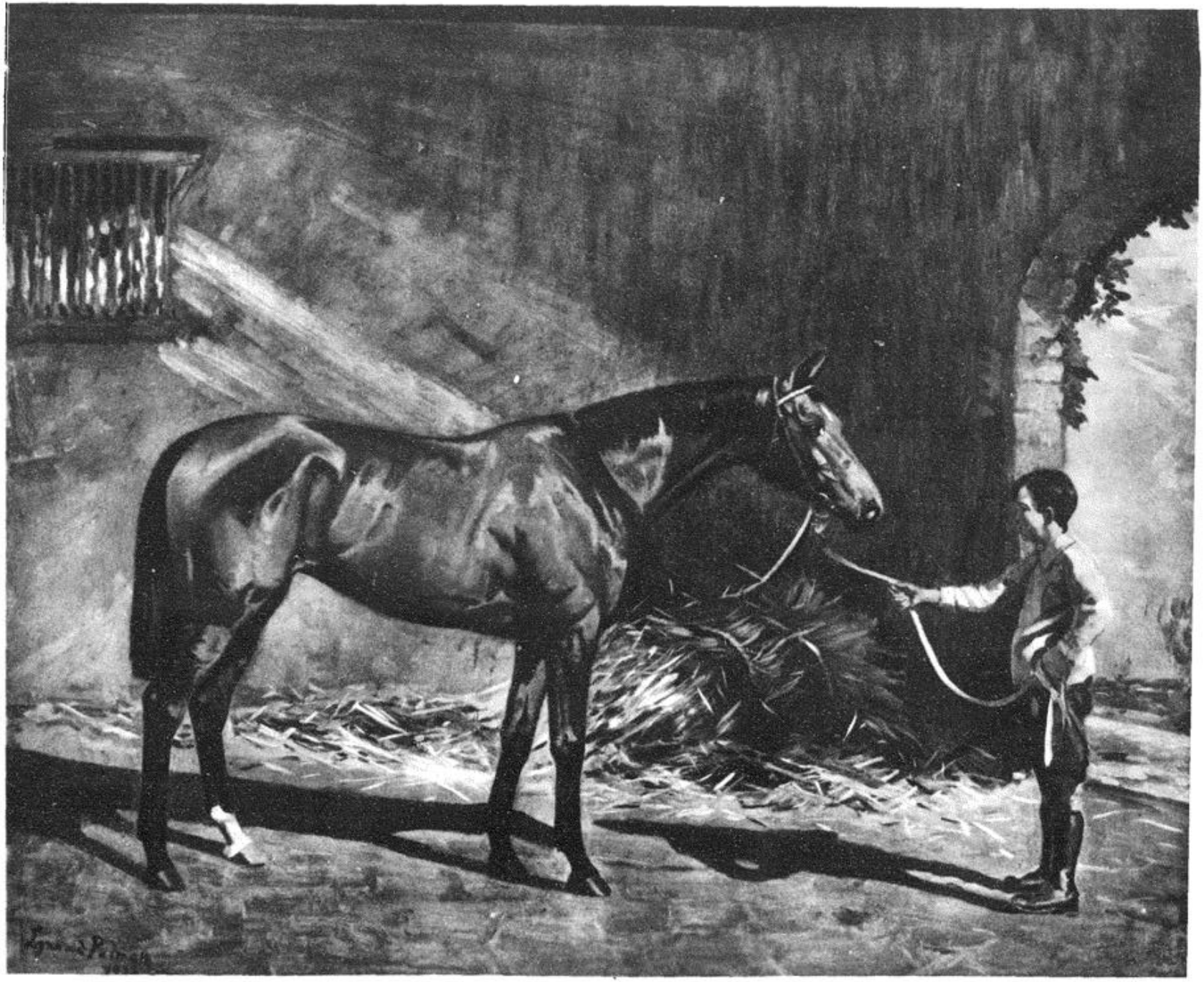
After Zinfandel, Pretty Polly won the Coronation Cup two years in succession, and the double event was also completed by The White Knight. Pretty Polly was a classic star of the first magnitude, while The White Knight made no show in the great three-year-old races of his year, but as a four- and five-year-old was a horse of exceptionally high class, who was also twice successful in the Ascot Cup. In 1909 Dean Swift, to whom reference has been made in connection with the City and Suburban, was the winner, and he was followed by the American horse Sir Martin, a good but unlucky horse who might conceivably have won the Derby of his year had he not come down just before Tattenham Corner was reached. Lemberg was the next winner of the Coronation Cup, and he was followed by Stedfast; the former was a Derby winner, and Stedfast was second for the same race to Sunstar, and afterwards one of the biggest winners of his day. Prince Palatine, the hero of a St. Leger and two Ascot Cups, followed his old opponent Stedfast, but in 1914 a handicap horse was successful in Blue Stone, a horse of very different rank to the winners of the preceding ten years. The post-war winners of the race were useful but not great horses.

The Royal Stakes and the Durdans Plate appeal to and are contested by some of the best six-furlong and mile-and-a-quarter runners respectively, and though the Great Surrey Foal Stakes hardly attracts the best class of two-year-olds, many of whom are at this time of the year being reserved for Ascot, it is seldom won by a bad horse. The Friday would be the poorest day of the four at Epsom were it not for

the Oaks, which is the most important race of the year confined to fillies. In an ordinary way, say in about three years out of four, the three-year-old fillies are inferior to the colts in May and June, and in the list of winners of the Oaks it is not difficult to pick out mares who have won the race and have afterwards done little to maintain their names, either on the racecourse or at the stud. At the same time the race is seldom won by a really bad filly, and one can mention a few who were probably the best of their year.

Pretty Polly and Sceptre were fillies of the very highest class, probably a stone or more above the average Oaks winner in point of merit, but their doings are referred to elsewhere in this volume, and it need only be mentioned now that they were undoubtedly the best Oaks winners of the last two decades.

Of the Duke of Portland's several winners, Memoir was probably the best, and was very unlucky in the St. Leger; but about this period of the turf's history La Flèche, who won the race in 1892, stands out, for she afterwards took the St. Leger, in which she beat the Derby winner Sir Hugo and her stable companion Orme, and later in the year was successful in the Cambridgeshire with 8 st. 10 lb. in the saddle, a very heavy weight for a three-year-old. She also gained high honours at the stud by being the dam of John o' Gaunt, who ran second to St. Amant in the Derby of 1904, and who is the sire of a good horse in the St. Leger winner Swynford, who is also a very successful sire. Mimi, who won the Oaks in 1891, won over £20,000 in stake money, and L'Abbesse de Jouarre, successful in 1889, was the dam of Desmond, who in turn became one of the great sires of the day, and was responsible for the pair who finished first and second in the Derby of 1913, Craganour and Aboyeur to wit. Seabreeze, who won a year before L'Abbesse de Jouarre, beat the Derby winner Ayrshire in the St. Leger, and was probably the best three-year-old of her year; and immediately before her there was a succession of Oaks winners who were nearly all above the average, and many of whom did well at the stud. It is, however, hardly necessary to go farther back, but it may be stated that it is only in an odd year that the winner of the Oaks is better than the winner of the Derby, and of those mares which have been mentioned only Pretty Polly, Sceptre, La Flèche, and Seabreeze showed in the St. Leger that they were better than the best colts which opposed them.



POGROM

From the painting by Lynwood Palmer

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EPSOM AND THE DERBY

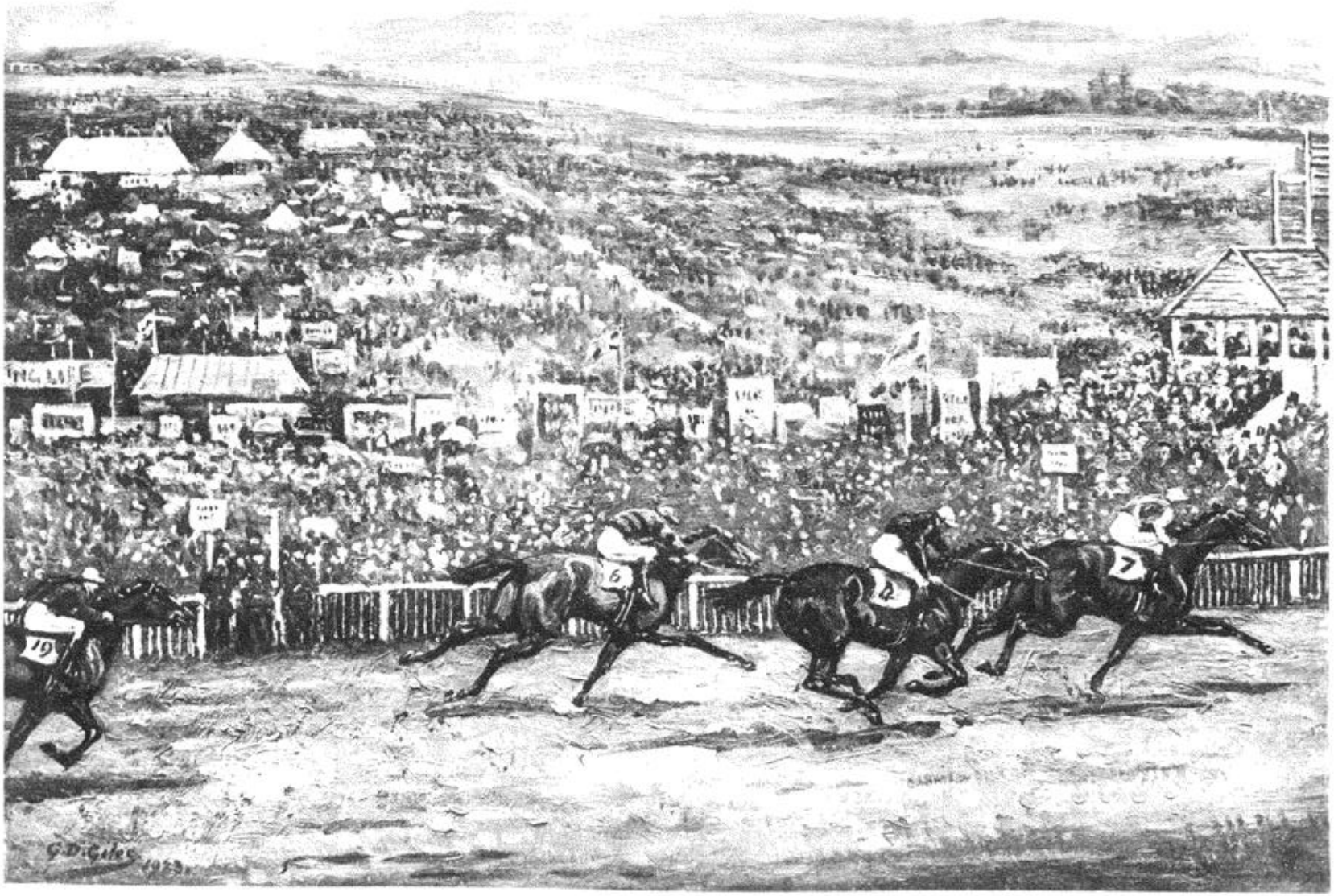
The Acorn Stakes for two-year-old fillies always follows the Oaks on the Epsom Friday, and this attracts the class of filly that is likely to be successful in the One Thousand and Oaks of the following year. The Acorn Stakes is worth about £1,000, but the four minor events on this day are handicaps and selling races of small value, about which nothing need be said except that Epsom trainers win a fair proportion of them in most years, many of these worthies taking infinite pains with the object of winning a race or two at their home meeting.

No matter how great an amount of abuse is levelled at Epsom, it remains, on account of the Derby being run there, the greatest race meeting of the year. From the point of view of the class of the runners, taking the programmes all through Ascot beats it most decisively, but there is no race on the Ascot programme—not even the Gold Cup or the Hunt Cup—which rivals the Derby in the matter of interest, or in its general importance with regard to the turf. Some breeders of thoroughbreds who understand their business may, and do, prefer to breed from a good-class Ascot Cup winner rather than an indifferent Derby winner, but all over the world the prestige which attaches to a Derby winner is greater than that caused by having won the Ascot Cup, and Derby winners are remembered when Ascot winners have been long forgotten, except by the few who understand and are interested in pedigrees. Then again fields are larger at Epsom than at Ascot, except in such races as the Hunt Cup, the Ascot Stakes and the Wokingham Stakes, and the various races very much more open. At Ascot there are a host of three-year-old events which at times have become cut and dried when the time for their decision arrives. At Epsom there are more handicaps and fewer weight-for-age races, and the average backer prefers a handicap because more horses are backed and consequently there is an expansion of prices. In the three-year-old events at Ascot a Derby winner or a Derby second often has a race or two at his mercy, and starts the bearer of prohibitive odds. At Epsom, barring the Derby, the Oaks, the Coronation Cup, and two or three two-year-old events, the racing is chiefly handicaps and selling events, and this generally means an open market and a considerable number of horses backed.

As for the difficulties of travelling to Epsom and back and the discomforts of the stand, the awkward situation of the paddock, and so forth, all the complaints are the outcome of what has often been

dubbed drawing-room racing. Those who can remember what the surroundings of the sport were like before the enclosure came into fashion must know that Epsom as it is now hardly differs from the Epsom of fifty years ago, and that at that day it was in nearly every way superior to the average racecourse. We who write drove to the course in the year that Favonius won, and the surroundings were exactly as they now are, except that all the vehicles were horse-drawn and that the journey by road took twice as long as it now does. In the following year, when the race was won by Cremorne, we went by train to the Downs station, and even then there was an admirable service of specials, which did the sixteen or seventeen miles just as quickly as they now do. The stand was very much like what it is at the present day, and really the only thing that has disappeared is the fair on the hill, the round-abouts, the boxing-booths, and so forth. One thinks the attendances are vastly larger now, and that is only natural, because the population of London and of the country generally has also increased. As for the horses, they were then, as now, of much the same good class in the minor races, while, if there was no Coronation Cup, there was an Epsom Gold Cup, our chief recollection of which is seeing Bend Or beat Robert the Devil in 1881.

Very few of the present generation of racegoers are old enough to remember what the spot was like before the institution of the enclosure. They may not even be aware that except at Epsom, Stockbridge and Lewes, and possibly one or two other places, there were no clubs. The few that did exist were small, and no ladies were admitted. Private boxes could be secured at one or two of the old grand stands, and there were—as there now are—certain private stands at Doncaster or elsewhere, but there were no club enclosures like the modern ones, no ladies' badges, and for that matter very few ladies at any of the meetings except Ascot and Goodwood. At the country meetings there was generally a stewards' stand, to which a certain number of the better-placed visitors and the local magnates obtained admission, but there what may be called privileged accommodation ended, and all the other visitors had to take their chance on the grand stand, such as it was. This was often a large house with balconies along the front and a roof on which a flight of steps—stone, lead-cased, or wood as the case might be—had been placed, and from which a fine view of the racing could be obtained. But as a rule the early birds, who were



THE DERBY, 1923

(PAPYRUS WINS)

From the Painting by G. D. Giles

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almost invariably casual visitors with no interest whatever in the business part of the racing, seized all the best places and remained there. The man who had business at the weighing-room or in the ring never used a grand stand, but took his chance, and very often the little wooden stand for trainers and jockeys would be crowded to its fullest capacity by people who had no real right to be there. Apropos we have seen the Press enclosure on the old grand stand at Goodwood cleared by the police half a dozen times at a meeting when it had been invaded by the general public, who utterly disregarded the fact that it was railed off and labelled "Press" in letters of considerable size.

The fact is that modern racing is conducted on lines which tend in the direction of making all the visitors comfortable. Paved or asphalted rings, open stands which involve no ascent of a narrow and tortuous staircase, plenty of shelter, paddocks within a few steps of the stands and provided with walking rings, and in many cases a racecourse station, with a covered path from the platform to the enclosure. This is what we find now, and where the course is alongside a railway there is no cab to pay at the end of the journey. Gatwick, Kempton Park, Newbury, and other places have their own railway stations, and even at Ascot, which is one of the old meetings, there has for many years been a covered passage from the station to the course. Judged by the average modern enclosure, Epsom is old-fashioned and out of date, but it is nevertheless a hardy annual among the racecourses of the kingdom, and it will probably hold its own as long as racing lasts.

ASCOT

IT has been said that Epsom is the greatest meeting of the year, because it has the greatest race of the year on its programme, and this is certainly true. But Ascot is in some ways a greater meeting, and the various matters in which Ascot is superior to Epsom may be pointed out. First of all, the stakes—the Derby and Oaks alone excepted—are of far greater worth. This we will go into later on, but briefly it may be stated that on the four days at Ascot prizes are run for which are of nearly double the value of those run for on the four days of the Epsom meeting. This succession of valuable stakes means that a majority of the best horses of all ages, in training, are prepared to run at Ascot. Many of them, more especially the performers in the Derby and Oaks, take on (if possible) their engagements at both places, but the best long-distance runners of the day are not seen out at Epsom, for there is no longer race in the Derby week than a mile and a half. The Coronation Cup may attract one or two of the best stayers, such as The White Knight, who won the race and the Ascot Cup a fortnight later in two succeeding years, but the Ascot Cup field has seldom more than one or two of the Coronation Cup runners in it, and at times there are none at all.

Then again not many of the runners for the Hunt Cup at Ascot have been out at Epsom, though a few have probably been in the Royal Stakes, but it is the good two-year-olds which are chiefly reserved for the later meeting, such events as the Woodcote Stakes and Great Surrey Foal Stakes at Epsom comparing badly from a monetary point of view with the Coventry or the New Stakes at Ascot, or even with the Biennials and Triennials which shortly before the war had definite names assigned to them. And whereas stayers are catered for in some half-dozen of the Ascot races, there are no events at Epsom in which stamina must play an important part, and this

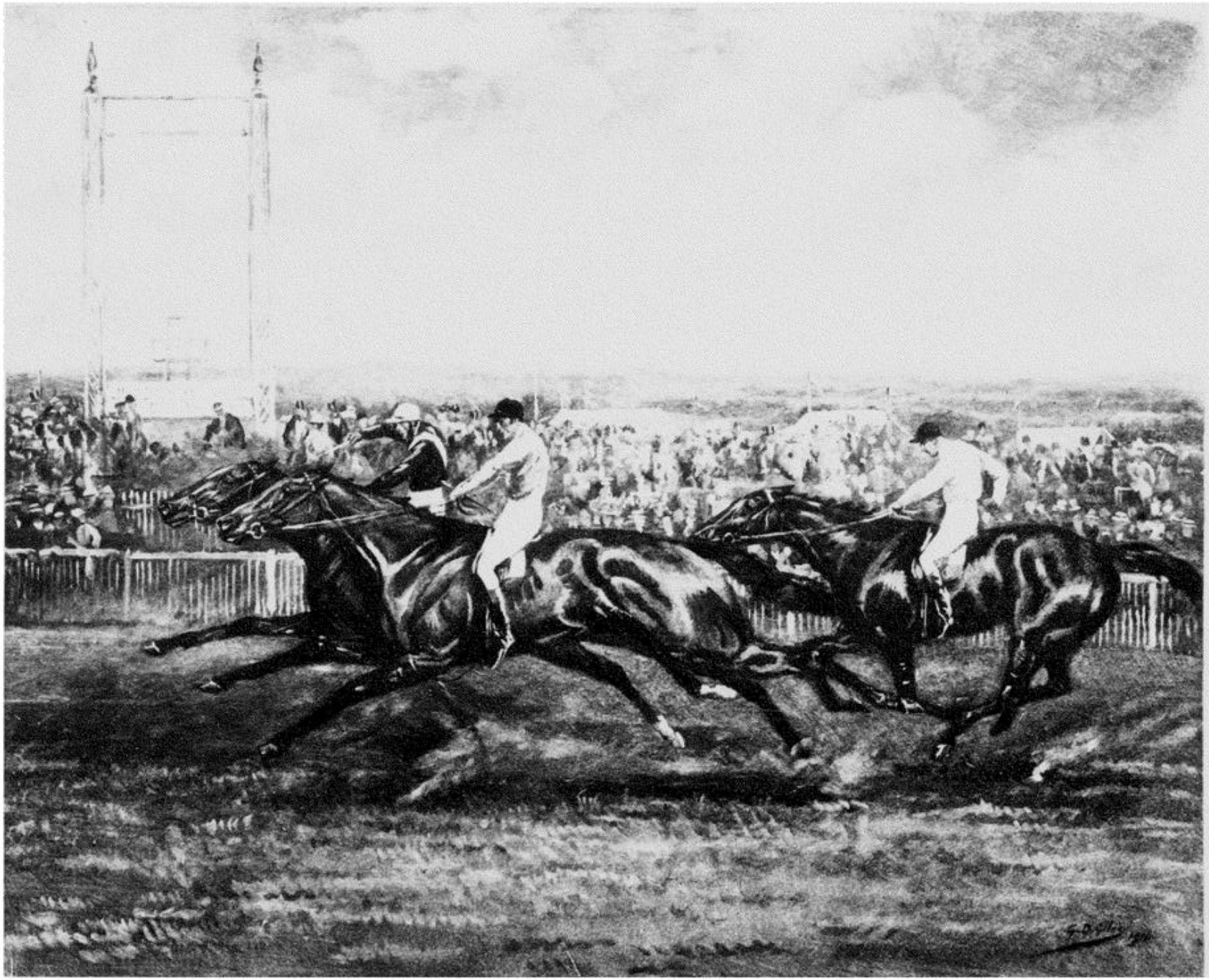
means that not only horses which run for the Cup, but horses which take part in the Gold Vase, the Alexandra Plate, the Four-Year-Old Triennial, and the Ascot Stakes have all been kept for these races, and have in nineteen cases out of twenty not been seen under colours at the Epsom meeting.

It is the case, then, that from an all-round point of view class is far better at Ascot than at Epsom. There are no selling races at Ascot, while there are about eight on the Epsom programme, and at Ascot there is hardly a race on the four days worth less than £500 to the winner, while at Epsom there are about fifteen events, spread over the four days, which average from £200 to £300. This means that few bad horses are sent to Ascot, and no selling platers, and that therefore the racing is of better class all through. Not that good-class horses necessarily provide the best racing, for there may be just as exciting a struggle between three or four selling platers as between three or four high-class horses in a classic event, but there is more satisfaction in watching the horses of proved good form than in looking on when platers compete. The drawback to the Ascot racing has been mentioned in connection with Epsom, and it is that many of the best horses have, as a rule, two or three engagements at the meeting, and that they have a knack of getting out of each other's way by fulfilling whatever looks to be the easiest task of the week.

But where Ascot stands alone among meetings is in the composition of its crowd. A dozen people are probably on and about the downs at Epsom on Derby day to every one who is present at Ascot on Cup day, but Epsom (especially on Derby day) is a meeting of the masses, and Ascot emphatically a meeting of the classes. The King and Queen, members of the Jockey Club, owners of horses, and all the turf world as a matter of course attend both meetings, but at Epsom there are a fair number of ladies in the boxes and a sprinkling among the carriages on the course, while at Ascot they are everywhere. The Royal enclosure is packed with them. In the public stand there are many rows of boxes, all more than half filled with ladies. The lower part of the lawn is practically given over to them, and on the far side, in the tents, on the coaches and other vehicles, and even walking about, they are there by the thousand. How many gain admission to the Royal enclosure we do not exactly know, but some thousands of tickets are issued, and "Society" here holds one of its greatest gatherings of

the year. Luckily there is a great deal of space at Ascot, the stands being lower and very much longer than those at Epsom, with a long sloped lawn in front, from which the horses can be seen as long as they are in the straight, but not when they are on the far side of the course, because the buses and tents opposite the stands obstruct the view.

The Royal enclosure extends from the winning-post for a considerable distance down the course. It has a huge grand stand of several stories, and at the end nearest the judge's box certain portions of the highest story are reserved for owners who have horses at the meeting, for trainers, and for the Press. Access to these places is by lift, and from them a first-rate view of the running can be obtained. At the other end of this stand the Royal box and luncheon-rooms are situated, and almost above Tattersall's ring is the iron stand, membership of which is confined to men, and which is only able to accommodate a limited number. The Jockey Club stand is also within the Royal enclosure. The public stands are, on the whole, the best in the kingdom, with lawns in front, and behind the buildings many restaurants and tea-rooms, and so forth. Indeed, if other meetings were as well off for stands and lawns as Ascot is, there would be no necessity for club enclosures, but in this, as in many other directions, Ascot has no rival except Goodwood, which is too remote to secure the attendances which Ascot obtains. At the end of the paddock, and on the far side of the course, many huge tents are placed, these belonging to various London Clubs, including nearly all the Service Clubs and many others. Luncheons and teas are served in these tents to members and their visitors, and they form quite the most festive feature of the meeting. Coaching to Ascot has gone out of fashion since the motor-car became the ordinary road vehicle, but the Four-in-Hand and the Coaching Club each still have a place reserved, almost opposite the winning-post, and small tents are pitched behind the coaches, where luncheons are eaten. Below the coaches there is a long line of vehicles, but most of these are taken on to the ground before the meeting begins, and are used as small grand stands throughout the week. The whole meeting is, in point of fact, a gigantic picnic, with the best racing of the year thrown in, with royalty present every day, and with an attendance the constitution of which cannot be equalled by any other meeting in the kingdom. On two of the four days there is a semi-state procession of the King



THE HARDWICKE STAKES, 1887

(PASSING THE LOWER NUMBER BOARD—WON BY ORMONDE)

From the Painting by G. D. Giles

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and Queen and their guests from Windsor Castle, and the sight of the eight or ten four-horse carriages is enormously appreciated by the public, who always exhibit their loyalty in unmistakable fashion. Another social feature of Ascot is the large attendance of French racing notabilities. This is partly due to the fact that there are very often French horses among the runners at Ascot, more especially in the Gold Cup, but also because they know it is from an all-round point of view the greatest meeting of the year, where they are likely to see a very large proportion of the best English horses of the day. Frenchmen go to Epsom on the Derby day in fair numbers, especially if there is a French horse in the field, but Ascot is their great English meeting, and even since the war many have been present.

The Ascot course is a very fine one, but at times the authorities have had a great deal of trouble with it, for it is common land, and it has not always been an easy matter to have it treated as it should be treated. In the run-in the crowd are not allowed to congregate on the course between the races, and whereas the course used to be bare and worn and very uneven, it is now good going, except that it, owing to the nature of the soil, becomes terribly hard in times of drought. Still, we do not hear half so much of horses being stumped up by the Ascot course as we used to do a couple of generations ago, and jockeys now speak well of it, whereas in the 'eighties and early 'nineties they one and all abused it, as also did many of the trainers.

One of the great charms of the long-distance racing at Ascot is that all of it can be seen so well from the stands. The longest course of all is that on which the Alexandra Plate is run, this being two miles, six furlongs and eighty-five yards. The start takes place at the beginning of the new mile where the Golden Gates—through which the Royal procession enters the racecourse from Windsor Park—are situated. This new mile, which is seven furlongs, one hundred and sixty-six yards, and therefore not really a mile, forms the first part of the Alexandra Plate Course. The horses pass the winning-post and go on beyond the stands to the top of the course, where they turn right-handed, at what is generally called the "hotel turn." This turn has been eased in recent years, and is now much less abrupt than it used to be, and this is the reason why the Alexandra Plate is no longer a three-mile race and why the horses are started for the Gold Cup much lower down the new mile than was formerly the case. When the

horses round the turn they are a mile and five furlongs from home, and they have a somewhat long and gradual descent to the Swinley Bottom. Hereabouts they reach the level, and gradually bending right-handed, join the old mile nearly seven furlongs from the winning-post. They then come along a fairly level piece of ground, the going on which has been greatly improved within comparatively recent times, and gradually reach the new mile, which they strike about half a mile from home. The bend at the junction of the courses appears to be somewhat acute, but this is rather an optical illusion, for it is really very gradual and though some horses go rather wide, this does not occur anything like so often as it does at Tattenham Corner, on the Epsom course.

When the jockey has his mount under perfect control not an inch of ground is lost at this final bend, and though it is an advantage to be in front, or very well placed when the turn is made, one sees during the week several races won by horses which have been well behind when the straight was reached. The fact is that the last three or four furlongs of the Ascot course are on the ascent, and this means that in the long races stamina plays a most important part. Year after year we see horses which look like winning at the distance, and who are then caught and beaten in the last furlong. There is nothing like an uphill finish for finding out the weak spot in a racehorse, and in long races which are run later in the season the horses which have won or have run well at Ascot generally confirm the form. The Gold Cup Course is two miles and four furlongs in length, the start taking place half a mile below the winning-post. It is, in fact, the Alexandra Plate Course, less two furlongs and eighty-five yards, and it is the longest "cup" course in the kingdom, except that at Goodwood, which is about two miles and five furlongs. The Gold Vase and the Ascot Stakes are run on the last two miles of the Cup Course, the horses starting in front of the stands; and the next longest race is the Prince of Wales Stakes for three-year-olds, which is run over a mile and five furlongs, the start taking place very near the hotel turn, some three furlongs west of the winning-post. There are several races of a mile and a half, all of which are run on what is known as the Swinley Course, and besides the new mile, which is straight, there is the old mile, the start for which takes place a furlong or more from the spot where it meets

the Cup or Round Course. This old mile has, of course, the final bend below the stands, but it is a fine mile course for all that, and takes more doing than the new mile, which is of a switchback character in its early stages, with a sharp descent in the middle of it, and, of course, the same rise to the winning-post as in races on the Cup Course or on the old mile. The five- and six-furlong races are all run on portions of the new mile, and curiously enough all the two-year-old races at Ascot are decided at five furlongs. It is, of course, early in the season for two-year-olds to run a longer distance, but the Woodcote Stakes at Epsom, decided a fortnight before the Ascot meeting begins, is a six-furlong race.

The programmes of the Ascot meeting are almost equally strong, and it is a matter of chance which day will provide the best racing and bring out the best horses. Perhaps the last day (Friday) is generally considered to be the weakest day of the four, but this is not always the case, for the Hardwicke Stakes at times attracts the very best horses in training, and those who saw the struggle between Ormonde and Minting in 1887, when such a great horse as Bendigo was beaten many lengths, saw one of the very greatest races between exceptional horses that the turf has ever known. If the Friday is weaker in its programme than the other days, it is because the three-year-olds have been run through, and also because the Windsor Castle Stakes does not attract quite the same class of two-year-olds as do some of the earlier events for youngsters, run on the preceding days.

Tuesday's programme is a remarkably strong one. It begins with the Trial Stakes on the new mile, for three-year-olds and upwards, weight for age, and this race is generally worth about £700 to the winner and brings out horses of fair, but not of the best class. Then comes the Ascot Stakes, a two-mile handicap, generally worth over £2,000 to the winner, and with substantial prizes for the second and third. Stayers of fair class form the field, and some years ago it was won by such a celebrity as Willonyx, but the best performance which the race has known was when Ravensbury was successful under 9 st. 9 lb. in 1895. Two famous horses in Musket and Rosicrucian won in 1870 and 1871 respectively, and a curious thing in connection with the race is that in 1845 and the following year it was run in two classes. In those days valuable handicaps were not of such frequent occurrence as they have been since enclosed racing came into fashion, and for such

events as the Chester Cup, the Ascot Stakes, and the Goodwood Stakes enormous entries could be secured.

The programme, and more especially the order of running, at Ascot is not very often altered, and the Coventry Stakes for two-year-olds usually follows the Ascot Stakes. This race was instituted in 1890, and no less than £1,000 of added money is given, so that the stake generally approaches £2,000 in value, of which 10 and 5 per cent. of the whole stake are given to the second and third horses respectively. The list of winners includes a fair number of notable names for a race that is not much more than thirty years old and so far it has been won five times by horses who afterwards were successful in the Derby, these being Ladas, Persimmon, Rock Sand, St. Amant, and Cicero. Desmond also won the race in his year, and The Tetrarch came in alone in 1913. The Gold Vase comes fourth in the Tuesday programme, and this is a weight-for-age race of two miles, worth some £1,200 to the winner, and always contested by a high-class field. Zinfandel and The White Knight won it as three-year-olds, and each took the Ascot Cup in later years. Bachelor's Button won it twice, and afterwards beat Pretty Polly for the Gold Cup. Florizel II, Martagon, St. Gatien, Tristan, and Isonomy are all in the list of Gold Vase winners, and in 1878 the French horse Verneuil was successful, and was equal to winning the Gold Cup two days later, and the Alexandra Plate on the last day of the meeting, this being a unique treble event never achieved by any other Ascot performer.

The Prince of Wales Stakes for three-year-olds is run at a mile and five furlongs, and has £1,000 added to the stake, with prizes of £300 and £200 for the second and third. This year (1922) the race was worth £2,225 to the winner, but it is sometimes more valuable, and anyhow it is well worth winning. Winners of the Two Thousand and the Derby or any race worth £3,000 are penalized 9 lb., and notable winners are Bayardo, Ard Patrick, Jeddah, Galtee More, Donovan, and Iroquois, all of which except Bayardo had won the Derby shortly before. The two last events on the Tuesday of 1922 were the Queen Mary Stakes for two-year-old fillies and the St. James's Palace Stakes for three-year-olds, won last year by Captain Cuttle.

Wednesday is in many respects the most popular day of the meeting, solely because the Hunt Cup is included in the programme,

W. A. Rouch

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IRISH ELEGANCE

(F. Fox up)

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and this race is the greatest betting medium of the four days, and always presents a tremendous puzzle. It has been for many years past the fashion to write of the Hunt Cup as "the prettiest race of the year," but this is not at all in accordance with our views, for the horses come directly at one so much on the Ascot new mile that it is difficult to know which are actually in front. When horses are racing broadside on they are much more easily distinguished than when they are "end on," and in our opinion none of the racing on the new mile is anything like so pretty to watch as that which takes place on the Round Course or on the old mile. And it may also be pointed out that immediately after the start of races run on the Ascot new mile the horses disappear, and for nearly two furlongs are out of sight, owing to the switchback nature of the course. In fact, they are only in full view again when they pass the five-furlong starting-post, and then they are so spread out that if the field is large many of them are running close to the stands, whereas in all the races in which the field has come round the bend the horses are on the far rails, or as near them as possible, and therefore are much more easily distinguished. The Hunt Cup is, of course, a handicap—hence the big fields and the open market; and as there is no acceptance, it is difficult for the public to know which of the runners are really fancied. Its bead-roll of winners is just an average one, with not many names of really great horses included, but Irish Elegance won it in 1919 with 9 st. 11 lb. in the saddle, and Long Set carried 9 st. 1 lb. in 1913, while such good horses as Clorane, Victor Wild, and Morion have been successful within the last thirty years. Probably, however, the greatest performances which the race has known were those of Irish Elegance and, nearly forty years before, Peter, who carried 9 st. 3 lb. in 1881 and won the race quite easily after having stopped to kick before half the distance had been covered. And even if the Hunt Cup is frequently won by a moderate but favourably handicapped horse, the fact remains that it is extraordinarily popular with the public. The man who can only manage to go to Ascot on one of the four days will, if possible, make choice of the Hunt Cup day, because he is more likely to back a long-priced winner than on any other day of the week.

But the Hunt Cup is not the only important race on the Ascot Wednesday, though it is generally worth well over £2,000. Nor is it the only handicap run on this particular day, for the racing now begins

with the Bessborough Stakes of a mile and a half, which is worth about £700, and is one of the least important of the Ascot prizes. Then comes the Royal Hunt Cup, followed by the Chesham Stakes for two-year-olds, worth £1,150 last year. The Ascot Derby, which is worth any sum between £1,600 and £2,000, brings out some of the best three-year-olds in training, but the penalties and allowances make it rather like a handicap, and it sometimes falls to a moderate horse. On the other hand, it may go to the Derby or Two Thousand winner, and anyhow it is one of three events for three-year-olds—the other two being the Prince of Wales Stakes and the St. James's Palace Stakes—which are all of much importance, and of which at least one, and sometimes all three, draw upon the same class of horse as do the Derby and St. Leger.

The Coronation Stakes for three-year-old fillies is often the most valuable race of the meeting, though the added money is only £300. The stake, however, is £100 each, half forfeit, and all the most highly bred fillies of the year are engaged, as in the One Thousand and Oaks. In 1922 the race was worth £4,750. The race is run on the old mile, and as big winners are penalized 14 lb., winners of £2,000 (in one race) 7 lb., and maidens are allowed 7 lb., it results that Oaks and One Thousand winners may easily have 21 lb. the worst of the weights with fillies of good class. Still, many of the best attempt to give the weight away, and in recent years the Oaks winners Pogrom, Keystone II, and Pretty Polly were successful under the full penalty, while to go back a little farther the winning list includes the names of such celebrities as Sunshine, Corisande, Marie Stuart, and Apology. The Fern Hill Stakes is for two- and three-year-olds at weight for age over five furlongs, and generally brings out very speedy horses of either age. We saw Prince Charlie win in 1872, and it is questionable if it has since been won by so good a horse. Two very speedy horses in Tetratema and Vencedor were the two last winners of the race.

The Waterford Stakes for three-year-olds, now worth £1,200 to £1,500 (in an ordinary way) completes the Wednesday programme, and on the whole it would appear that the full day's card is not quite so strong as that of Tuesday. Thursday is, of course, the "big" day on account of the Cup being run for on that day, and the Cup is a host in itself, being the most important long-distance race in the world. It is, as has been said, two miles and a half in length, and it attracts

the very best class stayers in the country, and frequently the best long-distance runners in France as well. Indeed, French horses have won the race six times since 1871, and on many other occasions have been placed, or played an important part in the contest. And the list of winners is a most distinguished one, though at times the race falls to a horse which is not quite in the first class. We have, however, a very strong opinion that no really moderate horse can win the Ascot Cup, and this we write in spite of the fact that four good-class handicap horses have won since the war. The handicap horses Bomba, Throwaway, and Merman were also successful in comparatively recent times. The last winner of the race was Golden Myth, who as a three-year-old won a Maiden Plate at Nottingham and the Shelford Plate at the Newmarket Second Spring Meeting. At Ascot he was third for the Vase—for which the notorious Tishy was second—and third for the Hardwicke Stakes. He afterwards won the Doncaster Stakes, but he was beaten by two moderate horses in the Newmarket St. Leger, and in fact his three-year-old form did not in the least suggest that he was likely to win an Ascot Cup. As a four-year-old he won the Queen's Prize at Kempton under 7 st. 6 lb., the hurdle racer Trespasser giving him 20 lb. and running him to three-quarters of a length. He next ran in the King Coal Handicap at Manchester and was beaten four lengths by the Chester Cup winner Chivalrous, who had a pull in the weights of 2 lb. only. Then came Ascot, and Golden Myth won the Gold Vase cleverly, beating such as Selene and Trespasser, which latter horse had now only to allow 4 lb. and was unplaced. Two days later Golden Myth was one of ten who ran for the Ascot Cup, and was only fourth favourite to Yutoi, Franklin, and King's Idler. Yet he won again very cleverly, and a few weeks later upset the hot favourite Tamar—second to Captain Cuttle in the Derby—beating him a head at weight for age in the Eclipse Stakes at Sandown Park. It is therefore plain enough that not only had Golden Myth improved marvellously from three to four years of age, but that the improvement continued in even more rapid fashion during the spring and early summer of his four-year-old career. He was undoubtedly a very fine stayer, and though he was not a classic horse, he was probably quite as good as several winners of the Gold Cup which could be named. Golden Myth is by Tredennis from Golden Lily.

Periosteum, who won the Cup in 1921, was by Radium—one of the last sons of Bend Or—and he too was a Queen's Prize winner, who carried 8 st. 10 lb. He had previously won the Great Northern Handicap at York, and he won the Gold Cup somewhat easily, having amongst others the Derby winner Spion Kop behind him. Tangiers, the 1920 winner, was by Cylgad, and had won the Kempton Jubilee Handicap and had been second to Manilardo in the Coronation Cup before he went to Ascot. He met classic form in the Cup in the St. Leger winner Keysoe, and the Derby second Buchan, on whom very slight odds were laid. But Buchan was often an unlucky horse, and this time he beat Tangiers by a neck and was disqualified for crossing. By Jingo, by Aquascutum (of the line of St. Simon), was also a handicapper, who had won the Manchester Cup under 9 st. on the previous Friday. His was a poor year, the Coronation Cup winner He and the Cesarewitch winner Air Raid being the best of his opponents. Slight odds were laid on Air Raid, but By Jingo was a clever winner. Both first and second were very genuine stayers in their class. Gainsborough and Gay Crusader, winners of the Newmarket Gold Cup, which was a substitute race for the Ascot Cup in 1917-19, are treated of elsewhere. Bomba was probably the poorest performer of the three handicap horses mentioned above, but he could stay for ever, and the road was cleared for him by the absence, owing to a variety of reasons, of all the best-class stayers of the day. Concerning Throwaway the circumstances were rather different. The horse was a fine stayer and trained to the hour. He had won the Liverpool Cup as a three-year-old, and many other races, and he was opposed by (amongst others) Zinfandel, who had won the Coronation Cup at Epsom shortly before. It was thought that the last named would win easily, and when he raced up to Throwaway and was almost level with him a hundred yards from home, spectators put down their glasses, thinking victory must go to the favourite. Throwaway, however, held on gamely, and in the last fifty yards he was actually leaving Zinfandel, his victory being very readily secured at last. Merman was a handicap horse, but an extraordinary stayer. He had not, perhaps, very much to beat, but he wore his opponents down in fine style, and on their Ascot Cup form this horse—who was bred in Australia, and who had won the Cesarewitch three years before—and Throwaway were both very genuine nags, gifted with stamina of the highest order.

THE TETRARCH

From the Painting by Lynwood Palmer

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ASCOT

It is not necessary to go at very great length into the merits of Ascot Cup winners, but brief reference to some of the best horses which have taken the race must be made, if only to prove the contention that the race is, like the Derby and St. Leger, one of the great contests, the winning of which confers extraordinary prestige on the successful horses. A full history of the Ascot Cup would be almost a history of all the great horses of the last hundred years, and this would require far more space than we can give. To go a little into detail concerning other recent winners which have not been mentioned: one of them was Aleppo, a fair staying handicap horse, who earlier in the year had won the Chester Cup with 8 st. 4 lb. in the saddle. He had very little in hand of the second horse on that occasion, but his stamina was known to be so good that he was put aside for the Ascot Cup, and this was very sound policy, because the classic winners of the previous year had either been sold out of the country, taken out of training, or shown that they were very bad horses. Jest had gone to the stud, Craganour and Aboyeur, who had finished first and second in the Derby, had been expatriated, and Night Hawk, winner of the St. Leger, had subsequently shown himself to be a very moderate horse. Therefore any really approved stayer among the best long-distance handicap horses of the day was bound to have a chance of taking cup honours. The danger appeared to be forthcoming from the French horses, but it was known some time before the race that Nimbus would not be sent, and at the same time that Bruleur, winner of the Grand Prix de Paris in 1913, was a certain starter. The horse just referred to did run, starting a pronounced favourite at 6 to 4, but he got into the wars somewhere near the hotel turn, and from this point onwards he made no show.

That Bruleur was unlucky, and that he was the best class horse in the race, we are strongly inclined to think, and also that his bad luck left the race among the English handicap horses, of which Aleppo proved to be the best, though he had not much to spare over the three-year-old Willbrook. Aleppo is by Beppo, a son of Marco, and comes of the Melbourne line of Matchem, and though not a very big one, he is a beautifully balanced horse who has shown improvement from year to year, and who is quite likely to make a name for himself at the stud.

But if Aleppo's year was a poor one as regards class, the Ascot

Cup of 1912 brought out the very best long-distance form of the day, and was a remarkable race, because of the fact that a lunatic rushed on to the course rather more than six furlongs from home and brought down one of the runners, this being Tracery, winner of the St. Leger in the previous year, and both before and afterwards a quite exceptional horse. The field included a second St. Leger winner in Prince Palatine and the French horse Prédicateur, who won half a dozen of the best weight-for-age races in France that year, and who only three weeks after his attempt to win the Ascot Cup actually won the Prix du Président de la République in his own country. The other runners were Stedfast, a very big winner and on the book about the equal of Prince Palatine when both were three-year-olds; the same Aleppo who won a year later, a good but not always sound horse in Jackdaw (winner of the Alexandra Plate in the previous year); and two others of lesser note. Though Prince Palatine was a strong favourite, Tracery was also greatly fancied, and this horse was actually leading when he fell. When he retired, Prince Palatine was left in front, and he had no trouble in disposing of Stedfast, while Aleppo headed the others at a respectful distance. The French horse was fourth, but was never quite in the fighting line, and, as a matter of fact, Prince Palatine, who had won the race in the previous year, was not seriously challenged after Tracery came to grief. The result gave rise to a lot of controversy, the admirers of Tracery affirming that he must have won had he not been knocked down, while those who favoured Prince Palatine urged that when Tracery fell the real struggle had not commenced, and that their horse was waiting in a good place, and ready to go to the front at any time. As to whether Prince Palatine or Tracery was the better horse there is no need to attempt to decide. Both did big things on the turf, and each was a remarkably easy winner of the St. Leger. Both were big, commanding horses and very genuine stayers, and while Prince Palatine was sold for 40,000 guineas, the biggest price ever paid for a horse in this country, Tracery was sent to the stud at a 400-guinea fee and his value as a sire was very quickly proved.

In 1912 Prince Palatine, then a four-year-old, also won the Gold Cup, but the field was not a very strong one, though the French horse Basse Pointe, was reckoned a source of danger. The horse in question ran second, but he could make no impression on Prince Palatine, who won in a canter. In the previous year (1911) the race was closely fought

out by the handicap horse Willonyx and Charles O'Malley, a horse who had run third for the Derby a year before, when Lemberg was the winner of the Epsom race. Greenback, who split Lemberg and Charles O'Malley in the Derby, was also one of the Ascot Cup runners a year later, but he had nothing to do with the finish, which was entirely confined to Willonyx and Charles O'Malley, with victory to the handicapper by a neck. But Willonyx was no ordinary representative of handicap form, for in that same year he won the Chester Cup, the Ascot Stakes, and the Cesarewitch. The Ascot Stakes he had won very easily under 8 st. 4 lb. two days before he scored the more important triumph in the Gold Cup, and in the Cesarewitch he created a record, winning with no less than 9 st. 5 lb. in the saddle, and thus achieving the best long-distance handicap performance of modern times. Indeed, when the length of the race and the class of the usual Cesarewitch field is taken into consideration, the performance undoubtedly stands out in remarkable fashion, and one is inclined to think that it takes higher rank than Isonomy's win in the Great Ebor Handicap under 9 st. 8 lb. Willonyx was by no means a big horse, but he was strongly built and a fine weight-carrier, while he could stay for ever. Though only a handicapper in the sense that he almost always ran in handicaps, he was undoubtedly a very high-class horse, who is fully entitled to a place amongst the winners of the Ascot Cup. That he could have won classic races, as was asserted after his Ascot Cup victory, hardly seems possible, for as a three-year-old Greenback beat him readily enough, and Charles O'Malley, who made such a close fight with him in the Ascot Cup, was a good deal inferior to Lemberg and Swynford, the Derby and St. Leger winners of Willonyx's year. The fact is that the 1911 Ascot Cup winner was by William the Third, and, like many others sired by that horse, he made abnormal improvement when a four-year-old.

In 1910 the race was won by Bayardo, probably one of the very best horses of the last twenty years. How this horse lost the Two Thousand and Derby through being unfit has been referred to elsewhere, but afterwards he carried all before him, and in the Ascot Cup he came home alone, so easily did he win, and the field he beat was by no means a bad one. It included the French horse Sea Sick, who had won the French Derby two years before and many other good races in France ; Bachelor's Double, winner of the City and Suburban and

Great Jubilee Handicap; Royal Realm, winner of the Alexandra Plate, Bronzino, second in the St. Leger and winner of the Doncaster Cup; Carrousel, winner of the Goodwood Cup; William the Fourth, close up in Minoru's Derby; Sir Martin, winner of the Coronation Cup at Epsom, and two or three others; and no recent Ascot Cup has been more decisively won. Bomba, who has been already mentioned, won in 1909. He was the best stayer of a moderate lot, and got home half a length in front of a fair horse in Santo Strato, who was giving 21 lb. for the year; but he was preceded by a fine winner in The White Knight, who has two Ascot Cups to his credit. In 1907 The White Knight ran a dead heat with the French horse Eider, but the last named was disqualified for boring; in 1908 the Irish-bred son of Desmond repeated his victory of twelve months before, but he had no classic winners to beat, the best of the opposition being Radium —who turned the tables in the Doncaster Cup of the same year—and the plodding Torpoint, a dual winner of the Alexandra Plate, and a rare stayer but wanting in the dash of speed which is so necessary at the end of a great race. The White Knight could not hold his own among the classic horses when a three-year-old, but he was a horse who gradually worked his way into the first class, and became the recognized cup champion of his day. At times his form was a little inconsistent, and some of his running was difficult to reconcile, but he was a fine stayer, and on his day nothing could beat him over a long course. He was not a Derby horse, however, nor had he to run against Derby and St. Leger winners in either of his Ascot Cups, but it sometimes happens that none of these are forthcoming for the Cup contests, and in their absence the genuine stayer of the second class have their opportunity.

Bachelor's Button's victory in 1906 was a memorable one, because he beat the famous Pretty Polly, and was in point of fact the only English horse which ever did beat this wonderful mare. The other runners were the Derby winner Cicero, a staying three-year-old named Achilles, and St. Denis, a winner of the Princess of Wales Stakes. Bachelor's Button had twice won the Gold Vase and was an approved stayer, but he was thought to be of inferior class to Pretty Polly, who shortly before had won the Coronation Cup at Epsom. Odds of 11 to 4 were laid on the mare, but she failed to stay the last furlong, and we have always thought that this was the real reason of her defeat, viz.

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that the course was a little too long for her. Zinfandel won the Cup in 1905, having been beaten by Throwaway in the previous year. Both were a little below the average of Ascot Cup winners as regards class, but Zinfandel was not a bad horse, and though he could not run in the classic races, it was claimed in some quarters that Zinfandel was the best of his year. He came in the same year as Rock Sand, and in our opinion the last named was a greatly superior colt. In that same year (1903) the Ascot Cup was won by Maximum II, a French four-year old, who had nothing better to beat than Rising Glass, a fair but not an exceptional horse, who in the previous year had won the Jockey Club Stakes at Newmarket.

William the Third, who won the Gold Cup in 1902, was quite one of the best of modern winners of the race, and the field he beat was an exceptionally good one. It included Volodyovski, winner of the Derby in the previous year; Santoi, who had won the Ascot Cup a year before; La Camargo, winner of many important races in France; Black Sand, who took the Cesarewitch in the same year under 8 st. 2 lb.; an Oaks winner in Cap and Bells II; a Doncaster Cup winner in King's Courier; a winner of the Grand Prix de Paris in Chéri; and a great horse in Osboch, who was one of the biggest stake winners of the day. William the Third had been beaten by Volodyovski in the Derby of the previous year, but had shown consistent improvement when a three-year-old, and he was actually favourite, though Osboch had a fortnight before won the Coronation Cup at Epsom and Santoi had won the Coronation Commemoration Stakes at Kempton on the Saturday of the Derby week. La Camargo also had won a valuable race in France only a fortnight before, but the Duke of Portland's horse was given marked preference, and all the way up the straight he was holding his field, and won at last by a considerable margin. Two days later William the Third won the Alexandra Plate, for which Osboch was once more in second place, and he afterwards took the Doncaster Cup, the Lowther Stakes and the Limekiln Stakes at Newmarket, but was beaten by Black Sand for the Jockey Club Cup when long odds were laid on him. It will be seen, then, that the Ascot Cup field in William the Third's year almost entirely consisted of winners of classic and other races of the highest importance, but none of them had a chance with the winner, who was a really great horse that year, and who was not at his best when beaten by Black Sand at the end of October.

Santoi, in 1901, was the best horse in a somewhat ordinary field, and Merman, in 1900, was opposed by the Grand Prix de Paris winner Perth II and certain horses of handicap class. The New Zealand horse was an outsider, but he could stay the course, while Perth II could not, in spite of a fine record in France. It was afterwards said that the French horse was upset by the journey, and this was probably true, for on all their running Perth II was a much better class horse than Merman, and had performed in vastly superior company. Still, Merman's gameness and stamina were remarkable, and he was not only one of the hardiest horses of his day, but quite remarkable for bulldog courage. Why he did so little good at the stud is difficult to understand, but he was a complete failure as a sire, whereas Perth II, Santoi, and William the Third all became successful sires.

We have now gone far enough back as regards the actual races. To return to the Ascot programme of the Thursday, racing began in 1922 with the Rous Memorial Stakes, a weight-for-age event on the new mile, worth about £1,000, and which has such celebrities as Ormonde and Orme in its list of winners. The Granville Three-Year-Old Stakes, worth a little over £1,000, and run at five furlongs, followed the Gold Cup, and then came the Churchill Four-Year-Old Stakes of two miles, which used to be known as the Four-Year-Old Triennial, and was at one time run on the first day of the meeting. The New Stakes for two-year-olds, worth as a rule about £2,000, was established in 1843, and until the advent of the Coventry Stakes was the principal two-year-old race of the meeting. It has a number of celebrities among its winners, and one may mention Town Guard, Lemberg, Bayardo, Flying Fox, Isinglass, Donovan, Melton, Galopin, and Marie Stuart as some whose names will probably live in turf history.

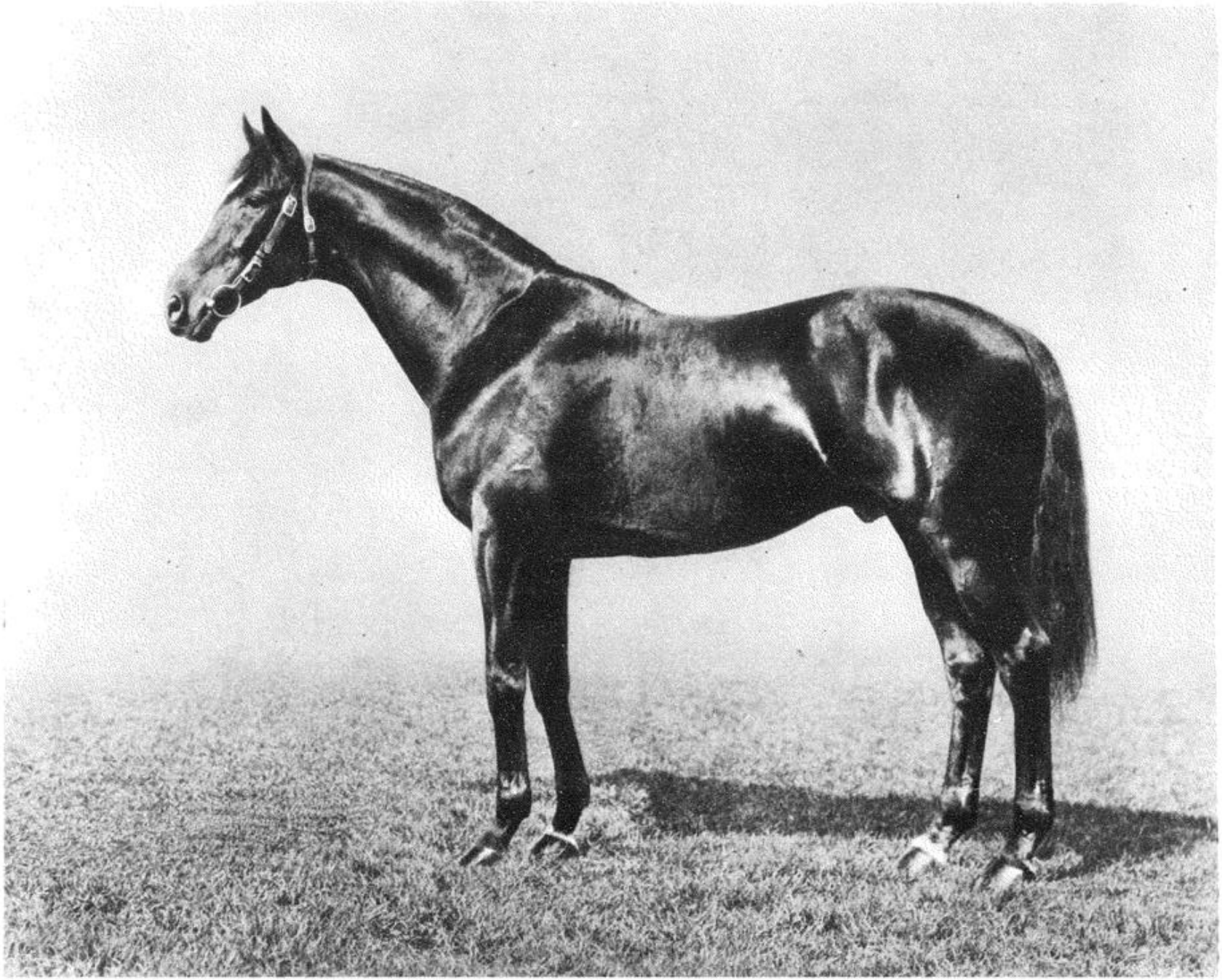
The All-Aged Stakes of six furlongs (£600 to £700) and the Ribblesdale Stakes of a mile for three- and four-year-olds (about £1,000) are the remaining races on Thursday. The card for the last day usually begins with the Ascot High-Weight Stakes, a handicap of about £700 on a course of a mile and a half, and then comes the Hardwicke Stakes of the same distance, but weight for age, and worth between £2,000 and £3,000. This often brings out the best in training, and is remarkable for the great race between Ormonde and Minting in 1887, which is mentioned in another part of this volume. Ormonde won it twice and Minting once, while Tristan took the prize three

times. Other important winners of the race are Sceptre, Swynford (twice), and Stedfast, but moderate horses have been successful in very recent years. The Windsor Castle Stakes for two-year-olds is generally worth over £1,000, and attracts fair-class youngsters, and this is followed by the Wokingham Stakes, a six-furlong handicap of about £800, and which is often a sort of consolation prize for horses beaten in the Hunt Cup. The Jersey Three-Year-Old Stakes on the new mile is worth nearly £1,000, and the Alexandra Stakes, the longest race of the year, usually works out at about £1,500, and is occasionally won by a high-class horse—William the Third, St. Gatien, Robert the Devil, Verneuil, Doncaster, Cremorne, Musket, and Rosicrucian are among its winners—and perhaps more often it is won by a staying plodder like Fiz Yama, Lagos, or Torpoint. The King's Stand Stakes for all ages, of five furlongs, concludes the meeting, and is usually worth £700 or £800.

RACING IN YORKSHIRE

YORKSHIRE has always played a great part in the annals of the turf, and two hundred years ago the meetings held at York vied with those held at Newmarket, as far as the quality of the competitors was concerned. This is mentioned in another part of this volume, and now it may be pointed out that the early volumes of the Stud Book are full of horses bred in Yorkshire. Lord D'Arcy's famous stud, to which several Royal mares were brought after the death of King Charles II, led the way, and there were the Crofts, the Huttons, the Leedes family, the Wyvills, and dozens of others who bred racehorses two hundred years ago and more, probably during a much earlier period, though Stud Book and Calendar records tell us very little as to what happened in the earliest days of the turf. Even now Yorkshire is a great racing county, with meetings at York, Doncaster, Pontefract, Beverley, Catterick Bridge, Redcar and Ripon; while the course at Thirsk is still in existence, and the meetings may quite possibly be revived. The Stockton racecourse is in Yorkshire, but the town is in the County of Durham. Several Yorkshire meetings have disappeared within the last two generations, and we have seen racing at Richmond, Northallerton, Scarborough, Hedon Park (near Hull), and Thirsk, as well as at the places where the sport still flourishes. And in earlier days there were meetings at other Yorkshire towns, and often far away from the towns, at such out-of-the-way spots as Black Hambledon, Gatherly Moor, and Kipling Cotes (there is a railway close to this place now). But what we have now to discuss is the existing state of affairs, and Doncaster must take precedence over York, if only because one of the five classic races is decided on the Doncaster Town Moor.

Doncaster September Meeting is one of the four great fixtures of the year, the others being the Epsom Summer Meeting, Ascot, and



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Goodwood. We shall not make comparison of Doncaster with its three great rivals, but may remark that its programme is more like that of Epsom than the Ascot programme, for while Epsom has two and Doncaster one classic race, there are several very important handicaps at either place, and nothing like so many weight-for-age events as at Ascot or even at Goodwood. But Doncaster is a great meeting in every sense of the word, and it draws upon every section of the racing world for its huge attendances. The attendances are assisted also because of the yearling sales which are held on all the racing days, and which are almost as much a feature of the week as the St. Leger itself. The course is a very fine one on sound old turf, which has been carefully kept for racing for two hundred years or more, and about which complaints of hard ground are seldom heard. Then again it is little more than a mile from the railway station on one of the very best lines in the kingdom, with an extraordinary service of about three hours to London, the distance between the two places being 156 miles. Then again there is a direct line on what used to be the Great Eastern Railway from Newmarket, and horses can be sent from the turf headquarters on the morning of a race in which they are to run, if the trainer chooses to adopt this plan instead of sending them a day before. Anyhow, Newmarket horses can be on the Doncaster racecourse a little over three hours after they have left their stables, and during the year a good many which are sent from headquarters run on the same day.

The St. Leger is run on the Wednesday, the second day of the meeting, and the course over which it is run is one mile six furlongs and 132 yards—which is quite long enough to test the stamina of a three-year-old, though shorter in distance than the course of the Grand Prix de Paris, which is run some ten weeks earlier in the year.

As everyone who has seen the St. Leger knows, the start for the race takes place in front of the stands, or rather a little to the right of the stands and immediately in front of the paddock. The first six furlongs are straight, the horses going away from the stands. They then turn very gradually left-handed, and hereabouts, almost as they come broadside on, is a short rise followed by a gentle fall. The horses, in fact, appear to go over a little mound, and this could have been levelled long ago had it been thought necessary. As it is, it is just pronounced enough to alter what would be an almost dead-flat course. From this mound the horses go fairly straight to the Rifle

Butts, though they are bending to the left again as they join the junction of the straight course at the Red House, about five furlongs from home. There are no gradients in this part of the journey. The finish used to bend inwards in some degree, but it has been straightened out quite recently, and is now just as fair as any course in the kingdom.

The St. Leger, it need hardly be said, is the last, in each year, of the five classic races, and is a weight-for-age affair in which there are no penalties or allowances. Last year (1922) the race was worth £9,810, and was won by a moderate horse in Lord Lonsdale's Royal Lancer, by Spearmint, who owed his victory to the fact that he was the best stayer of a poor lot. In the two previous years the winners were Polemarch and Caligula, both by The Tetrarch, and both probably much below the average St. Leger winner in point of merit. In 1919 Lord Derby's Keysoe, a filly by Swynford, was successful, and nothing much need be said about her. Then we come to the substitute war St. Legers, which were run as the September Stakes at Newmarket. There were four of these races, and the winners—still going backwards—were Gainsborough, Gay Crusader, Hurry On, and Pommern. These were probably as good a quartette of St. Leger winners as could be found in any previous four following years, and each was clearly the best three-year-old of his year. Hurry On, the second of the four, has already sired the Derby winner Captain Cuttle. Black Jester, who won in 1914, was a nice horse, and probably of better class than any of the post-war winners, but his predecessor, Night Hawk, was a moderate horse. Then we come to another group of four, all of which took high rank as racehorses. These were Tracery, Prince Palatine, Swynford, and Bayardo; but Bayardo, Tracery, and Swynford were all beaten in the Derby, and Prince Palatine was beaten several times as a three-year-old and did not run in the Derby. At the same time, each of these four horses improved greatly as they grew older. Bayardo won the Ascot Cup and is the sire of the substitute St. Leger winners Gay Crusader and Gainsborough. Prince Palatine won two Ascot Cups, and Tracery was knocked down in the last of these. The jockey, Donoghue, has lately written in a Sunday journal that Tracery would certainly have won that race, but it is quite impossible to be definite in such a case, for the horses were nearly six furlongs from home and Prince Palatine's jockey was in a first-rate position, and had not even

begun to think about the finish. Swynford is a stud success who has already two winners of the One Thousand and one of the St. Leger to his credit, while Tracery has sired a winner of the Two Thousand, and one of the Derby, and bids fair to make a big mark at the stud. He has been in the Argentine, but has been brought back to this country.

Your Majesty, Woolwinder, and Troutbeck, who won in 1908 and the two previous years, were fair but not great horses. All, however, stayed well, and so did Challacombe, the winner in 1905. Before Challacombe the race was won in three successive years by celebrities—Pretty Polly, Rock Sand, and Sceptre to wit. Pretty Polly was by Gallinule, and was the best that great sire was responsible for, while Rock Sand was by the Derby winner Sainfoin, and hardly came of a distinguished line of stayers. And for that matter, Gallinule was a better sire of middle-distance runners than he was of stayers, one great exception being Hammerkop, who won two Alexandra Plates and a Cesarewitch, and who was the dam of the Derby winner Spion Kop. Curiously enough, Gallinule only sired four winners of classic races, one being Pretty Polly and another Slieve Gallion, who won the Two Thousand in 1907; the third Night Hawk, who won the St. Leger in 1913; and the fourth Wildfowler, who won the same race in 1898.

On the other hand, St. Simon sired five winners of the St. Leger, while his son Persimmon sired three, his son St. Serf one, his son Florizel II one. In all, there were ten winners of this St. Simon-Galopin-Vedette-Voltigeur line in ten years. Of late, Polymelus, of the Cyllene line of Bend Or, has had two St. Leger winners in Black Jester and Pommern, and Bayardo, of the Hampton line of Newminster, two in Gay Crusader and Gainsborough. And another and more recent sire of two St. Leger winners is The Tetrarch, who was more famous for speed than stamina, and who is of the Herod line of the Byerly Turk. These two winners by the Tetrarch, Polemarch and Caligula, were the first Herod horses to win the St. Leger for about forty years, the last being Dutch Oven in 1882. This mare was by Dutch Skater, a son of The Flying Dutchman, and winner of the Doncaster Cup in 1872.

Of recent St. Leger winners, Gainsborough and Gay Crusader won the Newmarket Gold Cup of two and a half miles as three-year-olds, the race being a substitute for the Ascot Cup, while Prince Palatine won the Ascot Cup twice and Tracery, as has been mentioned, fell

when leading in the latter of these two races. Bayardo also won the Ascot Cup, while Pretty Polly was just beaten for the same race by Bachelor's Button. Sceptre was undoubtedly a stayer, though she never ran in an Ascot Cup, but Doricles, who won the St. Leger in 1901—a year before Sceptre won—was not a great horse. Diamond Jubilee, the winner in 1900, was the best of his year, while Flying Fox, who won in 1899, was a grand bit of stuff, and ought never to have been beaten. He lost two races as a two-year-old by palpable flukes, and after that ran through his three-year-old races like the champion he was. He came of the Ormonde line of Bend Or. Wildfowler, who won in 1898, was just a fair horse, but his predecessor, Galtee More, was not only the best of his year but far beyond the average Derby and St. Leger winner. Like Flying Fox, he was of Bend Or descent, his sire being Kendal, a son of the 1880 Derby winner, and a most successful sire.

Persimmon, who won the St. Leger in 1896, was undoubtedly a great horse, far above the average Derby and St. Leger winners of his own or any other day. He was beaten by St. Frusquin at Newmarket, and he only just beat that horse in the Derby; but St. Frusquin was also a great horse, who, unfortunately, was unable to run in the St. Leger owing to the fact that he broke down when being trained for the race. Thus the question of supremacy between these two was never properly settled. St. Frusquin sired the Derby winner St. Amant, and if Persimmon has no Derby winner to represent him, he has three winners of the St. Leger, three of the Oaks, and one each of the Two Thousand and One Thousand, while his granddaughter, Princess Dorrie, also won the last-named race. St. Frusquin sired no winner of the St. Leger, but had one winner of the Two Thousand, three of the One Thousand, and two of the Oaks. In all, Persimmon sired eight and St. Frusquin seven classic winners, and if there was not much to choose between the two in their running, the same may be said of their stud careers. Neither of them was anything like so successful at the stud as was their sire, St. Simon, and both seem to have had more success with their daughters than their sons.

Throstle, who won the St. Leger in 1894, was a filly by Petrarch, of the Lord Clifden line of Newminster, and a somewhat lucky winner who started at long odds and beat the Derby winner Ladas with not much to spare; while Sir Visto, who followed up his Derby success

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PRINCE PALATINE

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in the following year, was quite a useful horse and a fair stayer, but on subsequent form not so good as Marco, who was not in the St. Leger but who won the Cambridgeshire in a canter a few weeks later with 7 st. 9 lb. on his three-year-old back. Sir Visto was not a success at the stud, whereas Marco sired several good horses, and Hurry On—and Captain Cuttle—come from him in direct tail male. Hurry On was the last horse of Matchem (the Godolphin) descent to win the St. Leger, and the last before him was Sir Visto. In 1893 the St. Leger was won by a very high-class horse in Isinglass, a big son of Isonomy, who would make a race with a donkey. Isinglass won the triple crown of Two Thousand, Derby, and St. Leger, and is the biggest winner of stake money the turf has ever known, having accumulated no less a sum than £57,454, included in which was the Jockey Club Stakes of £11,802, the richest prize ever run for on the English turf. He sired one winner of the Two Thousand, one of the One Thousand, and two of the Oaks, but no winner of the Derby or St. Leger; and, great horse as he was, he has not been such a success at the stud as he was expected to be. He was by Isonomy, and Gallinule by the same horse, and with no racing record of value, proved himself to be much the most successful of Isonomy's sons at the stud.

La Flèche, by St. Simon, one of the grandest mares of all time, won the St. Leger in 1890, turning the tables on Sir Hugo, who had beaten her in the Derby. La Flèche was an equine wonder, and one of the gamest mares that ever wore a bridle. She made her first appearance in the Chesterfield Stakes at the Newmarket Second July Meeting, and John Porter had told us that he had brought a very smart filly with him from Kingsclere. She came up the hill not only an easy winner, but with her ears pricked, and afterwards she went from one triumph to another. She won three classics—the One Thousand, the Oaks, and the St. Leger; but it was her handicap victories under enormous weights that put her on such a high pedestal, for as a three-year-old she won the Cambridgeshire with 8 st. 10 lb. in the saddle, and a year later she was successful in the Liverpool Autumn Cup under the heavy burden of 9 st. 6 lb. She also won the Ascot Cup as a five-year-old, and no finer stayer has been seen on a racecourse in modern times.

In 1891 Common, by Isonomy, was the hero of the Doncaster race, and he, like Isinglass, won the Two Thousand and Derby as well. He

was much the best three-year-old in a rather moderate year, but at the stud he was a failure, for he never sired anything half as good as he himself was, and had only a single classic winner in Nun Nicer, who won the One Thousand in 1898. Common was preceded by Memoir, the first of St. Simon's five winners of the St. Leger, and a very good filly who also won the Oaks. She was better on the course than in the paddock, and unfortunately she threw more colts than fillies, and these not of the highest class. A fine performer and a very big stake-winner in Donovan won in 1889, but he has not been a great stud success, though he sired a good horse in Matchmaker, who in turn was the sire of Handicapper, winner of the Two Thousand in 1904. Seabreeze, by Isonomy, who won in 1888, beat the Derby winner Ayrshire in the St. Leger, and in the previous year Kilwarlin, by Arbitrator, of the line of Matchem, won after being so far behind in the early part of the race that his chance appeared to be hopeless. Two Derby winners in Ormonde and Melton were successful in 1886 and the previous year; but Ormonde is treated of elsewhere, and of Melton it need only be said that he was a good honest horse and quite the best of his year. We need not go farther back, though Melton's was not the first St. Leger we saw, and as a matter of fact Marie Stuart, who beat her stable companion Doncaster—winner of the Derby and the sire of Bend Or—won the first St. Leger we attended.

In addition to the St. Leger there are many important events on the Doncaster September programme, and on the first day of the meeting the Champagne Stakes for two-year-olds takes precedence, and this is one of some half-dozen two-year-old races in which there are no penalties or allowances. It always draws upon the best class, and in recent years it has been won by Lemonora—afterwards winner of the Grand Prix de Paris—Tetratema and his sire The Tetrarch, Neil Gow, Slieve Gallion, Pretty Polly, Rock Sand, and La Flèche. The Champagne Stakes Course is five furlongs and 152 yards. Another interesting race on the first day is the Great Yorkshire Handicap, worth about £1,000, and run over the St. Leger Course, while on the second day there are, in addition to the St. Leger, the Tattersall Sale Stakes for two-year-olds, in which last year (1922) Parth won £995, and a three-year-old handicap of a mile, which is generally worth about £500. There is also the Rufford Abbey Handicap of two miles and a furlong, which as a matter of course appeals to stayers.

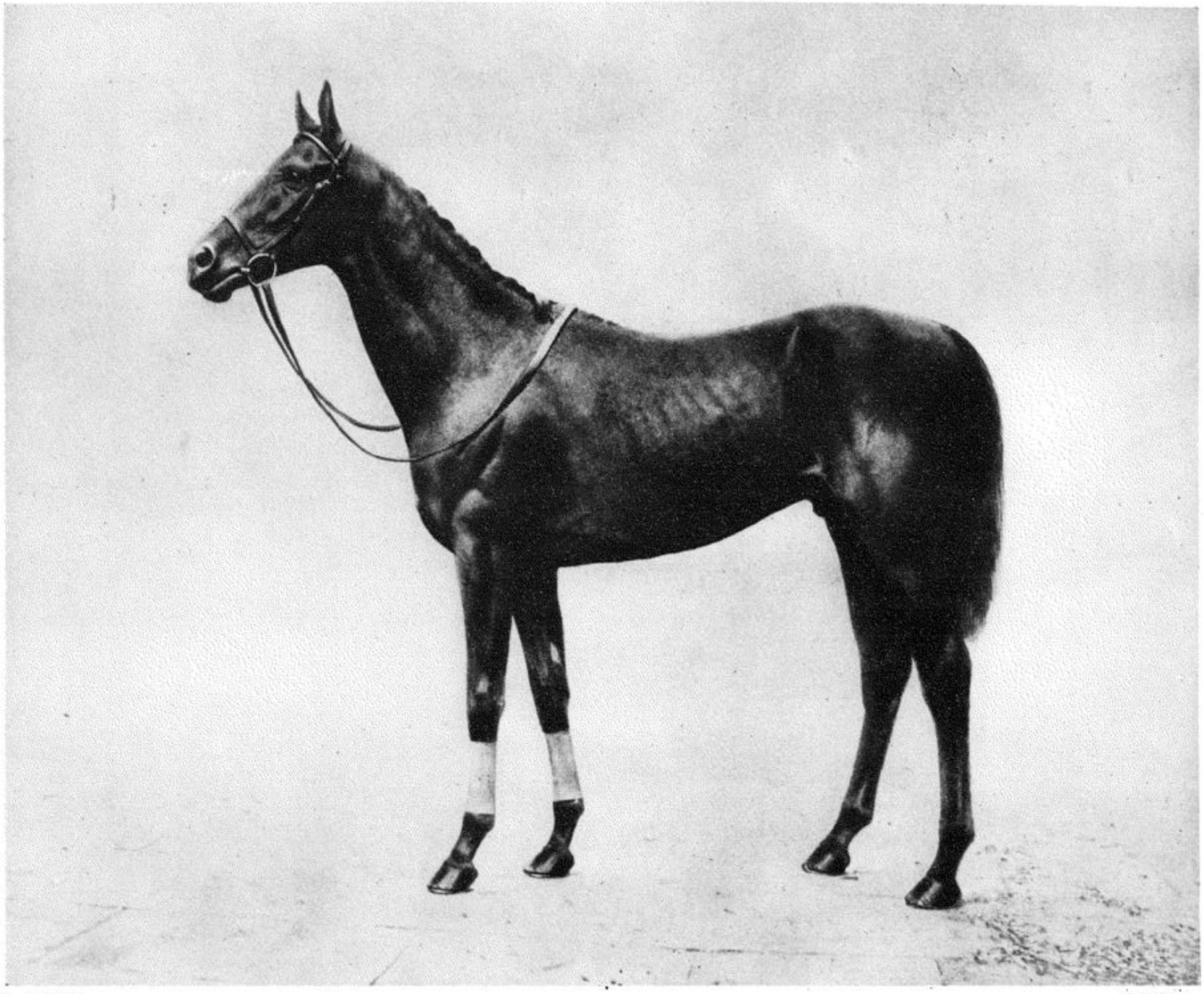
On the Thursday the Portland Handicap of five furlongs 132 yards is second only in importance as a sprint handicap to the Stewards' Cup at Goodwood, while the Alexandra Handicap of a mile and a half is a good-class race, worth some £500, or about half of the value of the Portland Handicap. There is also the six-furlong Rous Plate for two-year-olds and the Princess Mary Nursery. Last year the Rous Plate was worth £400 and the Nursery £693. The Scarborough Stakes of a mile, for three-year-olds, frequently attracts good horses, and was won last year by Soubriquet. From many points of view the last day of the meeting is the best, always excepting the St. Leger day. Its programme appeals to horses of class, and two of its races, the Doncaster Stakes and the Park Hill Stakes, are well worth winning. The Park Hill is for fillies, and last year's winner, Selene, credited Lord Derby with £1,515 by winning the stake. There is also the Prince of Wales Nursery of £1,000, run on the mile course, and the most important long-distance Nursery of the year; and lastly, the Doncaster Cup, which is run on the Cup Course of two miles and a furlong, and which is one of the only four real cup races to be found on modern programmes, the others being the Ascot Cup, the Goodwood Cup, and the Jockey Club Cup at Newmarket.

In addition to the St. Leger fixture there are spring and autumn meetings at Doncaster, but these are of minor importance compared with the great September meeting. It may further be mentioned that Doncaster is a comfortable meeting for visitors. It is true that there is no Club enclosure, but there are a fine range of stands, and one very considerable part of the buildings is split up into private stands, each of which has a full membership. It is not easy to recall the names of all the stands, but one remembers the Lincolnshire, Reid's, the County Stand, and the Jockey Club, and one thinks these do not complete the list. It has been mentioned that Doncaster draws all the racing "regulars," but it also draws upon quite an extraordinary crowd, composed of occasional racegoers and the local element, by which is meant hundreds of thousands from the great manufacturing districts of Yorkshire and Lancashire. Doncaster is now in the centre of a coalfield, and all the big towns of the West Riding—Leeds, Bradford, Wakefield, Sheffield, Barnsley and others—are within handy reach, while special trains bring big numbers from London, Manchester, Liverpool, and every big town in Lancashire.

And the Doncaster crowd on St. Leger day is vastly different from that which is seen on Epsom Downs when the Derby is run. Half the Epsom crowd, on the course, the hill, round about Tattenham Corner, and so forth, are there for a day's outing, and many thousands never see an inch of the race for the Derby. At Doncaster, on the other hand, it is the horses which are the attraction. Probably five out of every ten of the number present on the St. Leger day have the form of all the runners at their fingers' ends, and quite an extraordinary number of them are determined to see the horses both before and actually in the race. The saddling paddock is a big one, and there are two walking rings, but the usual habitués of racing are, in the half-hour before the St. Leger, fairly lost amid a sea of enthusiastic Yorkshire folk, who have paid for admission to the paddock solely with a view to inspecting the runners. The crowd is, however, extremely well managed by the executive, and big as it always is, there seems to be little difficulty in this respect. There is, in fact, very little jostling, and any amount of give and take, while the enthusiasm is far greater than that to be seen at Epsom or Ascot, and is (possibly) only equalled at Aintree on the day of the Grand National.

Moreover, the route from the town to and from the course is always well kept, and before racing there is an unbroken line of pedestrians five and six deep on either footpath, all walking stolidly on, with a view to securing a place from which something of the race can be seen. It is in Yorkshire the love of the horse—and, incidentally, of a little gamble on his fancy—which attracts the average racegoer, and this is much more than can be said of the crowds at some meetings, who only visit the paddocks in order to meet their friends. Ladies are very numerous at Doncaster, and, thanks to the private stands, a fair number of them are able to secure a comfortable position.

York races are very old, for they were going in Queen Anne's day, and probably long before. There are two meetings held on the Knavesmire at the present day, one in the spring and the more important of the two in the third week of August, a fortnight before the St. Leger. Of late years there have been many improvements to the stands and course, and the Club attracts large numbers not only of the best class of turfites, but a local crowd with many ladies as well. The course itself is open to the crowd, and though the freemen of York have the right of pasturage, the actual running-track is remarkably



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TRACERY

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well kept, a fact which speaks volumes for the sporting spirit of the district. The course on the Knavesmire is less than a mile and a half from the railway station, and is in the valley of the Ouse, and only fifty feet above sea-level. There is a straight six furlongs, and a round, or rather oblong, course of two miles, though in the present-day programmes there are no races of more than a mile and six furlongs. The course becomes heavy in very wet weather, but this seldom happens in August, when the running is generally fairly true to the book.

The programme for each of the three days of the August meeting is a strong one. On the Tuesday there is the Nunthorpe Stakes of five furlongs, for all ages, in which Two Step won £524 last year; the Lonsdale Handicap of a mile and a half, worth nearly as much; the Yorkshire Oaks of a mile and a half, worth nearly £1,000; the Prince of Wales Stakes for two-year-olds of about £1,000; and three minor events. On the Wednesday the Ebor Handicap of a mile and three-quarters is the greatest attraction to the crowd, and last year, when Flint Jack won for Mr. George Plevins, the race was worth £1,285. The Ebor has always been a handicap of extraordinary popularity, and one or two very great performances have been achieved in the race. In 1879 Isonomy won with 9 st. 8 lb. in the saddle, while in 1883 Corrie Roy did even better, winning under 9 st. 12 lb. These two wins stand out among the best long-distance handicap performances which the turf has known. Another important race on the Ebor Handicap day is the Convivial Produce Stakes for two-year-olds, in which Town Guard won £844 last year, while there is also the Duke of York Stakes of a mile and a quarter for three-year-olds, which last year was worth £1,107. The two handicaps on this day were twelve months ago each of the value of £546.

On the last day of the meeting the most important races are the Great Yorkshire Stakes and the Gimcrack Stakes. The first-named race is for three-year-olds, and is run at a mile and a half, and last year it was worth £1,675 to the owner of Express Delivery. At times, some of the best three-year-olds of the season take part in the race, and there are two remarkable happenings in connection with the race. The first was in 1864, when most unexpectedly the mighty Blair Athol was beaten by a horse named The Miner. The race has since been generally regarded as a fluke, and it is quite certain that The Miner

hardly saw the way that Blair Athol went in the St. Leger a fortnight later. But John Osborne, who rode the winner, always affirmed that his horse was at its best that day, and that Blair Athol was probably short of a gallop, while it must not be forgotten that Blair Athol was penalized 7 lb. for his success in the Derby and was allowing The Miner that amount of weight. The other curious race was in 1874, when a horse named Trent beat the famous Apology, who had won the One Thousand and Oaks of that year. The mare only carried 1 lb. less than the colt, and odds of 9 to 4 were laid on her, but Trent beat her a head, and we have always thought that this race, which we saw, was won by Tom Cannon, the rider of Trent. There were only four runners, and the race was then over a mile and six furlongs, and Cannon not only handled his mount with consummate skill, but partly stole a march on Apology's rider by getting first run as they were nearing the winning-post. In the St. Leger, Apology beat Leolinus by a length and a half, while Trent was third, but five lengths behind the second horse.

The Gimcrack Stakes was founded in honour of "the wonderful turf pony," Gimcrack, a grey who was by Cripple out of a mare by Grisewood's Partner. He was foaled in 1760, and he was a great winner in his day, though he suffered defeat from Bay Malton, from Otterley, from Snap, from Pilgrim, from Chatsworth, and from Bellario. Indeed, he was beaten five times, but he ran in a great number of races, and always against horses which were much bigger than himself. We have thought it necessary to refer to these defeats, merely because it was asserted in a well-known turf book, written about sixty years ago, that Gimcrack was undefeated during his turf career. He was an immense favourite with the public of his day, and one of the most remarkable of his feats was performed in France, in the year 1766, when he was six years old. He was at that time owned by the Count Lauragais, and according to turf history he ran twenty-two and a half miles within the hour, thus winning for his owner a very large sum in bets. It is perhaps a little curious that the Gimcrack Club should have been founded in York, for it was on the York Course that Gimcrack was beaten by Lord Rockingham's Pilgrim, and he was also defeated in the Great Subscription Stakes, in which he was unplaced to Pilgrim, Chatsworth, and Tortoise in 1768, and a year later was third to Chatsworth and Tortoise. Racing on the

Knavesmire had its origin in 1731, and Gimcrack's defeats took place over the same course that is used to-day.

The members of the Gimcrack Club endow the race with £500 of added money every year, and early in December they hold a dinner in York to which Stewards of the Jockey Club, the owner of the winner of the most recent Gimcrack Stakes, and various notabilities of the turf world are invited. The dinner is followed by speeches, which at times are of a somewhat controversial character. Grievances, or supposed grievances, on the part of owners of racehorses are aired, and the most recent policy of the Stewards of the Jockey Club criticized, at times very cleverly. The occasion is now looked upon as being suitable for a general clearing up of turf problems, but it does not always follow that suggestions made by the speakers are accepted by the Stewards of the Jockey Club, nor are all of these suggestions of a practical character. Still, the annual Gimcrack Dinner is a recognized turf institution, which has for its object the improvement of the conditions of racing.

STOCKTON AND REDCAR

Stockton may be considered a Yorkshire meeting, the course being in Yorkshire, on the south side of the River Tees, while the town of Stockton is in Durham. The huge Middlesbrough iron district is so handy that there are always big attendances on the Mandale Bottoms—where the racing takes place—and the course is a good one, well kept and wide. It is about a mile and three-quarters round, and of nice width, and there is also a straight six furlongs for the sprints and two-year-old events. Three meetings are held during the year, one in the spring, the second in August, in the week which precedes York, and the third in the autumn. The first and third of these meetings are of comparatively minor importance, but there are some good stakes to be won, and even if they appeal chiefly to northern stables, they nevertheless attract a good deal of attention from every part of the kingdom, and are distinctly on the up line. The fact is that there is always strong local support for Stockton, and this, combined with capital management, is gradually bringing the meetings to the attention of the owners and trainers of horses located a long way from the district.

And the Stockton Summer Meeting is an important fixture, for it extends over three days and is the principal meeting of the week in which it is held. The fact is that after the conclusion of the Brighton meeting—which means the end of the Sussex Fortnight—there is a considerable exodus of turfites to the North of England, especially if the summer should happen to be a warm one. Redcar, Stockton, and York follow each other in three successive weeks, and then comes Derby with its three days' fixture, followed by what the reporters used to call "the great racing carnival on the Doncaster Town Moor." As far as we know, this description has not been used for some time, but it was typical of what was written in the non-sporting journals a few decades ago, and was true enough, if somewhat flowery. The present-day turf writer, however, does not indulge in flights of literary fancy, but goes straight to the point, and wisely confines himself to the horses, their form, and their chances of winning.

There are pleasant watering-places with good hotels within a very short distance by train from Stockton, viz. Redcar and Saltburn-by-the-Sea. Both are in great request during the earlier part of what may be termed the Yorkshire racing season, and it is quite possible to stay at Whitby or Scarborough and journey by the coast railway to each of these meetings day by day. Indeed, we have followed this plan on more than one occasion, and though the journey is rather long, it was possible to be back in Scarborough for dinner. For the York meetings Scarborough is a first-rate stopping place, and even for Doncaster it is not bad, for though the journey is over a lot of country, there is a wonderful service of fast trains. Then, too, from Scarborough it is a simple matter for the intending purchaser of yearlings at the Doncaster sales to visit some of the studs and see many of the best which are to be sent up, but in these days a motor-car is much more handy than the trains for such expeditions. Sledmere, with its wonderful stud, is just a nice distance from Scarborough for a motor drive on a fine August morning, and there are other studs in the East and North Ridings from which yearlings are sent to Doncaster every year; and there are, of course, many days of no local racing during the Yorkshire season, so that plenty of time is available for yearling inspection.

On the first day of the Stockton Summer Meeting the Stockton Handicap of a mile and two furlongs was worth just under £1,000 last

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year, while the Great Northern Leger of a mile and five furlongs had about half the money value of the handicap. The Wynyard Plate for two-year-olds was worth £544, and the Harry Fowler Handicap £371. On the second day the Stockton Stewards' Handicap of a mile (£840), the Lambton Two-Year-Old Stakes (£377), and the Hardwicke Stakes for two-year-olds—won by the flying Cos—(£390) were the principal stakes; while on the last day of the meeting the Middlesbrough Handicap of five furlongs was worth £470, the Wilton Handicap of a mile and three furlongs £376, and the Durham County Produce Stakes of a mile and a quarter, for three-year-olds, £833—a fair but not quite a great three days' programme.

Redcar races were at one time run on the sands, which are probably the firmest and best in the country for such a purpose. In 1872 Redcar appears in the Calendar, with a one-day fixture, the chief event and the biggest prize being the Redcar Handicap of a mile and two furlongs, worth £65. Whether the present course was then used the Calendar does not state, but in the following year there was an all-round increase in the stakes, three of the races being worth upwards of £100. From that time onward steady progress has been made, and for many years there have been two-day fixtures in June and August on a very excellent course, which is situated close to the railway station and town, and within a few minutes' walk of the sea. The neighbourhood is distinctly horsey, and that great horse The Flying Dutchman, sire of Galopin's dam, was foaled at Kirkleatham, barely three miles away. We remember as a child, when there were at Redcar several livery stables full of horses, being taken by a groom to look at a horse, of whose charge he seemed to be inordinately proud. The horse was a chestnut, and quite an ordinary horse to look at, but we were told by the groom that he had run in the Derby, and he produced from a well-worn pocket-book an old, frayed newspaper cutting which described a race for the Derby, and pointed out the name of the horse among what would now be called the "also rans." The horse was at the time being used as a hack, and a day or two later we heard it stated as a fact by the horse's owner that what the groom had told us was perfectly true. At that period of childhood we looked upon the Derby with almost supernatural awe, and our faith was temporarily shattered, but shortly afterwards we heard the bigger boys of a public school discussing the Derby, and in 1864, during the summer holiday,

we paid our first visit to a training stable and saw Blair Athol—who had won the Derby a few weeks earlier—in his box at Malton.

To leave such memories and return to Redcar races of the present day, it may be said that the straight mile is one of the best in the kingdom, and the round, or rather oval, course just under two miles, with the last five furlongs straight. Stamina is always well served at Redcar, as it is on all courses which have long stretches of dead-level galloping, and it is a pity that at the present day there is no race longer than a mile and a half.

There is no need to describe the Redcar programmes at length, but last year the Redcar Handicap of a mile and a quarter was worth £840 to the owner of Express Delivery; the National Breeders' Stakes for three-year-olds, won by Highbrow, was worth £517; and the Redcar Foal Stakes, won by Muscari, £513. As a rule the Redcar August meeting clashes with Kempton Park, but the two places are so far apart that they do not greatly interfere with each other. Pontefract has three meetings of two days each every year, and has an oval-shaped course of upwards of two miles and a straight two miles. It is within four hours by rail of Newmarket, and now it draws upon headquarters for its runners almost as much as it does on the Northern stables. Some of the stakes run for at Pontefract are of considerable value, and last year at the July meeting the Yorkshire Handicap of a mile was a £500 race; the West Riding Produce Stakes, won by Silver Grass, worth £1,041; the Prince of Wales Plate for two-year-olds, won by Moabite, worth £840; and the Great West Riding Handicap of a mile and a half, won by Rock Drill, worth £910, though it only attracted four runners.

Beverley has one meeting of two days every year, and is very local in character; while Thirsk, where there used to be two meetings, is in suspense, but, as has been mentioned, may be revived. The other Yorkshire racing places are Ripon with two and Catterick Bridge with three meetings. At neither place does the sport soar very high as far as the class of the runners is concerned, but the Catterick meetings enjoy immense popularity with all who live within reach of the place, and in pre-motor days there used to be lines of carriages right down the course, and much picnicking and good-fellowship. The course is oval and not much over a mile round, but there is a straight five furlongs. The Ripon course is better than that of Catterick, having considerable

width and a straight six furlongs as well as an oval course of a mile and three-quarters.

Why it is that ordinary Yorkshire racing—apart from the big meetings at York and Doncaster and the valuable stakes run for at Pontefract, Redcar, and Stockton—do not attract a much higher class of horse than they do at present is due to several reasons, and the first of these is that at the present day they have much greater opposition from the enclosed park meetings in the South of England than they once had. None of the Yorkshire meetings except the Doncaster September and the York August meetings have clear dates. Though Stockton summer fixture is the most important meeting of the week in which it is held, it is opposed by Wolverhampton on its first day and by Bath on its second and third days. Redcar has the formidable opposition of Kempton Park at its most important fixture, and all the other Yorkshire meetings are held when there is racings somewhere else. We are not going to suggest that there can be any alteration, for the money of all racing companies is limited, and the claims of each and all of the companies for fixtures cannot be ignored. There is, too, a much larger racing public than there used to be in the early days of the sport, and probably for every one who took an interest in racing—and in the betting—there are now a hundred. Starting-price betting is carried on everywhere in ever increasing quantity, and sweeps on all large events are far more numerous than they used to be.

Another reason for the decline of Northern racing is that the tendency nowadays is all towards concentration, and thus it happens that although many of the best and most valuable racehorses are still bred in Yorkshire, nearly all the higher-priced yearlings, and often also the best bred at private Yorkshire studs, are sent to Newmarket or other places in the South of England to be trained. Time was when the Yorkshire stables won more St. Legers and nearly as many Derbys as the southern stables—John Scott's Malton stable won no fewer than sixteen St. Legers—but things are altered now and many great breeders who belong to the North, who live in the North during a great part of the year, and who breed their horses there, send them to Newmarket or to some of the various training quarters on the Downs of the Southern Counties. Everyone who can afford it has some sort of location in London now, and during the months of the season London is much handier for Newmarket and other training quarters

than are such places as Malton and Middleham. It is true that a great number of horses are still trained at Malton and Middleham, and there is a trainer at Doncaster, while quite lately we heard that a few horses had been sent to Hambledon to be trained; but these Yorkshire trainers do not have the quality to deal with which their predecessors had, and the part they have lately played in the classic races is not worth considering. Of minor events in the North and in the Midlands they win their fair share, but their successes end there, and there has not been a Northern-trained Derby winner since Pretender won the race in 1869. The Malton gallops are not so varied and extended as they were, but the Middleham gallops are as good as ever, though there has been no trainer there to make a big mark since the late Fred Bates trained at Ashgill. At Malton, too, the still-living William I'Anson, son of the owner of the Derby winners Blink Bonny and Blair Athol, won all sorts of big races, and had scores of good horses through his hands, but those who have followed him have had a poorer class of horse to deal with, and just now both Malton and Middleham appear to be quite out of the running as far as classic and other very big races are concerned. One would like to see a revival of the Yorkshire stables, but unless Yorkshire owners have their horses trained in their home county there is not much chance of this taking place.

GOODWOOD, BRIGHTON AND LEWES

THERE are those who think that Goodwood possesses the finest racecourse in the kingdom, and certainly there is only one to compare with it, that being Newmarket, which, however, is much more varied in character. Indeed, we give the palm to Newmarket entirely because of its varied character. On what is known as the racecourse at Newmarket there are finishes on the flat, downhill and uphill, and on the July Course there is much the same thing. There are, in fact, difficult and easy courses, and this means that every horse can run on the type of course which suits it best. There are no fewer than six winning-posts on the two Newmarket courses, whereas at Goodwood there is only one. It is also urged against Goodwood that there is no straight mile and that every race of longer than six furlongs has to be run where there is a bend or turn, but against this there is the fact that the Goodwood course is old turf on downland, and that in nine years out of ten it affords wonderful going. Then again there are many among owners and trainers who are not greatly enamoured of a straight mile, and that in spite of the general idea that Stewards of the Jockey Club will no longer grant a licence to any course which has not a straight mile. The objection to mile races on circular tracks is that if there is crowding at the bend some horses will at times run wide, and since the fashion of running races at top speed from start to finish came in, it happens, perhaps more frequently than it used to do, that in mile races on a round track certain horses run wide and lose a lot of ground. We see that very frequently at Epsom, where the bend at Tattenham Corner is pronounced, and we see it occasionally at Goodwood.

The Cup Course of two miles and five furlongs at Goodwood is, one thinks, the best in the country. Where it beats the Cesarewitch Course is in the view which it affords to the spectators. The starting-post for

the Cup is just outside the paddock gate, and for the first half-mile the horses go down the course, past the stands and lawn, and then swing left-handed, running round the loop and coming back to the straight some five furlongs from home. All of this can be seen clearly enough from the stands, whereas when the Cesarewitch is being run only a fleeting glance of the field is visible—as they pass a break in the Ditch—until they are on to the Flat. Another feature of the Goodwood Cup Course is its variety. It is give-and-take all the way, slightly downhill at first, then rising towards the starting-post of the Craven Course, and with a further and rather sharper rise as the horses go round the loop. Indeed, the rise continues to the junction with the straight course, and then there is a descent followed by a fairly gradual rise to the winning-post. Many great horses have won the Goodwood Cup, including St. Simon, Isonomy, and Doncaster, but in recent years the quality has been moderate, and probably the best of the last twenty years were Son-in-Law and The White Knight. But a Goodwood Cup winner must be a stayer in the best sense of the word. The race last year, when Flamboyant won, was worth £1,216.

Two-year-old racing of the best class is a distinct feature of the Goodwood programme. On the Tuesday there are the Ham Produce Stakes, worth £1,650 last year, when Mardina won, and the Richmond Two-Year-Old Stakes, in which Bombay Duck took £979 twelve months ago; on the Wednesday the Lavant Stakes, worth £1,340 to the owner of Friar's Melody; on Thursday the Rous Memorial Stakes, in which Papyrus took £1,018, and the Prince of Wales Stakes, in which Colossus won £1,800; while on the Friday the Molecomb Stakes, which were won by Town Guard, credited his owner, Lord Woolavington, with £1,430. If the above are added up, it will be seen that the six principal prizes for two-year-olds were worth an aggregate of over £8,000. Handicaps, too, play a big part in the Goodwood programme. On the first day there is the ever-popular Stewards' Cup, the most important short-distance handicap of the year; on the second day, the Goodwood Plate, now run at two miles and three furlongs, and the Singleton Handicap on the five-furlong course; on the third day the Drayton Handicap of a mile; and on the last day the Chesterfield Cup of a mile and a quarter and the Chichester Handicap of five furlongs. The Stewards' Cup is, from a betting point of view,

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the most important race of the week, but there is a certain amount of luck attached to the race, as the start takes place on rather uneven ground and much depends upon the draw for places. The market is generally a very open one, and when Tetrameter won in 1922 he was one of four equal favourites at 10 to 1. The race was worth £1,455, and is very often the most valuable (of its kind) of the season. Last year it was worth, broadly, £400 more than the Portland Handicap at Doncaster and £600 more than the Wokingham Stakes at Ascot.

The Goodwood Plate used formerly to be called the Goodwood Stakes, and before handicaps of a thousand or so came to be run almost every day at the park meetings it was held in high esteem as one of the most important long-distance handicaps of the year. Last year, when it was worth £850, the winner was a good, honest stayer, Flint Jack, and in the previous year it was won by the steeplechaser Arravale. Lagos, who also won the Great Metropolitan, did a good performance in this race, and other notable winners were the Australian, Merman, who won under 9 st. in 1899; Corrie Roy, who carried the same weight in 1883; Hampton and Paganini, the last named a rare stayer, who had 8 st. 10 lb. in the saddle. In those days the Goodwood Stakes was a great betting race, books being opened on it many weeks before it was run. The Drayton Handicap is run at a mile, and last year was won by Express Delivery, who took £745, but the Chesterfield Cup of a mile and a quarter is a much more important affair, for it often brings out old horses of very high class. It is always worth over £1,000, and on its list of winners are several famous names, these including Tangiers, afterwards an Ascot Cup winner; Dean Swift, Velocity, who had the huge weight of 9 st. 10 lb. in the saddle; Ypsilanti, who won the Kempton Jubilee Handicap two years in succession; Veracity, who carried 9 st. 3 lb.; and Vespasian, who in 1869 won the race with no less than 10 st. 4 lb. in the saddle, his achievement standing out as one of the biggest handicap performances of all time.

There are, too, at Goodwood certain three-year-old stakes which, possibly because many horses are being reserved for the St. Leger, do not attract quite so much attention as they ought to do. One of these is the Gratwicke Stakes of a mile and a half, worth £700 when Tamar won last year; another is the Sussex Stakes on the new mile, worth some £600 or more; a third the Nassau Stakes for fillies, of

a mile and a quarter, in which Selene won £1,080 last year; and the fourth the Gordon Stakes of a mile and a half, in which last year Tamar completed a Goodwood double event, augmenting his Gratwicke Stakes win by the sum of £925. La Flèche and Orme each won one of these three-year-old events at Goodwood, and Throstle won the Nassau Stakes shortly before she took the St. Leger. The balance of the Goodwood programme need not be considered in detail; there are minor weight-for-age races, a minor handicap, and one or two selling plates, while lately the card has been strengthened by the inclusion of the valuable King George's Stakes, a weight-for-age race of six furlongs, in which Roman Bachelor won £1,280 last year.

The Goodwood meeting is a little over 110 years old (the Cup dates from 1812, the Plate from 1823, while the Stewards' Cup and the Chesterfield Cup go back to 1840). Lord George Bentinck had much to do with the early success of the meeting, which, however, has always been a private affair, the course and its surroundings being owned by the Duke of Richmond. Within the last few years a fine new range of stands have taken the place of the old ones, which had become much too small for present-day crowds, and another reform has been made in the establishing of a Club, which, however, space does not allow of being made a large one. But at Goodwood stands are nothing like so much needed as they are, say, at Epsom or Doncaster, for the ground slopes downwards from the buildings towards the course, and beyond the stands there is a long and beautiful lawn, from which a very good view of the racing can be obtained. The meeting is a great society function, and one finds many Club tents and private tents among the trees behind the lawn, where entertaining takes place on a very considerable scale. It is perhaps a pity that only a single meeting is held annually on such a grand course, but Goodwood is more difficult of access than any other meeting in the kingdom, and it is not an easy place for the horses which run at the meeting, all the stabling being some distance away and the prices a good deal higher than what is paid at the average meeting.

The course is beautifully placed on the crown of a steep hill, and the view from the paddock is quite unique as far as racecourses are concerned. Looking southwards, the eye can travel over a vast extent of open country, gradually working to a big expanse of flat which is bordered by the English Channel. The downs and hills of the Isle of

Wight are distinctly visible on the right, while in the mid distance Chichester and its cathedral stand out. One has but to turn round and look northwards, when another extraordinary panorama of rolling down and wooded height is to be seen, and this extends for many miles over some of the most beautiful country in the South of England. Not that racegoers come to Goodwood for the view, but all the same the surroundings contribute greatly to the picnic nature of the course, and nearly all who once go to Goodwood wish to go there again. The drawback to the meeting is that the place is a considerable distance from London, and when Chichester is reached by railway there is a drive of five miles to the stands, the last two miles of which are up a long ascent. The motor has, as a matter of course, simplified matters in this direction, but before motors came into use, and everyone was obliged to travel by a horse-drawn vehicle, the journey was anything but a pleasant one after the beginning of the ascent had been reached. There are two main roads to the course, the shortest of which—that which brings the visitor to the paddock gates—is much the steeper of the two, more particularly in the last half-mile. The other road, which is more generally used, runs through the park, past Goodwood House, and then by a long but more gradual ascent to the Birdless Grove, a beech plantation where, according to local authority, birds are never seen. This route is a little longer than the other but much the best; but we have seen many blocks on the hilly part, perhaps most frequently in the early days of motoring, when hill-climbing was not the forte of all the cars, and many would stop on the steeper parts of the ascent.

The fact of its being so inaccessible results in many of the visitors taking quarters for the meeting not too far away. The neighbourhood is, however, thinly populated, and so few houses are there which are handy to the course, that very high prices used to be asked, and even now these are by no means small, though the motor has caused the radius to be far larger than it was. The horses are stabled at East Dean, West Dean, Charlton, and other villages which are not too far away. Luckily these villages are all on the north side of the course, and horses can be brought up to the paddock without ever going near the road traffic. A fair number of visitors are accommodated at Chichester, and very large numbers take up their quarters at Brighton, Worthing, Littlehampton, Bognor, and Southsea, while others travel

from and back to London every day by a first-rate service of special trains. Perhaps Southsea is as good a place to stay at as anywhere, for the train run is not more than half an hour, and there is any amount of accommodation, but all who stay at Southsea, and at any other of the South Coast watering-places which are within reach, should remember that the meeting is held just as school holidays begin, and that in consequence the seaside towns are filling up rapidly every day, which means that quarters should be secured some time before the meeting begins. We remember a party of half a dozen well-known turfites who came from town on the first day of the meeting and travelled on to Southsea after the racing. There had been some misunderstanding as to which of the party should engage rooms, and to their horror they found not only that none had been engaged but that none were available at any of the principal hotels. Fortunately someone thought of telephoning to a Ryde hotel, and here they found rooms and crossed by the last boat. Brighton is a little over thirty miles from Goodwood, and Southsea about half the distance. From either town the motor road is good, and it need hardly be said that to motor to and fro is much better than going by train, for in the latter case a public vehicle has to be requisitioned from Chichester to the course and back after racing, or an exorbitant price has to be paid for a taxicab—which is probably a London or Brighton cab and sure to demand a big fare. Not long ago three men who were staying at Southsea went by train to Chichester and there hired a taxi to take them to Goodwood and back again after racing. On the following day they hired a comfortable closed motor at Southsea, and drove all the way, keeping the car to take them home, and they paid less for this car than they did for the taxi, to say nothing of the fact that on the first day there were railway fares to pay.

The Brighton and Lewes meetings follow Goodwood a week later, Brighton having three days and Lewes two. Brighton also has a spring meeting, while Lewes generally has three fixtures in the course of a year, but at neither place is the sport more than very good plating, with occasional good horses seen in the Brighton Cup and Lewes Handicap. Both courses are old ones, on downland, and, if not too hard, very good galloping ground, more particularly at Lewes. The Brighton course is hilly, and not unlike Epsom in shape, and the Cup, whose conditions have varied from time to time, is now a

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GAINSBOROUGH

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handicap of a mile and a quarter, and was last year worth £643. Another handicap is the Brighton Stakes of a mile and a half, and last year this race was worth £547, while the Brighton Three-Year-Old Handicap of a mile was worth £496. At Lewes some of the races are under the jurisdiction of the Southdown Club, and there is always a gentleman-riders' race on either day of the meeting. Last year the Lewes Handicap of a mile and a half was worth £495, but the Astley Stakes for two-year-olds is nothing like so important as it was, say, thirty years ago, and has declined in value to a considerable extent. There are two or three training stables in Sussex which are very handy for Lewes and Brighton, and as a rule there are always plenty of runners for all the races, but, as we see it, both meetings have suffered because of their many gate-money rivals, some of which are not far away—Gatwick and Lingfield to wit.

THE ENCLOSED MEETINGS

THE modern enclosed course only came into fashion during the last quarter of the nineteenth century, but it has advanced with rapid strides since then, and to a great extent it has revolutionized the conditions of racing. The old-style racecourse was run by one or more private individuals, by a syndicate, or by a Corporation, such as is still the fashion at York and Doncaster. The modern enclosure sometimes calls itself a company and sometimes a syndicate, but no matter what the exact appellation may be, it is practically a company, and as a rule pays dividends to its shareholders. It differs from the old racecourse on common land because the course is enclosed in a park and boarded round so that no one can get in. There are gates by which the general public can obtain admittance, with turnstiles, and whereas the usual charge before the war was 1s. entrance, this was raised after the war to 3s., which sum includes the entertainment tax. At Sandown, by the way, the charge to go on to the course was 2s. 6d., unless they had a Bank Holiday meeting, when the price was reduced to 1s., but, broadly speaking, 1s. per head was charged everywhere in pre-war days, while now the rate is trebled.

As will be understood, the crowd on the course at the enclosed meetings is not a very large one as compared with what used to be seen on the old free courses, but Bank Holidays are exceptions to this rule, for enormous numbers are then in evidence, and a crowd of 60,000 is common enough on such days if the weather is fine. We do not know officially if the actual numbers have ever reached 100,000 but we think it is possible, and if this is not the case we are inclined to think that the six figures have been very nearly approached. Then again there is always a much increased outside attendance on big days, such, for example, as the day of the Eclipse Stakes at Sandown Park,

the day of the Jubilee Handicap at Kempton Park, or the day of the Northumberland Plate at Gosforth Park. The Companies or Syndicates find the money for stakes, beyond which is subscribed by owners; they own the land, and they farm or let the eatage of what is not used for the actual racecourse. They are, in fact, the proprietors of the place, and are responsible for the upkeep of stands and enclosures; and they have to provide and pay for all the officials who are engaged for their meetings, for the police, and so forth. They must also keep a permanent staff to look after the course and buildings; and at times they are their own caterers, though this is not very common, most of the companies letting their catering to a good firm of refreshment contractors.

And where the Racing Companies have a great pull over the open meetings is that they are in a position to keep their running tracks in first-rate order. They manure, roll, and cut the grass whenever it is necessary, and in times of drought they water their courses, powerful hydrants being worked at all the principal enclosed courses. They are, it need hardly be said, under the jurisdiction of the Jockey Club as far as their meetings are concerned. They must, indeed, be licensed by the supreme racing power, and they must at times submit their running tracks to the Jockey Club Inspector of Courses. But the great new departure which they brought about was the establishing of Clubs within their enclosure, which Clubs have membership just as does any ordinary London Club, generally with election by the Committee. The members are men, but each member is entitled to two ladies' badges, and others can be obtained by members on payment of a certain sum. At a majority of the Clubs it is permissible also for members to obtain day tickets for men friends, but this is not always the case, and, as far as we know, this was never the custom at Sandown Park, except at the Grand Military Meeting. For the members, and the ladies they bring, a separate lawn—at times a very beautiful garden—a separate grand stand, and separate refreshment-rooms—luncheon- and tea-rooms, and so forth—are provided, and once within this reserved enclosure, there is no jostling or crowding, and at most Clubs an excellent view of the racing, even where the membership is very large, as it is at Sandown and Kempton Parks. There is plenty of room for all, but we have seen the Club stand at Sandown greatly crowded on an Eclipse Stakes day, and nearly, if not

quite, as many people in the same place when the race for the Grand Military Gold Cup is being decided.

Sandown Park was established in 1875, and was the first modern enclosure laid out for racing only, and, curiously enough, it still holds first place as the most important enclosed racecourse in the kingdom. More modern recent enclosures can show a bigger line of stands, a railway nearer at hand, and a course that is far superior, but the Sandown programmes were formed on bold lines, rich stakes were quickly instituted, and from its very beginning it had the approbation and patronage of royalty, of the members of the Jockey Club, and of all the very best class of owners. The upshot was that it quickly began to draw upon the best class of horses in training for its runners. It was the first racecourse to establish a £10,000 prize, and though many other racecourses, and even the Jockey Club, followed suit, the fact remains that the Eclipse Stakes holds its ground, and was last year worth £8,735 (£1,600 going to owner and breeder of second and third horses), while the Jockey Club Stakes was worth £6,373 to the winner.

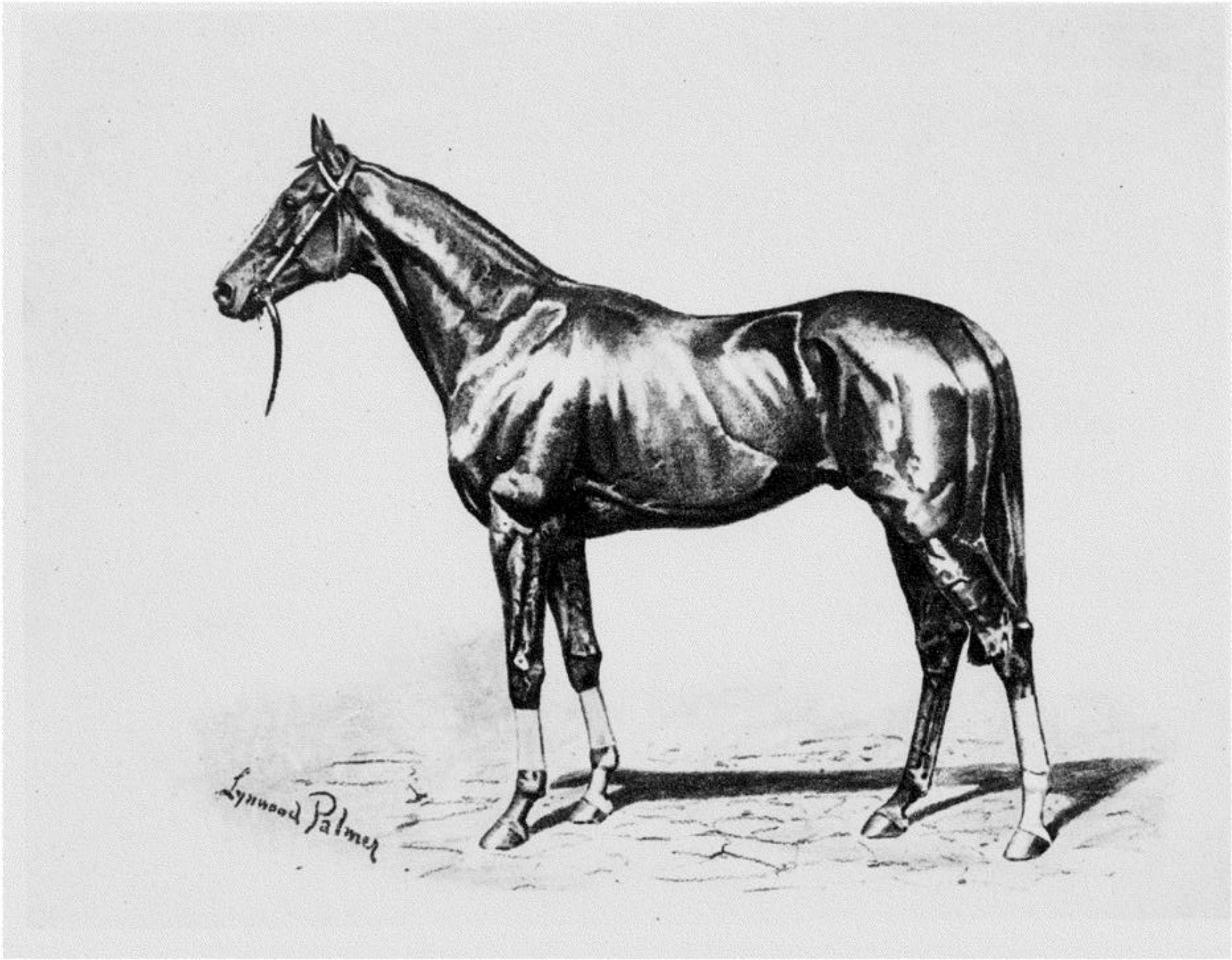
And yet the Sandown course is not a good one from every point of view. There is a round course, the Eclipse Stakes Course of a mile and a quarter, and a straight five furlongs. The last-named course is in the centre of the park, the winning-post being between two and three hundred yards from the stands, but broadside on. And there is not enough room behind the starting-post of the five-furlong course in which to manœuvre a large field of horses, the result being that poor starts on this course are not uncommon. The five furlongs are all on the collar, and though the distance is short, stamina is well tested in the last furlong. The Eclipse Stakes Course has its starting-post in the left-hand corner of the park, near the railway, and near to where there are three jumps close together on the steeplechase course. The horses run alongside the railway for about five furlongs, and are going down a very slight decline. Then they bend right-handed round a long loop and finish on a steep ascent of nearly half a mile. The pace does not appear to slacken much as the horses come round the loop, but they must have to ease up in some degree or else lose ground, and anyhow horses have often won (not necessarily in the Eclipse Stakes) over this mile and a quarter who could hardly get a mile on a straight course. The finish of the Eclipse Stakes, and

indeed of all the races on the round course at Sandown, is very severe, but the run in from the bottom turn is short, and many horses, even if they are not real stayers, which have been slightly eased as they come round the bend, can shoot up it with a burst of speed which just lasts them long enough. In this connection we always think of Surefoot, one of the fastest horses we ever saw. He had won the Two Thousand of his year, but had failed in the Derby owing to being unable to stay the course. As a four-year-old he won one and was beaten in another race at Ascot, the upshot being that he was allowed to start at 100 to 8 for the Eclipse Stakes, for which Common, the Derby winner of that year, was an odds-on chance. Yet Surefoot turned on his great burst of speed as they began the climb to the post, and this just lasted him long enough. He won by a length, but the horses which finished second and third—the French horse Gouverneur and Common—were past him a stride or two farther on and would have beaten him easily had the post been a few yards farther away. The Eclipse Stakes has been won by some great horses and by very few moderate ones. Its first winner was the famous Bendigo, who, however, was of no use to Ormonde and Minting when he met them in the Hardwicke Stakes at Ascot. The next winner, Orbit, was moderate, and after Surefoot came a series of celebrities, which included Ayrshire, Orme (twice), Isinglass, St. Frusquin, Persimmon, Flying Fox, and Diamond Jubilee; then, after two years of poor class, Ard Patrick, and since his day Bayardo, Lemberg and Neil Gow, who ran a dead heat, Swynford, Prince Palatine, and Tracery; while since the war the Derby second Buchan has won twice, the other winners being the Derby second Craig an Eran and the fine handicap performer Golden Myth. The Eclipse Stakes was established in 1886, and in six years there was no race. We are thus left with thirty-two winners, and of these about a dozen were horses of the highest class, while another half-dozen were very little removed from it, and several of the others about the best of their year. This, in our opinion, Buchan and Craig an Eran certainly were, despite the fact that both were beaten in the Derby.

There are two points in connection with the Sandown Park course which may be emphasized. The first of these is that the Club lawn and the rings are on such a slope that a first-rate view of the racing may be obtained without going on to the stands. The enclosures are well above the course, and those who are late in leaving the paddock

before any race need not go "upstairs," but can watch it almost as well from many coigns of vantage. Then again the Park in which the races are held is so square in its formation that the horses are never far away from the stands and, unless the light happens to be bad, are always near enough for many people to distinguish the colours even without the aid of race-glasses. At times, however, more particularly in the winter steeplechasing season, there may be a mist or white fog. The black fog of London is unknown a few miles up the Thames Valley, but thick mist or white fog is at times troublesome, though occasionally it is dense near the river and clear enough at Esher, from which the Thames is nearly two miles distant in a straight line. Hurst Park and Windsor are right on the river, and Kempton Park is not half a mile away at the Jubilee starting-post, but the course bends away from the river, and the stands are a good mile from it. This is a small point, but at times an important one, for it occasionally happens that while it is too thick for racing close to the river it may be fairly clear a mile or two away. In this respect Sandown Park has a decided pull over the riverside courses.

The other point in favour of Sandown is that it is so easy of access. By road the Park gates are about fourteen miles from Hyde Park Corner, and the main road is the Portsmouth road, over Putney Heath and Kingston Hill, and thence through Kingston and along the Surbiton front to the course. There are, too, many other roads to Esher than the direct Portsmouth road. Motors can travel by Richmond, Bushey Park and Hampton Court, or by Sheen—or Roehampton—through Richmond Park, and thence by Kingston. It may also be mentioned that a scheme is on foot for making a new road outside Kingston, and this when done will shorten the distance by many minutes, for the Kingston streets are very narrow and always more or less congested. Esher, according to the house agents' advertisements, is forty minutes from London by motor, but there is always the traffic to be taken into consideration, and on a Sandown race-day an hour should always be allowed. The railway station is at the foot of the course, with special platforms which extend beyond the Esher station proper, and there is a fine service of specials at all the meetings. But passengers are not set down at the stands, as they are at Kempton, Newbury, and Gatwick, but have to walk across the course, the distance being a little over half a mile—unless indeed they take a cab from the station to the back



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From the Drawing by Lynwood Palmer

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of the stands. The walk, unless it is raining, is, however, a pleasant one, and there are several asphalted paths, so that if the grass should happen to be damp there is no danger of ladies getting their feet wet.

At Sandown Park there are usually five flat-race meetings during the season. The first of these is held in April, on the two days which follow the Epsom Spring Meeting. (There is also a third day, of cross-country sport, at this fixture, but this is not our concern just now.) The programme is always a fairly strong one, and on the first day the Esher Cup, a handicap of just over a mile, for three-year-olds, takes precedence, the race being usually worth some £700 to £800. There is, too, the Twickenham Handicap, on the Eclipse Stakes Course, and the April Plate, a weight-for-age affair run over the oval course of a mile and five and a half furlongs. On the second day the Tudor Plate for three-year-olds is run at a mile, and when won by Soubriquet last year was worth £855. But the most valuable stake of the meeting is the Stud Produce Stakes for two-year-olds, in which last year Tetragon credited his owner with £1,449. There is also on this day another handicap on the long course, and races run on this course are very pretty to watch, as the horses start in front of the stands and wind down the Park gradually until they reach the Eclipse Stakes course about a mile from home.

The second Sandown meeting is held in the last or last week but one of June, and has a fairly strong programme. On the first day there is the Sandringham Foal Stakes for three-year-olds, run on the Eclipse Stakes Course, and this race is always well worth winning, for the stake often reaches nearly £2,000. On the second day the British Dominion Stakes for two-year-olds was last year worth £1,289, when Top Gallant won; and there is also the June Rose Handicap on the long course, worth a little under £1,000 to the winner. The Eclipse Meeting follows three weeks later, at the end of the week in which the Newmarket Second July Meeting is held, and besides the big race which has already been mentioned, the programme for the first day comprises the Surbiton Handicap of £500, on the five-furlong course, the Great Kingston Two-Year-Old Plate of about the same value, and, as there is on almost every racing day at Sandown Park, a handicap on the long course. On the Saturday the National Breeders' Produce Stakes for two-year-olds is what is broadly known as a £5,000 race. Last year, when Town Guard won he credited his owner with

£4,357, but there is money for the second and third, and considerable bonuses to breeders. This race was established in 1889, and for many years had been considered to be one of the most important two-year-old events of the season. It has been won by many good horses, and to name a few, Chelandry and Cyllene are among the earlier winners, while Pretty Polly, Cicero, Bayardo, Neil Gow, and The Tetrarch have also been successful. There are also two £500 handicaps on this day. The fourth Sandown Park meeting is held on August Bank Holiday, and its programme need hardly be discussed; but the fifth and last meeting of the year has the Sandown Foal Stakes for three-year-olds and the Great Sapling Plate for two-year-olds, and last year these races were worth £1,724 and £842 respectively.

Kempton Park was established two or three years after Sandown, and when it had become plain enough that the first enclosed course was a success. The Park, which is pretty but almost on a dead flat, is from fifteen to sixteen miles by road from London, the usual route being through the village of Hampton, though there is a more direct route, but not so wide a road, from Twickenham by Hanworth, which comes in on the north side of Kempton Park. Anyhow, there are plenty of roads to the Park, and the drive is a pleasant one. Then there is a railway station on the course itself, at the back of the stands, and a series of covered paths which lead to the Club stand and to the various rings. Indeed, racing at Kempton Park is a very simple affair for visitors by road or rail, and when it is added that the racing is always of a high-class character it will be understood that Kempton Park takes high rank among modern racecourses. There are in the Park three racecourses, viz. the round course of a mile and three-quarters, the Jubilee Course of a mile and a quarter, and a straight six-furlong course, on which most of the two-year-old races are run. The Jubilee Handicap used to be run on a mile course, but nearly twenty years ago the course was extended a quarter of a mile behind the starting-post, and this first bit of the present course is downhill. Otherwise, all the running at Kempton Park is, practically, on level ground. From the stands there is a capital view, except perhaps on the straight six furlongs. The winning-post for this course is a hundred yards or so from the paddock gates, and when races are being run on this course they come almost straight at the occupants of the stands, and at times it is very difficult to say from the stands which

horse has won. But there is a stand close to the six-furlong winning-post, and many of the spectators move over to this when races are being run on that course. The Jubilee Stakes Course is a fine one; but it has a considerable bend to the right rather more than three furlongs from home, which places the last three furlongs (or thereabouts) at right angles to the first six furlongs or more. One very seldom sees horses run right out at this bend, though some go rather wide, but, on the other hand, horses are at times badly shut in as they round the bend, while it occasionally happens that the chances of an odd horse are completely ruined. But even with this bend the course is a good one, and the race is very seldom won by an outsider, while there are on its bead-roll of winners as many distinguished horses as can be found in the winning lists of any other handicap.

The Jubilee Handicap was first run in 1887, and was won by a very popular and a very great horse in Bendigo, who had the bumper weight of 9 st. 7 lb. in the saddle. Bendigo was a great winner in his day. He won the Cambridgeshire as a three-year-old, the Lincoln Handicap as a five-year-old, the Eclipse Stakes as a six-year-old, and the Jubilee Handicap when seven years old. He also won the Hardwicke Stakes at Ascot, and the Champion Stakes at Newmarket; but when he met Ormonde and Minting in another Hardwicke Stakes he was beaten by those mighty horses, which shows the difference between great horses of class and great handicappers. Still, Bendigo made a very fair show behind two of the greatest horses of modern times, and his trainer, Jousiffe, often told us that his horse was not quite to his liking on that particular day. Why Bendigo was not a stud success has always been a bit of a puzzle; but he was not, and, as far as we know, he has left no male line. He was by Ben Battle out of Hasty Girl, and Ben Battle was by Rataplan, who was an own brother to Stockwell, the direct ancestor of Bend Or and all his descendants. And good as Bendigo's performance in the Jubilee was, it was eclipsed later by the victory of Minting under 10 st. This stands out as the greatest mile handicap performance of all time, and in our humble opinion it takes even higher rank than the achievement of Vespasian, who won the Chesterfield Cup of a mile and a quarter at Goodwood with 10 st. 4 lb. in the saddle. As a matter of course, one cannot be definite on such a point, but we have looked through the previous running of the horses who took part in both races, and this forces us

to conclude that Minting in the Kempton race beat a much better field than Vespasian did at Goodwood. Minting won with something in hand, too, and it may be added that he was a very big specimen of the best type of the Stockwell family. The third winner of the Jubilee was also a high-class horse, for Amphion won as a three-year-old, and not only was he a great racehorse up to a mile and a half, but at the stud he sired Sundridge, so that he is the grandsire of Sunstar and the great-grandsire of all the fine winners sired by Mr. J. B. Joel's 1911 Derby winner.

The next good winners of the Jubilee Handicap were Nunthorpe and Orvieto in 1891 and 1893. Nunthorpe carried 9 st., and was a fair performer. He had won the City and Suburban a few weeks before, and carried a 14 lb. penalty, so that his performance was full of merit. Nunthorpe was owned by the late Colonel North, who raced on a big scale for a few years, and after his running days were over he (Nunthorpe) was sent to South Africa, where he became a useful stud horse. Orvieto was a horse of high class who won under 9 st. 5 lb., and then came the useful Abington, winner in 1894, and whose success was followed by the two victories of Victor Wild, who, like Bendigo and Nunthorpe, was an extraordinary favourite with the public. Victor Wild first won as a five-year-old under 8 st. 4 lb., while a year later he carried 9 st. 7 lb. to victory. He had also won the Hunt Cup at Ascot when a four-year-old. He had begun his racing life as a selling plater, and he only cost Mr. Worton, who owned him throughout his remarkable career, £340 after winning a little race at Portsmouth Park when a two-year-old. As a three-year-old he aspired to regulation plates and second-class handicaps, and won six of the eleven races in which he took part. He won the Hunt Cup as a four-year-old, and thence-forward he proceeded to many triumphs, being undoubtedly the best handicap miler of his day. He was by Albert Victor from Wild Huntress, and was a lightly framed horse who hardly looked up to some of the big weights he carried successfully, but he did no good at the stud, once more drawing attention to the fact that great handicappers who carry on a line—as Hampton did—are the exception and not the rule. One remembers that some of the critics were not enthusiastic about his chances of stud success, and at the moment the male line to which he belongs is never heard of in this country.

The next four winners of the race—Clwyd, Dinna Forget, Knight of the Thistle (like Victor Wild a Hunt Cup winner), and Sirenia—were all good horses, but Clwyd's victory was most unpopular, for he had a stable companion who on form had a first-rate chance. He was the early favourite for the race, but was struck out after being allowed to remain in far too long, and the crowd signified their disapproval of Clwyd's victory in no uncertain fashion. It was the owner, however, and not the horses, who caused the trouble, for Clwyd was honest enough, and later, after having been bought by Colonel North, he won the valuable Prince Edward Handicap at Manchester two years in succession. Knight of the Thistle was a roarer, but that did not prevent him from winning the Jubilee with 8 st. 4 lb. in the saddle; and Sirenia, by Gallinule, was not only a fine performer but did big things at the stud, being the dam of Scylla, Electra, Cellini, Sourabaya, St. Cyr, Tournament, and Figaro. An almost great horse, and a wonderful sire of stayers in Santoi—who also won an Ascot Cup—took the race in 1901, and in 1903 and the two following years Ypsilanti was successful, carrying 9 st. 5 lb. the last time he was successful. Polar Star did a very big thing when winning as a three-year-old, in 1907, with 7 st. 12 lb. in the saddle, and Bachelor's Double, who won in 1911, had 8 st. 11 lb. up, and was also a winner of the Irish Derby and the City and Suburban, while he is one of the stud successes of the present day. Since the war three of the four winners have been good horses, these being Tangiers, an Ascot Cup winner; Paragon, who also won the City and Suburban; and Silver Image.

Kempton generally has five meetings in the course of the year, and while all provide good sport and attract horses of class, the Jubilee Meeting and the October Meeting are much the most important. At the first-named there are on the first day the Prince of Wales Stakes, weight for age at a mile and a quarter and worth £1,000, and the Stewards' Handicap of £1,000 for three-year-olds on the five-furlong course; while at the October Meeting there are the Duke of York Stakes, the Imperial Produce Stakes, the Queen Elizabeth Handicap, and the Kempton Park Nursery. The Duke of York Stakes is run on the Jubilee Course, and being a handicap, is an autumn edition of the Jubilee. It was founded in 1892, and as confirmation of the idea of horses for courses it may be mentioned that Abington, Sirenia, Donnetta, and Paragon won both races. In 1903 Sceptre won, carrying

9 st. 4 lb., and other first-rate performances in the race were those of Robert le Diable (9 st. 2 lb.), Paragon (8 st. 9 lb.), and Soubriquet, who last year won as a three-year-old, carrying 7 st. 10 lb. Last year the Jubilee Handicap was worth £2,520 and the Duke of York Stakes £1,680. The Imperial Produce Stakes is run on the first day of the October Meeting, and is a six-furlong race for two-year-olds, in which Cos won £2,369 in 1922. The Derby winners Sir Visto, Ard Patrick, and Pommern were successful in this race, as were Neil Gow, Prince Palatine, and Tetratema. The race draws upon the highest class of two-year-olds. The Queen Elizabeth Handicap is a five-furlong race of £1,000, and the Kempton Park Nursery is of much the same value.

Hurst Park is at least a dozen years younger than Kempton Park, and is an extraordinarily popular place, especially on a fine Bank Holiday. It is only separated from the river by the towing-path, and the course is on the same land which was formerly used for the old Hampton races, except that it runs the other way, the stands being now at the far end of the course instead of close to the village of East Molesey as they once were. The stands are just over a mile from Hampton Court station, and the long course is an oval, while there is also a nearly straight seven furlongs, which has a bend in its first furlong quite pronounced enough to hide the starts from many of the spectators on the stands. The course is on sound old turf, and is remarkably well kept, there never being any complaint as to hard or bad going. The stands are large, and so also is the paddock, and the meetings are well managed and successful, but the angle of the stands to the winning-post is a peculiar one, and if horses are very wide it is really difficult to see which is leading. And curiously, because the course is so near the river, there is a sharp rise about three furlongs from home, but not enough to call extra stamina into play. As for the class of horse which runs at Hurst Park, it varies in no small degree, and on the whole is about as good as that which is usually seen at Sandown or Kempton. This does not apply to the plates or minor handicaps, but rather to the weight-for-age races and two-year-old events. It should, however, be stated that recently the Hurst Park executive, who are ever on the look-out for a novelty, have instituted a Great Foal Stakes, which is run in almost the last week of the season, and which last year was worth £1,600 to the winner, Lord Derby's Pharos. On the same day, too, is run the Hampton Court Great

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PRETTY POLLY

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Three-Year-Old Stakes of a mile and five furlongs, and last year this prize also went to Lord Derby, whose Selene credited him with the sum of £1,450. Indeed, one is inclined to think that this particular day, although it comes so late in the season, is productive of the best racing of any of the Hurst Park meetings, for even its selling races are valuable, and as the end is so near, large fields can always be looked for.

As at Sandown and Kempton, there are five flat-race meetings at Hurst Park during the year, and the first of these, held at the end of April or the beginning of May, has the Victoria Cup on its programme. This race, which has not been very long in existence, is a seven-furlong handicap of considerable value, which appeals to the same stamp of horses as the Ascot Hunt Cup. Indeed, we are of opinion that the seven furlongs at Hurst Park take quite as much doing as seven furlongs 166 yards of the new mile at Ascot, on which the Hunt Cup is run. Last year, when the Yellow Dwarf won the Victoria Cup, his owner received £1,830 for his prize. On the same day £600 is added to the Paradise Stakes for three-year-olds, and there is a handicap of a mile and five furlongs worth over £300. Early in June, Hurst Park has a two-day fixture, when the Minor Three-Year-Old Plate of a mile and a quarter, and worth £1,058 last year, is the chief prize of the first day (usually Whit-Monday), while on the second day the Durham Handicap of a mile and five furlongs is worth nearly £600, and there are two other races of over £300 to the winner. The Summer Meeting is held at the end of the third week in July, and has a strong programme. On the first day last year the Lambton Gold Cup, a handicap of the value of £1,334, was run at a mile and five furlongs, and the Henry VII Stakes for two-year-olds, in which the winner took £854. On the second day the Duchess of York Stakes of a mile and a quarter, weight for age, was worth £516, and the Hurst Park Two-Year-Old Plate £986. There is also a two-day meeting in the middle of August, when the Richemount Three-Year-Old Stakes was worth £916, the Lennox Plate for two-year-olds £336, the two-mile Fountain Handicap £376, the Maze Handicap of a mile and a half £519, the Home Park Minor Two-Year-Old Stakes £928, and the Nonsuch Three-Year-Old Plate £439.

The remaining riverside racecourse is at Windsor, about a mile from the town, and close to the village of Clewer. Here also five

meetings are held on the flat course, but the programmes need not be described at length, and it is sufficient to say that they chiefly cater for the second rank of handicap nags, usually secure plenty of runners, and are popular with London racegoers. Perhaps the most important meeting is that held on the Saturday of the Ascot week, for just then large numbers of racing people are staying in the district. The most valuable races are usually worth about £500.

Gatwick and Lingfield followed Hurst Park very quickly, and these are popular places, which are reached from London by special train in just about an hour. Both are in Surrey, little more than half a dozen miles apart, Gatwick being on the main Brighton line, with a special station of its own, between Horley and Three Bridges, while Lingfield is on the line which runs to East Grinstead and on into the Ashdown Forest district of Sussex. Both courses are placed amidst pretty scenery and rural surroundings, and at Gatwick there is a round course which is only a furlong less than two miles, and a straight mile. All the running track is wide and spacious, and the management is excellent, while the railway-station platforms are nearer the course than they are at any other meeting. Nor is the course dead flat, for the round course rises considerably just beyond the paddock and drops again down the back stretch. There is also a gradual rise on the last five furlongs of the straight mile, but the turns are very gradual, and the round course is an excellent one for stayers, the long run-in being a rare test of endurance at the end of a race over a distance of ground. Indeed, one often wonders why there are not long-distance races of greater importance on this excellent cup course, for it admits of races of two and a quarter and even two and a half miles, but as a matter of fact the principal races are run over much shorter distances. The one drawback to Gatwick is the clay soil, which becomes somewhat baked and dry in times of drought, but this can be put right by heavy waterings.

Gatwick usually has four meetings during the year—in May, June, September, and October; and at the May Meeting the Prince's Handicap—lately a £500 race—of two miles, is run, as also the Alexandra Handicap, of much the same value, this being a six-furlong race for three-year-olds. At the June Meeting the Home-Bred Cup of a mile and a quarter for three-year-olds, and worth about £1,000, and a mile handicap of about half the value, are the principal attractions, while

at the September Meeting the stakes are not so large. At the October Meeting there is a two-mile Stayers' Handicap of £500.

Lingfield is the prettiest modern enclosure in the kingdom, for it is placed in a fold of the Surrey hills amidst scenery of the most picturesque description. There is, too, a very beautiful flower-garden within the Club enclosure, and as a matter of course such a place is remarkably popular. The station is rather more than a quarter of a mile from the course, with wide footpaths to the various entrances to the course, and the course itself is of the up-and-down order, the straight mile having so big a drop in its early stages that fast times are greatly associated with the fixtures. The round course, which bends round a loop, has a gradual rise of considerable severity, and then a descent to the junction with the straight mile—which latter course has a separate winning-post, some thirty yards beyond the post used for the shorter and longer races. Some five meetings are held in the course of the year, and there are a fair number of two- and three-year-old events of considerable value. At the May Meeting the Cosmopolitan Cup of two and a quarter miles, worth £600, and the Breeders' Plate, worth £925 last year, are the principal events; while at the July Meeting the Lingfield Park Stakes was worth £904, the two-mile Summer Handicap £346, the Great Foal Plate £834, and the Imberhorne Handicap £445. The October Meeting of last year was only a one-day affair, but Leighon Tor took £923 in the Autumn Oaks, while there was also a £500 handicap. There was also a single-day meeting on the last day of the racing year, when the Finale Handicap was worth £542 to Sailor Son, who was successful in a field of nineteen. It will be seen that both at Gatwick and Lingfield the stayers are catered for, and in this respect they rise superior to some of the more pretentious meetings.

The last to arrive, but by no means the least important racing enclosure in the South of England, is Newbury, which is not yet twenty years old. This course is situated just under fifty miles from London in the valley of the Kennet, and about a mile from Newbury. It has a station at the back of the paddock, and covered paths to the stands, and it is served by a wonderful series of special trains which do the distance from Paddington in just about an hour. If it were not for these specials the meetings could hardly be held, for Newbury lies in a thinly populated part of the country, and there is no industrial

population to draw upon for attendances within reach—except from London. The same drawback—if it is a drawback—applies in a measure perhaps to Gatwick and Lingfield, but both of these places are as near to Brighton and other South Coast towns as they are to London, and their programmes hardly demand the gate-money which Newbury requires. The motor road to Newbury is good, too, the town being half-way between London and Bath on one of the most famous of the old coach roads. The Newbury course is over a hundred feet wide everywhere, and has a straight mile and a round course. There are some very slight undulations, but the courses are on the whole flat, and stamina is well served, as the run-in on the round course is a fairly long one and dead level. Often the horses finish so wide apart on the straight mile that it is difficult to say which horse is actually winning. On the round course they finish on the far rails, as a matter of course. Four meetings are held during the year, and all are important, horses of the very highest class being attracted to Newbury. The first meeting is held in the second or third week of the season, and is nearly always remarkable for a great number of runners. The Beckhampton Plate, for example, brought out a field of thirty-seven one year, and this number held the record until it was exceeded at one of the Newmarket war meetings, when flat races were being held at Newmarket only. But the principal stakes at the Spring Meeting are the Greenham Stakes of a mile, for three-year-olds, and the Newbury Spring Cup, which last year was abandoned on account of snow. The Greenham Stakes, won by the King's Weathervane, was worth £1,705, and the Newbury Cup (in 1921) £1,327. The Summer Meeting is held at the end of June, and last year Tetrabazzia won the Royal Stakes, a mile and a quarter, of £2,015, Voleuse the Kennet Two-Year-Old Stakes of £607, King's Idler the Newbury Summer Cup of a mile and a half (£1,300), and Tarpon the Berkshire Foal Stakes of £838. At the September Meeting the principal races were the Highclere Nursery of £1,138, the Autumn Foal Stakes of £838, the Kingsclere Three-Year-Old Stakes of £830, and the Newbury Autumn Cup, two miles and one furlong, of £1,183; while at the November Meeting the November Nursery was worth £640, the Ormonde Two-Year-Old Plate £790, and the Newbury Autumn Handicap of a mile and a half £790. It will thus be seen that the Newbury meetings take a very high place among enclosed fixtures;

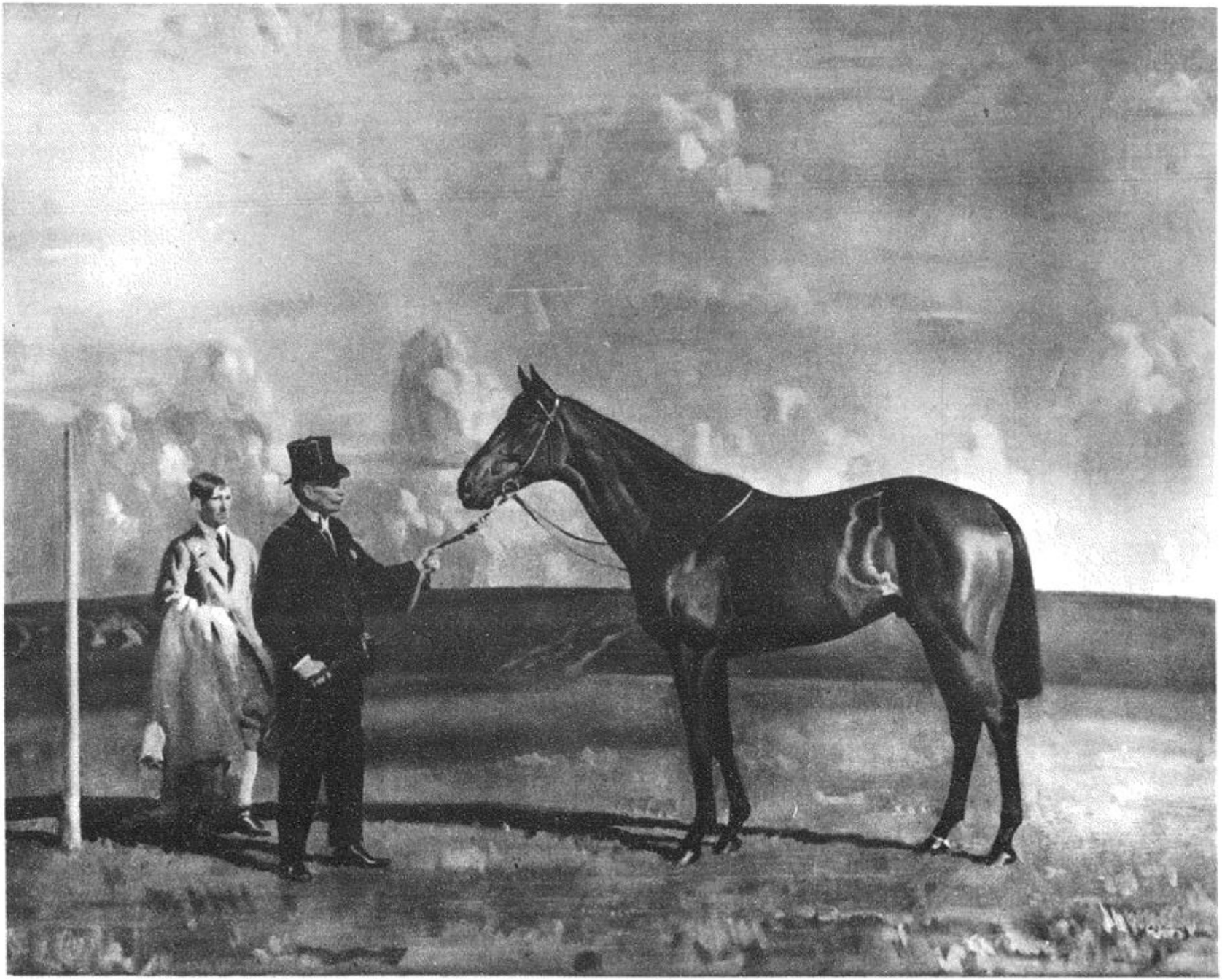
and, to speak plainly, it is not an easy matter to find any room for complaints. To the late John Porter of Kingsclere, who was the first manager at Newbury, much of the success is due, but his successor has continued on the same sound lines, and the place has never lacked powerful patronage from owners of racehorses. King Edward won the Greenham Stakes with Minoru, which horse went on to win the Two Thousand and Derby in the Royal colours, and this notable success, coming early in the history of Newbury races, did a great deal for the place. It may be added that the stands are placed at a most convenient angle for viewing the races and that Newbury is in point of fact the last word in the racecourses of this country.

Though racing has taken place at Alexandra Park for a great number of years, it only became a Club meeting in fairly recent times. It is the nearest meeting to London, being not more than seven miles from the West End, and it has six single-day meetings in the course of the season. Its programmes appeal in the main to platers, but the London Cup, a handicap of well over £1,000, run on a twisting course of a mile and a quarter, is a popular race which always brings out some of the best middle-distance handicap form of the day. The course is not a good one, and is much better for handy horses of placid disposition than it is for the impetuous, headstrong sort. Alexandra Park is not a high-class racing resort, but it affords a great deal of amusement in the course of the year, and many owners, trainers, and even certain jockeys who are at home on its peculiar bends, regard it with satisfaction.

One can think of three enclosed courses which came into being thirty years or more ago and died out after a brief spell of moderate racing. There were Four Oaks Park, near Birmingham; Hedon Park, a few miles south-east of Hull; and Portsmouth Park, on the main line between Portsmouth and Chichester. One would have thought that the last named would have been successful, for it began with a certain flourish of trumpets, but it never attracted a paying crowd, in spite of the fact that Portsmouth, with a population of over 200,000, was only four miles away. In the Midlands practically all the racing now takes place on enclosed courses, the old open meetings having disappeared, though at Leicester, Derby, and Nottingham the modern course has taken the place of an older one. The Derby meetings are of a rather high standard, especially the three-day fixture which is held in the

week before the St. Leger is decided. At this meeting there are the Champion Breeders' Foal Stakes, worth over £1,000, the Breeders' St. Leger of £1,182 last year, and the Peveril of the Peak Plate, a mile handicap of £1,000 ; while at the Autumn Meeting held in the last week but one of the racing season, there is the Derby Cup, a handicap of a mile and six furlongs, and several well-endowed Nurseries. In the Midlands proper there are no more important meetings than those held at Derby, and horses of very high class take part in the principal races. Four meetings are now held every year at the Oadby enclosure, some three miles from Leicester, and the course is a fair one, and somewhat unique, because there is so much give-and-take about it. There is, indeed, a regular switchback in the straight mile, and in this way it rather resembles the Lewes Course, which also has a lot of up and down. The programmes are fairly good, and at the July Meeting there are several stakes of about £1,000 apiece for two- and three-year-olds, but Leicester was unable to maintain the great stakes it inaugurated in the early 'nineties, when the "mammoth prize" was at the height of its popularity.

Nottingham races, which when we first knew them were run on a somewhat cramped course which had originally been a part of Sherwood Forest, are now held at Colwick Park, where there is an oval course of over two miles and a straight course of a mile. There is a slight rise in the run-in about three furlongs from home and a corresponding fall to the winning-post, but the tracks are otherwise level, and very good. There are four meetings at Colwick Park during the year, and several £1,000 prizes, the meetings being much on a par with those held at Derby as far as the class of runner is concerned. The Birmingham course is at Bromford Bridge, within a short distance of the town, and the course was well laid out not more than a little over twenty years ago. As regards the placing of the stands, it is a model, and there is no course on which the finishes can be better seen. But Birmingham is not very well off for dates, having as a rule its fixtures on a Monday and Tuesday, of which Monday is a bad racing day—both for horses and attendance—except as regards the latter on a Bank Holiday. The class of programme is not quite so good as that of Derby, but much on a par with what is to be found at all the Midland meetings, viz. handicaps up to £1,000 in value, minor handicaps, selling races, some of them more valuable than the



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From the painting by A. J. Munnings

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horses which run in them, and occasional weight-for-age events, mostly for two-year-olds.

There are also flat races at Dunstall Park, near Wolverhampton, where three meetings are held every year. Handicaps of £500 are common in the Wolverhampton programmes, there often being four or so on a two days' card. The course is a good one, and has a railway station two hundred yards from the stand, but the place seems to appeal chiefly to platers, and there are no races which attract really high-class horses.

A little farther North there are four racing centres, three of which are of the highest importance, while the fourth and youngest (Haydock Park) appears to be on the up-line, and is very popular locally. Reference is made to Chester, Manchester, and Liverpool, and the first named may be first discussed. The meeting—and indeed the course—are probably the oldest in the kingdom, as is explained in another part of this volume. And even in the face of modern enclosures, and the most cramped course in the kingdom, Chester holds its own, and attracts enormous crowds every year, especially on Cup day, when, unless the weather is very bad, some 60,000 pay admission—for Chester is now an enclosure, but nevertheless retains all its old features, except that the stands are comparatively new, while the paddock—on the far side of the course—is also an innovation. Only one meeting is held at Chester during the year, and that takes place early in May, between the Newmarket First and Second Spring Meetings. The great event is the Chester Cup, of two-and-a-quarter miles, and one of the most valuable handicaps of the year. In 1922, when Chivalrous won, the stake was worth £2,920 to the winner, and there were more than twenty runners. The course, as all racegoers know, is a most peculiar one, which has been described as "twice round the teapot and up the handle," and it is a fact that in the Cup race the field passes the stand three times, the circle of the course being one mile and 125½ yards. This means that the horses have to start some distance down the course. They pass the stands after having gone a quarter of a mile, again when they have gone a mile and a quarter, and lastly at the finish. The inside positions mean a good deal in nearly all the races, chiefly in those on the five-furlong course—there is no straight course at Chester—but least of all in the Cup contest, for there is a long stretch at the back of the course, alongside the River Dee, and

after the first half of the race is completed there is always a lot of stringing out, with the result that the stayers are served, and if in a backward place are able to pass the horses which are beginning to tire. Many notable horses have won the Chester Cup, the more modern edition of which dates from 1824. General Chassé carried 9 st. 7 lb. when he was successful in 1837, and seven years later Red Deer took the race with 4 st. in the saddle, the weight at that time taking a very wide range. The boy who rode Red Deer was said to have weighed only 2 st. 12 lb. on that day. This boy's name was the illustrious one of Kitchener, and it is further stated that at Ascot in 1840 he rode a filly by Nonsense whose weight was 3 st. 7 lb., while on that occasion his bodily weight was only 2 st. 1 lb. Yet Kitchener lived until 1872. The famous mares Alice Hawthorn, Nancy, and Beeswing were winners of the Chester Cup, and Leamington, Dalby, Pageant, and Dare Devil all won the race twice; while more recently such celebrities as Count Schomberg, Santo Strato (who carried 9 st.), Willonyx, and Aleppo were successful. The race has many stories attaching to it, and is still one of the greatest long-distance events of the year.

On the first day of the meeting the Chester Vase is now the most important race. This is a weight-for-age affair of a mile and a half, and last year was worth £1,595 to the winner. There is also the Belgrave Stakes, a handicap of a mile and a half, worth £666, and races for two- and three-year-olds of rather less value. On the Wednesday there are, in addition to the Cup, the Stewards' Three-Year-Old Stakes of a mile and the Stamford Two-Year-Old Stakes; while on the Thursday the Great Cheshire Handicap of a mile and a half was last year worth £1,376, and the Dee Stakes of a mile and a half for three-year-olds reached £1,829 for the winner. Such stakes are well worth winning, and it only remains to be said that on the Cup day the city walls, above the course, are lined with spectators, and so great is the crowd in the narrow street which leads to the course that it is a difficult matter to get vehicular traffic through the dense mass of spectators. Doncaster on the St. Leger day and York on the day of the Ebor Handicap are densely crowded, but the roads to the course at these places are very wide, and congestion of foot-people is almost impossible.

Liverpool—or rather Aintree, which is five miles from Liverpool—has three meetings, one in March, one in July, and one in November,

but the first and last are hybrid affairs in which cross-country racing plays a very big part. Indeed, the Spring Meeting is more famous for its Grand National than for any of its flat racing. But it is not within our province to treat of steeplechasing here; and to glance at the Liverpool programmes, there are on the first day of the Spring Meeting the Liverpool Spring Cup of a mile and nearly three furlongs, worth as a rule about £1,000. There are also the Union Jack Stakes of a mile for three-year-olds, and the Molyneux Stakes for three-year-olds, worth broadly £2,000 and £500 respectively. On the second day, when the Grand National is the big event, there is the Hylton Handicap of six furlongs, and worth about £1,000, and the Bickerstaffe Three-Year-Old Plate on the Cup Course, worth upwards of £500; while on the last day the Sefton Park Stakes for two-year-olds is a £500 race, and there is a five-furlong handicap of about similar value. At the Summer Meeting in July the programme is a rich one, the St. George Stakes for three-year-olds being worth about £2,000, the Molyneux Handicap nearly £1,500, the Mersey Stakes for two-year-olds £1,000, the Knowsley Dinner Stakes well over £1,000, and the Lancashire Breeders' Plate nearly £2,000. The above are all for two- and three-year-olds, but on the last day there is an even more valuable race, namely, the Atlantic Stakes of a mile and a quarter for three-year-olds and upwards. Last year, when Sister-in-Law won, the rate was worth £2,619. The Liverpool Summer Cup on the same day gave the winner the nice little sum of £1,830, and when these stakes are carefully examined it will be seen that very few meetings in the country can show such a prize list. The Liverpool meetings have the support of all the leading owners, and though the Summer Meeting is held in the week before Goodwood, plenty of runners of the very best class contest these valuable prizes. The Autumn Meeting is held in November, and last year the Knowsley Nursery was worth £1,465, the Liverpool St. Leger £818, the Lancashire Handicap £698, the Liverpool Autumn Cup £1,800, the Grosvenor Cup £900, and the Autumn Foal Stakes £720; while there were other races of £500 value. There is a long turn in the Cup Course at Liverpool, which, however, is followed by a straight run of about a thousand yards. The course is on light land and very porous, and at the Autumn Meeting we have seen water on the course, which had not had time to drain off or sink in, and horses were able to gallop through, splashing as they galloped but not sinking in.

Manchester has three meetings in the year, and at each of these there is a good deal of high-class racing, mixed with the better sort of plating. The Cup contest is the great feature of the first meeting, held each year at Whitsuntide, but there are other stakes which are well worth winning. The course at Castle Irwell, which has been used since the course at New Barns was done away with some twenty years ago, is two and a half miles from the centre of the city, and trains and taxis bring a huge number of the visitors. The round course is just under a mile and three-quarters, and the T.Y.C. is six furlongs straight and joins the round course five furlongs from the winning-post. The bends in the Cup Course are very gradual. The going is all very flat, and only a good horse can win the Manchester Cup, for the winner in nine years out of ten is up against the best middle-distance handicap form of the year. The Cup, which is the principal event of the Whitsuntide Meeting, is run at a mile and a half, and has many illustrious names on its roll of winners. Rataplan won it nearly seventy years ago under 9 st. 3 lb., but this fine performance was eclipsed in 1900 when that great horse Isonomy carried 9 st. 12 lb. and put on record one of the finest handicap performances of all time. Since Isonomy's day that fine mare Florence, who afterwards won the Cambridgeshire, carrying 9 st. 1 lb., was the winner in 1884, while the Oaks winners L'Abbesse de Jouarre and La Roche were both Manchester Cup winners also, La Roche carrying 7 st. 9 lb. though only a three-year-old. Florizel II, own brother to Persimmon and Diamond Jubilee, won in 1895, and since his day Zinfandel, Bachelor's Button (9 st.), Polar Star, Beppo, and By Jingo are some of the best known in the list. By Jingo won twice, under 8 st. 4 lb. and a year later when carrying 9 st.; and a week or two after his last victory he also won the Ascot Gold Cup.

Other good races at the Whitsuntide Meeting are the Royal Standard Stakes, weight for age at a mile, and worth £1,470 last year; the King Coal Handicap of two miles, worth £985 a year ago; the Red Rose Stakes of five furlongs, £830; and the Salford Borough Handicap of six furlongs, £950. At the September Meeting the Manchester Breeders' Foal Plate for two-year-olds was worth £890, the Old Palatine Nursery £1,515, the Ellesmere Handicap £577, and the Prince Edward Handicap of two miles £1,595. At the November Meeting the Delamere Handicap of two miles was worth £655, the

Lancashire Nursery £865, and the Manchester November Handicap, run on the Cup Course of a mile and a half, £1,845. It will be seen that there is a two-mile handicap of considerable value at each of the three meetings, so that horses of pronounced stamina are encouraged. The attendances at Manchester, especially on the days when the Cup, the Prince Edward Handicap, and the November Handicap are run, are very large indeed, and all things considered, Manchester takes a high place among racing centres. It has, however, one great enemy in the shape of fog, which at the November Meeting frequently spoils a clear view of the racing and at times causes a cessation of the sport.

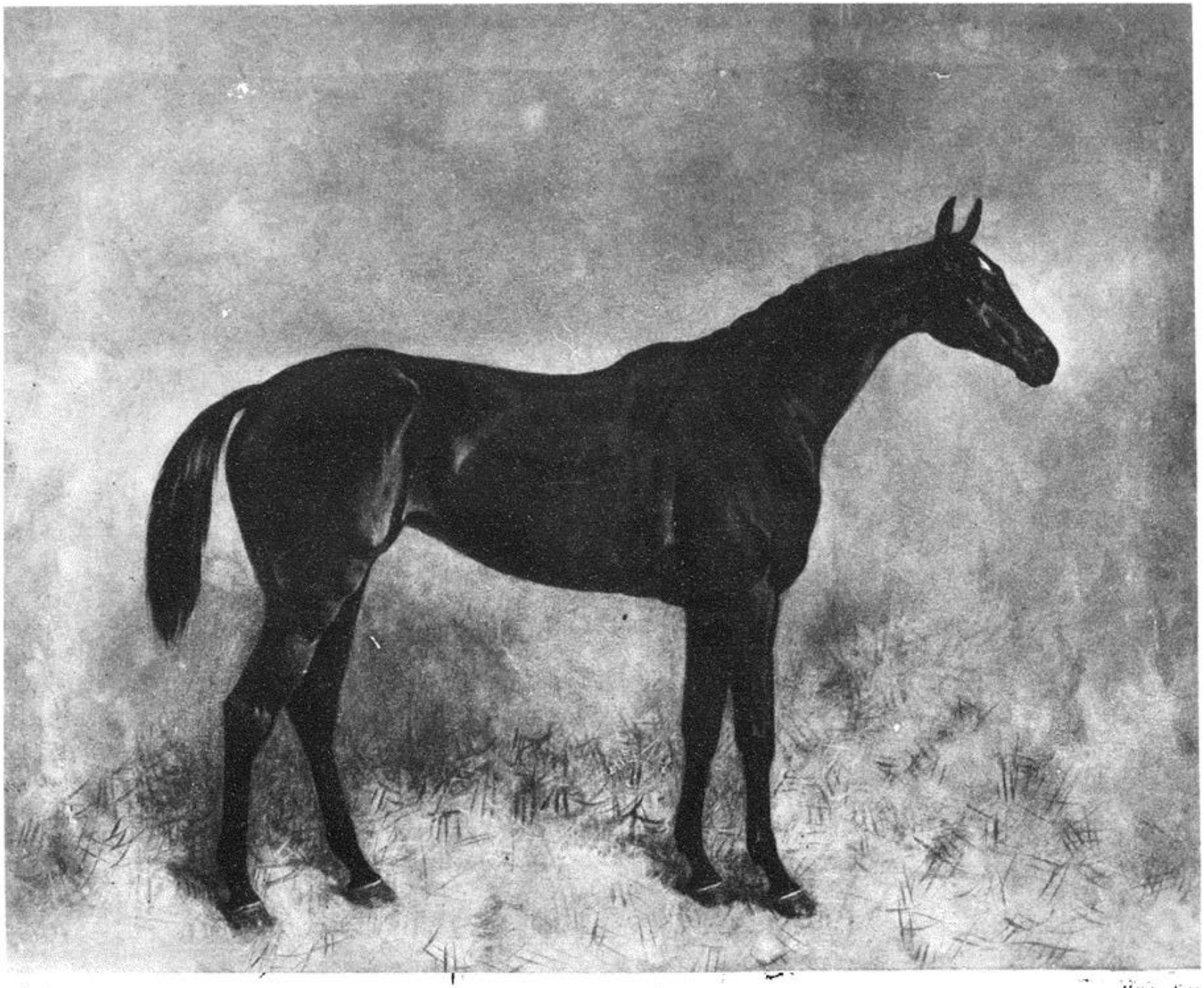
Haydock Park lies midway between Manchester and Liverpool, and has a station adjoining the course. It has four meetings every year, and a good course, and handicaps of between £500 and £1,000 in value are perhaps its chief attraction, two of its chief races being the £1,000 Old Newton Cup of a mile and a half and the Garswood Handicap of a mile and a quarter, of about the same value. There were also last year a Nursery of £900 at the September Meeting and other stakes well worth winning.

There are those who think that Gosforth Park is the finest enclosed course in the kingdom, and that they are not very far wrong is also our opinion. In fact, we have no doubt that were it situated within the London district, or rather within an hour or two of London by special train, it would be able to support much stronger programmes than it now has. Gosforth Park is the successor of the old Newcastle-on-Tyne meetings which were held on the Town Moor over a very long period of years. Newcastle races were simply moved to the new course, which lies in an immense park, and has not only a magnificent course but a spaciousness which is hardly to be found at any other enclosed meeting. Unfortunately it is nearly three hundred miles from London and little short of six from Newcastle, while the nearest station is about a mile and a half away. Yet enormous crowds are present at all the fixtures, and this is due to the Northern love of racing and the fact of there being a huge industrial district round Newcastle-on-Tyne. There is a round course a little short of two miles, which has very easy turns, and a straight mile, both courses being of great width and on sound old turf, which as a rule affords first-rate going. Three meetings are held—one at Easter, one in June of three days, and one in October.

Of these, the Summer Meeting is much the most important, having a very strong programme for a meeting which takes place so far North. The chief event is the Northumberland Plate, a handicap of two miles, and which last year was worth £1,830. In pre-enclosure days this race was one of some half-dozen which were considered to be the most important long-distance handicaps of the year, and even now it holds its own, but it has not the popularity with the general, as distinguished from the local, racing public that it once had, and this is due to the opposition of the modern enclosure, at some or other of which handicaps of good value are run every week.

In older times the famous Caller Ou won the Northumberland Plate, while the wonderful North-country horse Underhand—who was bred and reared 800 feet above sea-level—actually won it in three successive years. Lily Agnes, the dam of Ormonde, is also in the list of winners, but the greatest performance which ever took place in this race was when Barcaldine won in 1883 with 9 st. 10 lb. in the saddle, for the horse had not done a gallop for a week and was, in fact, very likely to break down. Queen's Birthday and Osbech each won under 9 st., and the ex-selling plater Hampton, afterwards sire of three Derby winners, was successful under 8 st. 12 lb., after as fine a struggle as the race has ever known. Other races well worth winning at the Summer Meeting are the North Derby (£1,175 last year), the Biennial (£560), the Perkins Memorial Plate (£500), the Gosforth Park Cup—won by St. Simon in 1884—and the Seaton Delaval Stakes for two-year-olds (£1,082). The Spring and Autumn Meetings are of local interest, and appeal chiefly to the Northern stables.

Certain other scattered meetings, which hardly belong to any particular group, must be mentioned briefly. One of these is Lincoln, which has a three-day fixture in March and one of two days in November. The course is a very good one on old turf, and there is a circular track of a mile and three-quarters and a straight mile, the last named being the course on which the Lincolnshire Handicap is run. Lincoln is on a main line, and handy for Newmarket-trained horses, which form the bulk of the runners. It is, however, somewhat remote from the big stables of Berks and Wilts, and it draws chiefly on Newmarket and Northern supplies. And, lo be it spoken, the Lincoln meetings are not very great affairs, and even the Spring Meeting—which is much the more important of the two—would be



By permission of

CALLER OU

From the picture by Harry Hall

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considered a moderate fixture if it were not for the fact that it is the first meeting of the season, and that the Lincolnshire Handicap is productive of a long list of quotations for several weeks before it is run. And the Lincolnshire Handicap is a race of considerable importance, though it seldom attracts such good-class horses as do the City and Suburban and the Kempton Jubilee Handicap. But it is talked about for two months before it is run, and it is a valuable handicap, worth something closely approaching £2,000. Then again Lincoln is very popular with trainers, many of whom run horses there merely with a view to ascertaining the form of their stable at the opening of the season. Fields are, in consequence, very large, but four-fifths of the racing is only the better sort of plating. Still, the good horses must have horses to lead them in their work, and these must, if possible, be recent winners to try two-year-olds with in the bigger stables, and Lincoln allows of all sorts of things being found out at a moment when information is almost an absolute necessity. There has been no flat racing for four months when the Lincoln Spring Meeting comes on, and all trainers are more or less in the dark as to the actual condition of their charges. They may think them more forward than they really are or, on the other hand, nothing like ready to run, but the first few meetings give plenty of lines, and Lincoln, being the first of these, is in an admirable position for securing large fields and arousing much more interest than it would do if its date was even a month later. Besides the Lincolnshire Handicap, the Brocklesby Stakes for two-year-olds is a fairly good-class race, though it seldom appeals to the best class of youngsters, these being hardly fit to do themselves justice so early in the season. Donovan won this race, and afterwards the Derby, St. Leger, and a great number of valuable stakes; and more recently Vedas, who also won the Two Thousand Guineas. Still, the rank and file of Brocklesby winners have done little afterwards, and, like the big handicap of the meeting, it owes a good deal of its importance to its date. Clorane won the Lincolnshire Handicap when carrying 9 st. 4 lb., and an earlier winner was Bendigo, these being probably the best horses which have been successful on the Carholme. At Lincoln there are many small hotels and no large ones, and a huge majority of the visitors only come for the day, by special from London or from the populous districts of Lancashire and Yorkshire. At the Lincoln Autumn Meeting the Great

Tom Stakes of a mile, and the Lincoln Autumn Handicap of a mile and a half are the chief events.

There used formerly to be only one meeting at Yarmouth, but last year there were two days of racing in June and two more in September, but as there was no race of as much as £300 on any of the four days, the programme need not be discussed. But it can be stated that nearly all the runners hail from the Newmarket stables, Yarmouth being very popular with the Newmarket trainers, who make a holiday of the meetings. The Carlisle Meeting is held in the week following the Newcastle Summer Meeting. It has a fair but not the best sort of course, and it appeals most to North of England and Scottish stables. The Cumberland Plate, a £1,000 handicap of a mile and a half, and the Corby Castle Plate for two-year-olds, are the most important of what was last year a three-day meeting. In Scotland there are now only four places at which racing takes place, these being Ayr, Edinburgh, Lanark, and Eglinton Park. Ayr and Eglinton Park have the best courses, and Ayr no fewer than four meetings, of which that held in September, and known as the Western Meeting, is much the most important. At this fixture the Caledonian Hunt Cup of a mile, the Scottish Derby of a mile and three furlongs (£1,029 in 1922), the Caledonian Hunt Cup of a mile and five furlongs (£690), the County Cup of two miles and 159 yards, the Land of Burns Nursery, the Ayr Gold Cup, a handicap of six furlongs (£594), and the Eglinton Stakes of a mile and three-quarters for three-year-olds (£1,225) are the plums of the programme, and the meeting attracts not only a fair number of good-class English horses, but is visited by English owners and their friends in greater numbers than are to be found at any other Scottish meeting. At Edinburgh the Gold Cup of a mile and a half is still the most important event. At Eglinton Park there are two meetings, but the stakes are low. Lanark also has two meetings, and the Silver Bell, weight for age, a mile and a half, is a £500 race, while the Foulden Handicap, of the same distance, is of nearly the same value.

Bath in these days has three meetings and Salisbury two, and these are the most Westerly meetings in the South of England. The Bath meetings are held on the exposed Lansdown, a good three miles from the town, and nearly 700 feet above it, which means that all visitors, except those who walk, have to drive up one of the steepest ascents in the kingdom. This is the great drawback to racing at Bath, and

accounts for the fact that there is seldom a very large crowd at the meetings. The course is a good one on downland, but the meetings almost invariably clash with more important fixtures held elsewhere. At the May Meeting the Somersetshire Stakes and the Bath Spring Handicap are the principal events, while at the August Meeting the Grosvenor Three-Year-Old Handicap takes precedence, and at the Autumn Meeting the Bath Autumn Handicap and the Somerset Handicap for three-year-olds. Most of the racing at Bath is plating, but the best class of horses cannot run everywhere, and the poorer nags must have the sort of racing which is in accordance with their merits. Time was when Bath had a Biennial at its Spring Meeting which more than once had an influence on the Derby, but the glories of the fixture have departed.

Salisbury, on the other hand, attracts many good horses at its summer fixture, for it is associated with the Bibury Club, which has held its meeting at Salisbury ever since racing was disestablished at Stockbridge some five-and-twenty years ago. At the Bibury Club Meeting held in July there are several races for gentleman riders, no fewer than five in fact on the three-day programme. But class is also catered for, and thus last year the Wiltshire Three-Year-Old Stakes were worth £835, the Bibury Cup £609, the Hurstbourne Stakes £496, the Champagne Stakes £839, and the Welter Handicap £336. The meeting is a popular one with owners who live in the Southern Counties, and is the chief gentleman-rider meeting of the year. At the Spring Meeting the Salisbury Cup and the Salisbury Foal Stakes are the most important races. Warwick has a nice course and three meetings every year, and though good horses are to be seen there at times, the meetings do not rank so highly as they did a generation or two ago, and there are few stakes of £500 and only about one which goes a little beyond that figure. Folkestone, one of the most recent enclosures, and the only meeting in Kent, has three meetings during the year, but the races are of the plating order, and attract horses of very moderate class.

TRAINERS AND JOCKEYS

THERE is one thing in racing which admits of a single opinion, and that is that no racehorse is of any value as a racehorse until he is trained. His breeding may be undeniable, his make, shape, and conformation of the very best, but he must go through a lot of work on the training ground before he is in such condition as will allow of his doing himself justice in a race. In all probability an absolutely untrained horse of great speed would go with a field of trained horses for a few furlongs, but after that, want of condition would stop him. We need not pursue this contention any farther, but may point to the fact that the trainer plays an enormously important part in racing, and that without his services it would be impossible to have any sort of racing that was worth looking at. We hold the opinion that the trainer's art is a greater thing in racing than the part which is played by the jockey, and yet the jockey is more talked about, comes in for more hero-worship and more *kudos* than the trainer. There are, as a matter of course, among racing people a considerable contingent who know what the life of a trainer really is, what anxieties he must have, what difficulties he has to contend with, and so forth, and these people thoroughly appreciate the trainer's efforts, knowing in scores of cases that success has been the result of experience and intelligence, and that this same success would not have been achieved had not the trainer been a past-master of his art. There are horses which give no trouble, which train themselves in fact, but there are others—and often very good ones—which require constant attention and require a great deal of understanding before they can be turned out thoroughly fit. There are horses of peculiar temperament; there are others with doubtful limbs who cannot be galloped at pace when the ground is very hard, and there are others who can hardly be roused up on the training ground

and yet are all fire on a racecourse. There are also those who gallop freely at home and yet will not try on a racecourse ; and on this subject reams could be written, which would hardly clear up the mystery of the uncertain racehorse.

In the earlier days of racing the trainer was merely a training groom, and the earliest records of the sport make no mention of him by name. Nor did the trainer become a prominent figure until the nineteenth century, but after that he quickly came to the fore as an individual, and now the names of the trainers are more widely known —on the whole—than those of many of the owners. There are, of course, exceptions both among owners and trainers, many having world-wide reputations, while others come and go with remarkable rapidity, and remain unknown to a huge majority of those who follow the sport. And at times the name of a practically unknown trainer crops up as having been responsible for the winner of some small race, but this, though common enough in cross-country racing, is by no means usual on the flat.

Then there are families of trainers, where son succeeds father and so forth, and such men, it must be remembered, have been bred up to the business, with knowledge which they began to acquire in childhood, and, if they have intelligence, quickly achieve success. Some trainers, too, have to manage all or nearly all the horses they train, which means that they must look after the entries and the forfeits, find suitable races for their charges, and act, in fact, almost as if the horses they train were their own. Such trainers require a secretary, or a clerk, who knows his job, and their study of the weekly Sheet Calendar is an imperative duty which must never be neglected. Among the front rank of owners a manager is employed for this sort of work, and all the trainer has to do is to get the horses fit. There are men who can do this part of their job well enough and yet are rather at sea when they come to estimate form and pick races for their horses to run in, and at times such men will be found to have underestimated or overestimated their charges to a considerable degree. The trainer who can not only get his horses fit but can estimate their chances accurately in any sort of race is a perfect treasure; and such men there always are, but not many of them. The trainer who can tell an owner that his horse is fit, but hardly knows whether it is good enough to be heavily backed, is commoner, but in his case a clever manager often

supplies the needful brains. The modern trainer is in many cases a gentleman by birth with a public-school education and a natural love of horses, but the gentleman trainer is a comparatively modern product, and it is the professional trainer we have in mind when we think of the changes which have been gradually brought about. The professional trainer is at the present day a smart man of the world, perfectly aware of the competition which surrounds his trade, and living in all essentials as a gentleman. He is thoroughly alive to the amenities, social and otherwise, of modern life, and he is, in fact, a business man, whose business is the preparation of racehorses for their engagements, and, as has been mentioned, in many cases the management of a big stable.

As regards prosperity, there is little to choose between the professional and the gentleman trainer. The difference, in fact, is purely social in these days, and the gentleman trainer is now so much in evidence that we shall make no attempt to differentiate between them. And to look at the personal side of the question, Taylor of Manton—famous son of a famous father—has rather stood out of late years, thanks to the horses bred by the late Mr. A. W. Cox and more recently by Lord Astor, and last year he headed the winning trainer list with no less a sum than £52,000 won in stake-money by the horses in his stable. It will, then, be seen that although there are so many great trainers at Newmarket, some of the country stables can at times play an even stronger hand; and, to look again at the records of 1922, we find that Mr. "Atty" Persse, who trains at Chattis Hill, not far from Stockbridge in Hants, won fifty-three races which were worth £46,000. Taylor's total of races won was fifty-six, and the same number was scored by Mr. George Lambton, whose winnings in stake-money reached £38,440. Another Newmarket trainer, Mr. P. P. Gilpin, just beat Mr. Lambton's total of stake-money won, his horses having secured £38,931, but whereas Mr. Lambton won fifty-six races, Mr. Gilpin only took twenty-three. Two other country trainers had big scores to their names, viz. Messrs. R. C. Dawson and H. L. Cottrill, of which the last named won sixty races, this being the biggest individual score of races won, though not the biggest sum of money. Indeed, Mr. Dawson's horses won nearly £36,000, and those trained by Mr. Cottrill slightly under £34,000. Another trainer to reach £30,000 was Jack Jarvis; and his brother, B. Jarvis, had also a five-

ORMONDE

(*Fred Archer up*)

AND

JOHN PORTER

From the painting by Emil Adam.

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figure list, as had F. Darling, of Beckhampton, whose winners of over £21,000 included the Epsom hero Captain Cuttle; F. Hartigan, of Weyhill, E. de Mestre, H. Lines, A. D. Sadler, and Dawson Waugh, all of Newmarket, had between £10,000 and £20,000 to their credit; and Dobson Peacock, of Middleham, did best of the northern trainers, winning no fewer than forty-seven races worth over £10,000.

Newmarket is the biggest training centre in the kingdom, but training at Newmarket is treated of in the chapter which deals with the headquarters of racing. Many of the best and most important training establishments are to be found on the Down districts of Berks, Wilts, Hants, Sussex, and Dorset; and two of the best, Manton and Beckhampton to wit, are within a few miles of Marlborough. At Manton, Taylor has a big establishment which almost invariably shelters some of the best three-year-olds of the season, and at Beckhampton the late Sam Darling trained the Derby winners Galtee More and Ard Patrick, while his son Fred has also won the great race with Captain Cuttle. Space will not allow of any description of these places being given, and as a matter of fact a big volume would be required to do justice to all the training establishments now in existence, to say nothing of such places as Kingsclere, where John Porter had such wonderful success but which is now without racehorses. Mr. Persse trains at Chattis Hill, not far from Stockbridge, where there are many fine gallops. Mr. Persse, who will always be remembered as the trainer of The Tetrarch, is one of several Irishmen who have been among horses from boyhood and have benefited in England by their early instruction. Others are Mr. P. P. Gilpin, trainer of the Derby winners Spearmint and Spion Kop, and of many other great winners; Mr. R. C. Dawson, who trained for the late Lord Carnarvon, and who was last year so successful with horses—mostly two-year-olds—owned by the Aga Khan; Mr. Frank Hartigan, who trains at Weyhill, not very far from Andover; Sir Charles Nugent, who now trains near Lambourn; and Mr. M. J. Hartigan, who trains near Marlborough. There may be other Irishmen also in the list of trainers, but on this point we are uninformed.

The list of gentlemen trainers includes the above, but perhaps the most important is Mr. George Lambton, a brother of Lord Durham, who has practically been training all his life, and who is right at the top of the tree, and is, in fact, the *doyen* of gentlemen trainers. His

stables are at Stanley House, Newmarket, and his principal employer is the Earl of Derby. Another gentleman trainer at Newmarket is Major Vandeleur Beatty, and a third is Lord George Dundas, a son of the Marquis of Zetland ; and each of these two are well up to his job and turns out a fair number of winners. Another notable Newmarket gentleman trainer of long experience is Captain Percy Bewicke, late of the 15th Hussars. Captain Bewicke trained successfully at Grateley in Wilts, where he brought off many great handicap coups. He was then for a time near Belsay, in Northumberland, where he had a number of horses owned by the late Mr. Charles Perkins, but he has been at Newmarket for some years, and wins a fair number of good-class races. Mr. G. J. Davies-Scourfield, as he is now named, trains at Michel Grove, near Storrington in Sussex, and has the horses of Mr. Charles Newton, a member of the Jockey Club, and Mr. R. J. Farquharson trains at Tilshead, Wilts, and often makes a mark at the Newbury meetings. Mr. "Jock" Ferguson trains for Lord Wavertree on Delamere Forest in Cheshire, but his horses mostly run under National Hunt rules, and the same may be said of the horses trained by Mr. Aubrey Hastings at Wroughton, Wilts. Captain Gooch trains at Ilsley, and the brothers Renwick, who between them win a lot of races in the North of England, at Malton and Richmond respectively. Captain J. R. Renwick of Malton, who is also master of the Goathland Hounds, trained no fewer than thirty winners of nearly £7,000 last year. Mr. Adam Scott trains his own horses at Alnham, Northumberland; Captain Souray has a small stable at Shrewton, Wilts; Sir Robert Wilmot has a stable at Bingfield Grove, Berks; Mr. F. White trains at West Horsley, Surrey; and Captain Whitaker—who won eighteen races on the flat last year in addition to a larger number of cross-country events—is now located at St. Giles, near Salisbury, having previously trained for some years at Royston, Herts.

To go back to Newmarket for a moment. There are now, in addition to those who have been mentioned, three members of the Jarvis family training there ; two Leach's, father and son ; Sam Darling, junior, as he is still called ; R. W. Colling, who was a successful jockey ; Reginald Day, the ex-jockey Walter Griggs, three brothers Leader, Charles Marsh, who has Lord Glanely's horses; Richard Marsh, who trains for the King and who won three Derbys for King Edward ; Percy Peck, who lives at Exning ; Pickering, who lives at Kentford, beyond the

Bury Hills; Hugh Powney, three of the Sadler family, Robert Sherwood, W. Walters, John Watson, J. Watts, T. Green, J. Butters, and no fewer than four Waughs, all brothers as far as we know. All the above have their ups and downs, and all win races in their turn, much, of course, depending on the class of horse sent to them to train.

Other country trainers of note are Charles Morton of Letcombe Regis, who has won a couple of Derbys and many other classic races for Mr. J. B. Joel; R. Moreton of Lambourn and O. Bell, who also trains in the Lambourn district; Braime, who resides at Burbage, Wilts, and has the use of fine gallops on a part of Salisbury Plain; Crawford, who trains at Ogbourne, Wilts, for Mr. Goculdas; Davidson of Collingbourne, Harper of Everleigh, and Earl of Tilshead, all in Wilts. Indeed Collingbourne, Everley, and Burbage are all close together on the eastern side of Salisbury Plain. At Lambourn there are also James Rhodes, Templeman, and E. D. Gwilt; and Lambourn is quite one of the busiest and best of southern training districts. McColl trains at Westbury, Wilts; Hugh Powney at Durrington, Wilts; T. Rintoul at Tilshead, and G. Ward at Foxhills, Wilts.

There are a fair number of trainers at Epsom, these including W. Nightingall, S. Wootton, C. V. Tabor, Hyams, and W. Payne; but Epsom is not an ideal training ground, and yet Wootton and Tabor won five-and-twenty races apiece in 1922, and Nightingall thirteen.

In the North of England, Malton and Middleham are still the most important training centres, and last year there were at Malton Captain Renwick, H. Bazley, and F. Archer, and at Middleham Dobson Peacock, and Captain Scott, who died during the winter. Captain Scott won the Liverpool Autumn Cup with Bibiani, and with moderate horses won several races last year. Pope of Royston, Alfred Day of Arundel, Escott and Poole of Lewes, Vasey of Doncaster, all win races, but their establishments are somewhat scattered and belong to no particular group. Not long ago Lewes was a training place of considerable importance, but now its two trainers are more concerned with cross-country than with flat-race horses, though Escott won seventeen and Poole fifteen flat races last year. Each of these trainers has been responsible for a Grand National winner.

It is said by some who are in a position to know that the riding of the present day is better than that of a few years ago, and we are

inclined to think that this is true. But the fact is that, like the horses, good and bad riding come in cycles, and one thinks that at every period of racing there have been good men at the head of the profession, even if the rank and file have been moderate. Jockeyship comes naturally to some boys who are lovers of horses; others may be good horsemen and yet poor jockeys; while a third section will be steady, persevering riders, who lack brilliance and initiative. Jockeys of the last-named character may do well where fields are small or in very long races, but in the short race where there is a big field they allow themselves to be crowded out, at times even on a straight course, and, unless they are lucky, are frequently crowded out where there is a sharp bend. When we first went racing there were, in addition to the front rank of about half a dozen, a good number of second-rank jockeys who rode well, and in whose hands horses did not lose much, but the brilliance of such as Fordham or Archer was missing, as were the clever tactics of Tom Cannon, who would wait in front when riding a doubtful stayer in a long race and "kid" to his rivals that he was "all out" when he was still keeping a reserve to finish with. And apropos, the famous trainer Matthew Dawson once expressed the opinion that Fordham was the best jockey he ever saw, which is a little singular, because Dawson had Archer for his apprentice, and Archer rode all his later good winners, at a time when nine racing men out of ten spoke of Archer as the best jockey in the world. That he was the most brilliant jockey and the most powerful finisher of his day is our strong opinion, but no one is in a position to give an opinion concerning jockeys who were before his day, and for this reason it is impossible to make comparison between old-time and present-day riders. We ourselves saw Archer and Fordham in hundreds of races, and all we can say is that they were the best of their day, though in judging pace and in handling a nervous two-year-old Tom Cannon was quite as good if not actually better. Fordham stole many a race by allowing other jockeys to think he was beaten when he was not, while Archer won race after race by dashing off with the lead, by going for the rails on a circular course at all hazards, and in fact by doing what other jockeys did not dare to attempt. It is the fashion to say that races have been only run from end to end since the advent of the American jockeys and the crouching seat, but in Archer's day, and more particularly in the short-distance races in which he rode,

GALLINULE

From the Drawing by Lynwood Palmer

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he frequently made the pace as hot as possible from the fall of the flag, and the others had to follow as best they could in the hope that the leader's mount would crack up—as it sometimes did. Where Archer beat his fellow-jockeys was in his wonderful power of observation. He always seemed to have known what other horses than the one he rode were doing in a race, and at times, after he had been riding in a selling race, he would ask one of his friends to buy or claim some horse which had played a quite inconspicuous part, and would win a race on it shortly afterwards.

The brothers Loates had this same gift of knowing the form by watching the other horses when they were riding, and we have a recollection of Sam Loates once telling us, after a selling race for two-year-olds had just been decided, that he thought the form excellent, and that all the horses which ran would shortly be winners. He was perfectly right, for some half-dozen of the runners won elsewhere within the next few weeks. Sam Loates was a clever jockey, and well worth backing on a horse that was fancied, but he had not the brilliance of his brother Tommy, who was an artist at finishing. The Barretts were good, too, in the 'eighties and 'nineties of last century, especially George, while Watts and Webb were both in the first class. Watts won the Derby on Merry Hampton, Ladas, and Persimmon, and gave nothing away when he was in the saddle. Another fine jockey of that period was C. Wood, who rode St. Blaise and St. Gatien in the Derby, and then, after a retirement of several years, won again on Galtee More. T. Loates's Derby winners were Donovan and Isinglass, while S. Loates was on Harvester when he ran a dead heat with St. Gatien and on Sir Visto in 1895. Archer rode five Derby winners in Silvio, Bend Or, Iroquois, Melton, and Ormonde; while F. Barrett won the Derby on Ayrshire, and his brother George was successful on Common. As the jockeys which have been mentioned began to drop out, Madden, Mornington and Kempton Cannon, Maher, Lane, and Martin came on to take their places at the top of the tree. "Morny" Cannon, who was described by the late Matthew Dawson as "a dilettante jockey," was nevertheless a great artist in the saddle, and very successful over a considerable period. He was a strong finisher and a very powerful man on a horse. He was the jockey who rode Flying Fox in all his races, and though T. Loates fairly stole a march on him when on St. Gris he beat Flying

Fox in the Imperial Produce Stakes at Kempton, Cannon could hardly be blamed for his defeat a few days later in the Middle Park Plate, for the horses had to face a strong head wind, and Sloan on Caiman came along with such a lead that he was never caught.

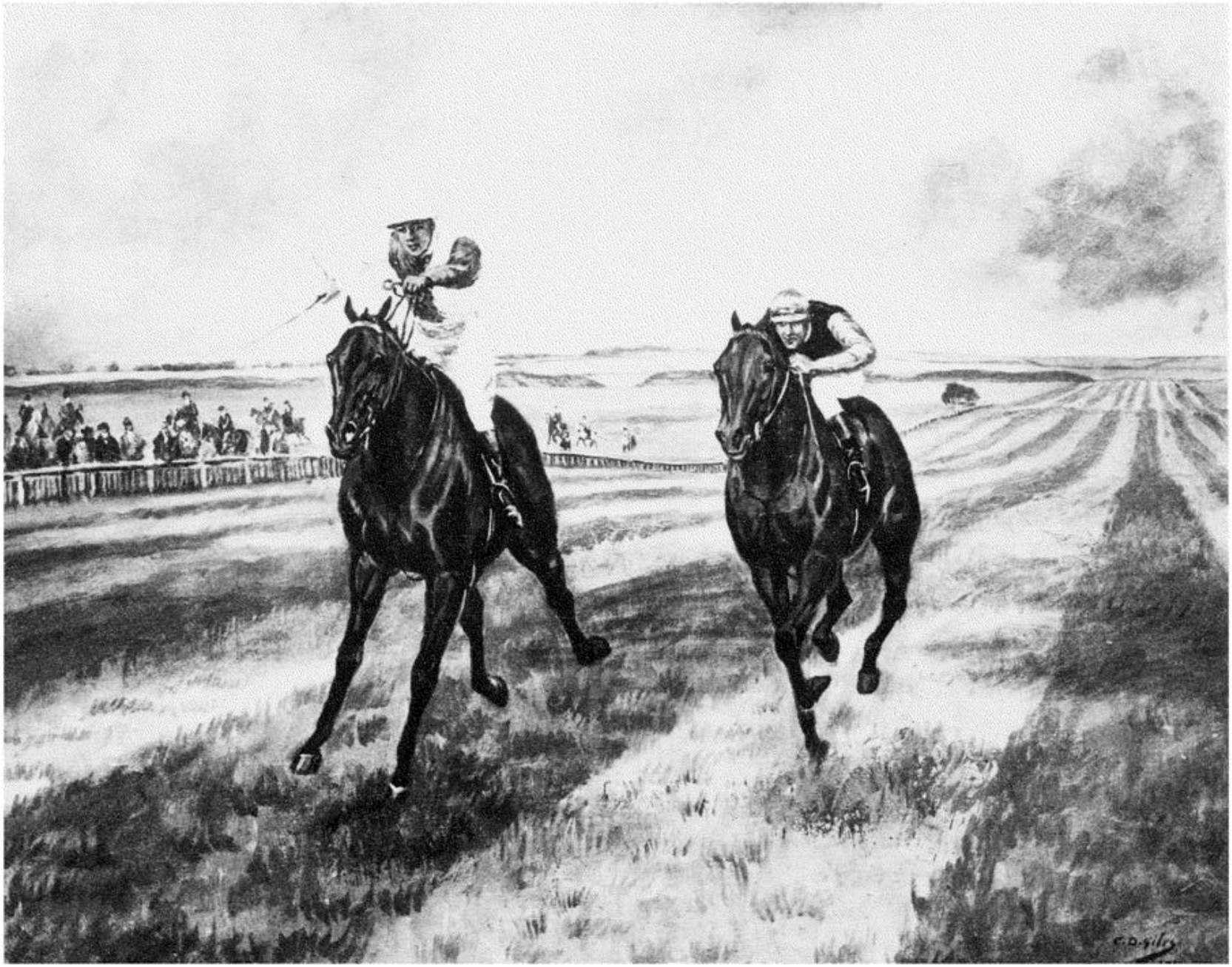
The advent of the American jockey Sloan to a great extent revolutionized race-riding. Sloan was not the first to introduce the crouching seat and the short stirrup, for we had seen it a few years before, when it was generally ignored, but Sloan quickly made it fashionable, though some of the best jockeys of the day took their time about adopting the new position, and for a brief period there were many arguments as to the relative advantages—or disadvantages—of the long and short stirrup. Our first recollection of Sloan was at Derby very shortly after the arrival of the American in this country. He was riding a horse named Stonebow in the Chaddesden Plate, for which Ardvourlie, ridden by M. Cannon, was a strong favourite, while Stonebow stood at 10 to 1. Ardvourlie was winning in a canter when the horses were close at home, and suddenly Sloan brought up Stonebow with a quite extraordinary rush, which just failed to get him up to Ardvourlie, who had a neck the best of it at the post. Nothing wonderful in this perhaps, because Cannon saw the danger in time, but the American gave the premier jockey of the day such a shock that he was still riding hard when the horses were several lengths beyond the winning-post. The fact is that Sloan was a consummate judge of pace, and in that respect he was probably better than any of the English jockeys of the day. He had rare good hands, too, and trainers quickly found this out. William I'Anson, of Malton, put him up on a horse named Bavelaw Castle at the Manchester November Meeting of 1897. Bavelaw Castle was a two-year-old, and had been out half a dozen times, and though he had walked over for a little race at Carlisle, he had never really won, and as I'Anson said, he pulled so hard that he ran himself out in all his races. Bavelaw Castle never pulled an ounce with Sloan, and won the race cleverly, while two days later, when ridden by the same jockey, he won the Final Plate of a mile and a quarter against old horses, and in this race he practically came in alone, the judge's verdict being ten lengths. Delicate-mouth handling was no doubt responsible for these victories, and most certainly Sl an was able to induce horses which had the character of being great rogues to run kindly at times.

As a rule Sloan always made the running if his horse was fast enough to go to the front at the start, and this no doubt tended greatly towards bringing about the running of races at a greater pace than had been customary before. That waiting had been overdone before the arrival of Sloan and other American jockeys is a fact which can hardly be disputed, and now practically all the short races are run from end to end, which means that stamina must be served as well as speed, for if the pressure is turned on at the very beginning of a race even some of the speedy horses are blown at the end of four furlongs. The upshot, then, must be that we get truer results in sprint races, and this is all to the good. As for the long-distance races, there is undoubtedly an all-round improvement of pace, but there must be a certain amount of easing up on every course on which there are turns; and if the turn is at all abrupt there must be a good deal of easing up, for no horse can go round a corner, so to speak, at his very greatest speed.

In early times many of the long-distance races were farcical. If the field was not very large, and two or three of the riders were tied down with waiting orders, horses would ramble round a course at little more than a good canter, and then all of them would attempt to come with a rush in the last two or three furlongs. In such cases good stayers were at times beaten by speedy horses which had no real claim to the possession of stamina, and thus a wrong result was arrived at. A clever jockey, like the late Tom Cannon, would wait in front when there was a small field, setting his own pace on a doubtful stayer, and not making his rush until the horses were nearing the post. Tom Cannon, father of Mornington and Kempton Cannon and their trainer brother T. Cannon, was a great rider at all times, but he excelled in cup races, having extraordinary patience, so that at times on a moderate horse he was able to beat much better animals. He had finished his riding career before the American jockeys came over. All who were racing a generation ago will remember the American invasion which took place in the last two or three years of the century. Many other jockeys came over besides Sloan, two or three of whom were first-rate performers, and at the same time several American trainers made Newmarket their home for the time being. Of both classes, trainers and jockeys, there were some first-rate men, and some who were undesirable in every way. Doping of racehorses

was introduced, and for a time had a vogue, but when the Jockey Club realized what was taking place they quickly condemned the practice, which was not long in disappearing, and with it went most of the men who had been regularly using the dope in this country. But the best behaved of the jockeys remained, and in this connection we may name J. H. Martin ("Skeats") and, a year or two later, Danny Maher, a great jockey, who endeared himself to the owners he rode for and also to the racing public. Maher won the Derby on Rock Sand, on Cicero, and on Spearmint, while Martin was successful on Ard Patrick; and to mention other American jockeys who have won the greatest race of the year, Lester Reiff won on Volodyovski, and his brother, Johnny Reiff, rode Orby when he won. Lester Reiff was a good and, some thought, a great jockey. In 1900 he rode 145 winners. His young brother, Johnny, was brilliant when a light weight, and had extraordinary success, but he went to France when still quite young, and he came from that country especially to ride Orby in the Derby.

That the American seat taught our jockeys a good deal must be admitted. We are a conservative nation, and in spite of the fact that Fordham rode with a much shorter stirrup than other jockeys of his day, it does not appear to have struck anyone in this country before the Americans came that the seat could be improved upon. Americans, however, are in no way prejudiced by tradition, and they had noticed how Indian jockeys all crouched with their knees well forward and the shortest of stirrups, and yet were able to beat them even when riding moderate horses against better ones ridden in the old style. Very quickly the new method was adopted in the best American racing, and in this country, though it took some time to live down a good deal of disapproval, the new style gradually asserted itself and has now been general for about twenty years. One of the first English jockeys to adopt the American seat was Kempton Cannon, who in 1900 increased his total of winning mounts in no small degree, and who in 1904 won the Two Thousand and Derby on St. Amant, but who had to retire not long afterwards on account of increasing weight. This putting on of weight is the great bugbear in the jockey's career. Some who do remarkably well as apprentices, and who ride a great number of winners for a year or two, find that as they approach man's estate they cannot keep their weight down, and have to give up riding just as they are on the high road to success. Those who have the best



THE OLD STYLE AND THE NEW

From the Painting by G. D. Giles

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of it in this respect are the jockeys whose natural size is small. Donoghue, the present champion jockey, is only 4 ft. 10 in. high, and the two remaining Loates brothers, who have long since retired from riding, are of small stature. Fordham was what is called a small-made man, and so was Charles Wood, but Archer had terrible struggles to keep his weight down, and his untimately death was due to the fact that he had fasted himself into a state of nervous dementia. Archer was tall for a jockey. Two other slight men who never had much trouble, as long as they did not attempt to ride below their then natural weight, were Tom Cannon and John Osborne, of which the last named was riding occasional races when he was over sixty years of age, and who died quite recently at the age of eighty-three. Osborne was a trainer as well as a jockey, and there is a general idea that when a jockey retires from riding he immediately becomes a trainer. This is not really the case, though there are exceptions to it, as a matter of course. Of present-day Newmarket trainers, Sam Loates and Walter Griggs were jockeys of note, and two or three more of the Newmarket men rode a little when young but had no great amount of success. John Porter was an indifferent jockey for a very short time, but was a most successful trainer, and the same can be said about the late Sam Darling, father of the present trainers of that name. It is, in fact, quite unusual for a really high-class jockey to become a trainer, though many jockeys who gave up riding because of non-success, or perhaps more frequently because of increasing weight, have done very well as trainers.

Of the jockeys now before the public, Stephen Donoghue rather stands out, and the cry of " Come on, Steve ! " is heard almost in every race in which he rides. Donoghue is a horseman with fine hands, and is gifted with the brains which help him when riding races. He is a capital judge of pace, always thoroughly aware of what is going on in a race, and quick to take an advantage. He has remarkable judgment, too, and is probably a greater favourite with the public than any jockey since Archer was riding winners. Donoghue had ridden four winners of the Derby—Pommern, Gay Crusader, Humorist, and Captain Cuttle—when this volume went to press, but we are able to add that he has now ridden a fifth in Papyrus, and that having won the last three Derbys off the reel he has accomplished a treble which is unique in the annals of the race—two of the

Two Thousand, one of the Oaks, two of the St. Leger, while he has headed the winning-jockey lists every year since racing was resumed in the year after the Armistice. Another fine jockey is J. Childs, who won substitute Derbys on Fifinella and Gainsborough, and a third is the Australian, Carslake, who won the St. Leger on Keysoe, the Two Thousand on Tetratema, and the One Thousand on Ferry and Silver Urn, and who has been associated with many of the most important victories achieved by Mr. Persse's stable. F. Bullock, who was second in the winning list in 1901, is also an accomplished horseman, and so is Victor Smyth, who rides a lot of winners, and is a fine judge of pace. And one of the ablest of present-day jockeys is Herbert Jones, who does not ride so frequently as some of his rivals. Jones is known as the King's jockey, for he was the only jockey who could ride Diamond Jubilee satisfactorily. He won the Derby on that horse and also on Minoru for King Edward, and no jockey living can do greater justice to an awkward horse or a nervous two-year-old. Of the middle-weights, M. Beary, Whalley, Fox, Robbins, Ledson, Jelliss, Elliott, and Gardner all ride a lot of winners, the two last named having come rapidly to the front during the last two seasons. Of the light weights, R. A. Jones was the most successful last year, while the North-country boy, T. Weston, is in great request and last year had forty-seven winners to his credit. The riding, though at times rather rough, is good just now, especially perhaps among the first rank of jockeys, but it is of little value to discuss light-weight boys, as so many of them put on weight and have to retire before they have ridden enough winners to give them a firm position. One jockey who has not been mentioned, but also has few, if any, superiors, is Archibald, who last year won the Hardwicke Stakes at Ascot, the Newbury Summer Cup, several two-year-old races on Town Guard, and who rides for Mr. Gilpin's stable. Archibald is a consummate artist in the saddle, who rides for one of the best judges of jockeyship in the kingdom.

CHARLES RICHARDSON.

THE TRAINING OF RACEHORSES

I FIND it very difficult to put on paper my ideas of how to train horses. The art is not to be learnt by any rule-of-thumb methods; it can only be acquired by the constant study and love of the horse. I think the most necessary thing for a man to possess who wants to be a trainer is patience. This quality has to be exercised in every branch of the profession. Not only must the trainer be patient with his horses, but also with his men, with his jockeys, and even with his employers. He must patiently endure the long spells of bad luck which come so much more frequently than the good, and also the sometimes unjust and ignorant criticism of the Press and the public. The most patient trainer I have ever come across is Alec Taylor, and he is also the most successful. I have known what I call impatient trainers have great success for a time, but it does not last, neither do their horses.

There are different methods of getting a horse fit to run, but it is the brains behind the methods that count. There has been a very considerable change in training during the last thirty years, and in many ways great improvement, but even the racehorse has not escaped the evils of our times, for nowadays everything is done at high pressure, and big results are expected without due preparation. There is what might be called the old school of trainers and the new. I naturally prefer the old, but I cannot shut my eyes to some of the advantages of the new. The old method of training aims at a gradual building up of the horse into a thoroughly trained animal. It is done step by step, and sometimes takes a long time, but when the moment does arrive and the machine is at its best it is capable of great things. The new school wants its results quicker, and there is no time to waste. "They learn to run before they can walk"; but, as I have said before, it is the brains behind the systems that count, and great results can be achieved by either method.

I will now try to set down some of my ideas about horses, and will begin with the yearlings. The colts should be brought into the stable any time after the 1st of August. They are not going to do any good in the paddocks after that period, and it is quite time that they went to school and learnt manners. Fillies, who are less precocious, can come up any time in September or even later. Great care should be taken in the breaking of yearlings, and for this to be really well done you want first-class men. They must be strong, active, and good-tempered; and, added to this, there must be firmness. "Almost 'supermen,'" you will say. But they are to be found in stables, and it is wonderful what these men can do with a horse. This reminds me of one thing, which is that no trainer can do any good unless he has a good staff.

There is much to be learnt from watching the behaviour of the colts when going through the process of breaking. They will generally show you their characters. Stubbornness, bad temper, excitability can often be got over, but when I see a sulky yearling I don't like it. This trait will generally remain for life, and it will come out when the screw is put on.

I am a great advocate of driving yearlings with the long reins. Care must be taken that this is done by a really good man, who understands the job. Well done, it is the best way to give a horse a good mouth. That is part of the education to which I do not think enough attention is paid. A good jockey can do wonderful things in a race with a handy horse. When you are satisfied that the colt has had enough driving, and has learnt to answer to the bit and to carry his head in the right position, you then put a man on his back. You cannot be too careful not to frighten the colt at this stage. Having got the man on his back, have the horse led about, and with quiet treatment he will soon gain confidence, and then you can put him behind some sober, well-mannered horse and let him trot about in the paddock. Then you have the first part of the education finished. During this time I never allow a whip with a lash to be used; a piece of soft flax will answer the same purpose and do no damage. When all your colts are being ridden, then trot them about together after the old horse in the paddock, and the more you turn and twist them about, the better. While they are at this work it is a good thing once or twice in the morning to pull them up, make them all stand in

a line, then go up and talk to them, give them a handful of grass, and make much of them. They soon learn this, and take a delight in doing it. It is of great advantage later on when it comes to lining the two-year-olds up at the gate.

After they have become thoroughly accustomed to being ridden about, don't let them always follow one another, but make one leave the others and go off by himself, and then take them for short expeditions on the roads, when they will get accustomed to outside life, traffic, motors, etc. After a few days of this they are ready to go on the training grounds and begin cantering. Three furlongs is quite far enough for them to canter for a considerable time. If possible, do not let your yearlings canter too often on the same ground, as they may soon get sick of it, and it is liable to give them a distaste for work. When they have found their legs, so to speak, and begin to take hold of their bits, put a nice good-mannered active horse to lead them. I think it is a great mistake to put a bad-actioned horse in front of yearlings. Horses are imitative creatures, and may get into the same slovenly way of going.

After this period there are considerable differences in the methods of training. Some quickly put their horses into sharp cantering, others go on for a considerable time with the slow work. I prefer the latter method, although I see good results sometimes from the former. Of course by this time the trainer has formed some opinion as to the ones that are likely to come early to hand and that will be wanted for spring racing. He will put these together, and about twice a week let them come upsides with an old horse in a sharp canter. But they should never go more than three furlongs at anything like a fast pace. It is a good thing whenever you have the opportunity to let the yearlings stand at the gate. You can do it on the way home or after a canter. Just let them stand and eat grass, and while they are doing so rattle the parts of the gate and move the arms up and down. In time they will come to look on the gate as a plaything and a recreation. There is no need to put the tapes down; in fact, it is better not to do this.

In this way you can go on through October and November, steadily increasing the work. If you find one horse getting nervous or excitable, ease him off. Another week or so back in the long reins will often do good. In these cases, and in fact always, try to make the yearlings enjoy their work and take an interest in it.

After Christmas I very seldom take my horses on the Heath—they go on the roads. The older horses trot for miles. I think nothing does their legs and feet so much good; it gets them into good hard condition, and the change from their ordinary routine is of great benefit. After a few weeks of this work they begin to canter again, and continue at this till about the end of January. Of course there are always exceptions to every rule. You may have some horses that for various reasons may have done no work the season before, and these may require to be worked all the winter.

The 1st of February is the date when my horses begin to go into serious training. To go into the whole process on paper is impossible. Horses, like men, have different constitutions and temperaments, and what suits one is poison for another, but all this can only be learnt from experience and intuitive perception, and from nothing else. During the months of December and January I think the diet of the racehorse in training should be altered as much as possible. In hard training they are very highly fed, and when the easy time comes their stomachs should get a good rest; light food and light exercise should go together. Some people get their horses very big in condition during the winter months; personally I hate a fat horse, unless he gets fat when I am working him hard, and then I glory in it. My ambition is to work condition on to a horse, not off him. I don't say which system is the best, but that is the one I like.

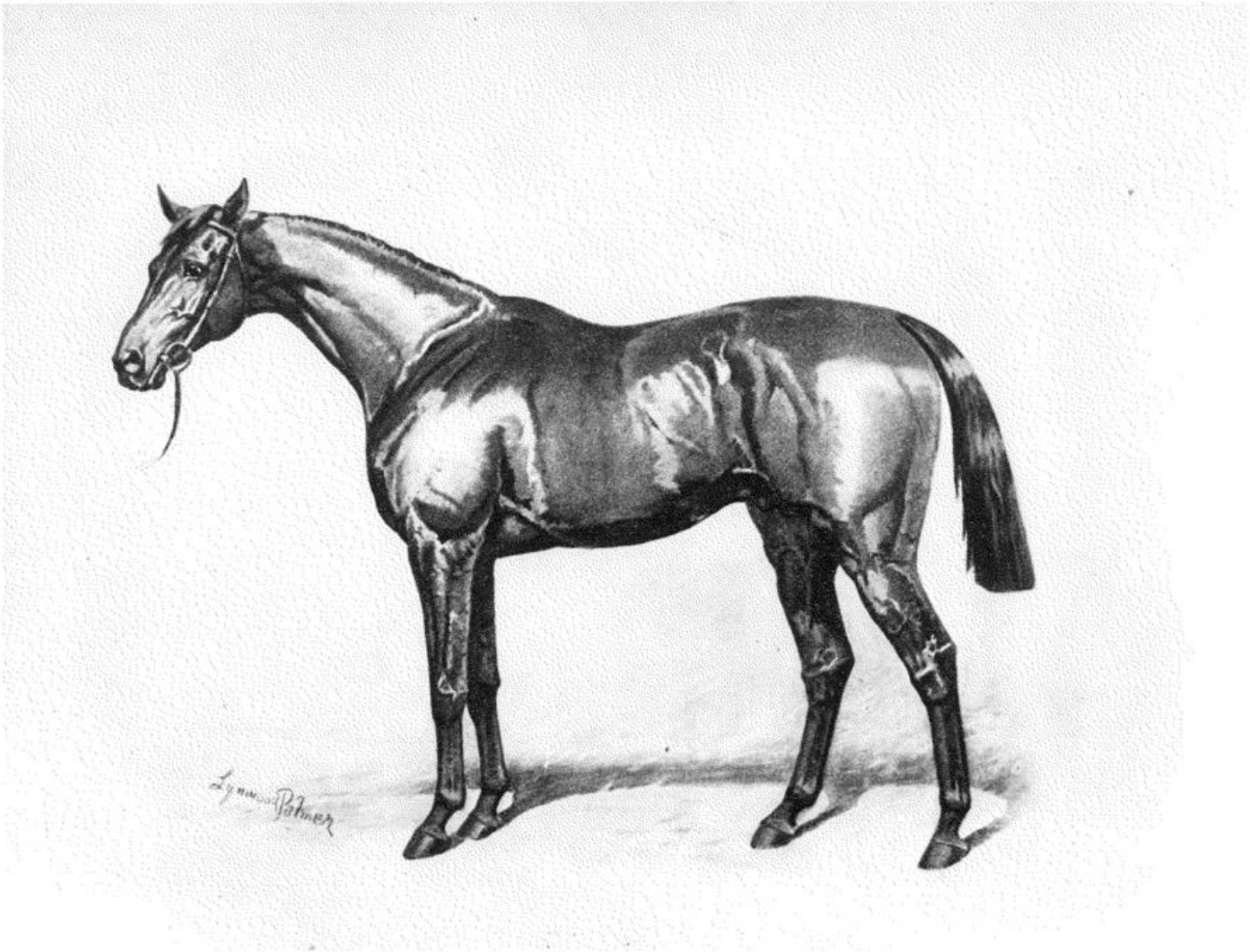
Many trainers go away after Christmas for a few weeks, and it is a very good thing for them to do if they have a capable and suitable head man to look after things in their absence. I usually return at the beginning of February. During the first week at exercise I let my head man carry on, and I watch the horses at their work. There is no greater mistake than for a man to take over the reins at once after being away for any length of time. I am fortunate in having a champion amongst head men in R. Osgood, who has been with me since he was a small boy. I know that when I am away everything will go on exactly as if I was there, and that all details will be faithfully reported to me. When I return I have a good talk with Osgood over every horse, and he will tell me how each one has been standing his work and of any little peculiarities he has observed. One thing I am very particular about, and pay the greatest attention to, is the horse's foot. The old saying, "No foot, no horse," is a true one. At

all costs a horse's foot must be open at the heels, so that the frog may expand and perform its proper duties. I do not put shoes on to my yearlings for some considerable time after they come into the stable. I do not like any form of grease put on the hoofs, it serves no useful purpose, although it may look nice.

After watching the work of the horses for a week it is time for the trainer to take matters into his own hands. Now to my mind it is quite impossible to say on paper how you train a horse. There are no laid-down rules to go by; if there are, the sooner they are done away with the better. You have to feel your way, and there is nothing but a sort of instinct to tell you what to do with each horse. You must watch the behaviour of your horses, both before they work and after. They will show you in many ways how they feel and what they are thinking about. Especially after a hard morning's work must you pay particular attention to them, both in and out of the stable. You will see how they stand it, and you can form an opinion as to the ones that will do with a bit more and those that want less. You must always bear one thing in mind: if you get on the top of a horse, or, in other words, overdo him in the early part of the year, he won't forget it in a hurry, and you may put him back for weeks. This applies especially to three-year-old fillies. One gallop too much or too severe in the early spring may be fatal. There is no such difficult or disappointing animal as a three-year-old filly. You get the exceptions, such as Pretty Polly, Diadem, and Selene, who seemed impervious to the usual troubles of fillies, but they are very rare. I have said there should be no laid-down rules in training horses. I am wrong—there is one, and it is this: If you have a filly that you hope to win big races with, always give her a stone the best of the weights in her gallops. Curb your curiosity (which has been the ruin of many a promising filly) to find out how good she is until the proper moment has arrived, and even then I would much prefer to give her an easy trial than a hard one. It is not easy for trainers to carry all this out, for owners want to know something, and even the most patient ones like to see their horses tried when they come down. Also when you produce your filly for the race she may have acquired a false reputation from going so well with the best of the weights, and the trainer, when he is asked the everlasting question, "Are you going to win?" has no real grounds for saying "Yes." Although he may think he has a good

filly, he does not *really know*. There are so few people who go racing who realize this, and in these circumstances a trainer's position is not enviable. From long experience I am certain that a real hard trial, where the horses are ridden right out, takes more out of them than a race. Trials have ruined thousands of horses. But there is nothing I like better than putting seven or eight horses on the trial ground, with colours up, and letting them come a good rough gallop *without* being ridden out. These gallops do horses good, but they are not reliable as a test as to which is the best horse. Most horses will not run so freely at home as they do in a race, and have to be hard ridden before you get to the bottom of them. Therefore these gallops, which are of so much benefit to the horses, are often misleading to the public and sometimes to the owner and trainer. The men of observation often write up the winner until he gets a false reputation. I once asked the late Mr. Leopold de Rothschild why he set his horses such hard tasks in their trials, and he answered that he was obliged to because when one of his horses won a trial all the City of London would be on it when it ran. But the first thing for a trainer to do is to study the welfare of his horses. Of course, if the owner manages them himself and insists on the severe trial, there is nothing more to be done, and the responsibility is off the shoulders of the trainer. When Charles Morton was training Tranquil for the St. Leger, I wrote and asked him if he wanted to give her a trial before the race. He answered, "No," which was not only a proof of his wisdom, but also that he could restrain his curiosity, for she went to Doncaster without his knowing anything more than that she went well in her work and looked like a good mare. I have no doubt that this restraint on the part of Morton won her the St. Leger.

If possible, when training a horse for a race the hard work should be finished ten days before the race, and then the attention concentrated on keeping the horse's wind clear and getting him full of life. Matt. Dawson used to say: "I want my horse to go out for his race thinking that he can lick creation." There are some horses that you cannot do this with, and they have to be kept hard at it till the last moment, but they are very rare in these days. Stedfast was one of that sort, and I got caught with him more than once. On one occasion I had won a mile-and-a-half race with him at one of the Newmarket Spring Meetings: he won easily, and would not have blown a candle out when



SWYNFORD IN TRAINING

From the Drawing by Lynwood Palmer

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he returned to the unsaddling enclosure. So I thought that he was fit, and being in a race the following week I did not give him his usual gruelling preparation, with the result that he blew up at the Bushes and was badly beaten. Naturally, colts as a rule require stronger work than fillies, and to get them fit you want them to sweat well, whereas with a filly, if she sweats in her work she is almost impossible to train. When you get one of that sort, instead of taking her on to the Heath, send her away on the roads with some quiet, sensible horse, and then on the way home she can have a gallop or a canter, as the occasion requires. I once had a very good horse, Bridge of Canny, who won many big races. Each year he used to begin at Liverpool Spring and finish at Liverpool Autumn Meeting, but I seldom saw him do a gallop. He had a good man in charge of him, to whom I gave my orders and trusted to him to carry them out. Bridge of Canny was as game a horse as ever looked through a bridle, but he could not stand any routine work, and had never shown his proper form as a two-year-old. Thinking of this horse tempts me to give another bit of advice to young trainers: If you have a good-looking, sound horse, with good action and a *good head*, forgive him again and again if he disappoints you as a two-year-old. If you can prevent your jockey from setting about him with the whip, he will probably repay you well in the end. I have seen so many horses called rogues and treated as such who were nothing of the sort. How seldom do you see a really good horse who has not a good head and a good eye, and vice versa. Is not villainy stamped on the countenance of some horses? There is nothing I dislike more in a horse than a bad head.

From careful study of your horses during the early spring work you should be able to form an opinion of their characters and merit, and you then make a sort of general plan of what you will do with them during the season. Of course your plans are more often than not completely upset, and have to be re-formed and made afresh time after time. But for all that, you should in the case of each horse try to map out his career for the year. I remember Captain Machell once saying, "I don't like seeing a trainer walking briskly about with a smile on his face and whistling. I like to see him with his head and shoulders bent; then I know that he is thinking about his horses." There is much truth in this: a trainer's mind should be full of his horses, to the exclusion of everything else.

It is a tremendous advantage for a trainer to have a stable jockey. I don't know anything more heartbreaking than to produce a nice young horse and to see the jockey with his whip up half a mile from home, win or lose. The horse will not forget it: the better he is, and the higher his courage, the more he will resent it. The value of a good stable jockey who knows his horses and rides them in their work cannot be over-estimated.

So far I have been writing of the training of horses in the early part of the year, and that is really the most important time of all. If you gallop your horses before they are ready for it, something will have to go—temper, constitution, or legs. The more you can work them uphill, the better—it puts on muscle, it clears the wind, and it saves the legs; but be careful, especially with two- and three-year-olds, not to gallop fast up anything like a steep hill. Plenty of quiet cantering will get their pipes clear and get them fit for fast work on more level ground. Also I much dislike fast work on heavy ground: you are more likely to put your horse back than bring him on. When you think you have your horses ready to try, before putting them regularly through the mill I think it is a good thing to put them on the trial ground with colours up; but let them start quietly and finish up with a good burst: it teaches them the game without frightening them. And when you do try two-year-olds, select an easy course for them, or try them at four or four-and-a-half furlongs. Most horses enjoy a top-speed gallop so long as they are not tired, but being pushed out when they are tiring often leaves a mark. I can hear some betting owner say, "This sort of thing would not suit me," but although I am writing about what I believe to be good for the horse, I think you can find out quite enough without going the full five furlongs. I know one trainer who is particularly successful with his two-year-olds. He never puts them with an old horse in a trial, and his gallop is rather short of four furlongs, and he does not make many mistakes. Of course, later on in the year, it is a different matter. If you want to find out if you have a two-year-old good enough to back at Ascot, you will have to put him with a smart old horse, and go the full distance. Supposing you have done this, and the two-year-old wins not only the trial but the race, make up your mind never to try him again if you can avoid it. Let the racecourse find out his greatness or his limitations. Treated in this manner, a two-year-old may go on improving every month. When a

two-year-old has had a tremendous race, and shows that he or she is feeling the effects of the struggle by being nervous and feeding badly, I have found two or three hours in a nice warm paddock every day after exercise will restore nerve and confidence quicker than anything. Diadem, in her long and arduous career, was treated like this, and after a fortnight or so would come up fresh as a daisy. If you take the shoes off it is a rest to feet and legs as well as constitutions. I am very fond of turning horses into the paddock for a time at the end of the racing season. My fillies of all ages run in the paddock for about three hours every day in the winter months. They go out in all sorts of weather with no clothing on. I have won the One Thousand Guineas with fillies that were running out till the end of January. If you have five or six together, they take a lot of exercise, and it is extraordinary how fit they come up. While doing this they should not be dressed over in the stable beyond having their manes and tails well attended to, for if mud is left on them there is far less danger of catching cold. I often do the same with a colt when he has had a hard season, but as each one requires a paddock to himself it is not so easy. Horses treated in this manner certainly look rather rough and bad in their coats in the early spring, but that does not prevent them from galloping. If I had the facilities, I should turn out every horse in my stable when racing was over, except those that had not done much racing. I am a great believer in fresh air, and, except in mid-winter, my half-doors and windows are open day and night. If I have a horse with the least suspicion of wind trouble, then, even in winter, whatever the weather, I have his half-door open. Light Brigade never had a top-door shut on him, and for all that he came out at Liverpool Spring with a coat like an Ascot horse, and won twelve races straight off the reel. The question of clothing at exercise is a matter of opinion. When I first began training, horses went out to exercise smothered in rugs and hoods, but in those days stables were kept very hot, and were badly ventilated, and horses were much more liable to colds and diseases than they are to-day. I can remember that when Wishard, the American trainer, first came over to England we were astonished to see his horses going out without a stitch of clothing on them. We could not imagine how and why they looked so well. I think there is a happy medium. Personally I am against much clothing. If I have to take active exercise myself, I don't like

to be hampered with a greatcoat, either in cold weather or hot. Moreover, in hot weather I hate it, and it makes me irritable, but when I have done my work then I do welcome a good warm coat, and I do not see why horses should not have the same feelings. Anyhow, it is on that principle that I train mine, and as soon as the weather gets warm, about May, I have no clothing at all on my horses, but a loose comfortable big sheet to put on after good work. You sometimes get a big gross colt that it is impossible to get fit unless you rug him up and make him sweat well every day. Hoods and nightcaps, pretty as they look on a horse, I abominate, and it is as bad as a man who always wears a muffler round his neck. It is an old habit and custom which survives. It may have some advantages, but I am hard put to it to think of them. It is certainly true that few horses can be trained unless you get the pores of the skin well open. If you cannot bring this about without clothing, then it must be used. When training a horse for a long distance it is especially necessary that he should sweat healthily after a long and fast gallop. If there is a cold wind blowing, you should take particular care to find a warm place out of the wind when you put the clothing on after the gallop, otherwise the horse is liable to dry up too quickly, and that may make him stiffen in his muscles. In the early spring, when you get a nice warm day, a steady two-mile gallop with sweaters on will often do a horse a lot of good. Another thing to remember in long-distance training is not to let your horse forget how to sprint. Occasionally give him a short sharp spin, but you must not send him with fast horses that cut him up, for that would probably upset him. After long work in hot weather it is very refreshing, and a good tonic for the legs, to play cold water on them through a hosepipe for ten minutes; the sand-bath also is of great value for horses in strong work, and once they take to this, they love it. I am a great believer in the sand-bath. I have a covered one, as well as two in the open, for in our climate the open one is often impossible to use. It always requires a considerable amount of trouble and patience in the early part of the season to get the two-year-olds to roll, sometimes even to get them on to the bed. Morning after morning you take them to it, and there is nothing doing, and you begin almost to despair, but in the end it nearly always comes off, and you will see them waiting their turn with the greatest impatience. At the same time I have had some horses, and some very good ones, who would never

take to it. The sand-bath has another good point: if you are training a horse very hard, and he happens to be a good roller, and after a real good gallop he will not go down, or if he does he will not roll properly, you can be sure that you have overdone it. In fact, at any time if a horse that likes his bath won't roll you will generally find there is something amiss.

The difficulty of training a horse for a long race lies in giving him the necessary work without getting him stale and bored with it. Two good gallops a week are enough for ninety-nine horses out of a hundred, and if you make Wednesday and Saturday your galloping days, on the Thursday and Sunday you can give the horse a quiet day on the road away from the training grounds. He will generally show you in the stable what effect the work is having. If he is eating up and shouting for more, you can as a rule go safely on, even increase the work, but the moment he fights shy of his manger, then you must ease off. Some horses when in strong work will not always eat up in the daytime; too much importance should not be attached to this, but if a horse leaves his corn at night it is a clear danger-signal; also, if a horse is restless in his stable before going out to work, it means that he is uneasy in his mind and thinking too much about it. To do well, man or beast must be happy and contented. On a day when you have some easy work to do try in every way possible to make it a pleasant day for the horses. Let them have a long steady canter, ten or twelve at a time, and when they pull up let them stand about and pick grass with the men off their backs, and then keep them away from the galloping grounds.

STABLE MANAGEMENT

The first thing of all is to have a good head lad and good men. A rough, bad-tempered man can ruin a sensitive horse in a week. When your yearlings come up and you have had time to learn something about their characters, then make a careful selection from your boys before you settle who is to do each horse. With all the goodwill in the world some stablemen are far better than others, and nearly every stable will have four or five men who can do anything with their horses. I am not talking of the riding, but of how the

horses are looked after in the stable, and no one but a trainer will believe the enormous difference there is between the good stableman and the moderate one. I am not a strict disciplinarian myself, and I am not fond of finding fault. I like to look over and forgive mistakes if a man means well, but there are certain things I will not tolerate. If I find a man illtreating his horse he will never have the chance to do it again in my stable. I will not have any noise or roughness, and if I see a man "jobbing" his horse in the mouth, or hitting him, unless he has been told to do so, there is trouble. Bad language, either in or out of the stable, I hate. Horses are very sensitive to sound, and a rough harsh voice upsets them far more than people think. I am fortunate in having many men in my stable who have been with me since they were small boys, and they set a good example to the younger ones. We are all good friends, and consequently things run smoothly. You must be on good terms with your men if you want them to work well for you, and when you have a good time see that they participate in it.

The feeding and management of horses in a stable is, of course, one of the most important parts of training, and this to a great extent can only be learnt by experience. The first thing you have to study in a horse is his stomach, and unless that is kept in good order nothing else will go right. With ordinary care and observation it is easy to find out when the stomach is wrong, but it is not so easy to put it right. The inside of a horse is a complex and delicate machine, and gets out of order very easily. Apply ordinary common sense to these troubles and you may very likely do the right thing, but experience in the curious constitution of the horse is the only real guide. A young man by keeping his eyes and ears open will learn it better than from books. When in doubt, let him go to his veterinary surgeon, if he has a good one. Don't be afraid of any amount of fresh air in the stable, but a draught is fatal. If you find your stable unclean and smelling, then is the time to have some words with your head man—there is no excuse for this. Give your horses the best oats, straw, and hay that can be bought, and if you are not an expert in these things yourself, employ some one who is, to buy them for you.

I hate the use of double rack chains. Horses certainly look well with these old-fashioned appliances, but I am sure they tend to make them irritable. Also, I never allow my colts to stand tied up a moment

longer than is absolutely necessary when alone, for it is at this time that they are inclined to show of what sex they are, and that is the beginning of a stable vice which is nearly always the complete ruin of the horse. When the owner comes round with his friends for evening stables it is often very late before the inspection is over, and the horses are kept waiting a long time for their evening feed. This they do not like, and become very impatient and irritable. I have found it a good plan to let my man go round and feed the horses, beginning with those that are to be looked at last. Then the owner and his friends can stand and look at their cracks as long as they like, and have an argument about politics or anything else. The horse with his head in the manger doesn't care a hang. But this cannot be done when a horse is tied up with double rack chains.

With regard to the hours of exercise, I think every horse should be out for at least two hours in the morning, except on the days after a very hard gallop, when one hour's walking about will be sufficient. I like my horses to get out as soon as it is light. In the summer I think it is a great advantage to be out as early as you can. For one thing, the turf has a spring and elasticity in the early morning which it loses later on when the sun has been on it. The dew, too, is very pleasant and refreshing to the horses' feet. Then also it makes it easy to have the horses out in the evening for about thirty-five minutes before evening stables. Those that are quiet enough should be led. Walk them about for fifteen minutes, and then let them stroll about, picking grass.

I have not attempted to enter into all the technical details of training—as I say, these must be learnt from experience and observation—but I have tried to show some simple and common-sense methods which I have myself found useful. And I will finish with the warning : Let no trainer think that he knows all that is worth knowing. There is always something more to be learnt.

GEORGE LAMBTON.

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