

The Morgan Horse Magazine

"His neigh is like the bidding of a monarch, and his countenance enforces homage."
— KING HENRY V.

A QUARTERLY MAGAZINE

(Nov., Feb., May, Aug.)

Office of Publication

SOUTH WOODSTOCK, VERMONT

VOL. IV

AUGUST 1945

NO. 4

10TH ANNUAL G. M. H. A. 100-MILE TRAIL RIDE

By DR. EARLE JOHNSON

The annual 100-mile Trail Ride of the Green Mountain Horse Association was held at Woodstock, Vermont, August 30 to September 1. This was the Tenth Anniversary of this Classic event and it had every appearance of a gala celebration. Fifty-two horses started and forty-two finished, a situation largely due to the excessively hot weather that prevailed at this time.

This Ride was one of our best, and if it had not been for some withdrawals at the last minute, it would have been our largest. Seventy-five horses were entered early in July and a number of others had to be refused. Before August 15 arrived, fifteen horses were scratched for various reasons and others given their places. Many of these withdrawals were due to portation problems as the restrictions on trucking were still in force at this time. During the last ten days previous to the Ride others withdrew. It was impossible to assign new horses to the Ride at this late date as their owners had stopped conditioning their mounts when it was impossible to enter or other plans had been made for their vacation.

This year's Ride being our Tenth, everything was done to make it a real celebration. The big Inn Barn was filled with color. Fergy had the stalls all painted green and the floors covered with sawdust which was kept raked and clean by a competent group under the direction of Russell Loring. Bunting and streamers filled the bare places above the stalls and the motif over the front of the main entrance, a horse in silhouette astride a large V, was a marvelous piece of artistry conceived and executed by Merritt Horner of Wellesley, Massachusetts.

Social activities high-lighted the week in the evenings. A dinner was held Wednesday night at the Country Club with over 200 in attendance. The conditions of the Ride were discussed at this time and brief talks were given by the officials. Thursday night, colored pictures were shown by Merritt Horner at the Inn. These were of Vermont horses and scenery, mostly taken around Woodstock. Friday night was the big dance with an unusually fine orchestra and a big attendance, and Saturday night was the 100-Milers banquet at the Country Club and an auction at the Inn Stables afterwards.

The whole town of Woodstock had a holiday atmosphere about it. The streets were filled with people and more cars were parked around the Common than had been seen there in years. The horse was King for this week and wherever you went you saw horses.

The proper attire was riding clothes. It didn't make any difference whether you were dining in swanky Woodstock Inn, eating a hot-dog at the Inn Stable or attending a dance at the Country Club, riding clothes were still in order. These clothes varied from a pair of Levis and a shirt to formal riding habits and colorful western attire.

The atmosphere that prevails during one of these Rides is

(Continued on page 66)

MORGANS AT CONNECTICUT VALLEY HORSE SHOW

Connecticut Valley Horse Show held at Springfield, Massachusetts on June 9 and 10 offered three classes for Morgans, one for those under 15 hands, a class for 15 hands and over, and a Morgan stake and championship class. The winners in the three classes were as follows:

Under 15 hands:

- 1st—Townshend Donlecto 8270.
Louise Dickson, Weston, Massachusetts.
- 2nd—Lippitt Mandate 8331.
Marilyn Carlson, West Springfield, Massachusetts.
- 3rd—Ping Pong 04730.
Ruth Dickson, Weston, Massachusetts.

15 hands and over:

- 1st—Townshend Sealselia 05448.
Ruth Dickson, Weston, Massachusetts.
- 2nd—Lippitt Saul Moro 8169.
Mary Turgeon, East Brookfield, Massachusetts.
- 3rd—Upwey Commander 8703.
Dr. Ray Fessenden, Athol, Massachusetts.

Morgan Stake and Championship:

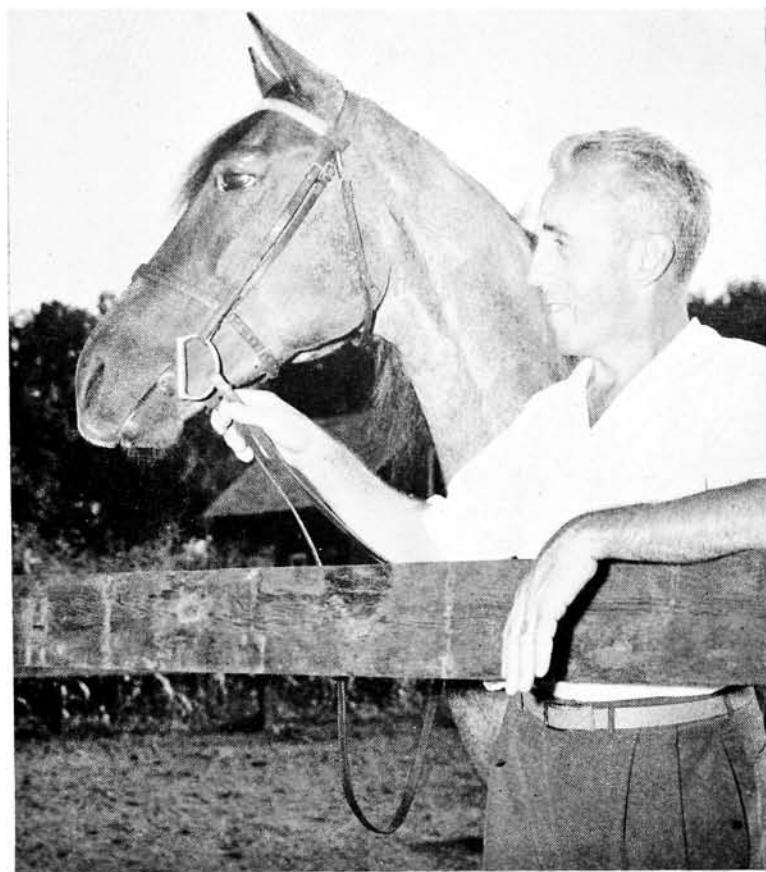
- 1st—Lippitt Mandate 8331.
Marilyn Carlson, West Springfield, Massachusetts.
- 2nd—Townshend Donlecto 8270.
Louise Dickson, Weston, Massachusetts.
- 3rd—Ping Pong 04730.
Ruth Dickson, Weston, Massachusetts.

Townshend Donlecto 8270, winner of the under 15 hands class, was by Sealect 7266 out of Donaldis 04649 by John A. Darling 7470, the second dam being Manomet Dondinah 03430 by Donald 5224.

Townshend Sealselia 05448, winner of the over 15 hands class, was also sired by Sealect 7266. She was out of Hetty Ash 04590 by Ashbrook 7079, the second dam being Adeline Bundy 04584.

Lippitt Mandate 8331, winner of the Morgan Stake and Championship and second in the under 15 hands class, is sired by Mansfield 7255 and out of Lippitt Kate Moro 04785 by Moro 7467, the second dam being Croydon Mary 02900 by Croydon Prince 5325.

This is the first time in which Morgan classes have been offered in this show. They created much attention and interest and will be repeated in subsequent years, when the number of entries is expected to increase considerably.



TORCHY 05622

Morgan mare, owner and rider, Clarence F. Atwood, Hartland, Vt.

10th Annual 100-Mile Trail Ride

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something that will linger in your memory. It is the thing that attracts us to Woodstock year after year even though we may have no horses entered. The exchange of greetings with old friends, the new ones that we meet each year, the enthusiasm of the Juniors, the excitement of the first-year riders and the reminiscing of the oldsters, add a fascination to this place that cannot be duplicated anywhere.

The horses were divided this year into three groups, the Heavyweight, the Lightweight and the Junior division. This worked out very well as the Juniors up to sixteen years of age did not have to carry weight. They observed all the other conditions of the Ride, however, and there were ten horses entered in this division. Interest in this class was heightened by a splendid group of prizes that were given through the courtesy of Tom Harvey, Caleb Ridgway and John Bishop. A sterling silver cup, to be known as the Bartender, challenge trophy, in honor of the famous old hunter of the Harvey's by that name, was the chief object of competition and this went to young Tom Harvey, age ten, who was the youngest rider entered. Competition was stiff in this class as there were a number of experienced horsemen even though young in age.

Horses this year, as in previous ones, were of all breeds, shapes, sizes and color. The Morgans were in the greatest number, as usual, with sixteen being entered, most of which were registered. The Thoroughbreds came next with thirteen, and then there were a few Saddlebreds, Quarter horses, the balance being of mixed breeding. There were three Morgan stallions entered, two of which finished.

In size the horses ranged from a 12.2 pony, Starlite, owned by the McDonogh School and ridden by Wayne Gruehn, age twelve, to a 16.1 Thoroughbred owned and ridden by Marilyn Johnson, and Tony, a Morgan-Arab cross owned and ridden by Luther Witham. The horses as a whole averaged 15 hands. The age of the riders and horses showed as much variance. The youngest rider was Tom Harvey and the oldest rider was Luther Witham. They did equally well, as Tommy won the Junior division and Luther Witham, the Heavyweight. There were five five-year-olds in the Ride and the oldest horse to finish was Gypsy, age seventeen, owned and ridden by Mrs. Philip Hoffmann. Twenty-two horses finished that were nine years or over and fifteen between six and eight.

There were seventeen mares, twenty-three geldings and two stallions that completed the Ride.

The course this year was quite similar to that of last year except that the first two days were reversed. The first day's ride was to the north of Woodstock and took in the beautiful Sky Line ride with the Sherburne Farm as the midway luncheon stop. The day was warm and muggy though cloudy most of the time. All horses finished on time with the exception of one that got off the route. The second day was a stiffer ride and went to the south of Woodstock. Forty-nine horses started this morning and forty-seven finished, although a few were late. The day was hot and bright and the long hills, particularly the one just before the lunch stop, took a lot out of the horses. This day's ride is a beautiful one and for about fifteen miles cars cannot follow as much of it is over woodroads. The luncheon stop was at South Reading, where refreshments were served by the local church.

The third day's ride was to the west of Woodstock. Forty-five horses left the stable and forty-two finished. The morning was hot and twenty miles had to be covered in these hours. The ride ended at the Ball Grounds near the stable and final judging took place at this time.

Some of the most pleasant periods of the ride were the informal breakfasts and lunches at the White Cupboard Inn. Breakfasts were obtainable from 5 until 6:30 and lunches in the afternoon from 2:30 to 3:30. These were served buffet style and it was very relaxing to sit around in a pleasant atmosphere after the ride and discuss the day's happenings with one's fellow riders.

Conditions of Ride

The conditions under which these Rides are held are somewhat similar to the old Remount endurance rides, except that this



5TH IN 100-MILE RIDE

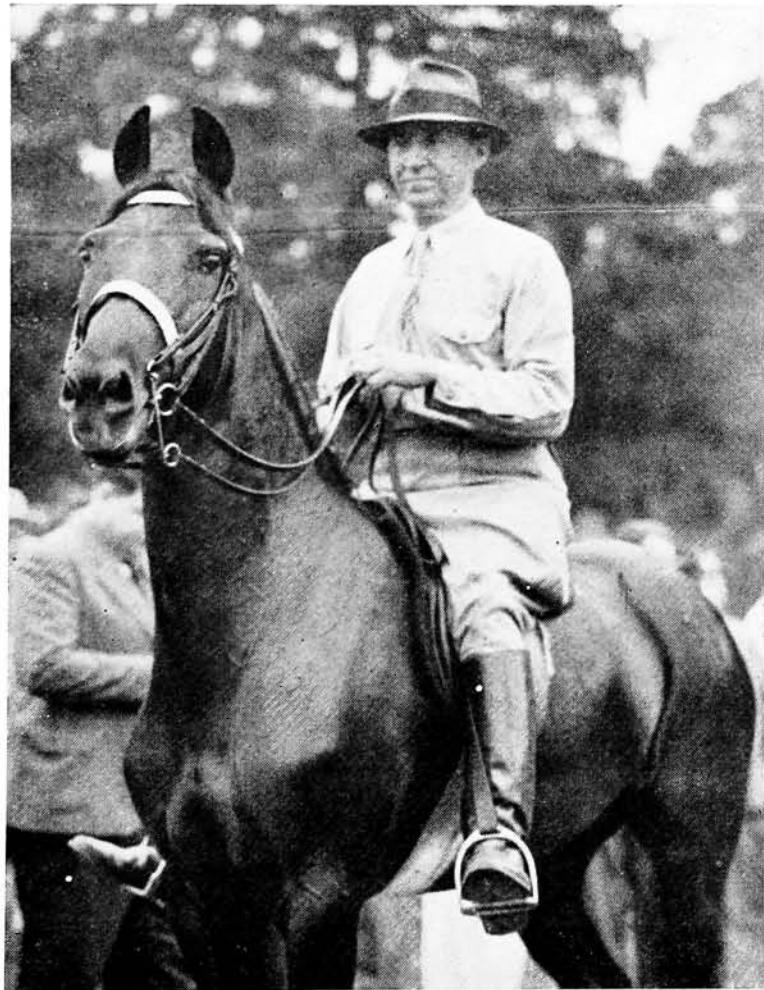
Buddy 7416, Morgan stallion, by Mansfield. Gerry Tardif, owner and rider, St. Laurent, Montreal, P. Q.

is a shorter course. Forty miles are covered in each of the first two days in seven hours, and twenty miles the morning of the third day in three hours, for a total elapsed time of seventeen hours. This time includes luncheon and watering stops or any other delay that might take place. This does not seem to be fast time unless the nature of the terrain is considered. Up hill and down hill with elevation changes of as much as 1,000 feet are met with frequently so it becomes a real test for the horses.

The horses are divided into three groups, a Heavyweight division, in which the horses have to carry 185 pounds or better, a Lightweight division where they carry from 155 to 185 pounds, and a Junior division for children under sixteen that do not have to carry weight. The Junior division was an innovation this year and seemed to work out well as there were ten entered in this class.

The horses are judged on both condition and time, 60 points being allowed for condition and 40 points for time. If a horse finished in the proper time it was allowed 40 points, but for every three minutes late it was penalized one point. No horse is permitted to finish in less than the prescribed time so all semblance of a race is eliminated.

The horses are thoroughly examined by the judges and veterinarian the day before the Ride starts and careful notes are made of any condition that is not normal. The heart is examined by a stethoscope, the horse's way of traveling on the roads is noted and all blemishes are recorded that are found or declared. Condition rating of the horses is governed by the changes that take place between the start and the finish of the Ride. The



MY OWN

Coal black Morgan mare, sired by Upwey Prince Tarik. Owner, Gertrude L. Mackesy, Worcester, Mass. Rider, Elis A. Bergsted, Worcester, Mass. Received 1st prize for best horsemanship in 100-mile Ride.



TWO MORGAN STALLIONS IN 100-MILE RIDE

Lippitt Scofield Morgan 8225 and Lippitt Morman Morgan 8211, each sired by Mansfield.

changes that can take place are the development of saddle galls, interference marks, tender backs, heat in the tendons, puffiness in the fetlocks, excessive loss of weight and general symptoms of fatigue. If a horse develops none of these and his condition is the same as when he started the maximum allowance of 60 points is given. If, however, he does show some change and usually they do, the horse is penalized according to the importance of this change.

Type of Horse

Nothing has yet been determined about the breed of horse best suited for these rides and probably never will. A horse must be extended to his limit in order to make accurate comparisons and this is not possible in rides of this distance. We have found, however, that a certain type of horse does better than others and this is unquestionably the rather sturdy, compact individual, not too leggy and with some breeding. A good wither is important so that there is not too much chucking of the saddle. Good underpinning is absolutely necessary and the movement of the legs should be straight with not too much action. A mixed gaited horse seldom does well.

The primary factor, providing the horse is a sound, straight-moving individual with a little age, is the condition of the horse at the beginning of the Ride and the horsemanship that is displayed by the rider over the course.

It is too severe a ride for real young horses and the up and down hill portions of the Ride are too numerous for large horses to show up well. A good walk is very essential, as it is practically impossible to trot up the hills and trotting down hill is not the best for the horse. Unless a horse is a good walker, it is necessary to do some trotting on the hills in order to complete the Ride in time.

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Devoted to the Interests of the Morgan Horse

VOL. IV

AUGUST 1945

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A Quarterly—Subscription, \$1.00 a Year in Advance

Display Advertising Rates

One page, \$20.00— $\frac{1}{2}$ page, \$10.00— $\frac{1}{4}$ page, \$5.00

Classified Rates

Cash in advance: One cent a word. No advertisement less than twenty-five cents

EDITORIALS

THE MORGAN HORSE ASSOCIATION OF THE WEST

On the day that the atomic bomb was announced to the world—August 6, 1945, by the President of the United States—on that day also the Morgan Horse Association of the West became a reality.

A large group of owners and breeders of Morgan horses gathered at the home of Merle Little, El Rancho Poco, Monrovia, California, and enthusiastically proceeded to organize a Western Morgan Horse Association.

It was decided that all owners and breeders of Morgans throughout the eleven western states were eligible to membership, which, of course, properly includes the ladies, for women have taken a large part in equine activity throughout the nation in recent years, and have proved their love, knowledge and admiration for the Morgan horse to be equal to that of the masculine contingent.

The newly formed Association will be closely linked with the parent organization, The Morgan Horse Club, Inc.

The following officers and directors of the Western Association were elected for the ensuing year: President, Dr. C. C. Reed, Compton, California; vice-president, Merle Little, Monrovia, California; treasurer, Ivan E. Hanley, Pasadena, California; secretary, Orris C. Foster, 1330 S. Grand Avenue, Los Angeles, California.

All officers automatically become members of the Board of Directors in addition to seven other directors. Three directors were elected at the initial meeting—Dr. L. J. Brunie, 60 S. Grand Avenue, Pasadena, California; Jack Davis, 2428 Camino Real, Arcadia, California; and Victor H. Daley, 1839 Duarte Road, San Gabriel, California. The remaining four members of the Board are to be chosen from other western states.

Since California holds the honored distinction of having more registered Morgans than any other state in the Union, it is quite fitting and proper that this state should be the center of Morgan horse activity in the West, which will doubtless be of lasting benefit and assistance to all lovers of the noble Morgan breed throughout this area.

Plans are going forward for many interesting features for this Association, and Morgan owners will be greatly benefited by having such an active Association in their midst. We urgently request you to join the Association as soon as possible. Entrance fee, \$10. Yearly dues, \$5. Associate members are also more than welcome.

At the organization meeting, Hugh E. Logan of Glendale, California, was selected as temporary chairman, and he did a bang-up job, having facts and figures at his fingertips to prove the whys and wherefores of the urgent need for a Morgan Horse Association "out where the West begins." Orris C. Foster and Merle Little ran a close second in putting over the organization in a big way.

We would like to see Foster's Montabell Gift, Logan's Anthony Eden, Jack Davis' Red Vermont and Merle Little's Sundown Morgan in a group photograph for the MORGAN HORSE MAGAZINE. Man, O man, what a bunch of Morgan horse flesh that picture would illustrate.

It might be noted that over and above the regular fees, special gift donations were made by Messrs. Foster, Roberts and Logan.

Our congratulations to the newly formed Morgan Horse Association of the West for a fine start, and from all reports coming to us, it will be a winner from the Golden West of California to the rugged Rockies of Colorado.

Our tip to you Morgan owners out yonder—be a member, and be remembered in all their plans, activities and benefits. Above all, be an active part of the Morgan Men of the West.

10th Annual 100-Mile Trail Ride

(Continued from page 67)

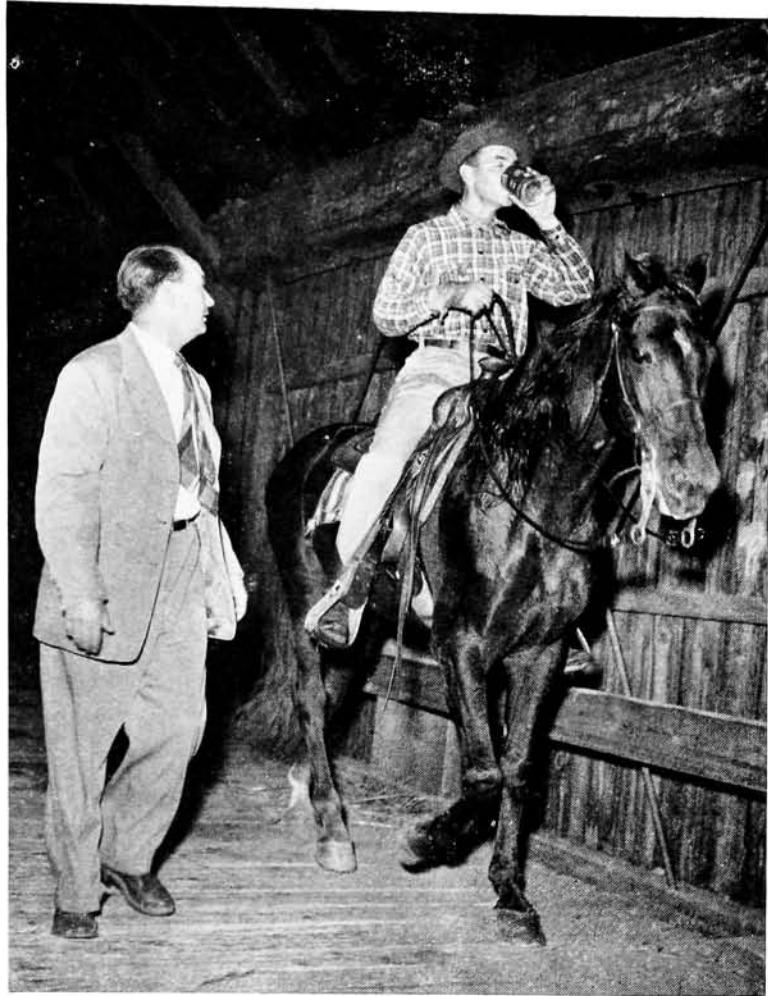
The horse must also have a good trot in order to complete the course on time. Seven hours are allowed for the forty miles, but with time out for lunch, watering the horses, stopping to check on the saddle or to look for a possible stone in the foot, this time is reduced to six hours. The hills are of such steepness that the walk can only be a few miles an hour so when the opportunity presents itself the horse must be able really to trot out. Horses that canter or lope on the road do not finish well even though it is a natural gait. A short canter for a change does nothing but good, but continuous cantering usually shows up with some evidence of strain in the legs.

Horses to do well in rides of this type should have a couple months of conditioning—not a lot of hard work but regular work of an hour or two a day, preferably over a terrain that is comparable to the course to be covered. It isn't necessary that they be worked in the mountains in order to negotiate a hill, as in every section there is some steep place, maybe not over 100



LIPPITT MORMAN 8211

Stallion. 2nd in 100-mile Ride, Heavyweight division. Owner and rider, Wilfred A. LeBoeuf, Montreal, P. Q.



REFRESHMENT GOING UNDER A COVERED BRIDGE

Buddy (stallion) 7416. Owner and rider, Gerry Tardif, St. Laurent, Montreal, P. Q.

feet long, where a horse can be legged up by repeatedly covering this section in the training period.

The age of the horse is important. Horses under six are not as a rule fully developed, although some breeds mature earlier than others. Horses over twelve years of age have passed their peak, although there are exceptional horses. In this year's Ride twenty-nine horses were entered over nine years of age and eighteen between six and eight.

The officials this year were Harry Linn, Des Moines, Iowa, judge; Dr. Charles Hults, West Rutland, Vermont, veterinarian; Dr. Ray Fessenden, Athol, Massachusetts, recorder; Mr. Harry Huggins, Boston, Massachusetts, timer; and Mr. Lester Friend, Beverly, Massachusetts, weigher.

The results of the judging are as follows:

Awards for the Tenth Annual 100-mile Ride and the Gymkhana show were as follows:

Heavyweight division: 1. Tony, Morgan-Arabian gelding owned and ridden by Luther Witham, Lynnfield, Massachusetts; 2. Lippitt Morman, chestnut Morgan stallion, owned and ridden by W. A. LeBoeuf, Montreal; 3. Nebraska, black gelding, owned and ridden by Edgar L. Gillett, Canton, Massachusetts; 4. Wild-Willie, half-bred chestnut gelding, owned and ridden by Zealous Shove, East Concord, New Hampshire; 5. Buddy, Morgan stallion, owned and ridden by G. A. Tardif, Montreal.

Lightweight division (senior): 1. Sadwin, Morgan mare, owned by the Townshend Morgan Horse Farm and ridden by Ruth Dickson; 2. Betty Turkey Track, owned by Cyrus F. Newbegin, Danvers, Massachusetts, and ridden by Mary Kinsella,

Danvers; 3. My Own, black Morgan mare, owned by Gertrude L. Mackesy, Worcester, Massachusetts, and ridden by Elis A. Bergsted, Worcester, Massachusetts; 4. London Bobby, grade Morgan gelding, owned and ridden by Elizabeth Orton, Rahway, New Jersey; 5. Gypsy, chestnut mare, owned and ridden by Mrs. Philip B. Hofmann, North Branch, New Jersey.

Lightweight division (junior): 1. Kinloch, thoroughbred gelding, owned and ridden by Tommy Harvey of Rador, Pennsylvania; 2. Shorty, Indian pony gelding, owned and ridden by Ora Paul, Woodstock; 3. Kentucky Babe, bay mare, owned and ridden by Esther B. Wilson, Riverton, New Jersey; 4. Sue Travelmore, bay Morgan mare, owned by C. J. O'Neill, Manteno; 5. Tony, Morgan saddle-bred gelding, owned and ridden by Sally Eastman, Orleans.

Award for the best trail horse went to Tommy Harvey's Kinloch, while the Fessenden junior horsemanship award went to Sally Eastman.

The entrants from the McDonogh (Md.) School for Boys won the stable cooperation award. Ruth Dickson was presented the women's horsemanship award while Elis Bergsted received the men's horsemanship award.

Breed prizes were as follows: Morgan Horse Club award: 1. Sadwin, owned by Townshend Morgan Horse Farm; 2. Lippitt Morman, owned by W. A. LeBoeuf, Montreal; 3. Sue Travelmore, owned by C. J. O'Neill, Manteno, Illinois.

Half-breds: Betty Turkey Track, owned by Cyrus F. Newbegin, Danvers, Massachusetts.

Half-Morgans: My Own, owned by Gertrude L. Mackesy, Worcester, Massachusetts.



SUE TRAVELMORE 05571

Mare. Rider, Ora O'Neill, 15 years old. Owner, C. J. O'Neill, Manteno, Ill.



LIPPITT SCOFIELD 8225

Stallion, and Charles E. Horton, Bradford, Mass.

The Pleasure Ride

Even though the Pleasure Ride could boast of no anniversary as did the 100-Milers, every entrant was convinced, I'm sure, that this was the best ride ever held in the eight years of its existence. From every angle—weather, scenery, number of entries, stabling and meals—there was no fault to be found. In fact everyone seemed to be enjoying himself even more than in former years. There were more people around and as the years multiply the feeling of fraternity and the atmosphere of reunion with old friends seem to increase.

There were eighty-two enrolled in the B Ride this year, more than half of them being here for possibly their seventh or eighth time—or at least their second. Several like John Williams, Herbert Langlois, the Morses, Roger and Nancy, the Boardmans, have hardly missed a Ride since its inception. A few hardy souls—Edgar Gillett, Peg Gage, Marilyn Smith, Esther Wilson and Ann Harvey who are all old-timers in the Pleasure group—this year undertook the stiffer regimen of the 100 miles. This is as it should be, particularly in regard to the Juniors.

All the newcomers and there were many—the Newswangers and Dr. Jackson from Watertown, Connecticut, the Rices, mother and daughter from Providence, Rhode Island, the Minors from Bethlehem, Connecticut, the Horners from Wellesley, Massachusetts, and the Walkers, mother and daughter from Rutland, to mention only a few—were most enthusiastic about everything and will be old-timers from now on, unless something drastic prevents them.

There were nineteen Juniors enrolled in the Ride, the majority of them being new riders. On account of the difficulty of judging horsemanship with the stables so scattered and all riders starting at different times, no prizes were offered this year.

All the Juniors, however, were issued A, B, or C horsemanship certificates and a Green Mt. Horse Association arm insignia. We hope that some of these young people will feel inspired to attempt the longer ride in another year or two.

The routes this year were somewhat the same as last year. The first day's ride went through West Woodstock and Bridge-water, with luncheon in a high pasture about three-quarters of a mile from the old Saddlebow Inn. Friday's route included the Pomfret Sky-line, but the weather was not too cooperative and the beautiful views afforded on that height were somewhat shrouded in mist. However, not even the slightest shower marred any of the three day's rides, so we shouldn't complain if we couldn't see as far as Killington Peak. The scenery everywhere is superb and the footing unsurpassed. The luncheon on Friday was served in a large field about one-half a mile from Pomfret Center, in the same spot as last year. Saturday morning's ride was a mere ten miles to the south of town, and most people hurried back to see the final judging of the A Ride at the Ball Park at 9:30.

The B luncheons this year were something of an innovation and a very successful one. They were entirely cooked and served out-of-doors by Ross McKenney, a specialist in that line from Hanover. And such food! Never did baked beans, corn bread, fish, salad, corn on the cob, taste so good. And there were such quantities of everything. And what a sight it was to see fifty or sixty horses tied to trees or to a fence, contentedly munching their oats, while their riders were seated in groups on the ground near the source of supply. After luncheon was over, Mr. McKenney regaled the crowd with clever stories in the Canadian dialect, which brought forth round after round of chuckles.

We must not omit making mention of the horses as well as the people in the Ride. They were of as many colors, breeds and sizes—from 13-hand ponies to big hunters—as are entered in the A Ride. A great many of them, no doubt, with a little more conditioning and a little more hardening of their riders would make a splendid record in the 100 miles.

This Pleasure Ride is indeed a training ground for both riders and horses, although the majority of us have no aspirations to work any harder or to forego any of the pleasures of this Ride. And I'm sure we all agree that it is in every sense a Pleasure Ride and we'll all be back 100% next year.

The Gymkhana

For the second year, Saturday afternoon concluded the Trail Ride activities with a Gymkhana, participated in by young and old. This year the order was reversed and the Gymkhana preceded the awarding of the Trail Ride prizes and ribbons.

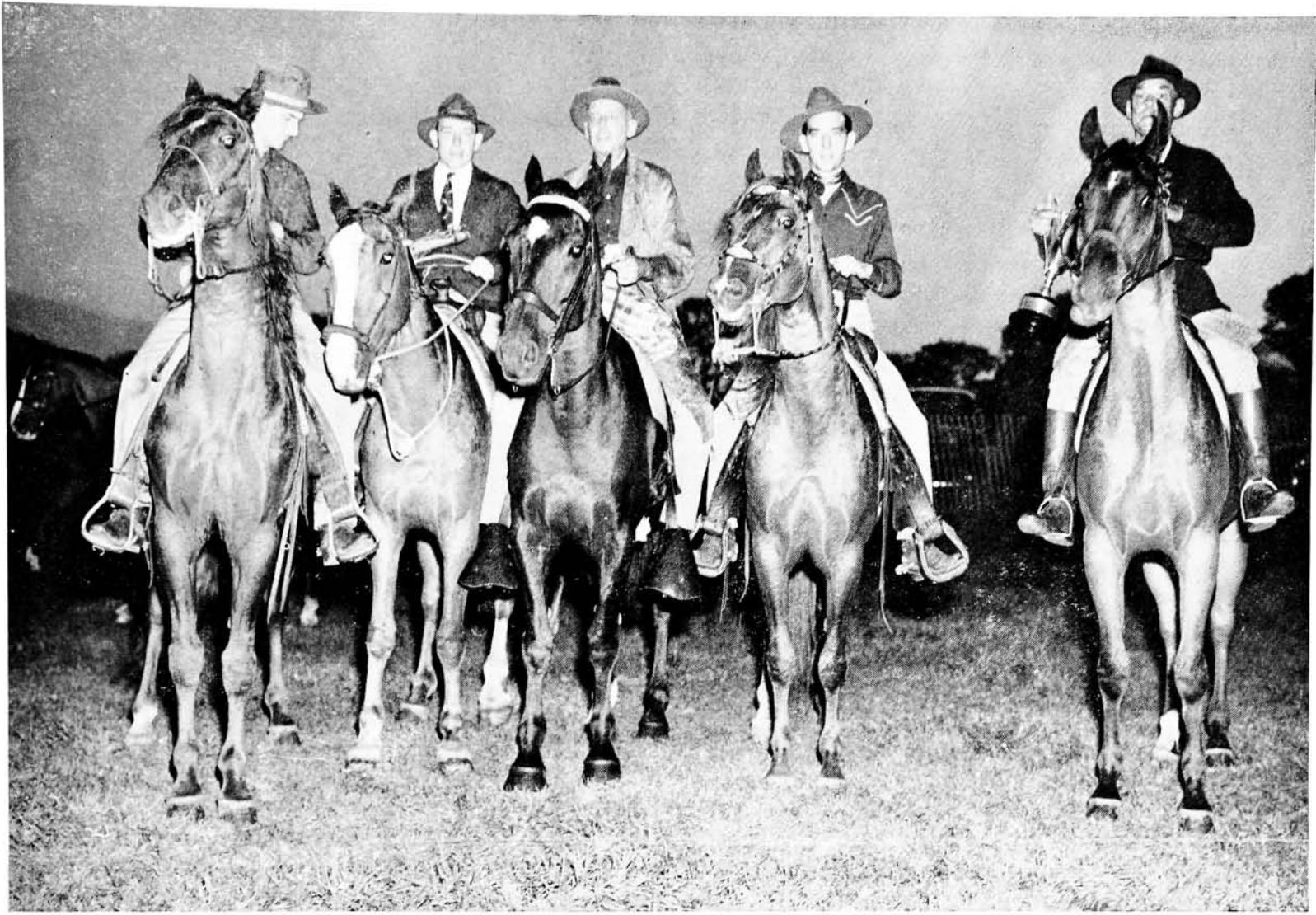
The weather was kind to the Gymkhana, although a storm had been brewing most of the afternoon it didn't break until just as the Trail Ride awards were about to be made at four o'clock.

The events of the Gymkhana went off literally by clock-work—every class was absolutely on schedule. A great deal of credit is due to the committee—Frank Flynn, Mrs. George Clendaniel and Philip Hofmann, who held down the "mike" and kept things moving with a fine sense of humor. All the classes were comfortably filled—in fact, two had to be divided—and ribbons were awarded to the four winners in each contest.

In class 1, musical chairs for children up to sixteen, the winner was Billy Tuerke from the McDonogh School in Maryland. Second was Deborah Wildes of Pomfret; third, Barbara Marsh of Danvers, Massachusetts.

Class two was a costume race in which the contestants had to dash the length of the field on horseback, don all the pieces of a costume found in bundles, mount and race back to the start. This caused a great deal of merriment among entrants and spectators alike as many hats and other accessories were lost in this wild scramble. The winners in this class were: 1, Patience Malet, Woodstock; 2, Barbara Marsh, Danvers; 3, Gilbert Wade, Woodstock; 4, Bill Tuerke, McDonogh School.

Junior jumping for children up to sixteen made up the third class. This was inside jumping over jumps about three feet high and performance manners and way of doing were considered.



WINNERS IN 100-MILE RIDE—HEAVYWEIGHT DIVISION

Left to right—5th. Buddy (Morgan stallion). Owned and ridden by G. A. Tardif, Montreal. 4th. Wild-Willie (half-bred chestnut gelding). Owned and ridden by Zealous Shove, East Concord, N. H. 3rd, Nebraska (black gelding). Owned and ridden by Edgar L. Gillett, Canton, Mass. 2nd, Lippitt Morman (chestnut Morgan stallion). Owned and ridden by W. A. LeBoeuf, Montreal. 1st. Tony (Morgan-Arabian gelding). Owned and ridden by Luther Witham, Lynnfield, Mass.

The winners in this class were: 1, June Wildes, Pomfret; 2, Tommy Harvey, Radnor, Pennsylvania; 3, Carl Rice, Chester; 4, Debbie Wildes.

Class 4, musical chairs for adults, provided a great deal of amusement for the spectators who were cheering "Fergie" wildly. This contest was won by John Semchuk of Westfield, Massachusetts, with Fergie, second, James Parker of Hartford, Connecticut, third, and Jean Marsh, fourth.

The contestants were so numerous in the next class, the potato race, that it was divided into two sections. It was necessary to come from one end of the ring to the other, get a potato from a bucket, carry it back and drop it in another bucket (thereby causing much dismounting where the potato didn't hit the bucket.) The first one to complete the journey with four potatoes was the victor—in this case, Ora Paul of Woodstock, with Billy Tuerke, second, Jean Marsh, third, and Betty Stoddard of Woodstock, fourth. In the second division Pat Malet was first, Joan Walker of Rutland, second, John Gilbert of Woodstock, third, and Esther Wilson of Riverton, New Jersey, fourth.

The sixth class, a bending race, was also divided into two divisions. In the heavyweights Oliver Ferguson was first, Ed Traver of Lexington, Massachusetts, second, Jim Parker, third, and Dr. Philip Ransom of St. Johnsbury, fourth. In the lightweights the winners were: 1, Ora Paul; 2, Billy Gonya, Chester; 3, Bill Tuerke; 4, Betty Stoddard.

Class 7, obstacle jumping, open to all, was won by June Wildes, with Esther Wilson, Annie Melendy of Burlington and Debby Wildes placing in that order.

Due to the lack of entries the next class, a rescue race, was cancelled.

Class 9 was a milk-bottle race in which it was required to carry milk from one end of the field to the other, pour it in a milk bottle and then drink the milk. Pat Malet, Patricia Rice of Providence, Rhode Island, Ora Paul and Marcia Kennedy of South Woodstock were the four winners in this.

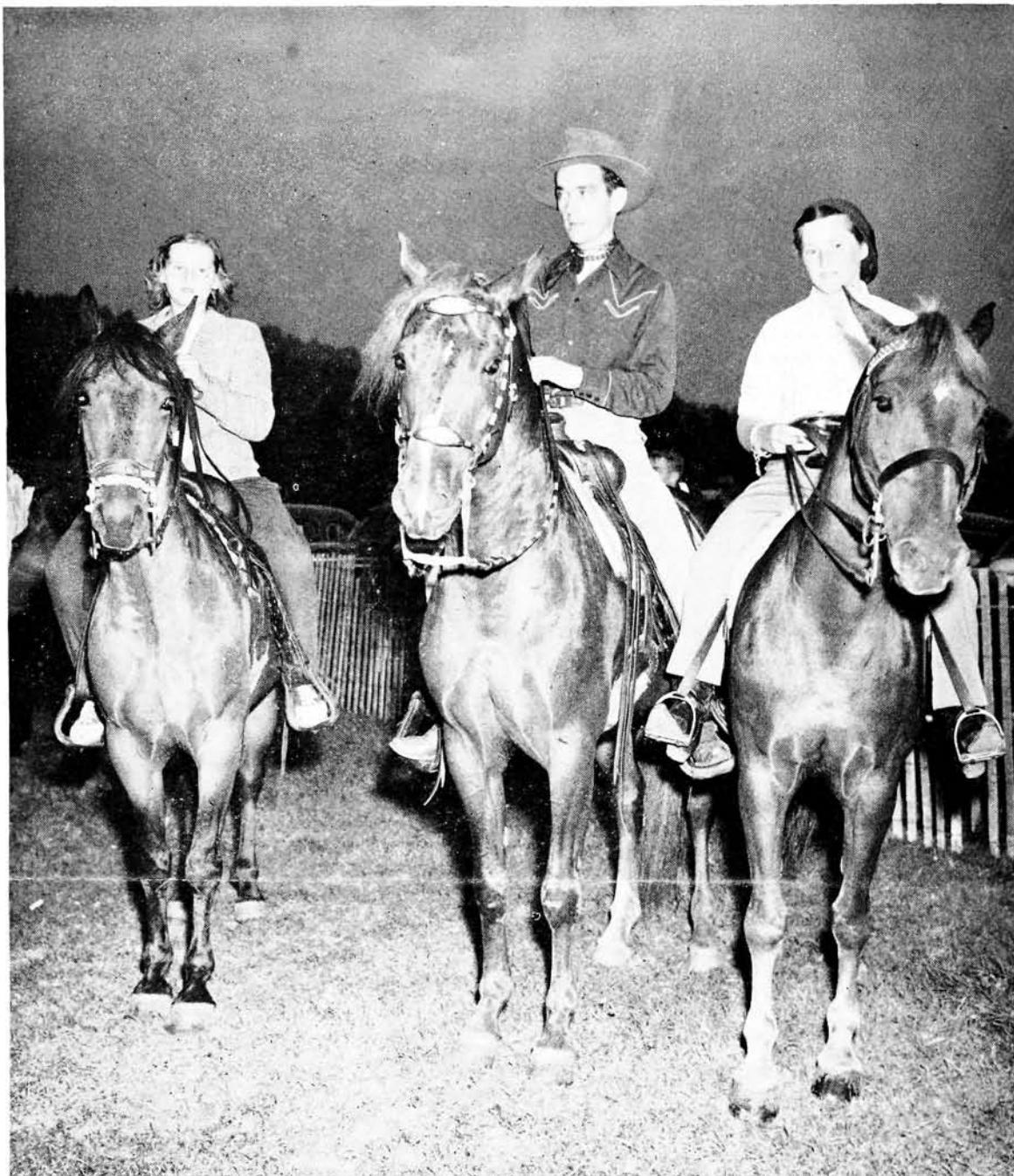
Class 10, a saddling race open to all ages, was won by James Parker, with June Wildes second, Milly Marshall of Woodstock, third, and Mary Louise Harvey of South Strafford, fourth.

The last class, open jumping over an outside course, was captured by Jill Boswell, with Roy Hall of Reading, second, and Mrs. Lloyd Sweet of East Corinth, third. This is the most spectacular class and provided plenty of thrills for the on-lookers.

Thus ended, exactly on schedule, just a few minutes before four o'clock, two hours and a half of good fun for both contestants and spectators.

The 100-Milers' Banquet

As a fitting culmination to the Tenth Anniversary of the Trail Ride, the big event scheduled for Saturday evening was



THREE BEST MORGANS IN 100-MILE RIDE

Left to right—Ora O'Neill on Sue Travelmore 05571. Wilfred LeBoeuf on Lippitt Morman 8211, 2nd in Heavyweight division. Ruth Dickson on Sadwin 04746, 1st in Lightweight division.

the 100 Milers' banquet. This was limited to those who had completed at least one 100-mile Ride or who were participating in this one. Not even the wives of the officials or judges were admitted except by waiting on table.

The committee in charge of this affair was Cy Newbegin, Les Friend and Luther Witham, all of whom had given a great deal of thought, time and preparation in order to make the event a success.

About seventy-five riders, past and present, young and "older," gathered at the Country Club in the midst of a terrific thunder storm which crippled the electricity. However, nothing could dampen the enthusiasm of the crowd, and with the help of a few candles and a punch-bowl, presided over by Cy Newbegin, a certain degree of "lightness" was attained.

The meal, a miracle in these days of meat shortages, was indeed a banquet. Starting with delicious fruit-cup, topped with sherbet, it progressed through soup, relish, salad and what-not to reach its climax in huge slabs of the tenderest, most mouth-watering roast beef anyone had seen since the war. This was followed with ice cream, coffee and a beautiful birthday cake, with "Tenth Anniversary Trail Ride" in green icing. Luther Witham was responsible for this meal, and imported the food

from Boston and his son to cook it, with Mrs. Witham's and her daughter's help. We owe the whole family a large vote of thanks for their hard labor in producing such a sumptuous repast.

The highlight of the evening, aside from the food, was the commemorative record which everyone present received as a souvenir. This is a very attractive imitation-leather book, suitably boxed, which contains an entry list, a description and pictures of every Ride since the first in 1936. It includes a program of this year's Ride, and pages can be added to it. It is something which every rider will prize most highly. The credit for this tremendous piece of work goes to Les Friend, who arranged the material and printed the booklet on his own presses.

At the conclusion of the dinner, the toastmaster introduced the members of the committee in charge of the dinner, who spoke briefly. It was a great pleasure to have present three judges of the Rides, past and present. The first of these to be introduced was Frank Hopkins, judge in 1941, who told of his experiences as a rider with Buffalo Bill. Brief talks were also given by Dr. Charles Hults, veterinarian for the past few years, Harry Linn, judge in 1937, 1942, 1943 and this year, and Humphrey

Finney, judge in 1944. All were greeted with enthusiastic applause.

As an auction was scheduled at the Inn Barn as the concluding event of the week, the party dispersed at an early hour. All were agreed that the banquet was a most fitting climax to the Ride and it was the consensus of opinion that it should be repeated next year. There just wasn't a dull moment throughout the Ride and everyone was ready Saturday night to call it the end of a perfect week.

MORGAN HORSES IN MAINE

By FREDERICK A. PERRY

(Continued from June 1945)

Sons and Daughters of Gen. Knox

Gilbreth Knox, 15 $\frac{3}{4}$ hands high, foaled in 1862, bred by Samuel Guild of Augusta, Maine, got by Gen. Knox, dam the Cahill mare so called. Brought from the West, breeding unknown. Mr. Guild sold him when a yearling to Mr. J. H. Gilbreth of Kendall's Mills, Maine. After Mr. Gilbreth's death, he was sold to Mr. A. Wentworth of Boston, for \$17,000.

At Narragansett Park, Rhode Island, October 7, 1869, in a race for horses that had never beaten 2.31 there were two entries. Twang won the first heat in 2.28 $\frac{1}{2}$, and Gilbreth Knox the second in 2.26 $\frac{3}{4}$, the third in 2.29 $\frac{1}{2}$. As they were coming down for the word in the fourth heat, Gilbreth Knox's driver drove too near the pole and was thrown out of the sulky. He hung onto the reins but Knox was frightened and got away, trotting half way around the track alone where he was captured. Another sulky was procured, and they got the word. The fourth heat was won by Twang, the fifth by Topsey and the sixth lay between Twang, Topsey and Knox. All the rest who had not won a heat being out. Gilbreth Knox was thought by many to be the fastest of the three, but was distanced and the heat and race went to Twang.

Gilbreth Knox died in 1874. He was the sire of Capitola 2.22 $\frac{1}{2}$, Charles R. 2.27; Gilbreth Maid 2.25 $\frac{1}{2}$; Hambletonian Knox 2.28; and Lothair 2.29 $\frac{1}{2}$, and probably many others of which there is no record. He sired a good many mares that were producers.

Hambletonian Knox

Bay horse foaled in 1873, bred by E. H. Greeley, Bar Harbor, Maine. Got by Gilbreth Knox, dam by Gideon, 2d dam by Old Drew. Hambletonian Knox obtained a record of 2.28 in 1885 at the Maine State Fair, Lewiston, Maine. Afterwards sold out of the state.

Harry Spanker

2.30, 15 hands high, foaled May, 1865, bred by Edward Clements, Portland, Maine. Got by Gen. Knox, dam Lady Gay Spanker. Clements sold him to George H. Bailey of Woodfords, he claimed for him the name of Chas. M. Thompson. When three years old he was sold to James Hadley of Providence, Rhode Island. October 20, 1874, at Providence, Harry Spanker won the 2.34 class, in straight heats and a record of 2.33 $\frac{1}{4}$. June 21, 1876, at Poughkeepsie, New York, he won the first heat of the 2.31 class in 2.30 and was third in the race.

Helen Wilkes 2.25 $\frac{1}{4}$

Seal brown mare, foaled in 1877, bred by Charles Fitts of Waterboro, Maine. Got by the Carlton Colt, by Don Fulano, by Gen. Knox; dam by Holland's Ethan Allen, the mare was sold to Will Hill, by him to Dr. Hill, and by him to S. P. Gowen, all of Saco, Maine, and Gowen sold her to Towle Bros. of Boston. Owned by M. W. Carter, Commonwealth Hotel, Boston, at Mystic Park, Boston, July 20, 1886, Helen Wilkes won the 2.30 class in straight heats, in 2.25 $\frac{1}{4}$, 2.25 $\frac{1}{4}$, 2.27. Two days later she won the 2.32 class in straight heats in 2.27 $\frac{1}{4}$, 2.26 $\frac{1}{2}$, 2.29. Helen Wilkes traces twice to the Morgan through Gen. Knox and Ethan Allen.



BUDDY 7764

Dark chestnut stallion; foaled 1931; sire, Mansfield 7255, dam, Jana 04446 by Allen King 7090. Bred by U. S. Department of Agriculture, Middlebury, Vt.; entered and ridden by G. A. Tardif of St. Laurent, Montreal, Canada. In the 1945 100-mile Trail Ride of the Green Mountain Horse Association Buddy placed fifth in the Heavyweight division, carrying over 175 pounds. In 1942 Buddy placed second in the Heavyweight division and in 1944 was fourth in the Lightweight division. In condition for the Ride, Buddy weighed 950 pounds and stands about 15.2 hands. (Photo, Ira Haas, N. Y.)

Independence 2.21 $\frac{1}{4}$

Gray horse, foaled July 4, 1871, bred by Frank Taylor, South Vassalboro, Maine. Got by Gen. Knox, dam Skip, dam of Glenarm, 2.23 $\frac{3}{4}$, by Gideon, 2d dam by Young Indian Chief. Taylor sold him when four months old to W. E. Potter of Augusta. In the spring of 1879 Potter sold him to A. S. and E. Odell for \$7,500 and they sold him the same season to Mr. Rockefeller of the Standard Oil Co. The career of Independence was limited on the turf.

At Bath, Maine, August 21, 1787, he won a race in straight heats, in 2.38 $\frac{1}{2}$, 2.38 $\frac{1}{2}$, 2.36. The next day, at the same place, he won again in 2.35, 2.36 $\frac{3}{4}$, 2.39 $\frac{1}{2}$. September 23, 1881, at Morrisania, New York, he won a race in straight heats in 2.23 $\frac{1}{2}$, 2.24 $\frac{1}{2}$, 2.26 $\frac{1}{4}$. October 6 at the same place he won again in 2.21 $\frac{1}{4}$, 2.27, 2.25 $\frac{1}{2}$. He has trotted a public trial in 2.18 and double with Cleora in 2.16. This ended his racing career. Mr. William Rockefeller was one of the very wealthy men who enjoyed driving on the road and, no doubt, used Independence for that purpose as he was good single or double.

Jolanthe 2.30

Bay mare, one white heel behind, foaled June 12, 1879. Got by Victor, 2.23, son of Gen. Knox, dam Countess, by Old Drew, bred by John Chandler of North Vassalboro, Maine. Sold to C. B. Wellington, Albion, Maine. At Brookside Park, Albion, October 2, 1886, she trotted to her record of 2.30.



LIPPITT MORMAN 8211 (left) SADWIN 04746 (right)

On the 1945 100-mile Trail Ride of the Green Mountain Horse Association. Sadwin won the Lightweight division carrying between 155 and 175 pounds of weight. Lippitt Mormon placed second in the Heavyweight division carrying over 175 pounds of weight. Sadwin ridden by Miss Ruth Dickson, Weston, Mass., and Lippitt Mormon ridden by his owner, W. A. LeBoeuf, Montreal, Canada. (Photo, Ira Haas, N. Y.)

Iron Age 2.19 $\frac{1}{4}$

Roan gelding, 16 hands high. Got by Jules Jurgensen, son of Gen. Knox, dam a pacing mare said to be a son of the Drew horse. Sold when three years old to J. M. Curtis of Foxcroft, Maine, and by him to Cuneo & Derby of Boston. At plainfield, Connecticut, August 28, 1877, when seven years old, Iron Age won the 2.31 class after a severe contest of seven heats, winning the second heat in 2.30, the third in 2.32, and the seventh and race in 2.29. September 3 following, he won the first heat of the 2.27 class in 2.26, the second in 2.26 $\frac{1}{4}$, and made a dead heat with Hambrino, in 2.26, and was second in the race. It was the opinion of many that the heat should have been given to Iron Age, and the race ended then and there. At Mystic Park, Boston, June 15 and 16, 1880, he won a race of nine heats, reducing his record to 2.23 $\frac{1}{2}$. At Providence, Rhode Island, September 10, 1884, Iron Age won the first heat in the 2.23 class in 2.19 $\frac{1}{4}$, and was second in the race.

Kitty Morris 2.30

Bay mare with black points, 15 hands high, foaled in 1872, bred by a Mr. Douglass of East Hiram, Maine. Got by Lou Morris, son of Gen. Knox, dam a mare brought from Boston. Pedigree unknown. Sold to W. B. Nutter of Cape Elizabeth Depot, Maine, September 12, 1879, at Mystic Park, Boston, she won two heats in a race in 2.30 $\frac{1}{2}$ and 2.30. Shortly after she was sold to G. W. Rogers, Salem, Massachusetts.

Knox Boy 2.23 $\frac{1}{2}$

Brown horse 15 $\frac{1}{2}$ hands high, foaled in 1868. Bred by Isaac

Carr of Farmingdale, Maine. Got by Gen. Knox, dam by Lewiston Boy. Won a race at Bangor, and a record of 2.45. October 25, 1877, at Topsham, Maine, he won a stallion race in three heats, in 2.32 $\frac{1}{2}$, 2.32, and 2.30. July 26, 1879, at Keene, New Hampshire, he won the 2.26 race after losing the first heat in 2.32 $\frac{1}{2}$. Time 2.27, 2.32 $\frac{1}{2}$, 2.31. June 9, 1880, at Beacon Park, Boston, he won in straight heats in 2.26 $\frac{1}{2}$, 2.28, 2.29 $\frac{1}{2}$. June 17, at Mystic Park, he again won in 2.25, 2.28, 2.30 $\frac{1}{2}$. His fastest record of 2.23 $\frac{1}{2}$ was made at Boston, June 16, 1880. He was afterward sold to H. F. Hawkes of Swampscott, Massachusetts. Gelded and driven on the road.

Lady Maud 2.18 $\frac{1}{4}$

Dark brown mare, 15 $\frac{1}{2}$ hands high, foaled June 15, 1867, bred by Col. I. S. Lang, Vassalboro, Maine. Got by Gen. Knox, dam Mocking Bird, a fast trotting mare brought from New York by Abner Barrows. Got by Sabek, son of Logan by Henry Clay. Lady Maud was sold during Colonel Lang's absence in Europe, and on August 8, 1872, at Buffalo, New York, she won a five-year-old race in 2.29 $\frac{1}{4}$, 2.29 $\frac{3}{4}$, 2.27 $\frac{1}{4}$. October 10 following at Prospect Park, New York, she won again, 2.30 $\frac{1}{2}$, 2.22 $\frac{1}{2}$, 2.22 $\frac{1}{4}$. This was the fastest ever made for that age. In 1873 and 1874 she was not in training but in 1875 she again appeared, and July 5 she trotted a race against American Girl, and Judge Fullerton at Detroit, Michigan, winning the first heat in 2.20. August 11 at Rochester, New York, she defeated Judge Fullerton and Nettie, in straight heats, in 2.18 $\frac{1}{4}$, 2.19 $\frac{1}{2}$, 2.18 $\frac{3}{4}$.

Lookout 2.28 $\frac{1}{2}$

Bay gelding with star and near hind pastern white. Foaled May 26, 1873, bred by H. A. Archer, Fairfield Centre, Maine. Got by Gen. Lightfoot, son of Gen. Knox, dam Shoo Fly, by Rising Sun. He was kept a stallion for several years and as such



SADWIN 04746

Chestnut mare; foaled 1931; sire, John A. Darling 7470; dam, Gladwin 0876 by Ethan Allen 3d 3987; bred by Anna Dickson Ela, Townshend, Vt.; owned by Townshend Morgan Horse Farm, Townshend, Vt. Ridden by Miss Ruth Dickson of Weston, Mass. Winner of Lightweight division in the 1945 100-mile Trail Ride of the Green Mountain Horse Association. Also chosen as outstanding registered Morgan participating in the Ride. Sadwin won 100-mile Trail Ride in 1941, was second in 1940, third in 1938, fifth in 1944 and sixth in 1939. Sadwin also won the Maine 80-mile Trail Ride in 1939. Sadwin is of the smaller type of Morgan, being hardly 14.2 hands high, and when trained down into proper condition for the grueling trail rides weighs about 930 pounds. During all her years of competition she has remained perfectly sound. (Photo, Ira Haas, N. Y.)

received first premium for three-year-olds at the Maine State Fair of 1876 at Portland, Maine. He was afterwards taken to Massachusetts and driven on the road by his owner, Col. H. S. Russell, for several years. At Mystic Park, Boston, October 12, 1886, he won the 2.50 race in straight heats, time $2.31\frac{1}{4}$, $2.30\frac{1}{4}$, 2.33 . October 15 following he won the 2.35 class in straight heats in a field of ten starters, time $2.28\frac{1}{2}$, $2.32\frac{1}{4}$, $2.32\frac{1}{2}$.

Lothair 2.29 $\frac{1}{2}$

Black horse, 15 $\frac{3}{4}$ hands high, foaled in 1867, bred by J. H. Gilbreth, Fairfield, Maine. Got by Gilbreth Knox, dam the Bunker Mare, by Old Baton. Gilbreth called him Knox-them-all, and as a three-year-old he gained notoriety for his race at Prospect Park, Long Island, against Starlie, afterwards sold to Wright and Norcross, Fearnaught Farm, Manchester, Maine. At Beacon Park, Boston, June 23, 1875, he won the 2.31 race of seven heats, in $2.29\frac{1}{2}$, $2.35\frac{1}{2}$, $2.35\frac{1}{2}$. July 1 following he was entered in a race at Mystic Park, previous to which he was dosed in a cowardly manner which almost resulted in his death. His mouth and throat became so inflamed he was for a time unable to swallow. It was thought Croton oil did the work. Afterwards sold and taken to Michigan where he died the property of R. H. Nims.

Maggie Miller 2.26 $\frac{1}{2}$

Bay mare, foaled in 1878, bred by D. M. Foster, Canton Point, Maine. Got by Harry Knox, dam by Bay State, son of Vermont Black Hawke, second dam by Rising Sun, third dam by Bush Messenger, fourth dam by Morgan Post Boy. Maggie Miller made her record November 2, 1886, at Mystic Park, Boston.



MY OWN

Black mare, foaled 1937; by Upwey Prince Tarik X-7861; bred by Upwey Farms, Woodstock, Vt.; owned by Gertrude L. Mackesy, Worcester, Mass., and ridden in the 1945 Trail Ride of the Green Mountain Horse Association by Elis A. Bergsted, Worcester, Mass. My Own placed third in the Lightweight division. This mare stands about 14.3 hands and in condition for the Ride weighed about 900 pounds. (Photo, Ira Haas, N. Y.)



LIPPITT MORMAN 8211

Chestnut stallion, foaled 1939. Sire, Mansfield 7255; dam, Lippitt Kate Moro 04785 by Moro 7467. Bred by Robert L. Knight, Randolph, Vt.; owned and ridden by W. A. LeBoeuf, Montreal, Canada. Second in the Heavyweight division of the 1945 100-mile Trail Ride of the Green Mountain Horse Association. Also chosen for second place among the registered Morgans in the Ride. Lippitt Mormon is 15.1 hands and when trained down for competition weighed 960 pounds. (Photo, Ira Haas, N. Y.)

George O. 2.24 $\frac{1}{4}$

Bay horse with slim tail, 15 hands high, foaled in 1876, bred by Otis & Parker of Belfast, Maine. Got by Hambletonian Chief, dam by Gen. Knox. George O was sold to George O. Bailey of Belfast. Not long afterward he ran away and was so badly injured he nearly bled to death, and for two years was used but little. In 1883 he came out as a green horse, and trotted nine races, winning eight and a record of $2.31\frac{3}{4}$. In 1884 he was very successful, his crowning triumph being at Mystic Park, Boston, where he won a six-heat race on October 16-17, winning the first heat in $2.30\frac{3}{4}$, the third heat in $2.26\frac{1}{4}$, when the race was postponed. On the 17th he won the deciding heat in $2.24\frac{1}{4}$, his fastest record. He met with an accident which caused his death. Had he lived he no doubt would have trotted well below 2.20.

John S. Heald 2.27 $\frac{1}{4}$

Brown gelding with star and one hind pastern white, foaled in 1868, bred by John Libby, of Gardner, Maine, got by Whalebone Knox, son of Gen. Knox, dam Cooney, dam of Tinnie B. 2.22 $\frac{1}{4}$, by the Stewart horse. Sold when three years old to Lou Morris of Boston. At Suffolk Park, Philadelphia, June 30, 1876, John S. Heald won a race in $2.28\frac{1}{2}$, 2.30 , 2.30 , $2.32\frac{1}{2}$, losing the third heat to Banquo. His fastest record was made in Philadelphia, June 15, 1876.



LONDON BOBBY

Chestnut gelding; foaled in 1936; owned and ridden by Elizabeth Orton of Rahway, N. J. London Bobby, a grade Morgan, standing about 15.3 hands and weighing in condition for the Ride 1,000 pounds, placed fourth in the Lightweight division of the 1945 100-mile Trail Ride of the Green Mountain Horse Association. (Photo, Ira Haas, N. Y.)

Arthur P. 2.30

Brown gelding with grey spots, foaled in 1869, bred by Mr. Palmer of South China, Maine. Got by Col. Elsworth, son of Gen. Knox, dam by Hedor, owned by John H. Nutter of Great Falls, New Hampshire. At the Maine State Fair in 1880 he won the consolation race in four heats, 2.33½, 2.33¾, 2.34½. October 14 following at Mystic Park, Boston, he won the 2.32 race of four heats, winning the last three in 2.30, 2.30, 2.31½.

Capitola 2.22½

Black mare with star and one hind pastern white, foaled in 1872, bred by S. R. Bridgeham, Hebron, Maine. Got by Gilbreth Knox, dam by a Morgan horse called Young Bundy. Bridgeham sold the mare to J. H. Witherell of Norway, Maine, who afterward moved to Massachusetts, taking the mare with him. September 7, 1881, at Mystic Park, Boston, Capitola won a heat in a race in 2.25½, and at Hartford, Connecticut, October 12, 1881, she won a third heat in 2.25¾, and the fourth in 2.22½.

Camors 2.19¾

Black gelding, 15½ hands high, foaled in 1864, bred by Levi Atwood of Portland, Maine. Got by Gen. Knox. Pedigree of dam unknown. Sold when two years old to R. O. Conant of Portland and afterward to Lou Morris of Boston. August 15, 1872, at Utica, New York, he won the 2.50 race in straight heats in 2.30, 2.29, 2.31½. September 10 at Boston he won again in straight heats, 2.27, 2.25½, 2.26½. September 19 at

Prospect Park he won again in 2.23, 2.21¾, 2.23¾, losing the third heat. August 16, 1873, he won two heats at Buffalo in 2.20½ and 2.21¾, and was second in the race. At Prospect Park, September 27, 1873, he won a race for the 2.20 class, winning the last three out of five heats, in 2.23¼, 2.22½, 2.24¾. August 7, 1874, at Buffalo, New York, in a race with Red Cloud, Gloster, St. James and Sensation, he won the first heat in 2.20½ and the second in 2.19¾ and was second in the race. He was afterward sold and taken to California.

Charles R. 2.27

Brown gelding, with black points, 15½ hands high, foaled in 1868, bred by J. H. Gilbreth, got by Gilbreth Knox, dam by Witherell. Sold to J. H. Blodgett, Boston, Massachusetts, June 8, 1876, at Beacon Park, Boston. Charles R. won the 2.32 race in which it took eight heats to decide, winning the fourth heat in 2.27, the seventh in 2.32, and the eighth and race in 2.29½.

Chub 2.27

Roan gelding, with black points, 15 hands high, foaled in 1879, bred by Frank Holland, Auburn, Maine. Got by Knox Boy, dam by Lewiston Boy. Sold to Pompilly and Ryerson of Auburn, Maine. At the Maine State Fair, September 14, 1886, he won the 2.37 class in 2.29½. At Mystic Park, Boston, October 13, 1886, he won a heat in the 2.29 class in 2.27, after which he was sold.

Fanny M. 2.29¼

Black mare, foaled in 1875, bred by Benjamin Mains of Windham, Maine. Got by Phil Sheridan, son of Gen. Knox, dam breeding unknown. Sold to parties in Boston. At Beacon Park, October 8, 1884, she won the third heat in the 2.35 class in 2.29¼ and the fourth in 2.30½ and was second in the race.

Gilbreth Maid 2.25½

Black mare with white in face and one hind ankle white, foaled in 1871, bred by Warren Clark of Fairfield, Maine. Got



LIPPITT MORMAN 8211 (left) SADWIN 04746 (right)

On the 1945 100-mile Trail Ride of the Green Mountain Horse Association. Sadwin won the Lightweight division carrying between 155 and 175 pounds of weight. Lippitt Mormon placed second in the Heavyweight division carrying over 175 pounds of weight. Sadwin, ridden by Miss Ruth Dickson, and Lippitt Mormon ridden by his owner, W. A. LeBoeuf, Montreal, Canada. (Photo, Ira Haas, N. Y.)

by Gilbreth Knox, dam by a horse brought from Boston by Ira Doolittle of Waterville, Maine. Said horse was called Ivanhoe and said to be a Morgan. Gilbreth Maid was sold to H. A. Brick of the Exchange Hotel, Lewiston, Maine. At Mystic Park, Boston, October 13, 1886, she started in the 2.29 class, winning the fourth heat in $2.27\frac{1}{2}$, when the race was postponed on account of darkness. The next day she won the fifth and sixth heats in $2.25\frac{1}{2}$ and $2.28\frac{1}{2}$.

Maud Muller 2.29 $\frac{3}{4}$

Gray mare, foaled in 1878, bred by John H. Foss, East Parsonsfield, Maine. Got by Coupon, son of Gen. Knox, dam the Chesley mare by the Robinson horse, by Ethan Allen. Sold to R. M. Perley of Newburyport, Massachusetts. October 2, 1885, at Rochester, New Hampshire. Maud Muller won a race and record of $2.29\frac{3}{4}$.

Messenger Knox 2.30

Gray horse, 16 $\frac{3}{4}$ hands high, foaled June 12, 1866, bred by G. and L. P. Warren of Westbrook, Maine. Got by Gen. Knox, dam by James Jacks Prince, by the Lowell horse by Quimby's Messenger. Messenger Knox was quite prominent on the Maine turf, winning many races. At Portland, July 14, 1877, he beat Millenocket, winning the third heat in 2.30.

Nellie Walton 2.26 $\frac{1}{2}$

Bay mare with star and two white ankles behind, foaled June, 1867, bred by J. M. Littlefield of Abbott, Maine. Got by Jules Jurgensen, son of Gen. Knox, dam of Defiance Stock. Sold when four months old to Ireson Briggs of Parkman, Maine, and by him to Dana Walton of New York City. At Poughkeepsie, New York, August 6, 1875, Nellie Walton won a race of six heats, winning the last three in $2.30\frac{1}{4}$, $2.29\frac{1}{2}$, $2.29\frac{1}{2}$. Her fastest record of $2.26\frac{1}{2}$ was made at Rochester, New York, August 12, 1875.

Nina—Pacer 2.22 $\frac{1}{4}$

Brown mare, foaled June, 1878, bred by F. H. Hutchins, Hanover, Maine. Got by Eclair, son of Gen. Knox, dam breeding unknown. Nina was sold to Enos Heald of North Buckfield, Maine, and by him to Boston parties. At Mystic Park, Boston,



TOWNSHEND DONLECTO 8271 (*left*)

Owned by Townshend Morgan Horse Farm, Townshend, Vt. Winner at 1945 Connecticut Valley Horse Show, class under 15 hands. 2nd in Morgan stake and championship.

DONYVONNE 04773 (*right*)

Owned by Mrs. B. H. Dickson, Townshend, Vt. 4th at 1945 Connecticut Valley Horse Show, class under 15 hands. (*Photo, Ira Haas, N. Y.*)



LIPPITT MANDATE 8331

Owned by Marilyn Carlson, West Springfield, Mass. Winner at 1945 Connecticut Valley Horse Show, Morgan stake and championship. 2nd in class under 15 hands. (*Photo, Ira Haas, N. Y.*)

June 10, 1886, Nina won the 2.30 pacing race in straight heats in $2.22\frac{1}{4}$, $2.24\frac{1}{2}$, 2.25.

Gipsey M. 2.13 $\frac{1}{2}$

Brown mare foaled in 1879, bred by J. C. Marble, Paris, Maine. Got by Eclair, son of Gen. Knox, dam Fanny Patchen by Tom Patchen. Sold in 1884 to Mr. Field of Brockton, Massachusetts.

Peaceful 2.26

Black mare foaled in 1870, bred by C. A. Fuller of Fairfield, Maine. Got by Gen. Knox. Sold to parties in Attleboro, Massachusetts. At Providence, Rhode Island, May 28, 1878, Peaceful won the 2.50 class with a record of 2.31. June 21 at Beacon Park, Boston, she won the second and third heats in 2.28 and 2.26, her fastest record. June 28 she won a race at Mystic Park in 2.28, 2.28 and $2.27\frac{1}{2}$, after losing the first heat.

Shadow 2.28

Dark bay gelding, 15 hands high, foaled in 1868, bred by John Ayers of Palermo, Maine. Got by Gen. Lightfoot, son of Gen. Knox, dam breeding unknown. Shadow was known in Maine as Ayer, and trotted many races and obtained a record of 2.31. He was sold in 1877 and appeared in 1878 as Shadow, under the joint ownership of H. Brock and M. F. Page of Boston, who bought him for a roadster. At Charter Oak Park, Hartford, Connecticut, he started in the 2.31 race, winning the first heat in $2.30\frac{1}{4}$, the second in 2.28, in the third heat he was second in $2.30\frac{1}{2}$. He acted strangely in scoring for the fourth heat and broke badly on the back stretch, and a hundred yards beyond the half mile pole he pitched forward on his head and died instantly. His death was supposed to be heart disease as he showed no distress before his fall.

Victor 2.23

Dark bay stallion, stripe on nose and near hind ankle white, foaled on April 4, 1871, bred by Dr. F. A. Roberts of Vassal-

Dr. Franklin 2.31

Black stallion with star in forehead, foaled May 3, 1871, bred by Peter Letourneau, Oakland, Maine. Got by Gen. Knox, dam by Winthrop Morrell, owned by E. J. Lawrence, Somerset Mills, Maine. Record 2.31, at Maine State Fair, Lewiston, September 7, 1881.

The foregoing list of performers of Gen. Knox, his sons and daughters, is written to show how the blood of the Morgans will carry on.

There were a good many others that might have taken fast records had they been trained and raced, but in those days most of the horses trained and raced were owned by men of sufficient means to afford the cost of racing and so many very good ones were sold for driving purposes.

Between the years of 1870 and 1905 there was a great demand in New York, Philadelphia as well as Boston, for Maine-bred Morgan horses, heavy harness or more commonly called carriage horses. This was brought about by such men as the Odells, Waltons, and more largely by George W. Bishop, whose stable was on 24th Street, New York City, and what was called the Bull's Head Market.

Mr. Bishop was a strong advocate of Maine-bred Morgans and made many trips to Maine. He sometimes brought with him some of his wealthy patrons. His methods, when bringing these patrons, were to send word in advance that he would be at certain places on certain dates, and for those having horses for sale to have them ready to show. At such times horses for miles around would be shown and a good many bought, often one or two carloads.

Mr. Bishop knew what his patrons wanted and bought only those, and almost invariably were descendants of the Morgan family. I knew Mr. Bishop and he was a very good friend of mine and he and his family were visitors in my home many times.

I believe Mr. Bishop sold, for high prices, more horses than any other dealer doing business at that time. It was said of him he never misrepresented a horse. He once told me he could always recommend a Morgan because they always proved true. When Mr. Bishop passed away, which was in Auburn, Maine, where he was visiting, Maine lost a good patron for its horses.



TOWNSHEND DONLECTO 8271 (*left*)

Owned by Townshend Morgan Horse Farm, Townshend, Vt. Winner at 1945 Connecticut Valley Horse Show, class under 15 hands. 2nd in Morgan stake and championship.

LIPPITT MANDATE 8331 (*right*)

Owned by Marilyn Carlson, West Springfield, Mass. 2nd at 1945 Connecticut Valley Horse Show, class under 15 hands. Winner Morgan stake and championship. (*Photo, Ira Haas, N. Y.*)

boro, Maine. Got by Gen Knox, dam Kate, pedigree not traced. At Mystic Park, Boston, June 15, 1881, Victor won the 2.34 race, making no fight for the race until the fourth heat, which he won in 2.26 $\frac{1}{2}$, the fifth and sixth in 2.28 and 2.28 $\frac{1}{2}$. June 29 at Charter Oak Park, Connecticut, in the 2.34 class, he won the first heat in 2.24 $\frac{1}{4}$, the third heat in 2.24 $\frac{1}{4}$, and the fourth heat in 2.23. He was taken back to Maine and died at Vas-salboro.

Wallace 2.29 $\frac{1}{2}$

Bay gelding, 15 $\frac{1}{4}$ hands high, foaled in 1873, bred by Mr. Merry of Industry, Maine. Got by Larkins Gen. Knox, by Gen. Knox, dam said to be by Witherell. Merry sold him to Thomas Springer of Skowhegan, Maine, and he to A. D. Wallace of Lynn, Massachusetts, and he to O. S. Roberts of the same city, record 2.29 $\frac{1}{2}$ at Beacon Park, Boston, 1883.

Alpha 2.29 $\frac{1}{4}$

Bay gelding, 16 hands high. Got by Whalebone Knox, son of Gen. Knox, record 2.29 $\frac{1}{4}$ at Goshen, New York, October 12, 1886. Owned by Mike Gallese.

Billie I 2.29 $\frac{1}{4}$

Black gelding, foaled in 1876. Got by Harry Knox, son of Larkins Gen. Knox, Jr., dam by the Beals horse, son of Eaton, owned by Mose Powers of Wilton, Maine. Sold to E. K. Woodward of Farmington, Maine, and by him to George Ives of New Haven, Connecticut. He was taken to Michigan, August 18, 1886, at Jackson, Michigan, Billie I won the 2.30 class, in straight heats, in 2.31 $\frac{3}{4}$, 2.31, 2.32 $\frac{1}{2}$. August 26 at Marshall, Michigan, he won the third and fourth heats in the 2.30 class, in 2.29 $\frac{3}{4}$ and 2.31, and was third in the race.



DONYVONNE 04773

Owned by Mrs. B. H. Dickson, Townshend, Vt. 4th at 1945 Connecticut Valley Horse Show, class under 15 hands. (*Photo, Ira Haas, N. Y.*)

The last years of his life he sold only Maine-bred horses. He lived to be over eighty and was respected by all who did business with him.

Winthrop Morrell

Bay stallion, with star, offhind ankle white, $15\frac{1}{2}$ hands high, weighed 1,000 pounds, head after the Morgans; clean and intelligent. Neck thin and long blood line carried up in good style, shoulders sloping, and strong, chest deep, back short from withers to couplin, barrel round and well ribbed back. Hips long and strong, tail well up, limbs light but strong, long forearm, well muscled short cannon bone, short pastern, and good, well-shaped feet.

Winthrop Morrell was foaled in 1855, bred by Rodney Bradford of Barre, Vermont. Got by Young Morrell, son of Old Morrell, dam by the Huckins horse, son of Royal Morgan, by Sherman, grand dam by Morgan Eagle, great grand dam by Bulrush, great great grand dam by Old Carson, son of Quicksilver, son of Dey of Algiers.

Old Morrell, son of Jennison Colt, son of Little Randolph, son of Bulrush. Old Morrell's dam was a gray mare bred by Mr. Eastman of Walden, Vermont. Got by the Farrington Horse, son of the Vance horse, by Bold Phoenix, the grand dam was a fast pacing mare, also bred by Mr. Eastman and got by the Kettridge horse, son of Quicksilver, by Imp. Dey of Algiers. The dam of Young Morrell was by the Lock Goss horse by Justin Morgan. Winthrop Morrell traces three times to Justin Morgan and twice to Dey of Algiers.

Winthrop Morrell was sold by his breeder, Mr. Bradford, to a Mr. Town and kept under the name of Slasher until 1860, when he was again sold to Mr. L. T. Tucker and in June, 1861, to H. V. Varrell of Laconia, New Hampshire. Passed through several hands to David Blanchard of Boston, Mass. He was placed in training and developed wonderful speed. He was entered in a race at Providence, Rhode Island, but too severe training caused him to shift to a pace, repeated attempts to correct the fault without success, and as pacers were thought little of in those days, he was traded to Asher Savage, a horse buyer from Skowhegan, Maine.

Asher Savage was one of many buyers of fine horses throughout Maine, and probably shipped as many good horses to Boston and New York as any other man of that time. I knew Mr. Savage very well and he was an excellent judge of horses. He lived the last years of his life in Auburn and Lewiston and was for a number of years superintendent of the breeding farm of James M. Sanborn in Poland, Maine. Mr. Sanborn was of the firm of Chase and Sanborn.

Winthrop Morrell had for a number of years a somewhat varied career, passing through several owners' hands, and at one time was used to draw a tin peddler's cart. While used in this capacity he sired the chestnut gelding Fleetwood, 2.29. He was purchased by George C. Goodale of Winthrop, Maine, for the sum of \$90. He was used for general farm work for a season and then sold to Charles G. Jackson and Joseph G. Rounds of Winthrop and went into the stud. In Mr. Goodale's possession he was driven a carefully measured mile on Winthrop Pond with two men in the sleigh in 2.32, the last quarter in 33 seconds, a 2.12 gait. He paced at that time but the next season shifted and was a square trotter ever after. At the death of Charles G. Jackson he passed into the hands of his son, J. F. Jackson, who kept him until the fall of 1871, when he was sold to T. B. Williams of Boston for \$8,250. Mr. Williams kept him a number of years and sold him to John F. Mills of Boston and he was shipped back to Hartland, Maine, where he stood for several years and finally sold to B. F. Fairbanks of Winthrop, where he stood stable mate with Whalebone Knox. I saw Winthrop Morrell at Mr. Fairbanks'. It was while owned by Jackson and Rounds that he was named Winthrop Morrell. He sired nine with records from $2.22\frac{1}{2}$ to 2.30, and five from 2.30 to 2.40. His sons sired three from 2.30 to 2.40, and no doubt more of his sons sired trotters of note. His daughters were sought for brood mares to breed to the Kentucky stallions and no doubt produced fine horses but were not given due credit for their share in the mating. Winthrop Morrell was, in 1877, fifth as a sire of 2.30

trotters in the country. Considering the few mares bred to him as compared to the others, it was a remarkable showing, as with few exceptions the best mares were bred to the Kentucky horses. Winthrop Morrell was one of the last Morgans to come to Maine. So nearly all the breeders wanted to try the new breeds, they were so highly advertised. While the Kentucky stallions sired some fast horses, they lacked the sturdy qualities of the Morgans. Many of their colts were from Morgan mares and the colts from such mares always showed the characteristics of the Morgan. It was a great mistake to let these mares go out of the state, but a large number of the horses were bred by the farmers and were a source of income and they depended on the sale of one or more horses each year, and no matter how good the price took them.

From early history until about 1905 horse breeding was one of the leading industries of Maine, and hundreds of colts were bred mostly by farmers, but today very few are to be found there, and the Morgans are almost, if not quite, extinct. I have tried to find, in the parts of Maine where the Morgan stallions stood for service, some mares, descendants of those horses, but so far have been unable to find even one. I visited the town of Bethel, near where Eclair, one of the last sons of Gen. Knox was owned, and have driven around among the farmers trying to locate a mare but while some of the old men remember hearing of Eclair, they know nothing about any descendants. I have inquired of people in the vicinity where Gen. Knox and Winthrop Morrell were owned, but with no success. So I am almost despaired of finding any Morgans in Maine.

Baby Boy 2.30

White gelding, 15 hands high, foaled in 1865, bred by Emmons Williams of Readfield, Maine. Got by Winthrop Morrell, dam a gray mare of Messenger descent. J. D. Richards of Winthrop bought him and sold him to Richardson & Warner, and they sold him to Charles Gassett of Boston, Massachusetts. September 3, 1873, at the New England Fair at Mystic Park, Boston, he won the 2.40 class, winning the last three out of six heats. in 2.36, 2.39, 2.30.

Ed Getchell

Dark brown gelding, $15\frac{1}{2}$ hands high, foaled in 1869, bred by A. J. Crowell, Winthrop, Maine. Got by Winthrop Morrell, dam by the Downing horse, son of Pollard Morgan. Crowell sold him when two years old to Mr. Crossman, and he to George Everett of Boston. September 13, 1877, he started in the 2.50 class and won the third heat in 2.27.

Ben Morrell 2.27

Brown horse foaled in 1868, bred by Harrison Ames, Winthrop, Maine. Got by Winthrop Morrell, dam by Old Columbus, 2nd dam by Imp. Trustee. Ames sold him to W. B. Bonny, and he, when two years old, to J. F. Jackson of Winthrop, and he to J. G. Rounds of Lynn and T. B. Williams of Boston, and he was afterwards sold to parties in Canada. As a four-year-old he won a race at Prospect Park, Long Island, October 21, 1872, in $2.34\frac{1}{2}$, $2.32\frac{3}{4}$, 2.36. After losing the first heat to Rowes Tommy in $2.48\frac{1}{2}$, October 14, 1874, at Boston he won the 2.30 class in straight heats in $2.31\frac{1}{2}$, $2.30\frac{1}{2}$, 2.30. October 29 following he won a heat in 2.28 at Prospect Park. October 6, 1879, he won a race at Montreal, Quebec, winning the second heat in $2.28\frac{1}{4}$, the third in 2.27, and the fifth and race in 2.29. Ben Morrell was raced throughout Canada and afterward owned by parties in Stanstead, Quebec, where he stood for service, and left many fine colts. I knew Mr. T. J. House who lived for a number of years in Stanstead, Quebec, and knew Ben Morrell very well, and who had owned a number of his colts. Ben Morrell was the sire of Black Morrell, 2.23.

Fleetwood 2.29

Sorrell gelding, $15\frac{1}{2}$ hands high, foaled in 1863, bred by Sheldon Read, Madison, Maine. Got by Winthrop Morrell, dam by Witherell. He was afterward owned by Asher Savage, then of Waterville, Maine, who took him to New York and he sub-

sequently passed into the hands of Budd Doble. May 24, 1871, at Point Breeze Park, Philadelphia, Pennsylvania, a purse of \$1,000 was offered for horses that had never started for purse, stake or plate. The race was won by Fleetwood in straight heats in $2.37\frac{1}{4}$, $2.35\frac{3}{4}$, $2.35\frac{1}{2}$. June 6, 1871, at Prospect Park, he won the three-minute race in straight heats in $2.31\frac{1}{4}$, $2.31\frac{1}{2}$, 2.32. September 7 at Troy, New York, he won a race in straight heats, beating Medoc, Lady Rose, Charlie Green, Ben Starr, Lady Sheridan, Dreadnaught, Gray Jack and Shepard Knapp, Jr., in 2.31, 2.29, $2.30\frac{3}{4}$.

It may be interesting to note Asher Savage, who took Fleetwood to New York, brought Winthrop Morrell to Maine. Fleetwood was Winthrop Morrell's first 2.30 performer.

Honest Harry 2.22 $\frac{1}{2}$

Roan gelding, 15 hands high, foaled in 1869, bred by Mr. Wood of Winthrop, Maine. Got by Winthrop Morrell, dam Messenger. In April, 1875, he was purchased by Mr. T. B. Williams of Boston and J. G. Rounds of Lynn, Massachusetts. At Mystic Park, Honest Harry won the 2.25 class fastest heat 2.28. At Charter Oak Park, Hartford, Connecticut, October 28, 1877, Honest Harry won a second heat in $2.22\frac{1}{2}$ and a third in 2.25. He had to his credit 50 heats in 2.30 or better.

J. G. Morrell 2.29

Chestnut gelding, 15 $\frac{1}{2}$ hands high, near front ankle white and white stocking on near hind leg extending to the hock, and white strip in the face, foaled in 1872, bred by John F. Young of Winthrop, Maine. Got by Winthrop Morrell, dam by Eaton. He gained notoriety in 1875 by winning the three-year-old race at the Maine State Fair at Portland, Maine, in two heats in 2.50 and 2:58. In 1877 he was added to the list of geldings, and sold to T. B. Williams of Boston. In 1878 he trotted several races, gradually lowering his record. August 28 at Plainfield, Connecticut, he won the 2.35 class in four heats, winning the last three heats in 2.30, 2.30, 2.31. October 4, at Point Breeze Park, Philadelphia, he won the fourth heat in the 2.30 class in 2.29, and was second in the race. He was afterward purchased by Col. A. L. Snowden of Philadelphia and driven on the road.

Sam Curtis 2.28

Bay gelding, 15 $\frac{3}{4}$ hands high, foaled in 1866, bred by Newton Packard, Winthrop, Maine. Got by Winthrop Morrell, dam by Old Eaton. Packard sold him to J. Bonny of Winthrop when two years old. Bonny sold him when four years old to Charles Gassett of Boston, July 19, 1877. At Beacon Park, Boston, Sam Curtis won the 2.29 class of seven heats, winning the third heat in 2.30, the sixth in 2.32, and the seventh and race, 2.28.

Slippery Dick 2.30

Bay gelding, foaled in 1871, bred by Robert Spear, Bowdoinham, Maine. Got by Mazepa, son of Winthrop Morrell, dam the dam of John Gilpin, 2.35, pedigree unknown. Sold in 1883 to H. H. Woodbury, Portland, Maine. Record 2.30 at Lawrence, Massachusetts, July 16, 1885.

John Morrell 2.28 $\frac{3}{4}$

Got by Winthrop Morrell, dam unknown. Very little is known of him and he must remain somewhat of a mystery, although is given as one of Winthrop Morrell's get in the 2.30 list of trotters.

John Mills 2.34

Brown gelding, foaled in 1880, bred by John F. Mills, Pittsfield, Maine. Got by Winthrop Morrell, dam by Indian Chief. Sold to Morrell & Gibbs of Bangor, Maine, and by them to Mr. Chashman of New York in 1886 for \$2,500 after showing a mile in 2.26. His record of 2.34 was made at Lewiston, Maine, September, 1885.

Purity 2.37 $\frac{1}{4}$

Chestnut mare, bred by C. C. Jackson, Winthrop, Maine, foaled in 1864. Got by Winthrop Morrell, dam the dam of Ben Morrell, 2.27, by Old Columbus. Sold when four years old to Henry Day of Monmouth, Maine, and by him to Peter Letourneau of Oakland, Maine, and by him in 1885 to G. J. Shaw, Hartland, Maine. Record 2.37 $\frac{1}{2}$ at Fairfield, Maine. July 6, 1875, dam of Oakland Girl, record, 2.31 $\frac{1}{4}$.

Watchmaker 2.31 $\frac{1}{4}$

Black stallion, with white in face, foaled in 1871, bred by H. S. Moore, Rockland, Maine. Got by Winthrop Morrell, dam by Gen. Knox. Sold to F. G. Hasting of Damariscotta, Maine, and by him to Fred Hall of Bangor, Maine. Watchmaker should have made a record well down in the twenties, but his training was after heavy seasons in the stud and of the short method kind, and it was thought by many that he was not always driven to win. He was good gaited and game to the core. I have seen him race a good many times and also believe he was not always driven to win.

Yellow Dog 2.35 $\frac{1}{2}$

Sorrel gelding, foaled in 1871. Got by Winthrop Morrell, dam untraced. Owned by J. D. Packard, sold to John P. Gibbs of Bangor, Maine.

Black Morrell 2.23

Black stallion, 15 hands high, foaled about 1880, bred by a Mr. Solomon of Waterloo, Quebec. Got by Ben Morrell, by Winthrop Morrell, dam of Royal Morgan stock. Black Morrell never passed out of Mr. Solomon's hands. He trained and raced the horse himself, and he made his record after a heavy season in the stud. If he could have had a full season's training he could have had a record well below 2.20.

Winthrop Morrell sired a good many daughters that produced some fine and fast colts when bred to the Kentucky stallions, some of them trotted to fast records, and nearly all showed the Morgan characteristics in their conformation. Had Winthrop Morrell, at the time he was taken to Massachusetts, come to Maine, he would have taken his rightful place, along with Gen. Knox, and founded a greater family. But his years of obscurity as a peddler's horse lost to him honor which should have been his, and only the chance sire of Fleetwood 2.29 placed him again in proper hands. He should have been a great sire, and was, considering the fact that the most of the mares bred to him were those that Gen. Knox and other stallions skipped.

If one will consider that he had four crosses to Justin Morgan and two to Imp. Dey of Algiers, it will be easy to understand why his get were of such wonderful character, style and beauty. He probably had more Arabian blood in his veins than any horse of his day, having on the Burbank side, through Justin Morgan's dam, the blood of Ranger, later called Lindsey's Arabian.

Winthrop Morrell showed his thoroughbred breeding in his makeup and manners. His intelligence was very pronounced and his movements were of that elasticity that only thoroughbreds possess. His get were good under saddle as well as in harness, and were good combination horses.

I am very glad I was privileged to know Winthrop and his get. Going back to his son, Ben Morrell, 2.27, I will say in 1898 I went to Waterloo, Quebec, to see and try to buy his son, Black Morrell, 2.23. His owner and breeder, Mr. Solomon, showed to me the dam of Black Morrell. She was a black mare by a son of Royal Morgan, by Sherman, by Justin Morgan. The mare was a beautiful black and showed the Morgan in every line. Notwithstanding she was over twenty years old, she had all the vitality of a much younger mare. Mr. Solomon would put no price on the horse, saying he was too fond of him to have him pass into other hands, having bred, trained and raced him, he felt he was one of the family. He was a very handsome horse, seventeen years old, and I could not blame him for the

sentiment. Mr. Solomon showed me two inbreds by Black Morrell, out of his dam, both very handsome, one a golden chestnut stallion four years old, a real Morgan type; the other a beautiful black three-year-old filly. She also was of the old Morgan type. Her dam must have looked like her at three years old. I tried to buy both of these animals, but he would not sell either, saying he wanted the stallion to replace his sire, and the filly to replace the dam. I was very much disappointed as this seemed my last chance to get a stallion, one of the direct descendants of Justin Morgan. I have written a great many letters and traveled a good many miles to find a Morgan stallion that I would breed from. I would not breed to a horse or from a mare that lacked character, no matter how well bred. There are too many failures without breeding them.

Horses of Mr. E. D. Morgan

In order to show how the Morgans breed on, it may be well to give an account of my experience in breeding some of the descendants of the Morgan stallions, Gen. Knox and Winthrop Morrell.

In 1890 I contacted Mr. E. D. Morgan, a very wealthy New York gentleman, who had purchased a large tract of land on Long Island, buying six large farms, grouping them into one large estate. On the estate was one of the highest hills on the island, and on this hill he built his mansion. Here he spent the most of the year, with perhaps about three months in the winter which he spent with his family in England and Ireland, hunting, and two months at his summer home at Newport, Rhode Island.

Mr. Morgan's grandfather was New York's governor during the Civil War. He was born in Connecticut and was for a number of years in business in Hartford before moving to New York. He may have been some relation of Justin Morgan, and probably was.

Mr. E. D. Morgan was a great lover of horses and wanted the best. And it was his desire to breed them himself, so he set about getting together a band of brood mares. He had been to Maine with Mr. Bishop of whom I previously made mention, and bought several horses, some of them mares. These, after using for a time in his stable and thought them good enough to breed. Mr. Morgan enjoyed four-in-hand driving and almost always had one or more teams in his stable. One winter he spent a few months in France, and took some horses over with him, among them a team of four. At the close of the season he decided to sell the horses at auction. The four-in-hand brought \$2,000 which was a high price at that time. All of these horses were Maine bred and of Morgan and Messenger breeding and all were geldings.

On Labor Day, 1889, Mr. Morgan started to build his residence and at the same time started remodeling the farm buildings and stables, and building new stables, getting everything ready to start breeding.

I arrived February 1, 1890, and in March the first foal came along, the dam was one Mr. Morgan had bought in Ireland, an Irish Hunter, one he had kept at a small place he had in Hempstead, Long Island. He had bred her to a thoroughbred stallion owned by August Belmont.

He had in his coach stable four Maine-bred mares by different sires, of which I will describe later. These mares were added to the brood mare ranks. Mr. Morgan and I spent a great many evenings discussing breeding problems. It was his wish to get together as many Morgan mares as possible, and by corresponding and travel we found twelve good mares, descendants of Morgan stallions, and all of them proved good.

Mr. Morgan was fond of riding and wanted to breed saddle horses as well as trotters and thoroughbreds, so we bought six Irish mares from a Mr. Day in Ireland, and a very handsome thoroughbred stallion, Clear The Way, chestnut, 16½ hands high. This horse had won a number of races, on the flat and steeplechases, and winner of the Queen's Plate over a three-mile steeplechase course. The Irish mares were bred to him, also some of the trotting mares.

Breeding the trotting mares to the thoroughbred was an experiment, to get saddle horses. It proved quite satisfactory as

most of the colts made good saddle horses but not good driving horses. We succeeded in getting together twenty-four good brood mares as a start, and increased from time to time until the number reached fifty—Morgans, Saddle mares, Trotters, and Thoroughbred mares. Stallions Gen. Withers 2.31½, Empire Wilkes 2.29½, Temple Bar 2.17½, Herolight 2.36½ and the Morgan stallion Nottingham Gift; and for thoroughbreds Don-DeOro, Blue Devil and Premier. Don-DeOro won the Suburnlan Handicap, 2½ miles, and Blue Devil won five straight races, and his record of 1.40 for the mile on the grass stood for a number of years. The thoroughbred mares were bred to the thoroughbred stallions. These mares were picked up at the sales and while on a small scale, were quite satisfactory as we did breed some winners.

After trying breeding on Long Island for three years, it was found to be not very satisfactory owing to the fact that the months of July and August the grass was dried to a crisp and contained no nourishment just when the mares and foals needed it most. After trying some experiments in the way of soiling which were not quite satisfactory, and by advice of August Belmont, who had tried breeding on Long Island and gave it up and taken his mares to Kentucky, we decided to do the same thing. By making inquiry we found a man named Dr. Norwood near Lexington, Kentucky, who would board the mares and look after them at a reasonable price. Accordingly, we shipped them to Kentucky. This proved a good arrangement as it was in a part of Kentucky where the best stallions were kept and available. The stallions were also sent along and the breeding continued.

Each year we visited the farm in April as this was the month when the Stallion Show was held at the Lexington trotting track, which gave us an opportunity to look over and select such as we might care to breed to. We spent several days at the farm

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looking over the mares and colts, selecting the mares to breed to the different horses, and culling out the colts we did not care to keep, and arranging the shipping of those we decided to ship to Long Island. We shipped the yearling thoroughbreds, as they have to be broken and tried out, as yearlings, and if sold at the sales, entered as yearlings. The trotting and saddle bred colts were taken up as two-year-olds. The culs were taken to the stockyard auction and sold to the highest bidder.

I shall not dwell on the venture of breeding as a whole as we are more interested in the results of the Morgan mares, and although several generations removed from the fountain head proves that the Morgans do breed on and on.

I should like to tell that on one of our trips to Kentucky we bought of S. T. Harbison of Lexington a three-year-old saddle-bred filly for breeding purposes, but she proved barren, and after repeated trials, gave it up as an impossibility and shipped her to Long Island, had her broken and fitted for sale. She was purchased by Mrs. Roteman of Philadelphia, who rode and showed her in all the principal shows throughout the United States and for three years won all of the championship classes for ladies' saddle horses. Mrs. Roteman sold her for \$7,500 to a wealthy doctor of Chicago, who intended taking her to England in the shows there, but shortly after the purchase she was found one morning dead in her box. This mare was called Lady Bonny.

Going back again to the Morgan mares which we had been able to get hold of, will describe some of their produce. Beginning with Betsey, brown mare, stripe in face, off hind ankle white, 15 $\frac{3}{4}$ hands high. Got by McKenny Knox, dam unknown. McKenny Knox by Whalebone Knox, by Gen. Knox. She was bred to Clear The Way. The product was a brown colt. Gelded as a yearling, broken as a three-year-old to saddle, trained to jump, at five years old was qualified as a hunter and sold to Mr. Emmet, who took him to Ireland and hunted him there.

Betsey's second foal was by Don De-Oro, was one of the best we bred, was brought to Long Island. At two years old was broken to ride and drive and then sent back to Kentucky at three years old as we wanted to breed a few mares to him. A short time after arriving he was taken with indigestion caused by being given some lawn grass that had been mowed with a lawn mower, and died. It was a great loss as he had the qualifications.

Betsey's third colt was by Empire Wilkes 2.29 $\frac{1}{2}$, a bay colt which was gelded, broken at two years old and then turned out, taken up at three, broken to saddle, again turned out; taken up again and trained at the trot over the farm track. I drove him miles better than 2.30. He was paired with another horse, driven a short time together and placed in the coach stables for Mr. Morgan's private driving. Mr. Morgan drove this pair from his house to Westbury Depot, a distance of four and one-tenth miles, to a buggy in thirteen minutes.

Duchess, chestnut mare, 15 hands high. Got by McKenny Knox, dam said to be by Farnsworth, 2.23 $\frac{1}{2}$. Her first foal was by Clear The Way, a very beautiful chestnut filly and was added to the list of brood mares. We named her Young Duchess, and she produced some very fine colts. She was always bred to thoroughbred stallions and her colts were all good saddle horses.

Duchess' second foal was a very beautiful chestnut filly, by the Morgan stallion Nuttingham Gift; was broken to ride and drive and sold as a four-year-old at auction as a saddle horse. She was purchased by Mr. William Colyer of New York City for \$600 and the next year won the championship class for ladies' saddle horses in the Madison Square Garden Horse Show.

Duchess' third foal was a dark bay colt, by Allerton, 2.09, was gelded, as a yearling turned out, taken up at three years old, broken to drive and again turned out. At four years was taken up and trained over the farm track. I worked him a mile in 2.26 and that fall sold him with twelve others at auction in Madison Square Garden. He brought \$665 and the next year took a record of 2.17.

Duchess' fourth foal was a colt, by Clear The Way, gelded and let run until three, taken up and broken to saddle and turned out for the winter; taken up at four and taught to jump and was qualified as a hunter, and at five years old sold to Mr. Emmet, who took him to Ireland to hunt. Mr. Emmet told me he was one of his very best hunters.

Della Woodman, bay mare, 15 $\frac{1}{4}$ hands high. Got by Harry Knox, dam by Carrabassett. She was bred to King Clay. The foal was a fine bay colt, was castrated, broken as a three-year-old, turned out for the winter, and I took him up in March, and as a four-year-old worked him over the farm track three miles in 2.20, 2.19, and 2.18 $\frac{1}{4}$. At the Old Glory Sale that fall Mr. Park of the firm of Park & Tilford bid him off at \$575. Mr. Park bought this horse to drive on the speed-way, in the Matinees and at Empire City track, and won his share of the races. This horse was a pacer and took a Matinee record of 2.08.

Della Woodman's second foal by Don De-Oro, a brown colt, was castrated and broken at three years old to drive and ride. He had very little speed as a driving horse, so was used altogether as a saddle horse. We kept him until five years old and I won several prizes at the horse shows. He was a beautiful big horse, standing 16 hands and weighed 1,100 pounds. I sold him to Mr. James Parker of Boston, an old classmate of Mr. Morgan's at Harvard. Mr. Parker had been ill for some time and was ordered to take up riding. He came to visit Mr. Morgan and while there looked over the horses, and asked me to select one for him. Mr. Parker being over two hundred pounds, needed a weight carrier so I selected this horse as he

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had everything one could ask for in a saddle horse. I shipped him to Boston, sending a groom along. The price was \$1,000. Mr. Parker kept the horse as long as he lived, and arranged to have the horse kept as long as he lived. I was very sorry when Mr. Parker passed on as he was one of my very best friends.

Della Woodman's next foal was a chestnut colt, by Nuttingham Gift, gelded and broken as a three-year-old to ride and drive. As a four-year-old he showed such promise I trained him for the show ring. At the Mineola Show I entered him in the class for horses shown to park gig, amateurs to drive. I wanted Mr. Morgan to drive him and although he had never driven him before, he won hands down. I won two other classes with him at this show, and the next week at the Pipin Rock show Mr. Morgan repeated his work at Pipin Rock by again winning the park gig class, and I also won two classes with him. We gave him the name of Duster. In the autumn we held a special evening sale at the American Horse Exchange on Broadway and sold sixteen horses; twelve of them were four-year-olds, one three-year-old, and the others aged horses. The sixteen horses sold at an average of \$585. Duster was bid off by John Spratley at \$610, who showed him the next year at the Madison Square Garden show and won the largest prize of the show, the Astoria Challenge Cup, for horses shown to park gig.

Mary Archer, bay mare by Harry Knox. This was an old mare of the sturdy Morgan type. She was bred to Don De-Oro, the foal was a chestnut colt, gelded and broken as a three-year-old to harness. He came on so fast that I gave him systematic training and he showed me a mile in 2.27 $\frac{1}{2}$ over the farm track, after which I sold him to Richard Trimble, Esq., secretary and treasurer of the United States Steel Corporation, for \$600. Mr. Trimble sent the colt to William Snow at White Plains, New York, to have him trained and raced the next year. But the colt ran away and was so badly injured he had to be laid away. This was Mary Archer's only foal as she would not breed again.

Daisy Dean, chestnut mare, 15 hands high. Got by Robinson D. dam a Morgan mare, by a son of Young Burbank, son of Woodbury. She was bred to Adbell Yearling, record of 2.59 $\frac{1}{2}$. This was a world's record and stood for a number of years. He was by Electioneer, son of Hambletonian. Daisy Dean's foal was a bay colt. Gelded and turned out. Mr. Morgan gave him to me. I did not break him until he was three, then turned out, and at four took him up and trained him for a short time. He showed well in his work so I turned him out again. At five years old I took him up in March and jogged until warm weather, when I started his training. He came along well in his work and I started him in fifteen races, winning eight firsts, four seconds and three thirds, giving him a record of 2.22 $\frac{1}{4}$. I could have won all of these races but did not want to give him a fast record as I wanted to stake him the next year. I gave him the name of Elastic. To show his stamina, in all his races that year there were from 16 to 22 starters. At the Mineola Fair there were 22 starters, Elastic drew 19th position and I had to work him through the lot. I finished with him fourth in the fourth heat which allowed me to start in the fifth heat. I won with him in the fifth, sixth and seventh heats and race, and a record of 2.22 $\frac{1}{4}$ in the seventh heat. After this race Elastic felt so good he jumped and played, trying to get away from his groom. After this I turned him out for the winter and again took him up in March. This year I entered in two \$1,000 stake races, one at Riverhead, Long Island, and the other at Mineola, Long Island, both to be run off in September. I pointed him for these two races and felt sure he would give a good account of himself. I matineed him in the Nassau Driving Club, of which I was a charter member, which was good work for him. I worked him miles around 2.15 and the first of July worked him in 2.11, last half in 1.05, the last quarter in 31 seconds. This was on Tuesday, and on Friday I sailed with Mr. Morgan for Europe to be gone a month. I turned Elastic over to a friend of mine who was a good man. He took him along with his own horses to Red Bank, New Jersey, where he won the 2.20 class, and a couple of races with his own horses. From Red Bank he shipped to Riverhead, Long Island, where Elastic was entered in the 2.20 stake. It rained all night

before the race, and while the track dried out some, there were wet spots and on one of these Elastic slipped and strained himself, but he finished second in the three heats, getting second money. The next week was at Mineola and I was home to drive him myself. There were 16 starters, Elastic drew eighth position and, although not quite himself, trotted a fine race, was second the first two heats, won the third in 2.17 $\frac{1}{4}$, and was just beaten by a nose in the fourth heat in 2.13. This was his last race on the track. After the Mineola Fair I loaned him to one of my best friends, Dr. H. D. Gill, dean of the New York Veterinary College, to use at the Fall Matinees of the New York Driving Club on the New York Speedway. There were 59 horses on the Speedway that year and Elastic finished third in number of points. Doctor Gill did not get the hang of him in the first race so lost it, but won all his other races. I sold Elastic to John H. Phillips of Brooklyn, to use on the Speedway. Elastic was Daisy Dean's only foal. She was bred to Allerton but died giving birth to a dead foal. Had she lived I believe she would have proved a good producer.

Rosine

Chestnut mare, 15 hands high. Got by Winthrop Morrell. A very handsome mare, good gaited and could trot fast. She was used by Mr. Morgan with another chestnut gelding by McKinney Knox, for his private driving for a time, then sent to Kentucky. Bred to Wiggin, the foal was a small filly, so small

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that it did not seem wise to keep her, so she was sold at auction as a yearling. She fell into good hands, and as a four-year-old under the name of Betsey G took a record of 2.20, and the next year, in the hands of Walter Cox, took a record of 2.10. Betsey G was Rosine's only foal as she proved barren afterward, although for two seasons she was bred.

Betsey Baker

Black mare, 13 $\frac{3}{4}$ hands high. Got by Dr. Franklin. She was bought for use in the Governor's Cart, to drive the children about the estate. She could trot fast and very handsome. She was bred to Walter D. 2.26 $\frac{1}{2}$, a Maine-bred horse by Monogram, dam a Morgan mare. Betsey's foal was a beautiful bay colt. Gelded and broken as a three-year-old. Betsey was bred back to Harbinger by Almont. Her foal was a fine bay filly very much like the half brother. She was broken at three years, and at four she and her half brother were driven as a pair. I kept this pair in the training stable and drove them myself for about two months. Mr. Morgan presented them to Mrs. Morgan and it was a grand sight to see her driving them hitched to her Phaeton, with her groom in the ruble seat. She named them Walter and Betsey Baker. She drove them for about two years, when Betsey picked up a nail which penetrated the navicular joint, causing a stiff joint, and she was chloroformed. Walter Baker was used single as a combination horse, and I showed him as a combination horse and won several prizes with him. Afterward sold him to a lady in Glen Cove for \$750.

Rosette

Roan mare, 15 $\frac{1}{2}$ hands high. Got by Lothair, Jr., dam by Lewiston Boy. She, with a mate, was used by Mr. Morgan for his private driving for two years, then sent to Kentucky, and bred to Clear The Way. Her foal was a roan colt. Gelded and as a two-year-old broken to saddle; at three was ridden a while and as a four-year-old was schooled over the jumps, and in the autumn I hunted him with the Meadow Brook fox hounds which qualified him as a hunter. He was shown at the local shows and won his share of the prizes. I entered him in some of the Green Hunter classes in Madison Square Garden Show in November, where he won two firsts, one second and one third. We named him Reuben. After the show I sold him to Mr. Robert Stevens of Westbury, Long Island, and Morristown, New Jersey, for \$1,500. Reuben was a very handsome horse, 16 hands high and weighed 1,100 pounds.

Rosette's next foal was a roan colt, by Allerton, which we named Lothario. He was one of the best colts I have seen. We decided to keep him for a stallion and left him in Kentucky until he was three, when we shipped him to Long Island. I broke him myself. He came along so fast I decided to give him systematic training. He was very fast gaited, wearing a ten shoe in front, and six ounces behind, a light quarter boot in front, and light shin boot behind. I commenced to work him the first of July, going slow miles stepping him the last halves, and the last quarters, strong. By the middle of August he was going along so well I began to ask something better of him. It was easy for him to step a last quarter in 35 seconds, and the end of September I drove him a mile in 2.22, the second half in 1.09 and the last quarter in 33 seconds. After which I began to let him down and I expected to race him the next season, hoping to give him a fast record, and then place him in the stud as he had everything we were looking for in a stallion. I entered him at the Madison Square Garden against aged stallions and he won first prize. After driving from the ring I followed the colt down to the stable, which was in the basement, and as I stood watching the men cool him, a man rushed up and asked if he could look him over. After a thorough inspection, he asked for a price. I told him he was not for sale. He then made me a standing offer of \$5,000, giving me his card said he had been looking for just such a horse. He asked me for Mr. Morgan's office address which I gave. He went to see Mr. Morgan, but he gave the same answer I did. He asked Mr. Morgan to name a price which Mr. Morgan refused to do. In January following, the stable in which Lothario was kept was burned, and he with

21 other fine horses were burned, one of the others was a beautiful chestnut mare by Young Jim, dam by Nelson, 2.10; second dam by Gilbreth Knox. I had worked this mare in the fall in 2.20, intending to give her a fast record, and then breed her. The cause of the fire was unknown but supposed to be short circuit. Anyway it would be hard work to get together 22 better horses than those burned. Not twenty minutes before the fire was discovered the night watchman was through the stable, but when discovered the whole inside of the stable was ablaze and too late to get any of the horses out.

Charlotte

Black mare, 15 $\frac{3}{4}$ hands high, got by Winthrop Morrell, dam by Whalebone Knox. This mare was used in the private stable for a time. She was a fast and stylish mare with a lot of action. She was sent to Kentucky and bred to Empire Wilkes, 2.29 $\frac{1}{2}$. Empire Wilkes was by George Wilkes. Charlotte's foal was a fine bay colt, was gelded and at two years old was shipped to Long Island, broken and turned out. Taken in the fall he was three, and driven for a while. I sold him to Doctor Malcolm of Jericho, and used by him in his practice until automobiles took the place of horses. Doctor Malcolm told me he was the best horse he ever owned.

Charlotte's next foal was a fine bay colt, by Jay MacGregor. He was a large strong going colt, and it was intended to keep him entire and keep him for the stud. He was brought to Long Island at two years old, broken and turned out. He was one of the strongest going colts I had ever seen; good gaited with all kinds of speed, and good headed. During the following winter there was a good deal of distemper in our vicinity, William C. Whitney's stable on the next farm losing several horses. We only had three cases, including Charlotte's colt. The others came out all right but this colt became a roarer. As he was a big strong horse, he was gelded and put to work on the farm.

The two Morgan mares, by Eclair, Dinah and Chloe. We combine them as they were always driven together. Proved barren, they were tried time after time, and even artificial breeding was tried without avail. It was a great disappointment to Mr. Morgan as they were a favorite pair of driving mares. He drove them from Great Neck, Long Island, to Wheatley, his home, with three in the buggy, over the hills, a distance of 13 miles, in fifty minutes.

In 1908 Mr. Morgan was elected president of a syndicate of New York financiers who owned a large ranch in Mexico. This ranch came into possession of these gentlemen from their relatives headed by Mr. Morgan's grandfather, Governor Morgan. It seemed the property, after the older men had passed on, had not paid dividends and they decided to reorganize and elected Mr. Morgan president. Shortly after he made a trip to Mexico, and changed the condition of affairs. He came back pleased with the whole situation, and we talked over the idea of sending the mares and stallions that had proved worth while to Mexico, doing as we had been doing, bringing the colts to Long Island as yearlings and two-year-olds. As automobiles had taken the place of driving horses, it was decided to send only the mares that had produced good saddle horses, and breed only saddle horses, hunters, and try breeding polo ponies. So the next trip Mr. Morgan made to Mexico I went with him. After going over the ranch, which contained about one million acres, we selected a part of the ranch high up in the Sierra Madres, where the feed was good, also good water and air cool. I agreed with Mr. Morgan that the idea was worth a tryout. Accordingly, we shipped twenty of the best mares for the purpose, the thoroughbred stallions, bought two that were quarter stallion, to breed polo ponies from and started in. But before any of the colts were old enough to ship, the Revolution started in Mexico, and Villa, the rebel leader, took over the ranch building for his headquarters. The company's men succeeded in getting a part of the cattle into Texas, but the rebels killed about 15,000 head of cattle, and took the best of the horses and killed and drove off the rest. This ended the horse breeding as far as we were concerned.

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who lived in Windsor. They drove around through the state. He was so much impressed with Vermont that he decided to find a place to locate, and to spend his summers. He found in the town of Hartland, two adjoining farms, containing about 450 acres, with an old brick house on each farm. These he purchased and in the summer of 1929 started to remodel the buildings. I came to Hartland to carry on this work, and brought some mares and the Irish thoroughbred stallion, Red Iron, a horse Mr. Morgan imported. We leased the old Bailey farm in Windsor until such time as the Hartland place would be ready. We advertised Red Iron's services free to anyone that cared to breed to him, with the thought in mind to stimulate breeding of saddle horses throughout the state. The first of September we got one of the houses ready for occupancy, all modern improvements and furnished and Mr. Morgan came up and stayed until the first of November and enjoyed every hour of the time. He came up for a few days at a time, often, and in the spring of 1930 we moved everything from Windsor to Lullbrook Farm, as he had named it. Everything went along fine until 1933. Mr. Morgan came to Vermont for a day or two on June 10 and on the morning of the 13th died very suddenly of heart trouble. Had Mr. Morgan lived he would have built up a large breeding establishment in Vermont. He had two hobbies, yachting and horses. But age and eye trouble caused him to give up yachting, and also a part of his business, which gave him a good deal of time to devote to horses and out of door life which was the kind of life he enjoyed.

Mr. Morgan was one who made a study of whatever he became interested in and his love for horses led him to try to get the best and breed the best, and he spared no expense to get results. He believed in the theory that like begets like, and that results can only be obtained by following along those lines. His intentions were that we spend a good deal of time traveling over Vermont trying to find some of the best Morgan mares possible for breeding, but his passing ended everything of that kind. As a tribute to Mr. Morgan I wish to say he was the finest man I ever knew and my twenty-seven years of association with him are a very pleasant memory. In all of those years we were almost constantly together when it was possible for him to get away from his business, which were week-ends and holidays, and many were the trips we took together. He was the very best friend I ever had and was more like a brother.

I believe that in the future horses will be in greater demand than at the present time and I would advise any one who has a good mare to breed her to the best stallion to be found. In these days it is possible to truck mares a long distance to a stallion, and it is well worth while to do so instead of breeding to a poor stallion nearer home. Breed only the best mares to the best horses. Such mares as show quality and character and the same conditions should apply to the stallions.

If I were a young man I would endeavor to breed a class of horses as near the type of the old Justin Morgan as possible. There never was and never will be their equal and an effort should be made to produce that type, and that can be brought about by making a study of breeding.

The Government Morgan Horse Farm at Weybridge is doing a good work, and Mr. Owen Moon of South Woodstock, at his Upwey Farm, is also doing a remarkably good work in breeding Morgans. I took great pleasure in looking over the mares and foals of Mr. Moon's at the Morgan Horse Show, held at his Upwey Farm in 1941. It was a great show, and Mr. Moon and his associates deserve great credit for putting on such a wonderful show.

Dr. Earle Johnson of Rutland deserves great credit for the great interest he takes in the Morgans and the breeding of them. Doctor Johnson is a very busy man in his profession, but devotes a great deal of time to the Morgan Horse Association to bring it up to its high standing and popularity. He is doing a great work.

Another gentleman who devotes a good deal of time to the Morgans is Deane C. Davis of Barre. He has made up a set of rules for judging the Morgans, taking them from Lindsey's descriptions of Justin Morgan. I believe Mr. Davis is one of

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the very best judges of the Morgan horse and devotes a good deal of time judging them at the horse shows.

As I look back over the years, and think of the fine horses we had, and how many of them were bred by the farmers, I think how different things are today. But I still believe the farmers can raise colts at a profit.

The Vermont Trail Ride is doing a good deal to promote the Morgan horses, especially saddle horses. It is bringing people from other states into Vermont, and the fact that the Morgans stand up so well under the long ride is evidence of the stamina they possess. While the distance of one hundred miles is distributed over three days, the horses stand up well and show little if any effects of the ride.

Thinking of the one hundred mile ride reminds me of the time when the distance was made in one day and by a half bred Morgan stallion. This horse was called Troublesome. Got by Old Eaton, dam by a son of Morgan Post Boy, owned by Abner Toothaker of Phillips, Maine. Toothaker was a cousin of my mother, and was a lumberman and operated a number of camps. He used Troublesome to drive from one camp to another. One evening at one of his camps, in looking over his memoranda, he found that an option on a valuable lot of lumber expired the day after the next. At twelve o'clock he called the stable man and told him to have Troublesome ready at the door the next morning at six o'clock. He drove to Portland, a distance of one hundred miles, that day, and the next morning was in the office of the company, and took up the option, and after giving the horse a day's rest, started back to his home in Phillips, Maine. Troublesome was none the worse for the trip and was trained and raced the following year, and obtained a record of 2.40.

The thoroughbreds have done a great deal to improve the saddle horses in America, and I believe the right type of thoroughbred stallion crossed with our Morgan mares would improve our saddle horses. My experience proves to me that there are no better saddle horses than those we bred by crossing thoroughbred stallions with trotting mares. The thoroughbreds are natural saddle horses, their low easy stride at the trot and their easy canter giving one a beautiful sensation and comfortable ride. Crossing the thoroughbred mares to trotting stallions did not give as good results, while the style and conformation and quality was good, they were not so good gaited, therefore not so pleasing to ride. Some people can adapt themselves to almost any mount, others cannot. There is a vast difference between a good mount and a poor one. In the old days if a horse was not a good saddle horse they could be used to drive, but today a poor saddle horse is almost worthless, therefore great care should be taken in breeding.

I believe that the horse shows should offer classes for breeding stallions and brood mares, also for yearlings, colts, geldings and fillies, two-year-old colts, geldings and fillies. And three-year-old colts, geldings and fillies, giving suitable prizes in each class. This I believe would stimulate breeding of more and better horses, always keeping in mind the Morgan type.

I hope my readers will find something of interest and perhaps benefit in what I have written, and I wish to thank those who suggested I write of my experience. It has given me great pleasure and I am glad I can leave behind something of the history of the Morgans in Maine. I believe there are few, if any, left who remember them well enough to write of them as most of the old-time horsemen, like the old-time horses, have crossed the great divide.

And now I will bring to a close what has been a pleasant task, and try to live on enjoying the memories of the past, and try to enjoy the present and as much of the future as I may be permitted.

Addendum

I thought it might be well to give a list of the Maine horses with the blood of the Morgans in their veins that obtained records, and while they may not be considered fast today, with better equipment, improved methods and faster tracks, they were fast for those times of crude methods, equipment and slow, crude tracks. Today, sulkies weigh less than thirty pounds, harness five or six pounds, tracks are smooth as a billiard table, while

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in those days sulkies would weigh seventy-five or more pounds, harness fifteen pounds, boots heavy and crude, tracks flat, rough and heavy footing. The trotters labored under disadvantages which should be taken into consideration. I can make allowances as I have trained both the old and new way. In going over the list of Maine trotters I find that up to 1888 there were sixty-five trotters and pacers that obtained from 2.13½ to 2.30 and seventy-one with records from 2.30 to 2.40. All of which were by Morgan stallions or their dams of the Morgan family. It is a wonderful showing and goes to prove that the Morgans carry on. There were, no doubt, many more fast ones of which no record was made. Some time there will be found some carrying the blood of Justin Morgan, the future of the Morgans will be watched carefully and articles will be written as more and more people are taking a deeper interest in the Morgan bred saddle horses in Vermont.

In a list of 134 trotting and pacing horses which have made records and were bred or owned in Maine, all either through their sires or dams possess the blood of the Morgans—with records from 2.13½ to 2.41. A great many of the horses whose names are given were known to me, having seen them race.

In my many years of experience I have handled many different breeds of horses, including Imported English and Irish and also American breeds, trotting thoroughbreds and saddle horses. But there never has, nor ever will be, the equal of the old-time Morgans.

FREDERICK A. PERRY

Hartland, Vermont.

THE UNRRA IN GREECE

A position as ship's veterinarian for UNRRA gave me the opportunity to visit Greece. The live cargo consisted of 375 horses, 335 Brown Swiss heifers and 11 bulls. The horses were mares, not over five years old. They ranged in weight from 900 to 1,100 pounds. Color was no object and they were all common range bred stuff.

At Athens the Greek Minister of Agriculture came aboard and selected a few of the animals to fill some special order. The type that he picked was small, well-coupled, clean-cut heads, and I am sure that he had in mind something just like the old type Morgan.

In Salonika I visited the American Farm School. The school is managed by a Michigan graduate and he has some very good stock which is the result of careful selection. His studs were all Arab. They were small horses, but they were all very clean boned and very alert. I was shown one mare which I thought might have been a Morgan, or of Morgan descent. But I was told that she was a "Houchool" which is a Polish breed.

In the cow barn I was again misled. They had three very large cows which I took to be overgrown Guernseys. These cows would weigh twelve to fourteen hundred. They also were a foreign breed called "Simmental."

Much of this stock is being given to the farmers over there, and given without any strings attached. From our country of plenty to their country of so little this is making for a real feeling of friendliness. This livestock is something they can touch and tell their neighbors about for years to come. This looks like a sure way of cementing good-will between nations, because it is impossible to expect any country to be satisfied and peace-minded if they are in want while their neighbors live in plenty.

DR. A. G. WILDER

South Woodstock, Vermont.

FROM ILLINOIS:

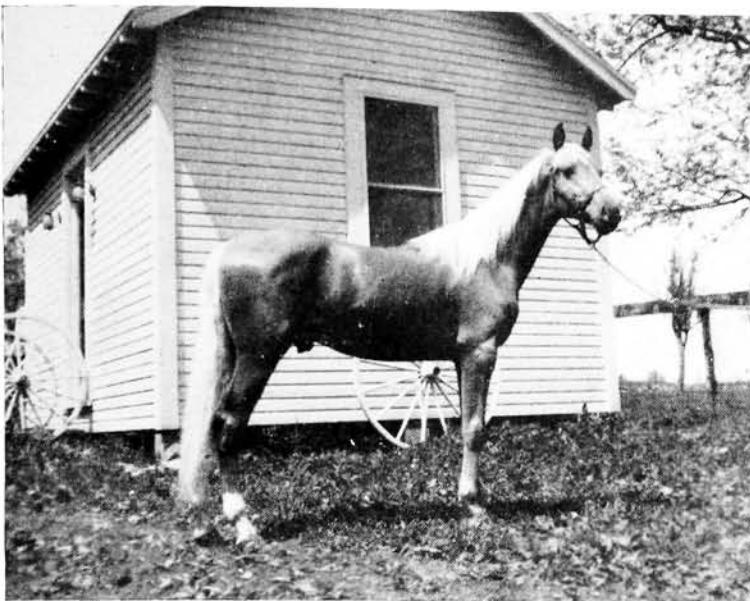
Enclosed please find a money order for a year's subscription to the MORGAN HORSE MAGAZINE.

I recently acquired a beautiful Morgan filly from F. K. Dzengolewski of Lebanon, Illinois, and must say she is everything a horse could be. I was equally impressed by your magazine.

Brookside Drive, Caseyville, Illinois.

W. A. DENT

VALLEY VIEW KING



I thought you might be interested in printing the following Morgan news in the next issue of the MORGAN HORSE MAGAZINE:

A very fine two-year-old registered Morgan-Palomino was purchased recently through the mail by Mr. Edd McCarty of Farmington, New Mexico, from Mary and Reed Greinert of the Valley View Farm, Ballston Spa, New York. Valley View King is a beautiful Palomino besides being a registered Morgan. His sire is Upwey King Peavine, doubly registered Morgan-American Saddlebred; and his dam is Upwey Emerald Goldy, doubly registered Morgan-Palomino. Mr. McCarty, who bought King by his pictures, writes that he is very well pleased with him and everyone who has seen him thinks he is Tops. I enclose a snapshot of King, and I would appreciate it if you would print it.

If Mr. McCarty does not subscribe to the MORGAN HORSE MAGAZINE, will you kindly send him a copy and invoice me for same? He is interested in raising Morgan-Palominos, and I believe he will be interested in not only subscribing to the magazine, but joining the organization as well.

Hoping the above items will prove of interest to you, I am

MRS. REED GREINERT

Valley View Farm, R. F. D. No. 3, Ballston Spa, New York.

FROM RANKIN:

We have just had a fine visit with Mr. and Mrs. George Suplee, Wheatland, Wyoming, and they took Flying Fox No. 9601 home with them by trailer, a matter of seven hundred fifty miles, and seemed very much pleased with him. We are going to miss the big fellow for he was like one of the family, but as the Suplees are real horse people and know the Morgan breed and will give him more opportunity on their big ranch there, we let him go.

I have had plenty of chances to sell him before but I like to have my horses go to good homes and I know he will have it with the Suplees, and expecting to hear more of him later as they plan to train and show him.

I think our breed is coming to the front fast even with the competition of some of the newer classes and lots of inquiries reveal more people asking for Morgans and more especially female stock.

How about the MAGAZINE coming out as a monthly now? I for one and I know there are lots of others who would like to have it at least once a month.

H. I. RANKIN

724 W. Third St., Wellington, Kansas.

FOR SALE

THE FOLLOWING MORGAN HORSES

Juzan 7895 A.M.R.

Foaled January 1934

Sire: Jubilee King 7570

Dam: Liza Jane 03377

15 hands. 1100 lbs. Is now in good flesh. Dark chestnut, star, flaxen mane and tail. A model Morgan, himself a proven sire of balanced perfection, soundness and fine disposition. His colts have won many prizes and championships at Illinois and Iowa State Fairs, seasons of 1939, 1940 and 1941.

Helen Herod 06137 A.M.R.

Foaled May 1, 1943

Sire: Senator Graham 8361

Dam: Goldy Herod 05300

15 hands. 900 lbs. Is in good condition. Red chestnut, star, flaxen mane. Was bred to Tejas Chocolate March 25. Is now safely in foal. She is gentle for children to ride. Will make a fine mare.

Stella Knox 06353

Foaled May 8, 1944

Sire: Agazizz 7700

Dam: Velvet R. M. 05437

14 hands. 700 lbs. Is fat and slick. Medium chestnut, star, small snip, right front coronet white, left hind pastern white, flaxen mane and tail. Of the best Morgan breeding. A granddaughter of Juzan that will make an outstanding mare. Is gentle and halter broke.

Tejas Ina Maeleta 06051 A.M.R.

Foaled December 10, 1942

Sire: Chocolate 7586

Dam: Silver's Mollita 05316

14½ hands. 900 lbs. Is in good shape. Bay, star, both hind pasterns white. Is very gentle. Broke to ride or drive. She has colt Bay Allen by her side now and was bred to Juzan June 2nd, and is in foal to him.

Bay Allen 9102 A.M.R.

Foaled April 7, 1945

Sire: Tejas Chocolate 8721

Dam: Tejas Ina Maeleta 06051

A fine colt that will mature 14¾ hands and 1000 lbs. Is of right type, and is sure to make a good stallion. Bay, star, right front foot white.

These Horses Are All Sound

PRICES REASONABLE

J. B. BAIRD

BOX 614
QUITAQUE, TEXAS

REGISTERED MORGAN STALLION FOR SALE



McBOY 8505

Bay, Height 15.1. Weight 1050. Foaled July, 1939.
Lady broke.

McBOY 8505 { Sire: McAllister 7896 { Jubilee King 7570
 | Dam: Madonna 05191 | Mrs. Lewis, 03540
 | | Go Hawk 7457
 | | Red Ruby 03682

THOMAS T. BRUNK
MORGAN HORSE FARM
R. No. 3
Springfield, Illinois

UPWEY FARMS SOUTH WOODSTOCK, VT.

Has a few choice
**MORGANS
FOR SALE**

Also — Suffolk-Punch Horses
imported from England

Also — High Production Jersey Cattle



Write us your needs

STICK TO TRUE MORGAN TYPE

I note with much interest in one of your recent issues an article on "Pedigrees" and without a doubt they are quite important. Nevertheless, I shall never forget a statement made by a very prominent breeder of Morgan horses from central Illinois. He said: "Always consider your horse first—then the papers. Sometimes paper horses don't amount to much." At the time I gave this statement very little consideration (I was new in the game like many others). Later, these words became more and more important. Now when we see a good Morgan horse we may look again and possibly again and if he be a sire that can put the Morgan stamp on his offspring even to successive generations you can bet your bottom dollar that he has what it takes and what too many don't have regardless of the papers. You may be sure also of lots of good honest breeding. Morgan horses with an ancestry containing "foreign" blood cannot do this. The Saddle cross mentioned should never have been there and is all too bad; had it been the case of some individual breeder it would be rather unimportant to the Morgan horse fraternity. The foreign blood used by institutions recognized by the public as bonified Morgan breeders has done more harm than most people realize. The offspring will not breed true to type.

I have seen a few Morgans: yes, quite a few, and have seen certificates of registry that wouldn't stop. If you saw some of these horses without their papers and could identify them as Morgans you would have to have some magic touch and I am afraid that we can't win that way. Other breeds and even some of the newer ones have worked themselves into much uniformity due greatly to the show ring objections to any off types.

I truly believe if we go on from here there is a most brilliant future for this great little horse if we will but pull together, keeping our type true and our bloodlines free from other breeds. The secret of the whole thing is to use nothing in the male line but the truest Morgan type available though it may mean great inconvenience to do so. A horse possessing the highest percentage of the old Justin Morgan blood possible to obtain will produce the desired result. However, type should not be sacrificed for pedigree. Type and ancestry must go together to get the desirable results that will stay and have distinction and the stallion that can properly mark his colts again and again proves his breeding.

I have observed in the Morgan shows where the judges have done the breed untold harm by placing the awards on individuals that were not Morgan type in any respect (in fact, the animals, while good individuals, were non-descripts, so far as any breed type be concerned) and left out animals that were true representatives of the breed—and just what other breed would stand for this?

This is written solely for the good of the breed and not for self aggrandizement, nor to hurt any individual breeder since it seems that we all have a hard enough row to hoe.

C. J. O'NEILL

Manteno, Illinois.

PERSONALS

A group of friends of Dr. Earle E. Johnson, on the occasion of the Tenth Annual Trail Ride held at Woodstock, Vermont, recently, presented him with a purse to be used for the purchase of horse books, one of the doctor's many hobbies.

In the summer Dr. C. D. Parks of Honesdale, Pennsylvania, and C. J. O'Neill of Manteno, Illinois, motored through New England looking for a Morgan stallion. It is said Mr. O'Neill purchased two fillies of Mr. Knight at Randolph, Vermont.

AT STUD

Jugo 7819, beautiful dark bay Morgan stallion. Also young stock for sale.

KEENELAND FARMS, R. R. 16, BOX 651, INDIANAPOLIS, IND.

REGISTER HALF-MORGANS

In order to keep alive the name Morgan in Half-Morgan stock, and thereby promote interest in pure bred Morgans a Record Book has been established for the

Registration of Half-Morgan Mares and Geldings

the sire, or dam, a full, pure bred registered Morgan, and the other parent a light horse type.



Send for application blank

THE RECORD OF HALF-MORGAN HORSES

155 East 44th Street

NEW YORK 17, NEW YORK

MORGANS AT PIONEER VALLEY HORSE SHOW

The Pioneer Valley Horse Association held its Third Annual Show at Athol, Massachusetts, on Saturday and Sunday, August 25-26, 1945. There were three classes especially for Morgans, one for those under 15 hands, one for those 15 hands or over, and a Morgan Stake.

The winners in the three classes were as follows:

Under 15 hands:

- 1st—Arabia 04676, exhibited by Gordon Van Buskirk, Hooksett, New Hampshire.
- 2nd—Lippitt Mandate 8441, exhibited by Marilyn Carlson, West Springfield, Massachusetts.
- 3rd—Lady Field X-05734, exhibited by Marilyn Carlson, West Springfield, Massachusetts.

15 Hands and Over:

- 1st—Townshend West River 8418, exhibited by Manchester Riding Club, Manchester, New Hampshire.
- 2nd—Upwey Klyvina 05432, exhibited by Mrs. Parker H. Rice, Manchester, New Hampshire.
- 3rd—Upwey King Reade X-8538, exhibited by Robert Knibb, Pascoag, Rhode Island.

Morgan Stake:

- 1st—Townshend West River 8418, exhibited by Manchester Riding Club, Manchester, New Hampshire.
- 2nd—Arabia 04676, exhibited by Gordon Van Buskirk, Hooksett, New Hampshire.
- 3rd—Lippitt Mandate 8331, exhibited by Marilyn Carlson, West Springfield, Massachusetts.
- 4th—Lady Field X-05734, exhibited by Marilyn Carlson, West Springfield, Massachusetts.

In the open class for saddle brood mares and foals, Miss Carlson's Lady Field won first prize.

In the open class for saddle stallions, 2nd and 3rd awards went to the registered Morgan horses Corisor of Upwey 8655 and Lippitt Mandate 8331, respectively. Corisor of Upwey 8655, a horse by Cornwallis 7698 out of Arissa 04669 by Mansfield 7255, was exhibited by Gordon Van Buskirk.

Lippitt Mandate 8331, foaled in 1940, was by Mansfield 7255 out of Lippitt Kate Moro 04785 by Moro 04785.

The mare Arabia 04676 has been exhibited many times in New England shows. She is by Bennington 5693 out of Quenelda 04268 by Troubadour of Willowmoor 6459.

Miss Carlson's Lady Field X-05734 is a daughter of Mansfield 7255.

Townshend West River 8418, winner of two of the classes, is by Sealect 7266 out of Gladloss 04687 by John A. Darling 7470.

Upwey Klyvina 05432 is sired by Upwey King Peavine X-8074 out of Klyona 03313 by Dundee 6479.

Upwey King Reade X-8538 is sired by Upwey King Peavine X-8074 out of Upwey Mollie Reade by Rob Reade 6047.

DR. FAUNTLEROY FLINN

Morgan breeders will be sorry to hear of the death of Dr. Fauntleroy Flinn of Decatur, Illinois, on July 25, 1945. Doctor Flinn was president of the Mid-West Morgan Horse Breeders Association and had been an active Morgan breeder and owner for many years. He had attended meetings of the Morgan Horse Club at Woodstock, Vermont, and the Morgan Horse Shows held there in previous years.

Doctor Flinn had been president of the Illinois Radiological Society and the Decatur Medical Society, and was a fellow of the American College of Radiology. He was outstanding in his field and had received many honors. He served as director of the Radiology and X-ray Departments of several hospitals in Illinois.

THE
MORGAN HORSE MAGAZINE

Devoted to the Interests of the Morgan Horse

VOL. IV

AUGUST 1945

NO. 4

Subscription Price—\$1.00 Per Year in Advance

Publication Office—South Woodstock, Vt.

Return Postage Guaranteed

Sec. 562 P. L. R.



TO C. Witham, South Woodstock, Vt.
July 24, 1945
Ira Haas
Photographer

In This Number

10th Annual G.M.H.A. 100-Mile Trail Ride

Connecticut Valley Horse Show

Morgans at Pioneer Valley Horse Show

Morgan Horse Association of the West



TONY

Morgan-Arabian gelding. Winner in the Heavy-weight division of the 1945 100-mile Trail Ride held at Woodstock, Vt. Owner and rider, Luther Witham, Lynnfield, Mass. Foaled, 1940; 15.2 hands; weight, 1,075 pounds. (Photo, Ira Haas, N. Y.)