

ness of their wives' dress) to maintain stallions of a given stature. He made the habit of a horse, mare or gelding a capital offence, and he made drastic attempts to weed out those whose size rendered them of little use. Legislation against the horses that ran in the forests and



Arab Horse, "Lord Tullybardin."

wastes aimed at the greater development and perfection of the Great Horse. During this reign armor had reached its maximum weight, and a horse might be required to carry 350 to 450 lbs., hence very powerful animals were necessary. The King's interest in horses was not confined to cavalry, as he was a keen sportsman, and appears to have been the first monarch who ran horses for his own amusement, hence we are justified in assuming that he encouraged the breeding of light and fast horses, in addition to the Great Horse. We would not be correct in dating the commencement of the English turf from this reign, as the "running geldings" kept in the Royal stables at Windsor seem to have been raced only against each other in a field hired by the King for the purpose.

In 1514, the Marquis of Mantau sent Henry VIII., from Italy a present of some thoroughbred horses; these doubtless formed the foundation stock of the sixteenth-century race-horses.

During the reign of King Edward VI. (1547-1553) little was done to improve horse-breeding, but measures were taken to improve the standard of English horsemanship by engaging Italians as riding-masters.

Queen Mary (1553-1558) enacted laws to prevent horse-stealing, which had become rife at this period.

Queen Elizabeth (1558-1603), herself an admirable horsewoman, saw the necessity of encouraging the breeding of good horses, and she lost little time in dealing with the subject. In the first year of her reign she forbade the export of horses to Scotland. She next issued a proclamation reminding her subjects that various laws relating to horses had been previously enacted, and that penalties for disobedience would be enforced.

During this reign, the application of gunpowder to hand firearms destroyed the protective value of heavy armor, and, with the disappearance of heavy armor went the Great Horse required to carry it. The introduction of coaches was another mark of social progress; and light horses—Arab, Barb and Spanish—were imported to improve the breeds.

Until 1580, when carriages came into use in England, saddle horses were used by all, of whatever degree, and though side-saddles had been introduced during the reign of Richard II., ladies still rode on a pillion behind a gentleman or a manservant. Queen Elizabeth rode on a pillion behind her Master of the Horse on state occasions, but when hunting or hawking she seems to have ridden her own palfrey. Racing had become popular, and the Queen kept race-horses at Greenwich, Waltham, St. Albans, Eaton, Hampton Court, Richmond, Windsor, and Charing Cross.

1702) the first of the Eastern horses that contributed materially to the foundation of the modern Thoroughbred was imported, viz., Byerley Turk. The King took a personal interest in racing and a racing stud. During this reign legislation was enacted for the improvement of public

highways, and the use of the stage-coach became more popular, and, as a consequence, the highwayman's business began to flourish.

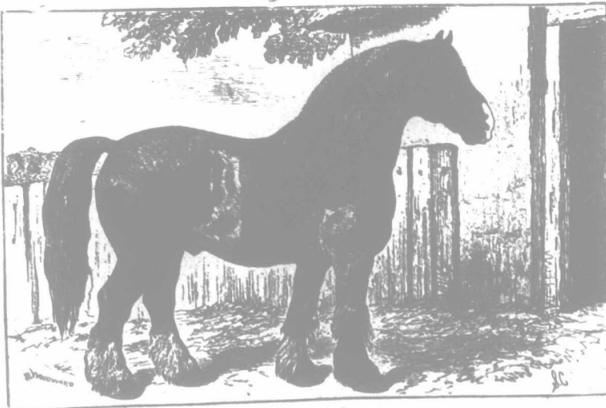
Queen Anne (1702-1714) encouraged racing, and added several royal plates to be competed for,

The feature of the reign of King James (1603-1625) was the formation of a race-course at Newmarket. The King kept race-horses, and his purchase from Mr. Markham of a horse known as the Markham Arabian gives evidence that he endeavored to procure the best. This horse proved a failure on the turf, and this had a tendency to check the importation of Eastern sires for a time. Under royal encouragement and patronage, the turf soon took its place as a national institution. Races were held in different places, and the King stabled his studs at Newmarket, Middle Park, Eltham, Marnesbury, Nutbury and Telbury. Racing became popular in Scotland, and it appears that betting also became popular, and called for legislative interference, as in 1621 the Parliament at Edinburgh passed an act requiring any person who within 24 hours won more than 100 marks, "at cards, dice, or wagering on horse-races," to hand over the surplus to the Kirk, for the benefit of the poor.

Charles I. (1625-1649), himself an accomplished horseman, encouraged the importation and breeding of light horses.

During the Commonwealth (1649-1659), Oliver Cromwell made racing, cock-fighting, bear-baiting and gambling illegal. He imported many Arabs, Barbs and other horses calculated to improve the quality of remounts for the lightly-armed troops which had now replaced the heavily-armed knighthood of former days.

During the reign of Charles II. (1660-1685) horse-racing was restored, and Newmarket again became the headquarters. The King entered his

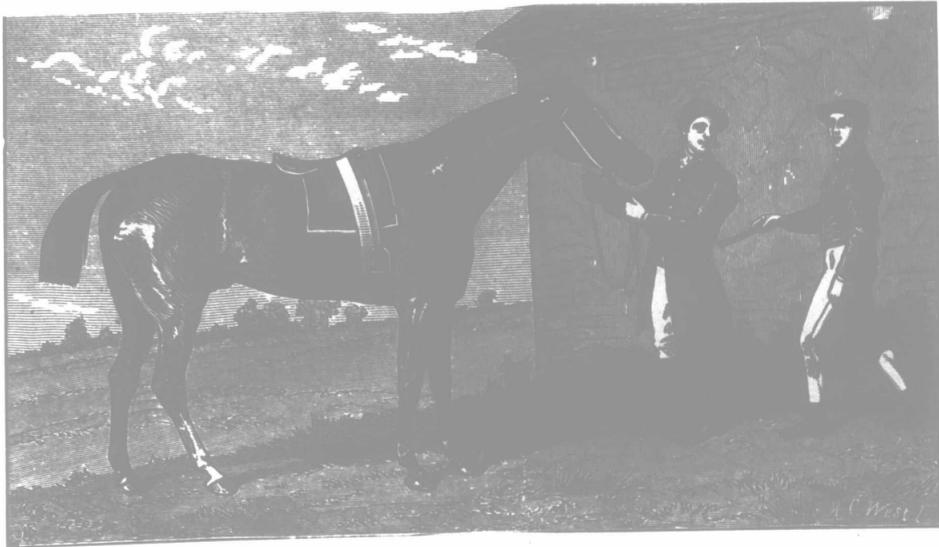


Cart Horse, Dodman (Foaled About 1780).

From Sir Walter Gilbey's book, "The Old English War Horse or Shire Horse."

horses in his own name, and was present to see them run. The use of stage-coaches and wagons increased during this reign, but it is probable, on account of the state of the roads, that animals of the Great Horse breed were used.

During the reign of King William III. (1689-



Eclipse, one of the Most Noted of Early English Race-horses.

land, 1889. The Trotting Union of Great Britain and Ireland, 1889. The Polo Pony Society, 1894. The New Forest Pony Society, 1891. The Shetland Pony Society, 1891.

highways, and the use of the stage-coach became more popular, and, as a consequence, the highwayman's business began to flourish.

Queen Anne (1702-1714) encouraged racing, and added several royal plates to be competed for,



Persian Yaboo in Native Cart (14 Hands).

A Yaboo is a nondescript animal, of no definite breeding, useful as a pack horse.

the conditions being that each horse, mare or gelding carry 12 stones, the best of three heats over a four-mile course. In 1706 Darley Arabian was imported. This sire probably did more for the English turf than any other horse of the past or present.

During the eighteenth century large numbers of horses from the East were imported into England, and the breeding of race-horses received almost constant attention. In 1724 Godolphin Arabian, a sire to which the modern Thoroughbred owes so much, was imported. It is stated that in 1752 sixty thoroughbred stallions, of which only eight were reputed imported Arabs, were standing for service in England.

On May 4th, 1780, the first Derby was run; the value of the stakes was 50 guineas, and the race open to three-year-old colts at 8 stones, and fillies at 7 stones 11 pounds, distance one mile, was won by Diomed. The St. Ledger was established in 1776, and the Oaks in 1779. In 1797 the Royal Veterinary College at Camden Town was founded. This practically ended quackery, which for centuries had passed for medical treatment of animals. The roads were improved, agriculture received greater attention, commerce increased; racing, hunting, coaching and other sports and means of locomotion increased in popularity during the remainder of this and the nineteenth century. The different purposes for which horses were and could be used of necessity demanded horses of different types and characteristics. Those interested in each breed or class paid special attention to the production of such, and, as a consequence, each breed became distinct, and acquired such individuality and prepotency as to render its members capable of reproducing their kind with reasonable certainty. By careful selection in breeding the different classes, the high quality at present has been gained. There doubtless has been considerable mixing of blood during all the years, but each breed is now distinct, and introduction of other blood not allowed since the various societies have been founded, as follows:

LIGHT HORSES.

The Hackney Horse Society, 1884.

The Cleveland Bay Horse Society, 1884.

The Hunters' Improvement Society, 1885.

The Yorkshire Coach Horse Society, 1886.

The Trotting Union of Great Britain and Ireland, 1889.

The Polo Pony Society, 1894.

The New Forest Pony Society, 1891.

The Shetland Pony Society, 1891.

(Continued on page 1936.)