

COLONIAL TURFMAN.

Stories of Racing in the Early Days of America.

The saucy challenge of Waters to the continent of America to produce a horse to beat True Briton naturally implies that breeding and racing were not confined to the New York Province. As one follows down the story of the eighteenth century, the field widens and grows in general interest. The courses of the New York Province have all been named except that of upper Marlborough, on the western heights of the Hudson, the distance of a drive to the northward of Newburgh. But the racing sport was by no means confined to the North, and the DeLancy and Morris stables were, they did not always bring the purses and hounds from their rivals of the Southern and Middle States.

Before passing to these, mention must be made of two distinguished New York patrons of the turf. Colonel Anthony Rutgers, of the well-known family who extracted their wealth from malt, and of Mr. Timothy Cornell, of Long Island, both of whom were the most approved sportsmen. But to "fresh fields and pastures new."

In 1754 the gentry of South Carolina established the New Market course on Charleston Neck, under the proprietorship of Mr. Thomas Nightingale, a Yorkshire gentleman, and races were run upon it in 1760. Mr. Lynch, a gentleman of Irish descent, was the leading spirit at the Southern New Market.

The Baltimore course was the first track in Maryland, and the extensive stables of Mr. Dulany, still another gentleman of Irish stock, sent out the victors to many a hotly contested field. The Duke of Edinburgh was once represented by quite a string of high bred animals. Governor Edlin succeeded Governor Sharpe in the government of Maryland, and was its last royal governor. He married Lady Calvert, a sister of Lord Delany, and Dulany for the famous course of Maryland was at Annapolis, the Virginians run their horses at the Leesdon course on the Potomac. High stakes were current at all the southern courses, but we are not concerned in our estimate of their importance the disturbed state of Colonial currency. There was little gold and silver passing from hand to hand, and most of that, "clipped coin." The doubloons and pistoles came to us from the French and Spanish West India Islands, but such as were not mutilated soon went over to England to settle that "balance of trade," which the old lady of Threemile street has always managed to turn the scales in her favor.

A tradition of the race track has preserved a curious example of the money conditions of the period. After one of the meetings on the Maryland course a match for a race was arranged between DeLancy and Dulany for a "struck half bushel of Spanish dollars," which Dulany won; "Winchester measure, no doubt, and 'struck' before the event. On another occasion the Marylanders declined to accept of their money in the Virginia currency, which they asserted had been "counterfeited" in a manner unparalleled. "Green goods" is not a modern invention.

Not yet were the gentlemen of Penn's stable colony behind their purses in their love for the exciting sport. Water, in his annals, tells us that in 1760, racehorses were kept at Mrs. Nicholl's stables, "as the reward for services on the corner of High street." The first public advertisement of a race was in 1761, when the "Centre Race Ground" was designated, as the track and the grounds were familiarly known as the Governor's Woods. The principal stables were those of Mr. Samuel Galloway.

The sentiment in New Jersey was not unanimous concerning the sport. Races were restrained in New Jersey by the Legislature of 1748, when all horse racing for money here or gone. It was declared to be a nuisance, except at fairs and at the first working days after Christmas, Easter and Whitsuntide, and then for no sum exceeding forty shillings, or any article above that value, under a penalty of £5. Of which a critical historian has remarked, "The festivals of the church serve as days of preparation." Corporations, however, might raise the stakes to £25.

This act continued until 1761, when races were authorized on the written permission of the magistrates, not more than two miles of a place of public worship. The annual fairs were at Perth Amboy, on the hills towards Sandy Point. This and the plain titles overlooks has long been known as "The Race Grounds." There were also courses at Morrisown and Elizabethtown, though not places of high resort. Michael Kearney, an Irishman by birth, who came to America early in the eighteenth century and settled in New Jersey, was the most adventurous of the galleon spirits of the New Jersey turf. Marrying a daughter of Lewis Morris, the first Governor of New Jersey, he founded the family of which "Fighting Phil," the dashing cavalry officer of the Mexican War, was the last of the Union Army, was an illustrious scion.

But now then, when the prejudices of the pious Jerseymen were too strong, the turfmen found a convenient track on John Vanderbilt's place, on the south side of Staten Island. Here the Elizabethtown Freeholders' Plate was run for in October, 1763. Readers of turf matters know something of hereditary. As with beasts so with man there are staying qualities. The family of the Vanderbills, who come from an amphibious race, derive their love for horses and for speed!

While no doubt many of the sporting gentry were known to each other individually, then there was the little interchange of the last century and little intermingling of social civilities as a class. The amalgam of the heterogeneous mass of Colonial settlement had not begun, nor would it have begun but for the intolerance of the modern century.

The French war had brought the Northern Colonies into a closer touch, and the Southern also, but the frontiers were so extensive that there was no combined campaign. To New York and New England fell the defense of the Canadian frontier; to Virginia and the Carolinas that of the Ohio. The impending contest with Great Britain was of another nature. It was to be undertaken at all, save casually.

To this end the Stamp Act Congress met in New York in 1765. Such a representation of the high blood of the Colonies had never been gathered. Then, in 1766, when the House of Representatives stood, Gadsden and Rutledge and Lynch from South Carolina, Tilghman from Maryland, Rodney and McKean from Delaware, came face to face and hand to hand with the great representatives of Northern opinion. There New York hospitality was extended without stint, and over the social board it is but fair to presume the merits of the horse were not forgotten. We can imagine them talking of the comparative values of the Arab and the Barb over the fragrant bowl—perhaps the prize of some achievement—and, like their British cousins, ready for wager on any subject and at any time.

We can imagine at the "Gentlemen's Exchange Coffee House" a gay company; John Leary, hard by his patrons DeLancy and John Watts, bragging how he won a bowl with Governor Moncton's Snooker the year before (1764), or Alan Waters explaining how, at the spring

meeting (1765) at Philadelphia, steady True Briton tripped in a boggy part of the course and was obliged to be drawn. Many a man remembers the challenge of 1763. Waters had friends, and True Briton backers. A purse was made up of £1,000, which was covered by Mr. Samuel Galloway, whose horse Selim carried off the prize in two heats. Waters had a ground for grief. True Briton won the first heat by half a neck, and the odds at starting the second was 3 to 1 on Briton. This was hardly an international test, for neither horse was English born.

Selim, or Salen, as he was sometimes called, "the terrible," "favorite of the American turf," long proved unconquerable. At last, in 1768, he was beaten on the upper Marlborough course by Dr. Hamilton's imported horse Figure, who was bred by the Duke of Hamilton, and here began a career of triumph. Selim, who had run nine times, was never beaten until in this fourth heat. Selim was a grandson of the Godolphin Arabian, and got by Governor Sharpe's Valiant Obediah. In the notice of this race it is announced that "the particulars adapted to the late increase of fine horses in the Northern Colonies" would be soon advertised.

In 1767 races were run as usual at Perth Amboy and Elizabethtown. At the latter course, in October, six horses starting, Captain Nathaniel Heard's bay mare Lady Logo, three years old, won with great ease. Lady Logo was a filly of Briton's getting. A subscription purse was run for in April on the Harlem course. The horses were shown the day of starting at the Black Horse, in Harlem, after after which there was a race day dinner at Burn's Long Room, at the New York Arms, and a ball for the ladies in the evening—the first notice of a social event of this character.

DEVELOPMENT DOES IT.

It has now become a matter of certainty that the best trotters and pacers are sired by stallions and produced by mares that themselves had fast records or had speed far above the average. When this view of the case was first taken and preached by this journal the business of breeding trotters was on a very different basis from that occupied by it at the present time. It was then the exception for a trotting stallion to be trained for speed, it being a much-entertained notion of some of the most prominent breeders that the development of speed in a stallion was a bad thing for the horse. At least that was the notion then. They talked over and over about "sapped vitality" and other bogie men of their own conjuring, when the truth was that their stallions could not trot fast and they were afraid people would find it out. But when it came to the question of giving every stallion with speed enough to keep warm a record as fast as he could get, these old-fogy gentlemen soon learned that they were out of the swim, and the most ardent tin-cuppers of the thirty-three years have been the very breeders who, ten years ago, were trying to make the public believe that the four-minute brother of a 2:20 stallion was more likely to sire trotting speed than the horse that himself possessed it.

It is in other words, that speed was to be secured with the greatest certainty by breeding to horses entirely devoid of that characteristic. All that nonsense is of course gone for good, but still there are many of the owners of the world's ignorance a few men who are not quite sure that developed sires and dams are so very much the best after all. To this class some information as to certain members of the 2:20 trotting list whose sires and dams have records of 2:30 or better may be of interest.

To begin with, there is the black horse Directum. He is the champion stallion, and his record of 2:05 1/2 covers not only includes so many championships that it is "quite a chore" to enumerate them all. Directum's record is a race mark. He has the best three heats to the credit of a trotter, and any amount of "rests" besides. He is the best, fastest and surest trotter that the world ever saw, and the records show it.

The sire of Directum has a record of 2:17 and his dam has a record of 2:31.

Then there is Monlarh. As a yearling he was the fastest thing of that age ever seen. He was the greatest stake-winning two-year-old trotter of his day. Nothing like his campaigning powers had ever been seen. His two-year-old record of 2:16 was made to a high-wheel sulky, and this was not the only time he beat 2:30 the season. Since then Monlarh has trotted in 2:11 1/2.

The sire of Monlarh has a record of 2:21, and his dam has a record of 2:18 1/2.

This preachment could be made a long one. The facts in the case are pregnant with truth. But here they are in condensed form—a list of the 2:20 trotters whose sires and dams are in the 2:30 list. As the sire and dam of these horses are well known only their dams and their records are given:

Name.	Dam.
Directum.....2:05 1/2	Stargazer.....2:20
Monlarh.....2:16	Stargazer.....2:20
Regal Wilkes.....2:11	Margrave.....2:20
Margaret S.....2:12	Mary.....2:20
New York Central.....2:13	Assanette.....2:20
Kentucky Union.....2:14	Mary A. Chitney.....2:20
Innes.....2:14	Mary.....2:20
Myriad.....2:15	Lucille.....2:20
Sergeant Goldust.....2:15	Lucille Goldust.....2:20
Virginia Evans.....2:15	Lucy Thornton.....2:20
Margrave.....2:15	Spanish Gladstone.....2:20
Lightning.....2:17	Fortia.....2:20
Prince.....2:17	Wager.....2:20
Admiral Stinson.....2:17	Adelaide.....2:20
Admiral McGregor.....2:17	Adelaide.....2:20
Banker's Union.....2:18	Adelaide.....2:20
Egon.....2:18	Alpha.....2:20
Black Horse.....2:18	Black Horse.....2:20
Alcyon Jr.....2:18	Alcyon Storer.....2:20
Red Hart.....2:18	Sweetheart.....2:20

It will be noted that these are a good many celebrities in this list. Some are already mentioned. Regal Wilkes was the champion two-year-old stallion of his day with a mark of 2:20. Kentucky Union and Margrave were great trotters, Margrave winning a \$5,000 race as a yearling, beating 2:20 as a three-year-old, and trotting in 2:15 as a two-year-old. An examination of the list will show that its members are all race nags. It is natural that they should be, for their sires and dams were themselves in real no and hard ones years ago. It is not among the produce of the developed sires and dams that one will find the tin-cup regnant.

THE MORGANS.

As objection to the Morgans as the roadsters in their small size, says the *Ploughman*. There is one family of Morgans, the Goldust family, to which this objection does not apply. The family of the family, sired by an infant Morgan from a thoroughbred dam, was sired hands and weighed 1,275 pounds. He passed of the ideal roadster form, action and intelligence of the Morgans. He transmitted them to his descendants. He was the sire of fifteen out of sixteen first premiums offered by the World Columbian Exposition for the best Morgan horses were awarded to the descendants of Goldust by a committee named by the Vermont breeders. The committee was composed of the best men from all other branches of the Morgan family selected by a special committee named by the Vermont breeders. A conclusive verdict in respect to the superiority as ideal roadsters of the Goldust family could not be asked.—*Spirit of the Hub*.

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