



A Well Appointed Heavy Harness Outfit

## Best Appointed Horse and Rig\*

An ambitious young horseman wishes to know a few of the points to be considered in judging the best appointed horse and carriage. "At a show this fall," he remarks, "I loaded first for single gentlemen's driver, first for best driver and best handled horse, and then got placed fourth with the same judges on best appointed outfit, and this in spite of the fact that I had an entirely new and up to date rig and harness. Are there any set rules, principles or styles to be considered in this matter, or is everything left to the judge's personal taste or fancy?"

It is not at all surprising to find in this country many young men who are good all round horsemen, good judges and fair trainers and drivers, who yet have only the most vague ideas of this great department of the fashionable horse fancier's craft. Too often, also, it is the case that judges who are called upon to make awards in these classes know as little as do the majority of the exhibitors. It might be offered in palliation of this condition that the classes mentioned are not usually considered the most important ones at local fair shows and shows. Yet this is a poor excuse for continuing to do things wrong, and judges at local fairs should at least have good ideas of the rudiments of fashionable equipments.

It is possible that "young horseman" may have been justly relegated to a lower place in his class. The judge probably saw, or thought he saw, some good and sufficient reason for so doing. There are a few things to be considered in making an award in a class such as this. In a single roadster class the conventional rig and harness is a light four wheeled buggy, with light harness and dark rubber mountings. As the model roadster is a horse of light and breezy build, so the vehicle should harmonize and show light, clean cut lines, without any evidence of heaviness to be seen. In the class for gentlemen's driver one looks for a turn of speed, superiority of style and action,

\*A MEDIUM-SIZED HORSE,

smoothly turned, that can go high and get away," is the right thing in the horse for this class. Then, as to vehicle and harness, a greater latitude

of style and character is in order. In a general way the style of the horse is the thing which determines what his harness and carriage shall be. If the horse is somewhat of the light-bodied racy class, then a speed wagon always with top attached, with very light harness, but full breaching and overdraw check would be the thing to show him in. This is the conventional thing for the gentleman's horse in the city of New York, where the heavier styles of harness are the companions of the brougham and the Victoria. If the horse is of more substance, as he may easily be and still fill the bill, then a four-wheeled cut under-body, of the Stanhope pattern, with a heavier harness would be proper. In this case, instead of square blinkers and flat line straps, round blinkers and round lines, with heavier metal finish would more properly harmonise with the style of the vehicle. If the vehicle, however, has square dash and back, with top attached the square blinker would be indicated.

HARNESS HORSES OF GREATER INCHES

and scale will show well in a two-wheeled gig. Heavier harness of the round pattern, without breaching, heavy metal finish, brass being the smarter, would be proper. The harness should be of a weight corresponding with size of horse and weight of vehicle, never so heavy as would be proper with the four-seated, two-wheeled gig. The horse may be harnessed with or without check, with or without standing martingale. If

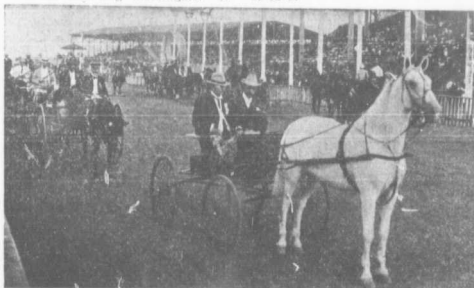
the horse goes as well without it is usually safe to dispense with it. If the check is worn it should be with full bridle bearing reins. The bridle fronts and rosettes should match metal mounting, or else be of cloth to match carriage trimmings. Back pads with round lines and blinkers should also be of curved pattern. Pad cloths, with the heavier turnouts, should be either of patent leather, with border to match harness mounting, or else of cloth to match the trimmings of carriage. The carriage itself should be painted in some quiet and refined color, and trimmed with cloth or morocco, cloth preferred, and of a neat and unpretentious pattern. The rugs should be of a character suitable for the season of the year. A flashy looking rug, such as is often offered for sale, is sometimes enough with

A CRITICAL JUDGE

to mean the loss of a prize. In the back of the well-appointed buggy box should be a good woollen blanket, preferably of a color matching the trimmings of the buggy, neatly folded the width of the box, and the ends turned under, to give as neat an appearance as possible.

In awards made for best appointments it is the little things that mean much. Care and taste in equipment is everything. If all entries were unexceptional, then it is possible that the honors might go to the best horse, and the best driver, but the proper appointments call for a good deal of taste, and often some skill as well. At one of our leading shows a year ago, a prize was landed in this class by one of the exhibitors having the presence of mind to lay over the seat of his carriage a waterproof Macintosh, and as it happened to look somewhat like rain that afternoon, this scored a strong point in his favor. When the prize is offered for best appointed outfit there is even a stronger call for care, skill, taste and judgment than in the case of any other class, and it is a prize which, won in strong company, before a competent judge, the recipient may feel justly proud of.

A man entered a restaurant, took a seat, and after a little deliberation asked the waiter for a plate of "fly-specks." The waiter reported the uncomplimentary request to the proprietor, whereupon the latter approached the customer and informed him that they did not "serve fly-specks." "Then," was the reply, "why don't you take them off the bill of fare?"



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\*This is the third of a series of articles on "training the horse," by Mr. J. W. Sanster (Farming World Man on the Wing).