

# HORSE COMES FROM ANCIENT BIRTH AND NOBLE LINEAGE

Two and a Quarter Millions of Years of Ancestry Stretch Away Behind the Noble Brute That Mankind Honors as a Friend and Uses in Every Manner of Service.

**THE HORSE!**  
Man's faithful companion and patient servant through the centuries since history began; appearing on the stage of human endeavor in a role second only to that of his human master, amid the carnage of the battlefield or in the peaceful scenes of the farm and village, carrying upon his gaily caparisoned back the proud knight, or straining his neck in the collar to help till the soil and build cities; universally adaptable to be a fire-breathing Bucephalus or a mild-eyed, gentle palfrey for a timid woman—ah, beautiful, brave, useful animal, an Homeric epic might well be indited to thy praise, or at least an heroic rhyme penned in honor of thy great services to mankind.

Ho, ye proud humans who point to your ancestry dating, perchance, from the days of the Mayflower, the horse could laugh at you were he of a boasting disposition. He traces his ancestry—or rather, the geologists and zoologists trace it for him—back 2,250,000 years. In those good old days of the Eocene age the ancestors of the horse were not much larger than the fox of today. They had four toes instead of one hoof and they grazed together with other curious animals of that distant day about the margins of the shallow lakes, with which we are told this country was then dotted.

Like the heroes in romances, the horse started in a small way. Probably some of the other animals looked down on him and laughed at his small size. The big ceratosaurus might have bullied the horse of that day, and, just to prove what an insignificant animal he was, might have swallowed a dozen or so for breakfast. But the horse persisted under adversity. He stuck to a purely vegetarian diet, learned to run, and in a couple of million years he had developed into one of the leaders among animals. In this same length of time the ceratosaurus, like the villain he was, came to grief, and today, when there are millions of horses in the world moving in the best society, the ceratosaurus is entirely blotted out.

### Part of the World's History

It is very evident, then, that the 6,000 years of human history are a mere day in the history of the horse. But in this day he has taken a leading part in human affairs. Representations of handsome horses appear among the oldest hieroglyphs dug from the ruins in Egypt; they appear on the heroic friezes of the Greeks; when the children of Israel fled from Egypt they were pursued by Pharaoh in "the chariots of Egypt;" Sesostris is said to have had 27,000 chariots drawn by the finest steeds of war; the Homeric heroes of the Iliad took the greatest pride in their horses, and the animal is frequently mentioned in the epic which commemorates the adventures of the Greeks; the Lydian cavalry was celebrated throughout the world; the Persians, Babylonians, Medes and all the peoples who fought for years in the country around the shores of the Mediterranean sea had the most magnificent horses; the Roman cavalry was famous; in medieval times the knight and his war steed were inseparable; during those warring days the charger accompanied his master to many a bloody battlefield and to many a knightly tournament, and breathed out his life as bravely as the bravest; the horses of Arabia, Persia and Spain have been world famous for centuries as the most beautiful of animals, and even in the breasts of the fierce-tempered peoples of those climes they create such a love that it is said the Arab will starve his own daughters in order to feed his mares.

Such are a few selections picked at random from the pages of history where the horse has appeared, striving side by side with man in the field of human endeavor. They are mostly heroic pictures. But what shall be said of the work of the horse in times of peace, of his burden-bearing, his patient toiling, his straining of muscles and pulling of shoulders, his long-suffering under cruel masters? Words cannot express the vast importance of his services to mankind in this field.

The lion is called the king of beasts. This is mere tradition or the survival of the savage instincts of man. The lion has no quality



READY FOR THE GALLOP.  
Mrs. Charles C. Allison and Her Beautiful Mount.

except his strength and his fierceness. The horse adds to the strength of the king of beasts, and companionableness of the dog, a serviceability superior to that of any other animal and an intelligence of the highest animal order.

### Poets Praise Him

In all ages, by the most gifted writers, he has been celebrated in song and story through all the various characters and events in which he appears, from the sporting, mettlesome charger on the battlefield to the mild-eyed, beautiful, gentle animal with which the children play. Says the poet, Dryden:

The fiery courser, when he hears from far  
The sprightly trumpet and the shout of war  
Pricks up his ears, and, trembling with delight,  
Shifts place and paws and hopes the promised fight.

And with equal eloquence do the following lines of Mrs. Norton speak the love inspired by a beautiful horse:

My beautiful! My beautiful!  
Thou standest meekly by  
With thy proudly arch'd and glossy neck,  
And proud and fiery eye;  
The stranger hath thy bridle rein,  
Thy master hath his gold—  
Fleet-limb'd and beautiful, farewell!  
Thou'rt sold, my steed—thou'rt sold!

In the Bible the Almighty Himself in convincing Job of his weakness speaks of the horse, as follows (Job xxxix:19-25):

Hast thou given the horse strength? Hast thou clothed his neck with thunder?

Canst thou make him afraid as a grasshopper? The glory of his nostrils is terrible.

He paweth in the valley and rejoiceth in his strength. He goeth on to meet the armed men.

He mocketh at fear and is not affrighted; neither turneth he back from the sword.

The quiver rattleth against him, the glittering spear and the shield.

He saith among the trumpets, ha ha; and he smelleth the battle afar off, the thunder of the captains and the shouting.

The greatest men of history have been admirers of the horse. The magnificent charger of Alexander the Great is as well known as the affection possessed for the animal by that general, who

wept because there were no more worlds to conquer. War horses were among the most valued gifts for kings in the ancient ages. The greatest men of modern times, as of the middle ages and of antiquity are admirers and devotees of the horse.

Such is the animal whose beauty, valor, fair name and other good qualities are about to be celebrated by Omaha in a great show. Certain carping critics and bilious pessimists scoff at the horse show and declare it is all gotten up for the sole purpose of giving the dressmakers and "confection" creators a chance to exhibit their gowns and hats upon the persons of fair women. Poor critics! Miserable pessimists! Study the history of the horse, get acquainted with his beauty and his lovableness and then you will know why he is singled out from the ranks of all the animals and honored thus. It is his due. Would the fair women dress in their best gowns and would substantial business men and men of the highest intelligence spend hours at a cattle show, or at a chicken show, or at a show of trained white mice? The horse show is a show of the horse and not of people. It is an exemplification of the old copy-book maxim, "Merit will tell." The services of the horse to mankind, whether as prancing war charger or plodding drawer of the plow are being recognized.

### His Day Not Done

A few years ago the automobile was invented and electrical power came into use. Then the false prophets "got busy" again and the mechanical optimist and the equine pessimist spake. The horse was doomed, they said. Soon he would be as extinct as the dodo. Certain unpractical but sentimental poets set to work with tear-dimmed eyes and composed funeral dirges for the horse. And the animal with an ancestry of 2,250,000 years and with an experience in war and peace throughout human history smiled, figuratively, at the puny invention of the nineteenth century man which was called an automobile; he smiled at the mechanical optimists and the equine pessimists, and he smiled at the poet working with tear-dimmed eyes over his funeral dirge. He went right on calmly eating hay and waiting until the automobile excitement had blown over. He was perfectly calm even when his value dropped 25 per cent. Thus was it proven that the automobile cannot stultify

nor stem and electricity wither the infinite variety of the horse. Today there are more horses in the world than ever before—one for every three inhabitants in the United States. Today the animal has mounted still higher on his climb from his position of 2,250,000 years ago. Today, by means of cross-breeding, he has been brought to a state of practical perfection. Today there are horses which trot a mile in 1:58 1/4; that is, they cover the space of forty-four and a half feet in the unbelievable time of one second.

Horse shows in which fashion has participated largely, are not of modern origin. King Charles I of England, who was, like nearly all other monarchs, an admirer of the horse, gave a show of the blooded animals of that day at his country home near London. It proved a great success, and from that day the showing of horses was a prominent event in England. The first American show of importance was given in New York in 1833. Berry Wall, "King of the Dudes," was one of the leaders in the affair then. Mrs. John Jacob Astor and Mrs. William H. Vanderbilt were two of the social queens who were deeply interested in the show. Theodore Roosevelt, then a citizen of New York, also was an enthusiastic spectator.

It was a big undertaking to get up an exhibition of this kind. Horses are brought thousands of miles to delight the eyes of admirers. And they are not the ordinary horses of everyday life. They are blooded animals worth great sums, animals which travel in state, with two or three grooms to care for them and with high insurance upon their precious limbs. Omaha is the only western city which has not shrunk from the responsibility of the show this year. Chicago, St. Louis and Kansas City dispensed with the big affair, but Omaha is going ahead with every prospect of a very brilliant success.

### Omaha the Best Place

Omaha is an excellent place to hold an event of this kind because some of the finest horses are owned by Omahans. The names of the men who keep stables of horses in this city and who devote much time to the breeding and care of fine animals are many, and in no other city will more women be found who love the horse. It might be all right for the erudite feminine inhabitant of Boston to plead ignorance of the horse, for she, if report exaggerates not, is wrapped close in the study of the "ologies" and "isms." But with the western woman, the woman of the free prairies, horsemanship is, if not instinctive, easily acquired. Some of Omaha's fairest daughters have more than a local reputation for skillful and graceful riding.

The magnitude of the Omaha show is not realized by most people. Even the preliminary work of protecting the fine wooden floor of the Auditorium from the hoofs of the equine beauties requires much labor and expense. A layer of boards is laid over the floor; then a layer of sawdust. On top of this, dirt is spread to a depth of several inches, and on top of all, tanbark is laid. Last year 675,000 pounds of dirt were used in this way and fifty-seven tons of tanbark. In decorating the Auditorium 20,000 yards of hunting were required.

The value of the 370 horses entered was \$1,000,000. The value of the rigs shown was \$150,000. The value of the harnesses was \$60,000. Prizes offered aggregated \$12,550. One hundred and twenty-five men were employed in preparing for the show and 300 were required to handle the horses.

This is the tribute which one city pays to King Horse. For one week the show goes on and the equine aristocrats appear before the eyes of their admirers in all the variety of their breeding, from the heavy work teams, sturdy-built, thick-necked, broad-hauncher, and heavy-fetlocked to the racer, long-bodied, long-legged, high-crested and narrow-haunched. Solicitously attended by their grooms and kept in the most perfect condition, the beautiful animals are paraded and admired and petted and loved.

And this is the horse show.



MRS. MCCORMICK.



MISS CUDAHY.

## Government's Effort to Develop American Type of Carriage Horse

ONE of the most interesting and far-reaching experiments being conducted by the United States government is the development of a national horse—an equine type that will be recognized as distinctly American.

Horse breeders of the United States are spending millions of dollars annually on imported breeds, yet this expense must increase, rather than diminish, under present conditions, for the reason that no foreign breed of horse has been found that will not deteriorate when taken from his home environment. It has become recognized that the only solution of the problem is the development of a national type of horse—a type that will thrive and improve under American environment, just as the English hackney, the Percheron, and the Arabian horse all improve in their natural surroundings.

**Wanted, a Standard Carriage Horse.**  
The trotting horse is the only equine type that can be called national today. But in this instance utility and beauty have been sacrificed to speed, so that the trotting type is a nuisance rather than a benefit. Why should the only American horse be drop-shipped, oak-hammered, flat-ribbed, eye-necked, while fortunes are being expended annually for importations where service and beauty are demanded? The trotting horse type is useless for anything but race track purposes. What the country needs is a carriage horse that will conform to certain standards of style and action. The demand for a carriage horse of fine type is general. The farmer, the merchant, the professional man, and the man of leisure constitute the market. The price for carriage horses ranges from \$500 for the common types up to fabulous sums that men of means are glad to pay for the most highly developed, finished and trained individuals. But while the demand is so general, the supply is practically exhausted. Constant importation does not solve the problem, because of the rapid deterioration of the descendants of imported horses. The only remedy is the development of a national carriage horse, and it is with this purpose in view that the government has established a horse breeding station at Fort Collins, Colo., where the first steps in this experiment in evolution have been taken.

**Mountain Regions as Breeding Ground.**  
In locating the national horse breeding station in Colorado, the experts in charge of this experimental work took cognizance of the advantages offered in the altitude and climate of the Rocky mountain region. Fort Collins is located about fifty miles north of Denver, a few miles east of the Rocky mountain foothills. On these high plains the tiny three-toed horse, whose remains were found by the Whitney scientific expedition, reared to prehistoric ages. On these wonderful uplands, approximately a mile above sea level, everything tends to the production of a perfect horse. Sound bones and hoofs, great lung power and good size are most desired in a horse. The bone of the native Colorado horse is as dense as a piece of ivory. The dry atmosphere develops a hoof so solid that a native horse can travel miles over the roughest country and suffer no inconvenience from lack of shoes. The high altitude develops heart and lung power that gives the Colorado horse wind and courage to make a hundred miles a day and repeat the performance next day without injury. The climatic conditions and pure air and water are apparently conducive to speedy growth, while the native grasses, sun-cured on the plains, have always been considered the finest feed for any kind of live stock.

Wyoming, Montana, Utah, and the Dakotas are also admirable breeding grounds for sturdy horses. The wonderful feats of endurance performed by pony express riders and government scouts and soldiers in the west would not have been possible had not the tireless western horse been available. The western cow pony today is the most hardy, active and courageous animal in the world, and can stand more hard work on less feed and less care than any other type of equine—all due, no doubt, to the ideal conditions of climate and atmosphere offered by the western states.

**Congress Makes an Appropriation.**  
The man who conceived the idea of developing the typical American horse under such ideal natural conditions is Eugene H. Grubb, a veteran stock grower of Carbon

dale, Colo. Mr. Grubb had observed how inferior native stock thrived in Colorado—the "scrubbiest" cow pony became a veritable equine dynamo amid such ideal surroundings—and he conceived the idea of developing a pure-blooded native horse of a higher type than the Rocky mountain states had ever known, and from this foundation stock developing a carriage horse that would be recognized as a national type. Mr. Grubb laid his idea before W. L. Carlyle, dean of agriculture at the Colorado State Agricultural college, formerly of the University of Wisconsin. Prof. Carlyle is one of the most noted live stock educational experimenters in the United States. He recognized the feasibility of Mr. Grubb's plan, and shortly after the assembling of congress in 1903 these enthusiasts went to Washington and laid their plan before Secretary of Agriculture Wilson, who was immediately enlisted in its behalf. When the matter was laid before congress hardly a dissenting voice was heard, and a substantial appropriation was readily secured. This appropriation will be increased annually as the horse breeding experiment grows in scope.

**Selecting Stock for Breeding.**  
After securing the government appropriation for carrying on the work, and locating the experiment station at Fort Collins, where the state of Colorado tendered the use of its buildings and equipment, a commission was appointed to select the foundation stock of the American carriage horse

of the future. This commission consisted of Prof. Carlyle, Prof. C. F. Curtis of Iowa State Agricultural college, and Dr. Salmon, chief of the bureau of animal industry at Washington. This commission was assisted by G. M. Rommel of the bureau of animal industry, M. H. Fishner of Chicago and Mr. Grubb of Colorado. In selecting the foundation stock for this first government stud it was decided to make use of those families of American bred trotters specially noted for quality, size, style, action and substance, rather than speed. The progeny of such famous sires as Red Wilkes, Morgan Messenger, Onward, Harrison Chief and Almont, bred to mares with a large proportion of old Morgan blood, should become the basis of the new strain. The work of selection required the greatest skill, since the Morgan stock in America at present has degenerated, through a lack of care in breeding, into small, pony-like horses, lacking in action, ill-formed as to limbs and feet, and possessed of hereditary unsoundness. In fact the original Morgan type, from which so many of our families of trotters received their endurance, strength and well-rounded proportions, is practically extinct. It is believed, however, that a sufficient number of great individuals remain to serve as a connecting link between the old and new type, and it was the collecting of the best of these individuals that occupied the attention of the purchasing commission.

After several months thirty-five mares were collected from seven states, and were

passed upon by the purchasing committee. There were representative animals from the farms of the most famous breeders in Wyoming, Kentucky, Wisconsin, Iowa, Illinois, Michigan and other states, and from this most remarkable assembly fourteen mares were finally selected by the commission and purchased at greatly reduced prices. In addition three notable donations were made by W. C. Brown and Colonel Fred Pabst of Chicago and Judge William Moore of New York City.

**The Renowned Government Stallion.**  
Even greater care was evidenced when it came to selecting a stallion to be placed at the head of the government stud. After the commission had examined worthy animals from all parts of the country, unanimous choice finally settled on Carmon, bred by Norman J. Coleman of St. Louis and owned by Thomas W. Lawson of Boston. It is not inappropriate that the first government stallion should have been bred by the first secretary of agriculture. Carmon was purchased early in life by Thomas W. Lawson for his famous coach four. He stands sixteen hands high, weighs 1,340 pounds, and is a glossy bronze bay in color, with black points. He is 10 years old and his grace and beauty and sound qualities of disposition are the admiration of all visitors, from every part of the world, who inspect the foundation stock at the government stud. Carmon, when owned by Mr. Lawson, was known as Glorious Thunder Cloud.

His stallion mate, Glorious Red Cloud, Mr. Lawson has refused to sell at any price, keeping him for the head of his stock farm, Dreamworld. It was only his deep interest in the government breeding scheme that induced Mr. Lawson to part with Carmon. The four-horse stallion team, in which Carmon figured, cost Mr. Lawson \$20,000. This was the record price for a coach four stallion. Mr. Alfred Vanderbilt paid a higher sum for his celebrated coach team Rustling Silk, Full Dress, Sweet Marie and Polly Prim.

Owing to the fact that Carmon was used so long for driving purposes, he has lost few offspring, and these from mediocre mares. Consequently he has not been thoroughly proven as a sire of carriage horses of high type, but the progeny of the Fort Collins station seem to have all the qualities that the most exacting can demand, and have so far borne out the judgment of the purchasing commission. Carmon's show ring career is unsurpassed by any other American horse, as he has been successfully exhibited as a stallion in breeding classes, in a coach four and in a pair.

**"Palate" of the Government Stud.**  
In developing the ideal carriage horse, there is no thought of demanding absolute uniformity in the foundation stock. There is a variety of road vehicles and a consequent variety of individual taste, and so there must be variation in color, size and temperament where the horse is concerned.

(Continued on Third Page.)