A Handsome Team.—A short time ago I had some business in a neighboring town. About noon there came into town a man driving a handsome team; they were bays with nice, flowing tails; they weighed about 2400, and seemed to have a nice turn of speed. They were hitched to an old bob-sled, and had on rather a hard-looking harness, but, nevertheless, everybody turned to look at them. They were toppy and, like old Bobby Burns' best girl (or rather one of his best, for he had the failing of his countrymen), there was "something in their gait, gard ond dress look weel." I concluded I would spot that team, and quietly sauntered along toward the stable to have a little chat with their owner. When I got there, I was surprised to find several others on precisely the same errand as myself. But the worst of it was the team had already been sold to go to New York at $600. These were carriage horses.

Points.—The carriage horse must be proud and commanding in his bearing and of good size. He must stand 15½ to 16½ hands high, and weigh 1100 to 1300 lbs. His color must be clear and rich, and without bad marks. His shoulders should slope gracefully back, and he should stand well up in the withers. He should carry a lengthy, well arched neck, surmounted by a cleanly chiseled head, free from meat, and with the visage of a thoroughbred. His back should be of medium length, not too much inclined to arch, and coupled strong in the joins to a long, smooth hip. His tail should come out well up, and float gracefully behind when in motion. He should have a good depth of girth, and a well sprung barrel. His limbs and feet should be absolutely sound, not too long between the joints, and not too straight in the hind legs, that he may have his feet well under him and have easy, graceful hock action. His action should be high, bold and square, and with sufficient speed to roll off eight to twelve miles an hour with ease and grace. His disposition should be spirited and intelligent.

A Source of Pride.—Wherever this horse is employed, whether in the plow, on the road, or before the family carriage, you find him performing his duty with ardor, energy—a source of pride and satisfaction to his owner.

Demand and Supply.—That there is a strong demand for these horses, and a very meagre supply, is beyond question. Our Eastern and Southern markets are
daily visited by representative buyers, not only of this country but of Europe, greedily seeking to capture every fine carriage and park horse they can lay hand on, at prices which yield very handsome returns to the careful breeder. At Lexington, Ky., I recently met a gentleman who was buying carriage horses for a firm in Liverpool. I saw him pay $1,600 for a pair of nicely matched five-year-olds. They were bays with black points, 15½ hands, and weighed about 2,300 lbs. They could trot in about 3 minutes, and were standard-bred. This gentleman told me he had great difficulty to find such; that they were either too small and plain or too sluggish and drafty in appearance to meet the requirements.

Good Coachers Scarcie.—In a letter recently received from a firm of extensive horse dealers, of Chicago, they express their views as follows:

“We are dealers in coach and driving horses; can see at a glance how very scarce good coachers are becoming all through the country, and it costs no more to raise a coacher than a draft horse, and you get nearly if not quite double for him. It seems as though the breeders have entirely lost sight of all classes of horses but heavy ones.”

Great sums of money have been invested in breeding the American trotter.

The Draft Horse Interest.—The breeding of draft horses has reached vast proportions. To say nothing of the growing horse interests of the Eastern and Middle States, we find horse ranches of great wealth and magnitude in the West. Among them are the Post Percheron Horse Co., of Wyoming, with 4,000 horses; The Percheron Norman Horse Co., of Colorado, 5,000 horses; Blunt & Evans, of Oregon, with a ranch of 7,000 horses. These are but samples of the many.

Carriage Horse Breeders.—Where shall we turn to find breeders who are making a specialty of carriage horses? I can name but several. Would it not seem wise, therefore, that we heed the lesson now offered us by the present condition of our cattle trade? When so many are now bent on the two extremes—flyers or drafts—is there not a golden opportunity for some of the conservative ones to take the middle course, and breed a fine type of carriage horse.

How to Produce Coachers.—With our close proximity to the largest and best city markets, and the shipping facilities which we enjoy, we can breed and place upon the market, this class of horses, in such form and condition as to be beyond the reach of Western competition. How to produce them is the problem. We have had offered to us as sires, the American standard trotter; the imported French Coacher; the imported Cleveland Bay, and the English Coach. These are all valuable to us, but must be used with great care and judgment. I am disposed to believe that the produce of the Cleveland and English Coach will not be generally satisfactory except when out of dams strongly trotting bred, as the get will lack the speed required by the average American, and they will lack uniformity, and will also be inclined to coarseness and soft feet. This is especially true of the English Coach.

The Cleveland Bay.—As he is offered to us by the various importers, is certainly not highly enough bred, and is lacking in quality. I have seen them with very heavy bodies, supported by far to light a set of limbs, cut away at the joints, and an indication of coarse hair on the ankles. I have seen a few of the grades, and did not like them. I find my limited observation is backed by the experience of two very high authorities. The one is none other than the president of the
Cleveland Bay Society in England, in his address which is published in the London Live Stock Journal. My other authority is Stonehenge, one of the most celebrated English writers upon the horse, who treats of the Cleveland Bay in a chapter headed "other mixed breeds." That the Cleveland's possess a great amount of English Cart blood is abundantly evident from perusal of some of their pedigrees.

The French Coacher.—I have seen but a very few grades got by French Coachers, and can scarcely express an opinion. The French Coachers are a product of the Arabian horse and the English thoroughbred and their get ought to be fine styled; but as to their gait, I believe they will not produce sufficient speed, although it is claimed that some of them trot in France. I also believe that the color of the get will not be sufficiently uniform to be satisfactory. I have noticed several imported French Coachers with very bad white markings a great objection in carriage horses.

The American Trotter.—While some of the American trotters are under size, yet I believe that, up to the present time, they have given us the greatest number of our best carriage horses, and I believe that to the largest and best styled types of the standard American trotter, we must look for our sires. So far as my personal observation has extended, the finest carriage horses I have ever seen were got by sons and grandsons of Mambrino Chief and out of dams by old Indian Chief, or his son. Indian Chief was by Blood's Black-Hawk, he by Hill's Vermont. The dam of Indian Chief was by Ned Forrest, (Not Edwin) by young Bashaw, he by imported Grand Bashaw.

Indian Chief's 2d dam was by Dunning's Bay Messenger, the latter breeding though both sire and dam to imp. Messenger.

The Kentucky Highlanders have also produced many fine carriage horses.

Results by Crossing.—I have seen very excellent results produced by crossing large Mambrino and Hambletonian sires on dams of the now nearly extinct Morgan type, and mares from that branch of the English Coach family which relate to the celebrated Rainbow Rockingham stock; Rainbow Rockingham was a son of North Star, and I believe traced directly thence to a thoroughbred. This English Coach cross has some objectionable features, however, among which is a tendency to feather about the limbs and a little coarseness, and the feet none too good.

A Hint to the Wise.—It will be noticed that all these families named run back not very remotely to the thoroughbred, from which fact we may gain a hint for our future benefit; provided always, that we select animals which have been properly toned down by judicious admixture of the best American trotting blood, and of the largest families. It must be remembered that the thoroughbred is no longer a very small horse. Many of our best thoroughbreds are large enough. I have seen imported animals weighing 1200 to 1350 lbs. I think imported London will weigh over 1200 lbs. But we do not need to go so far for what we require, since the very blood and characteristics we desire are embodied in some of our best American trotting families.

We may, therefore, select such standard trotting-bred sires as approach nearest to our ideal of the carriage horse, and which have shown their ability to impart to their offspring the required characteristic of size, style, color and soundness.
The Mare—Should approach the nearest possible to the required type standing 15 to 16¼ hands, and weighing 1,150 to 1,300 lbs. She must have a kind disposition, nice style and action, and rich, solid color. She should have a good tail, well carried; a smooth even contour, free from coarseness about the hips, although if she should be a little open in the ribbing-up, she is likely to be all the better breeder for it. She should stand well up in the withers; her neck good length and rather fine, with a moderate sized bony head. Above all, she must be a mare of good nerve and vigor, with a clear, full, expressive eye, indicating that she has intelligence and power, and a desire to use it. Such mares will usually be found to contain a predominance of good trotting blood, and, although they may fall considerably short of being standard-bred, they are a useful and valuable class of matrons, and within our reach.

Breed to a Purpose.—But we must breed close to a definite purpose. If we ever wish to produce valuable carriage horses we must keep clear of the undersized, low-necked, low-striding trotter, as also of the cold-blooded, heavy draft horse, although each may be right in its sphere.

Breed From the Best.—We have now reached that epoch in stock breeding when we must breed from the very best attainable, if we would cope successfully with the strong competition which surrounds us. If it be a draft horse, let him be the best of recorded sires. If it be a carriage horse or a trotter, select from the best families of standard, registered, American trotting blood.

An American Product.—In breeding the American carriage horse, we have a great advantage in the fact that we do not need to go abroad for our sires, nor depend upon imported pedigrees. We can select them intelligently, after having seen their sires and dams and knowing their history. They are strictly an American product, and in their patronage and improvement we are aiding in the establishment of a valuable American breed, which is already a wonderful example of what selection and education will do, and which has excited the admiration and opened the purse-strings of the world—the American trotting horse.