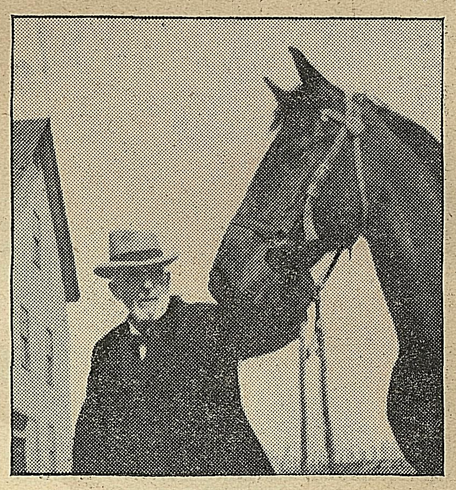
Sketch of the Late Ex-Mayor Pratt of Worcester.

EDITOR AMERICAN HORSE BREEDER:

The death of ex-Mayor Charles B. Pratt, which occurred May 9, 1898, removed from our midst one of the old-time horsemen of New England. Born of poor parents, he began life as a tow boy on the Erie Canal, and rose step by step until he became mayor of the city of Worcester. He died respected by all who knew him, and left a large estate. At an early age he was bound out to Quakers on Lake Erie, and served an apprenticeship for a few years. He developed an early love for horses, and envied those who had them. "I'll have a horse some day, and a trotter, too," he often exclaimed; and he did, and among them some good ones.

When a boy he visited New York at the time of the celebrated race between Ripton and Confidence was advertised to come off at the old Centreville Course, Long Island. He managed to see this race, and in after days remarked that "Ripton was a good horse that day."

The boy possessed the heart of a lion, and he always kept a soft corner in his heart for a horse. The clergyman who preached the funeral sermon over the late Hiram Woodruff said that the celebrated



Ex-Mayor Pratt and one of his favorites.

horseman had the heart of a child, and so did ex-Mayor Pratt. Prudish men and cranks may scoff at the horsemen, but the man who loves a horse possesses a soul above ordinary men.

In 1856, according to Frank Forrester, Mr. Pratt drove Worcester Boy against Albany Girl, driven by Dan Mace, and won in three straight heats, the best time being 2 42, which was considered a great performance for those days.

In 1857 Mr. Pratt came in possession of Car Wheel, a gallant gray. Car Wheel had experienced hard luck in races, and Lady Langley, another good gray, had beaten him many a time. Car Wheel was taken home by Mr. Pratt, treated kindly, and came out in the spring a new horse. The old Full Moon track was running in Worcester, and Langley, the proprietor, offered a purse of $200 for a race. He persuaded Mr. Pratt to enter Car Wheel against Lady Langley and Tom Hyer. The race came off, and if the oats had sprouted in the stall of the Lady of Grey, nee Langley, she could not have been more surprised, nor could her owner, Mr. Langley, for Car Wheel won in three straight heats. Langley, the dead game sport, was so surprised that he became indignant, and standing on the track, exclaimed in stentorian tones, "There's $500 that says that Lady Langley can beat Car Wheel mile heats, three in five, four weeks from today."

A match was made and Langley engaged John M. Daniels, who afterwards drove Princess against Flora Temple, to drive Lady Langley. Mr. Pratt went to Long Island to get Hiram Woodruff to drive Car Wheel, but Hiram recommended his brother William, and he came on and drove the race, winning in three straight heats. Langley was not satisfied, and five races followed, Car Wheel winning all. Langley, the sport, wagered everything on the result, including a pile of butternuts in his yard and a barrel of cider, against $10, one of his friends taking the wager to save him.

Although a very busy man, Mr. Pratt found time to devote to a stock farm which he had at Auburn, Mass., and here he raised many colts, among the number the celebrated Pratt, which trotted in 2.20, fast time for 20 years ago.

A few years before his death John Holt renovated the old Full Moon track, where George Wesson and Mr. Pratt had driven many a race, and advertised a trotting meeting. Mr. Pratt drove down to the track to be a spectator. While the racing was going on Wesson challenged Mr. Pratt to a race. The challenge was accepted and two heats were trotted, each a winning one, when the race was called a draw.

At all the cattle-show meetings Mr. Pratt was always in the judges' stand, and although his judgment might differ from the drivers, yet they all knew that he was square and impartial. He was a trustee of the New England Fair when such men as Dr. Loring and Col. Needham were alive.

Of late years Mr. Pratt has turned his attention to his live stock farm in Worcester. His colts and horses were his children, and grew to love him. Only three weeks before his death he visited his farm, and held by the halter his favorite colt, Widow Machree, while the snap shot shown above was taken of them.

Mr. Pratt was an honest man and a good citizen, beloved by all. Elected as he was Mayor of Worcester, his business qualities were never surpassed. He loved a horse with all his soul and with that love he loved all else. He was a man, and take him all for all, we never shall look upon his like again. COM.

Worcester, Mass., May 25, 1898.

From the Turf, Field and Farm.

Jonathan Hawkins's History of the Clara-Dexter Family.

In the fall of 1830 a cattle dealer brought to the village of Montgomery, Orange County, N. Y., a mare with his drove of cattle. In those days there were no railroad facilities for bringing in cattle and sheep, consequently they were driven in large droves of 100 to 500 head, and the old Newburgh and Coshocton turnpike was the thoroughfare. The drovers would go out on the stage coach, buy up their cattle and sheep and two or three horses to ride on their way home behind the drove.

The mare above alluded to came to Montgomery in this way, and was sold to a farmer by the name of McKinstry, who resided a short distance from that place. This mare proved to be in foal, and in the spring of 1831 foaled a brown filly with four white pasterns. When she was four years old she was bought by my grandfather's estate, and afterward became the property of my mother. This McKinstry mare was about 15¾ hands high, and when young was very handsome. She was also a mare of rare intelligence. Of course, nothing whatever could be learned of her breeding. She was bred at different times, but failed to get in foal until 1847, when she was bred to American Star. The result was a black filly with star and two white ankles behind and white off front pasterns, foaled in June, 1848, called Clara.

The McKinstry mare had five other foals—a chestnut colt with three white feet, by a son of American Star; a brown colt with white eyes, blaze in face and four white legs, by a son of Long Island Black Hawk; a bay colt, blaze in face and four white pasterns, by Hambletonian (this colt was afterward called Shark); a chestnut filly, blaze in face, four white legs and large white spot on belly, by Magnolia, son of American Star.

All of these foals had natural trotting action. Shark was the only one that ever fell in the hands of a trainer, but there is no question in my mind had Clara and the Clay colt had the same opportunities, they would have made a very creditable mark. Clara was a natural trotter from the time she was running with her dam. She had a rapid gait, and traveled wide behind, which was so characteristic of the American Star family.

When she was a year and a half old, in trying to jump a fence, she caught her feet on the top rail, which threw her a complete somersault. This seemed to displace both her hips and made her quite crooked, but it never seemed to interfere with her trotting action, although it made her go a trifle sidewise. She was not broken until she was four years old. She enjoyed a brush, and was like a "shot off a hot shovel," having her speed from the start, and never thought of breaking. I drove her to school to Montgomery, which was four and a half miles from my father's farm, for two years—1855 and 1856.

Shark at this time was a two year old, and he was another born trotter. When he was in the pasture with the other horses, and they would take a rampage around the field, he would always take the lead, never leaving a trot, while the others could not catch him on a run. I then philosophized that if Hambletonian could get such a colt as Shark, out of the McKinstry mare, that if I bred her daughter Clara (whose every instinct was to trot) to the same horse, I would get a world beater. Consequently, the spring of 1857 I bred Clara to Hambletonian, and on the fifth day of May, 1858, she foaled a brown colt with four white legs and a blaze face.

This colt showed fine trotting action, which developed as he grew older, and it was very evident that trotting was his natural gait. He was a peculiar-dispositioned colt; he cared nothing for company of other horses, and had an independent air about him, as much as to say, "I do not care for any familiarity; please let me alone." In fact, the only thing I ever knew him to show any affection for was a shepherd dog that would go and play with him. They would go from one end of a 25-acre lot to the other, colt after dog, then back, dog after colt. The dog couldn't catch the colt, or the colt couldn't catch the dog, but the colt never left his feet, unless it was to jump over a groundhog hole, when he would always land on a trot.

It has always been my opinion that the colt developed his gait very materially in this way. At this time he was a fine three year old, and had never had the harness on him and had never eaten any grain. He had grown up naturally, having a box stall in winter and the finest selection of hay, and in summer a large pasture all to himself on one of the most fertile and well-tilled farms in Orange County. This undoubtedly more than compensated for the grain that would have been required had there been a number of other colts going over the same pasture.

In the spring of 1862 Mr. George B. Alley, with Mr. H. D. Felter, in company with Mr. Felter's father, Col. Felter, of Orange Lake, who bred George Wilkes, came to see this colt. He had then been driven in double harness just four times. I had had a pair of shoes put on his front feet the day before. It was customary among farmers at that time to only shoe their colts on front feet until they were broken.

These parties said they would like to see his gait. I told them I could only show them by turning him loose, as he had only been driven four times. I turned him out in the road. He went down that road and back, Mr. Alley told me afterward, faster than he had ever seen a horse trot out of harness. After some dickering I sold Mr Alley the colt for $400. He named him Dexter, for an intimate friend of his. The rest of Dexter's life is so well known that I will say nothing more here about it.

Lady Dexter was Clara's next foal by Hambletonian. Mr. Alley bought her when a year and a half old for $500. She changed hands once or twice and became one of the noted brood mares of Stonyford Farm.

The next was Dictator. He was a phenomenal colt, so far as trotting instinct goes. He didn't try to do anything else but trot. I sold him to Mr. Alley for a friend of his for $1000, when he was 11 months old. I regretted this sale from the moment I named the price, although at that time Dexter had never been in a race. Clara's next foal was Kearsarge, by Volunteer. It might be of some interest to know why I changed from Hambletonian to Volunteer. Mr. Rysdyk had put the service of Hambletonian to $75, and I felt that I could not afford to take the chances. (I had not sold Lady Dexter or Dictator at that time), so I bred to Volunteer, and the foal was the largest and strongest she had had up to that time, and he showed every evidence of being a trotter, in fact, Kearsarge running beside his dam, and Dictator, a yearling, were two of the finest foals that could be shown by any one from the same dam, and it was difficult to decide which had the best trotting action.

Kearsarge's advantages in the stud were very limited. Had he had opportunities, I believe he would have been among the first, and as a sire of brood mares been without a peer. Hyacinth was foaled the following year, 1865. I sold her as a yearling. She changed ownership twice, I think, and became the property of McFarren & Sons of Louisville, Ky. She was the dam of Reina Victoria, the noted brood mare that sold at auction for $7025, the highest price up to that time that had ever been paid at auction for a trotting-bred brood mare. In 1886 she lost her filly by Volunteer. In 1867 she foaled her last by Volunteer, a filly with three white pasterns, called Corinne. We have a filly from Corinne we call Cloverly, by Belvidere, son of Belmont, that is due to foal in a few days, by Direct, and which we hope will do credit to the family.

It might be interesting to know how I became the owner of Clara. I, being the oldest child, was to have McKinstry's first colt, which proved to be Clara. I was eight years old when Clara was foaled. Clara is buried on the same farm she was foaled. She died of old age within a year or two of Hambletonian, the horse she had made famous by giving a son who trotted faster than any horse had done up to that time, the king of the trotting turf for seven years, and the fastest foal he ever sired.

JONATHAN HAWKINS,

Englewood, N. J., April 21, 1898.

[Shark took a record of 2.30½ to harness, and 2.27¾ to saddle.—ED.]

Notes from Richmond, Va.

Continuous rain in this section has greatly retarded track work, consequently trotters and pacers in training around here are very backward in their preparation for the earlier race meetings. At Glenlea Farm, near the city, W. L. Bass, lessee of the place, has a dozen or more in training, and George R. Richmond, who hails from Attleboro, Mass., has about as many. Richmond came here last winter and engaged with James C. Smith, for whom he will campaign a stable this season, and has made himself very popular.

Bass's string includes Red Light (2.32½), ch m, by Red Wilkes Jr., dam by Twilight.

Marie, b m (6), by Jolly Friar; dam by Sam Purdy.

Osmic, ch h (5), pacer, by Egwood; dam by Young Jim.

Dragant, b g (4), by Temple Bar; dam by Patterson.

Tidewater, b g (5), by Phalanx; dam by Harkaway.

Black colt (4), by Rupee; dam by Dictator.

Bay colt (2), by Willis; dam by Woodburn Hambletonian.

Richmond's horses are all looking finely, especially Mosul, the most prominent member of his stable, which has been given no fast miles yet, having been simply brushed down the stretches of the half-mile track at Glenlea. This horse, along with the balance of the stable, will probably be taken to the Pimlico track at Baltimore and fitted for the season's campaign. Mosul is entered in the $2000 stake for 2.10 trotters, to be trotted at Glens Falls, N. Y., in August.

Richmond's stable includes:

Mosul (2.09¼), b g (6), by Sultan; dam, Virginia Maid, by Sam Purdy.

Hulman (2.20¼), br g (6), by Quartermaster; dam, Winnie D. (sister to Whitby, 2.18¼), by Hannis.

Branchwood (2.22½ pacing, b g (13), by Woodburn Hambletonian.

Albert C. (2.21½), ch g, by Greenwich.

Guy Fly, ch h (5), by Lord Guy; dam, Virginia Maid.

Loudoun, br h (7), by Norfolk; dam by Messenger Duroc.

Bay filly (3), by Bourbon Baron; dam, Virginia Maid.

Bay gelding (4), by St. Vincent; dam by Sam Purdy.

Out at Acca Farm, which is but a short distance from the city, and in the midst of one of the most beautiful and highly improved sections in the South, Mr. W. R. McComb has a string of trotters and pacers in charge of J. B. Stout, who will train and drive for him this season. The stable includes *David C.*, chestnut gelding (5), by J. J. C.; dam, Lady Tanner, dam of David B. (2.09¼).

Sally Toskey, b m (4), by Petoskey; dam by King Nutwood.

Rexwood, b g (4), by King Nutwood; dam by Windsor.

Orphanwood, b g (4), by King Nutwood; dam by Baron Luff.

Joyful Maiden, b m (4), by King Nutwood; dam by Petoskey.

These horses are all looking well, and in fine condition, especially Joyful Maiden, which is a bloodlike, elegant mare, speedy and level headed.

At the exposition grounds track, M. L. Bergen, developer of Mosul (2.09¼) and other good ones, has a stable in training, a portion of which will be raced later in the season. His string includes Gordon Smith (2.25¼), gray gelding, by Willis; dam by Carlos: Ellen Caskie (2.32½), gray mare, full sister to Gordon Smith: Adry, black horse (4), by Cambruno; dam by Sultan: Climax, chestnut gelding (3), by Havelock Jr.: Sport, chestnut colt (3), by Col. Kip, and some well-bred youngsters.

Adjoining Bergen's quarters, W. K. Mathews has a couple of trotters owned by himself, and they are McZeus (2.13), brown horse, by McKinney (2.11¼); dam by Kaiser: and Miss Bird (2.32½) roan mare, by Jay Bird; dam by Young Jim.

Mr. H. C. Chamblin of Whitby Farm, near this city, for years past probably the most prominent trotting-horse breeder in Virginia, has retired from the business, having already disposed of his entire collection of stock, with the exception of the bay stallion Egwood (2.18½), by Egwood, and his favorite roadster, the bay mare Gipsy Wilkes, by Young Jim.

Until his death, which occurred recently, the chestnut stallion Norfolk, son of Nutwood, and sire of Miss Nelson (2.11¼), had been since 1886 the principal stallion at Whitby, while Egwood and Bourbon Baron, son of Baron Wilkes, were his stud companions. The brood mare band included Miss Lassiter, dam of Miss Nelson (2.11¼), the fastest Virginia-bred trotter; Frosty Maid, dam of *Halo* (2.15¼) and *Halo* 2d (2.22½); Belle of Richmond, dam of Janie S. (2.30), and others.

Mr. C. C. Taliaferro of Mt. Sharon Stock Farm, Nason's, Va., has engaged Thomas Kerr, for several seasons past with Alonzo McDonald of Boston, to train and drive his horses during this season. Mr. Taliaferro owns the bay stallion William L. Jr., son of William L., and the great brood mare Mother Lumps, also the black mare Patience (2.23¾), by Gen. Knox, and other well-bred trotters.

A. K. Ware, owner of the famous trotting sire Alcantara (2.23), now making a stud season at Peoria, Ill., is the proprietor of Snowdon Farm, Fredericksburg, Va., where he has a collection of richly bred trotting stock, which includes Al Faro (2.29¼), by Allerton, Allie Medium (2.17¼), bay mare, by Country Medium, and a lot of young things by such sires as Director, Judge Salisbury, Norval and Wilton.

Mr. John L. Roper of the Foxhall Farm, Norfolk, Va., has leased the racing qualities for 1898 of the bay stallion Great Stakes (2.20) to John Mariner, who will campaign that son of Billy Thornhill this season. Mr. Mariner is the proprietor of the Norfolk Driving Park and the owner of a large stable of well-bred trotters and pacers. BROAD ROCK.