



DRIVING A SINGLE HORSE.

TAKING YOUR SEAT.—In commencing these instructions we will suppose your horse to have been harnessed and brought to your door. It is of course to be expected that the groom has seen to his shoes, his harness, and the axles of the wheels; still no prudent driver would mount a vehicle in which was a high-couraged horse, without looking to see that the reins were properly fastened to the bit, the head-piece properly on, the throat-lash fastened, the traces, back-band and belly-band quite as they ought to be, nor indeed without giving a look around his horse to see that his shoes were on, which can of course be done without holding up the foot. And we will here remark, that if it be necessary to see that the main points of your harness are right, when you have the advantage of the daylight, it is even more necessary that a critical examination take place by night; this can be effected as well by the hand as by the eyes; and we should advise you particularly to observe that the reins are correctly placed, as many accidents have arisen from their being crossed. Having attended to these things, take the reins and whip in your right hand; then mount the vehicle, and transfer the reins to the left hand, one of them (the near rein) passing over the upper finger, the other, between it and the next; then close the thumb upon them, and they will be firmly grasped in the hand. Whilst turning, or when driving a high-couraged horse, and in critical situations generally, the right hand must be at all times called to the assistance of the left; thus the reins being grasped as before stated, you pass the second and third fingers between them, and loosening your hold on the off rein a little, let the right hand have complete control of its guidance, still, however, firmly holding both reins in your left. This position gives you great power over your horse.

Starting.—Holding your reins as described, start your horse either by your voice or by the reins, gently feeling his mouth, but neither pulling at it, nor jerking the reins. Many high-couraged horses have been made jibbers by the stupidity of a

driver. If a young horse's mouth is hurt, by the driver checking him every time he starts, he will be sure to incur some vice; the habit of rearing or of jibbing will most probably be the result. The learner may say, "Suppose, however, he refuse to start, what then is to be done?" We reply, have patience, let the groom lead him off, caress him, speak quietly and encourage him to proceed, and if he presses on one side, as if he wanted to go round, turn him round, if there be room, and as soon as he has his head the right way, give him his liberty, and, by the voice or the whip, urge him to proceed. Much must here be left to the judgment; a touch with the whip in such circumstances would make some horses jib, while it would immediately start others; some it would be advisable to urge only with the voice, and to have a person to push the gig on, so that the collar should scarcely touch the shoulder in starting. Supposing there is not room for the horse to turn, and he persists in his attempt to do so, we have always found it best in such a case to desire the groom to let his head alone, and to go to the side towards which the horse is inclined to turn, and then push against the extreme end of the shaft; if he does this, speaking quietly to him all the time, forty-nine horses out of fifty, that are not irreclaimable jibbers, will, after a short struggle, proceed. The sooner you get rid of a confirmed jibber the better; no quality such a brute can possess would repay you for the trouble the vice occasions; which is, besides, always a dangerous one.

The Road.—Having started your horse, keep your eyes open, looking well before you, not merely for the purpose of avoiding other carriages, but looking up the road, and on each side of it, so as to notice if there be any impediment to your horse's progress; any loose stones which he might tread upon, and thereby be thrown down; any sudden risings or fallings in the road, of any object which might frighten him. Always keep your horse well in hand—that is, feel his mouth; if you do not, you are never prepared for emergencies: if he stumbles, you cannot help him to recover his legs; if he starts, you cannot check him. But in keeping him in hand, as it is called, you may still fall into error, for if the horse be very light in the mouth, there is a probability that an inex-

perienced person may so check him as not only to impede his progress, but to put him out of temper; and as nothing is more difficult for a novice to manage than a very light-mouthed horse, when he once takes it in his head to have his own way, you must be careful merely to feel his mouth so as to have the reins at command, but still not sufficiently tight to check him; this is called driving with a light hand, and indeed is the perfection of driving, when it has become so habitual as to have assumed the character of "a style."

DIFFICULT SITUATIONS FOR YOUNG DRIVERS.

Tusking the Bit and Running Away.—Some ill-tempered horses will become violent upon being in any manner put out of their way—such, for instance, as being suddenly stopped two or three times within a short distance, or receiving a sudden cut with the whip; but instead of exhibiting this violence by rearing or kicking, they will seize the bit in their mouths, close against the tusk, and run violently to one side of the road, as if with the intention of landing you in a ditch, or giving you a resting-place in a shop-window. Your best mode is to stop them at once by a quiet pull, speaking softly, as if nothing were the matter; and then coax them into good temper. If this cannot be done, give them the head for a moment (a short one it must be), and after bestowing a violent switch across the ears, snatch the reins suddenly towards the side to which the horse is boring, which will probably, from the surprise, disengage the bit, and enable you almost simultaneously either to pull him up or draw him away from the danger. You will observe we have said on the side to which *he is pressing*, for it would be all but impossible to draw him to the other; for such a brute always seizes the bit by the branch or side which is next to the place he is running to, knowing, or rather thinking, you will pull the other rein, in which case the side of the face would aid him in resisting your efforts. The remedy for this is a ring-bit, for it has no branches for the horse to get hold of, and if he merely seizes that part of the bit which is in his mouth, a sudden jerk will instantly disengage it, that is, if it be done with sufficient decision.

Frequently, however, a horse tusks the bit, as it is called, with a view of bolting; if you cannot disengage the bit in the way directed, you have only to stop him as quickly as you can. Recollect, however, that a continual dead pull will never stop a runaway horse, unless indeed you have the strength of Hercules; his mouth soon becomes callous to the action of the sharpest bit. Nor is it proper to keep jerking a horse under such circumstances, as that would rather urge him to increase his speed. The ordinary mode is to take the reins short in your hands, and then by a sudden, steady movement of the body backwards, exerting at the same time all the strength of the arms, endeavor to pull him up; this, repeated two or three times, will generally be effectual. Suppose it not to succeed, adopt the following plan: Cross the reins in your hand—that is, place the right rein in the left hand, the left in the right hand—take them very short, and then suddenly put all your strength to them with a sudden jerk, but continue the pressure, violently sawing them at the same time; if this will not

bring the horse to his haunches at the first attempt, let him partially have his head—that is, sufficiently slacken your pull to give his mouth time to recover its feeling—and then repeat the effort.

Stumbling and Slipping.—If your horse be kept well in hand, you will generally be able to keep him from absolutely coming down. You will naturally put more force to your pull upon his making the stumble, and this jerk, if succeeded by a strong, continuous aid, generally keeps him on his legs; a smart stroke with the whip should follow, to remind him that this carelessness is not to be repeated. A horse that is apt to stumble, or even one that from his form is likely to stumble, should not only always be kept well in hand, but also be kept alive by now and then being reminded, without actually punishing him, that his driver has a whip in his hand. A horse with his head set too forward—that is, low in the withers—is almost sure to come down sooner or later, particularly if his fore-legs "stand at all under him," as it is technically termed—that is, slant a little inwards. Stumbling, however, be it remembered, is totally distinct from slipping; wood pavements will give the tyro plenty of opportunities of perceiving the difference. If a horse slips, a sudden jerk would probably throw him down; in such a case the driver must aid the horse by a strong steady hold, letting him, as it were, lean on the bit to help himself to stand. It requires some nerve thus to aid the horse, without being induced to jerk him by the suddenness of the slip.

Jibbing is that sort of obstinacy in a horse which causes him to plant his fore-feet upon the ground and refuse to move. If we are asked what is the best mode to adopt with a jibber, we say, Patience! This, however, must be qualified by the temper of the horse. Some jibbers (*but very few*) may be started by sudden and severe whipping; ninety-nine times out of a hundred it will render a jibber restive, mischievous, or obstinate. Experience only can dictate the management of such animals. Some will start after waiting for a short time, having their head free; coaxing is generally the best means, and, as before said, have patience, and do not be in too great a hurry to start. Some may be started by being turned round, and others, by being backed for a short distance. Many think it a good plan to punish a jibber when he is once started; our experience proves the contrary, for, depend upon it, he will recollect this next time, and will not fail further to exercise your patience, for fear of the flogging. Kindness and good driving may cure a horse who is not a confirmed jibber; but when once this vice has become habitual, you can never depend upon the horse; as we have said before, get rid of him.

Kicking.—An experienced eye can generally tell if a horse is likely to kick, and also when he is about to kick. We, however, always drive with a kicking-strap, and would recommend the practice. When a horse attempts to kick, you must hold him well in hand, and lay the whip well into him about the ears, rating him at the same time with a loud voice; this plan we have generally found effective.

Rearing.—Little can be done in harness with a determined rearer. When he tries to rear, if you have room, give him a half turn; this will make him move his hind-legs, and will consequently bring him down; you will find a series of turns punish and surprise him more than anything else

When you have once got him on the move, with his head the right way, you can punish him with the whip, if he is one that you are sure you can manage; if not, you had better leave well alone. With respect to rearing in double harness, we will here observe, the best way to act is, to push the other horse forward, and soothe the restive one, until you have fairly got him on; you can then punish or not, according to your judgment, but not without reference to your ability to manage the horses.

Shying.—Before a horse starts at anything on the side of the road, or lying on the road, he usually gives some notice of his intention, by cocking his ears, and bending his head towards the object. As soon as the driver perceives these signs of uneasiness, he should be upon his guard to prevent a sudden turn round, or flying to one side, which would evidently be dangerous; and not only on this account should he be attentive, but because each time the horse violently shies, the habit is in progress of being confirmed. As soon, therefore, as a horse, accustomed to shy, gives notice of uneasiness, he should be coaxed up to the object of his terror, so that he may perceive its harmlessness; let him deliberately stand and view it, and if he cannot be got to it, let it, if possible, be brought to him, and then replaced in its former position; thus let him be induced to go up to it by care and kindness before it is passed, and you will generally find that a repetition of this practice will greatly improve, if it do not cure him; but by no means flog or force him up to it—let him take his time. Some horses have a nasty knack of flying on one side in passing, or flying around on meeting a carriage; care and patience are the remedies, in addition to more work. It very frequently arises from playfulness rather than vice; and giving them more work to do will cure this. An experienced hand may force a horse forward, under such circumstances, by the reins and whip; but we recommend the tyro rather to slacken his pace upon meeting an object that his horse will go round, or attempt to go round at; by doing this, and speaking kindly, the animal will either be soothed or diverted from his purpose.

DRIVING TWO HORSES.

We have addressed most of our remarks to a person driving a single horse, for this reason, that it is much more difficult to drive one horse, than it is to drive a pair, that is, if you have sufficient nerve. In almost all situations of difficulty, you can make the second horse assist you in managing the other; if the one shies, and will go to the right—we will suppose it is the near wheeler—by opposing the strength of the other to him, which you will do by the reins, touching him with the whip on the off-side, you will prevent any very great deviation from the straight line. Again, if one will not start readily, the other, generally speaking, may be made to pull him on; in this case, never hit the restive horse; or at any rate until your judgment is sufficiently matured to determine whether it will do good or harm. Suppose the one tries to run away—if he is an ill-tempered brute, it may sometimes be advisable not to irritate him by hard pulling—then all you have to do is to keep back the other, and he must shortly be beaten, as he will not only have the carriage and its contents opposed to him,

but the weight and strength of his companion to pull against. Sometimes a horse will be awkward in turning a corner, here again his companion assists you; if he turns too quick, the other opposes him; if not sufficiently so, a touch with the whip makes the other force him on. Instead of its being more difficult to drive two horses than one, as the tyro doubtless imagines, it is, in fact just the reverse, when he has obtained sufficient confidence to attempt it. But although it is easier to manage two horses than one, it requires much more attention in some respects; you must continually watch them, or, perhaps, one will do all the work while the other is doing nothing.

The Seat.—When driving, sit quite straight towards your horses, and rather more to the middle than to the off-side of the box-seat. Keep your body nearly upright, or inclined a little backward rather than forward, and your feet well together, extended upwards, and on no account doubled under your legs; a firm seat is indispensable for your own safety and that of the friends you may be driving, therefore never sit with your feet doubled under you, for a sudden jolting of the carriage, or increase of the pace of your horses, may capsize you into the road. Never ride in a vehicle that has the wheels secured only by a common linchpin, for accidents arising from wheels, thus fastened, coming off, are generally of a serious character.

Accidents.—As accidents are usually unforeseen, the suddenness with which they arise is apt to unnerve the rider, and so sure as this be the case, his judgment will be at fault. Presence of mind should, therefore, be exercised on all occasions of danger. With kicking horses before you (unless you are in a gig), the best plan is to let the whip take it out of them. With runaways, never think of deserting the box by jumping off, for there is a chance of your being able to pull them up, but none of your escaping severe contusions, if not broken limbs or loss of life, should you throw yourself from the vehicle.

Down Hills.—If these are of an ordinary character, we would not advise locking the wheel except with a heavy load, or when your horses will not hold back; besides the trouble, locking is a great disadvantage, for by letting out your horses when you have passed the pitch of a hill, the motion of the carriage takes it half way up an ordinary rise before your horses feel the weight, and this, in a day's journey, will be found of considerable importance. If your horses will not hold back, or are not masters of their load, locking the wheel becomes necessary when the hill is long or steep. When the hill is not very steep, and the near edge of the road happens to be of a rough, ruddy nature, or has gravel or granite strewn upon it, take your near wheels a few inches upon the resisting substance, which will supply the additional friction, or *bite*, necessary to check the increasing momentum of a downward pace, and obviate the necessity of skidding.

Stopping.—When pulling up, accustom your horses to stop by some signal, and draw in the reins equally, unless either of the animals shows a disinclination to obey the notice. Young horses should be stopped very gradually, and eight or ten yards allowed them to pull up in; for they are apt to resist attempts to stop them short.

Matching Horses.—Some persons are particular as to the color of their horses, but it is much more important that their paces and their tempers should match, than that their colors should be alike; for if you have one slow and the other fast—one irritable and nervous, and the other stupid and obstinate—one free, and the other like a lawyer that will not move without being paid—you are sure to weary out the free, nervous, and fast horse, by whipping up the other to his pace; and although you may hold him back, you will take as much strength out of him as though he was doing all the work. If, therefore, your horses do not match in pace and freeness, get rid of the dull one, or depend on it your work will soon kill the other; besides, you can never have any pleasure in driving.

RECORDS OF TROTTING HORSES OF 2.20 AND UNDER.

Maud S.....	2.10 $\frac{1}{4}$	Lucy.....	2.18 $\frac{1}{4}$
St. Julien.....	2.11 $\frac{1}{4}$	Monroe Chief.....	2.18 $\frac{1}{4}$
Rarus.....	2.13 $\frac{1}{4}$	Slow Go.....	2.18 $\frac{1}{2}$
Goldsmith Maid.....	2.14	Colonel Lewis.....	2.18 $\frac{1}{2}$
Trinket.....	2.14	Nutwood.....	2.18 $\frac{3}{4}$
Hopeful.....	2.14 $\frac{3}{4}$	Patchen.....	2.18 $\frac{3}{4}$
Lulu.....	2.15	J. B. Thomas.....	2.18 $\frac{3}{4}$
Smuggler.....	2.15 $\frac{1}{4}$	Albemarle.....	2.19
Hattie Woodward.....	2.15 $\frac{1}{2}$	Edward.....	2.19
Darby.....	2.16 $\frac{1}{4}$	Cozette.....	2.19
Lucille Golddust.....	2.16 $\frac{1}{4}$	Bonesetter.....	2.19
American Girl.....	2.16 $\frac{1}{2}$	Alley.....	2.19
Occident.....	2.16 $\frac{3}{4}$	Kittie Bates.....	2.19
Charley Ford.....	2.16 $\frac{3}{4}$	Wedgewood.....	2.19
Gloster.....	2.17	Alexander.....	2.19
Dexter.....	2.17 $\frac{1}{4}$	Croxie.....	2.19 $\frac{1}{4}$
So So.....	2.17 $\frac{1}{4}$	Thomas L. Young.....	2.19 $\frac{1}{4}$
Piedmont.....	2.17 $\frac{1}{4}$	Bodine.....	2.19 $\frac{1}{4}$
Edwin Thorne.....	2.17 $\frac{1}{2}$	George Palmer.....	2.19 $\frac{1}{4}$
Santa Claus.....	2.17 $\frac{1}{2}$	Comee.....	2.19
Hannis.....	2.17 $\frac{3}{4}$	Parana.....	2.19 $\frac{1}{4}$
Proteine.....	2.18	Will Cody.....	2.19 $\frac{1}{4}$
Judge Fullerton.....	2.18	Driver.....	2.19 $\frac{1}{2}$
Nettie.....	2.18	Moose.....	2.19 $\frac{1}{2}$
Red Cloud.....	2.18	Troubadour.....	2.19 $\frac{1}{2}$
Great Eastern.....	2.18	Adelaide.....	2.19 $\frac{1}{2}$
Edwin Forrest.....	2.18	Flora Temple.....	2.19 $\frac{1}{2}$
Dick Swiveler.....	2.18	Camors.....	2.19 $\frac{3}{4}$
Kate Sprague.....	2.18	Deck Wright.....	2.19 $\frac{3}{4}$
Robert MacGregor.....	2.18	Keene Jim.....	2.19 $\frac{3}{4}$
Lady Thorne.....	2.18 $\frac{1}{4}$	Daisy Dale.....	2.19 $\frac{3}{4}$
Lady Maude.....	2.18 $\frac{1}{4}$	Clingstone.....	2.19 $\frac{3}{4}$
Midnight.....	2.18 $\frac{1}{4}$	Fanny Witherspoon.....	2.19 $\frac{3}{4}$
		John S. Clark.....	2.19 $\frac{3}{4}$
		Josephus.....	2.19 $\frac{3}{4}$
		Fleety Golddust.....	2.20
		Little Fred.....	2.20
		Nancy Hackett.....	2.20
		Mambrino Gift.....	2.20
		May Queen.....	2.20
		Prospero.....	2.20
		Graves.....	2.20
		John H.....	2.20
		Etta Jones.....	2.20
		Belle Brassfield.....	2.20
		Frank.....	2.20
		Orange Girl.....	2.20
		Captain Emmons.....	2.20
		Elaine.....	2.20
		Annie W.....	2.20

