

## The Queen's Stables.

By C. S. PELHAM-CLINTON.

(This article has been prepared with Her Majesty's gracious permission and approval.)



THE buildings of the Queen's stables, though close to Buckingham Palace, cannot be seen from its grounds, as a large mound of earth planted with trees keeps them concealed, and the peep one gets from the street quite fails to give any idea of the size. There is, of course, a private pathway leading from the Palace to the stables; and a glimpse from the mound shows the garden and lakes, beautiful as they are, to have rather a deserted and lifeless appearance.

The entrance to the stables in Buckingham Palace Road is the main one, and is rather a noticeable structure of white stone, rendered somewhat grimy from the London smoke.

Passing through the gateway and under the arch, one enters a fine quadrangle of considerable extent. Directly opposite the entrance are the stables belonging to the creams and blacks, and also the thirty-two-stalled stable; on one's right are the carriage-houses, and to the left or west side are the State harness-rooms and ordinary stables, while on either side of the entrance arch are also stables for carriage horses and the riding horses, of which last there are over thirty in all. Some trees are planted in various places, which take away from the bareness of the quadrangle. Needless to say, it is kept in beautiful condition, and, indeed, perfect order and cleanliness may be said to be the watchword of the Royal Mews.

The name "mews," by the way, is derived from the old word *mew* or "meuse," the cry

of a young falcon, and was the place where, in olden times, the Royal falcons were kept. The post of Royal Falconer in ancient days was one of great emolument, and one of the chief gifts in the hands of the Crown, though now it is stripped of all salary, and is a mere sinecure, the Duke of St. Albans being Hereditary Grand Falconer of England, the office having been granted by Charles II.

to his son by Nell Gwynne, Charles Beauclerk, who was made Duke of St. Albans.

The Royal Mews was situated in olden times near Charing Cross, where the National Gallery now stands, and was, of course, the place where the Royal falcons were kept. These were, however, moved away in 1537, as, a fire having destroyed the Royal stables then situated in Bloomsbury, it was decided to make the mews the stable, and the hawks were replaced by the stud. After certain alterations and additions had made the buildings suitable, this remained the site of the Royal stable until 1732, when George II. finding the place very dilapidated, levelled it to the ground, and rebuilt it entirely in the classical style, with central columns and a pediment, and adorned with cupolas and lanterns.

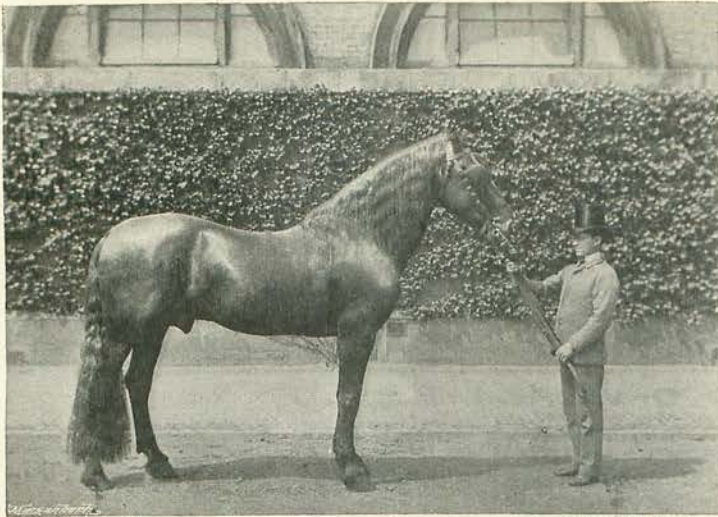
In 1825 George IV. pulled down the building at Charing Cross, and built the present stables, which, though not as ornate as the old ones, are not hemmed in by houses, as were the old mews near Charing Cross.

Having visited most of the Royal stables in Europe, and having been treated with great courtesy and kindness by those in charge, I do not intend to



MR. EDWIN MILLER.  
The Queen's State Coachman.  
From a Photo. by J. E. Peach, Finchley.





From a Photo. by]

"ZULU."

[E. Seawell, Finchley.

make any comparisons between the Royal stables of England and those of other countries, but will simply give a description, to the best of my power, of Her Majesty's stables. One thing I may say, however, without being accused of insular prejudice, and that is that in almost every Royal stable the English horse is as much in evidence as his home-bred brother, if not more, a fact which speaks well for our breed of horses. This being the case, it is rather a curious coincidence that, though actually bred in this country, for both our "State" teams we are dependent on "foreigners"; I refer to the creams and the blacks. All at present in the mews have been bred in England at Hampton Court. Of the breeding of the creams I will speak later. The blacks came originally from Holland; and whether from careful breeding or some other cause, they certainly show a good deal more quality and blood, and at the same time more power, than most of those I saw in Holland.

Both the creams and the blacks last a long time, the average being

close on eighteen years of service before they are pronounced unfit for work. Of course they have not much hard work to do, but the weight of the State harness is no light burden to carry, and must try their powers a great deal.

Among the blacks Zulu is a very handsome horse about seventeen hands high, showing a good deal of breeding, but having the coarse neck one always finds in the Frieslanders. His match pair is Kassassin, to whom Nature has

denied the usual amount of hair on his caudal appendage, so art has supplied the want, and with his false tail he makes as brave a showing as his mate.

The creams will be employed to draw the Queen's carriage in the Diamond Jubilee procession. While these have always been the State horses, from 1803 to 1814 the blacks had to be used on State occasions, as Napoleon in 1803 appropriated the Royal stud at Hanover, including the creams, and used them himself at his coronation, but

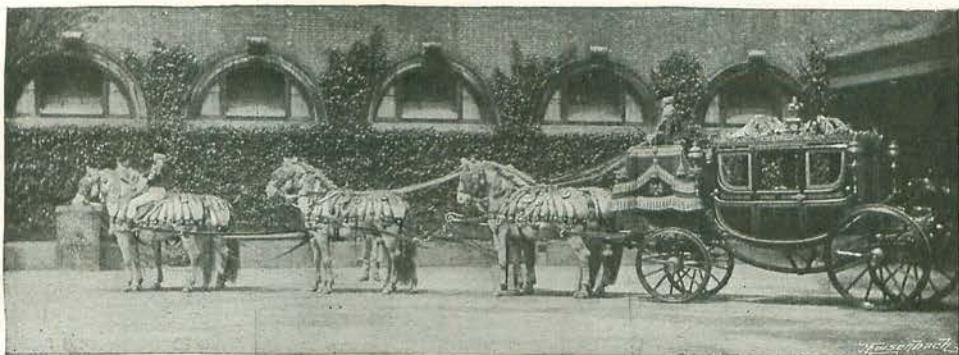


From a Photo. by]

"KASSASSIN,"

[J. E. Peach, Finchley.





TEAM OF SIX OF THE CREAMS WHICH WILL DRAW THE QUEEN'S CARRIAGE IN THE ROYAL PROCESSION.  
From a Photo. by J. E. Peach, Finchley.

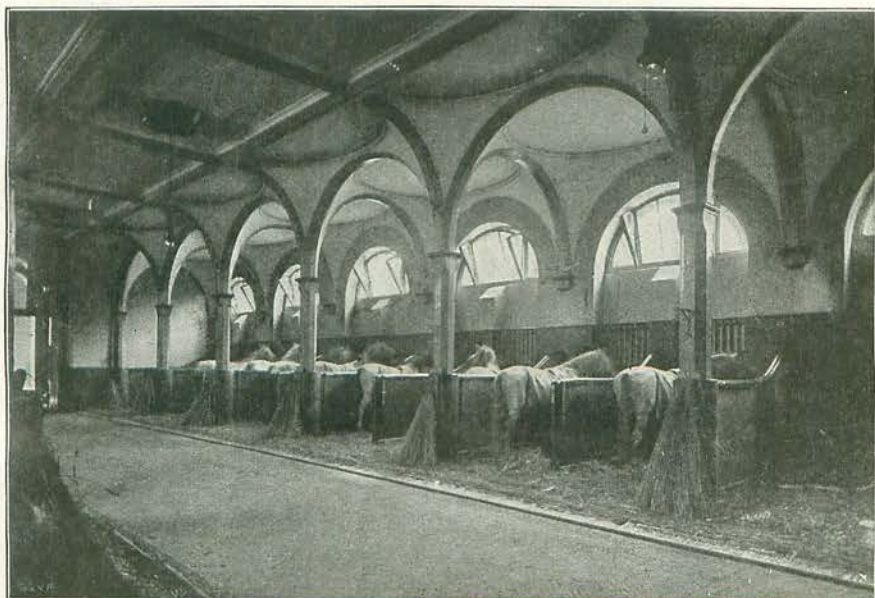
they were restored in 1814, when his downfall took place.

The creams, like the blacks, are all stallions. Their odd colour, long tails, white, cold, almost fish-like eyes, and pink noses give them a curious appearance; but they look very different when, in State harness, they draw the coach. When you come to examine them, they have many good points, and show a great deal of power, if not much "blood." Since 1837 they have been bred at Hampton Court, and so pure is the breed now, that not a foal ever shows a sign of any other colour. The pick of the bunch is Occo, standing about 16'2, with a smaller head than many, and with great power and substance. King George is another good-looking one, and goes with Occo. Emperor and Amarongen

are another match pair, and so are Monarch and Majestic, the former being about fourteen years old. Sovereign and Mid-dachten complete the list. It is wonderful how quiet and tractable they are, both in and out of harness, and give no trouble whatever.

The majority of the horses in use at the mews are bays, and it would be hard to find a collection of carriage horses of the same size, and showing such a lot of breeding. All are at least 16 hands 2in., and can get over the ground, as they do not have much time to loiter when in work, and most have good knee action. Blytheswood is a good-looking bay, and Bullion is worthy of more than a passing glance.

All the carriage horses purchased from

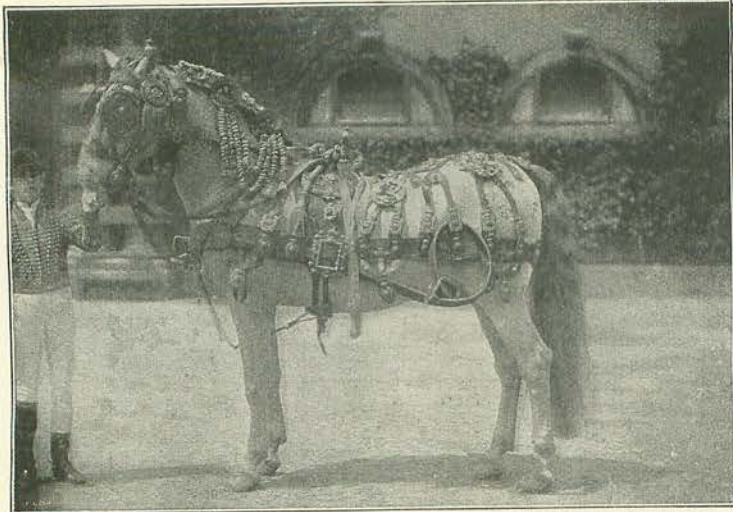


From a Photo. by]

THE STABLE OF THE CREAMS.

[E. Scannell, Finchley.





"OCCO"—THE LARGEST OF THE CREAMS, WITH HARNESS.  
From a Photo. by J. E. Peach, Finchley.

dealers are so called that the name commences with the same initial as that of the dealer from whom they are purchased. They cost about £200 to £250 apiece, so they ought to be good, and have a very thorough "doing" in the riding-school before they are put to daily work.

The chargers are particularly well broken, and Mr. Nicholas will warrant that nothing short of an earthquake, and perhaps not even that, will disturb their equanimity.

In all, there are no fewer than 120 horses at the mews, and, needless to say, with the amount of work to be done, a small army of men are required and a very perfect organization needed.

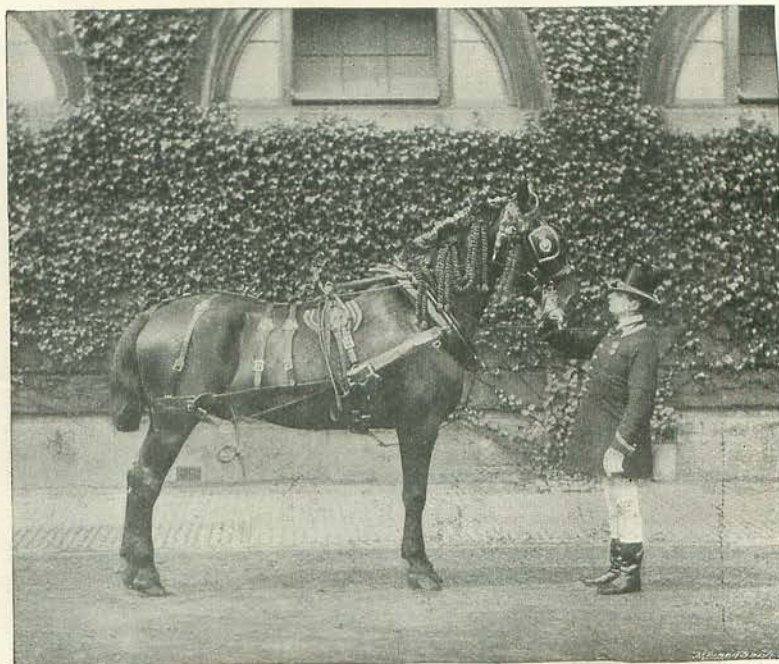
The books are very carefully kept, and a glance at the day-book shows what work each horse has done, who used it, and who drove it.

While most of the carriages at the Royal Mews are not to be

compared from an historical point of view with those at Munich or at Madrid, still, the Royal State coach is without doubt one of the most unique in the world. Londoners have not seen it outside the stables for many years, and it will probably never be used for State occasions again; the last time it appeared being when Her Majesty used it thirty-six years ago, in 1861, when opening Parliament in person. The sway from side to side is so great,

that it is as uncomfortable as crossing the Channel in bad weather, which probably accounts to some extent for its relegation to the coach-house.

It is a magnificent carriage, and with the creams harnessed before it in the full splendour of their red and gold harness, must have made a brave showing. It was built in 1761, and was designed by Sir William Chambers; it has always been known

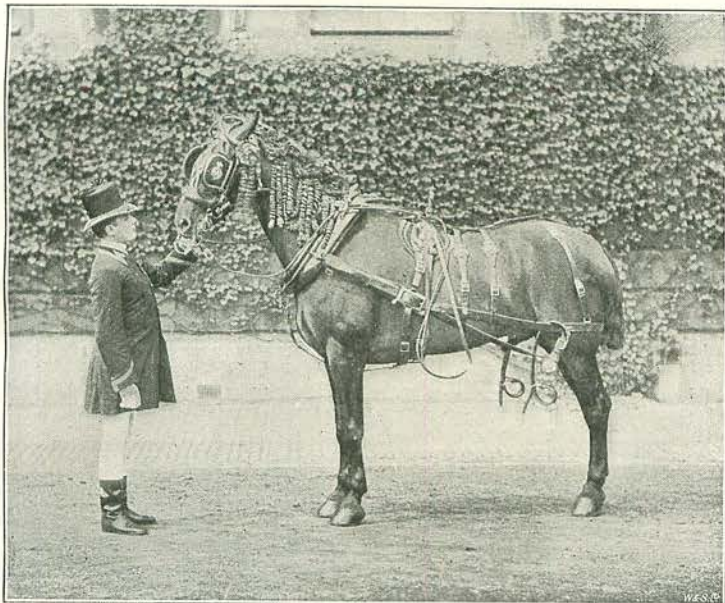


From a Photo. by]

"BLYTHESWOOD."

[J. E. Peach, Finchley.





From a Photo. by

"BULLION."

[J. E. Peach, Finchley.

as the "Glass Coach," and cost upwards of £7,500, no small sum for a carriage even for Royalty.

The work was done in sections, and Mr. J. Nicholas, the superintendent, gave me the following figures: Carver, £2,504; coach-maker, £1,673 15s. 6d.; gilder, £933 14s. 6d.; lace, £737 10s. 7d.; chaser, £655; harness-maker, £385 15s.; painter, £315; mercer, £202 5s.; saddler, £107 12s.; bit-maker, £99 6s.; milliner, £30 4s.; draper, £4 3s. 6d.; cabinet-maker, £39s.; a sum total of £7,651 15s. 1d. The coach was built under the direct supervision of Sir William Chambers, and the paintings are by Cipriani.

The front panel represents Britannia seated on a throne, holding in her hand a staff of Liberty, attended by Religion, Justice, Wisdom, Valour, Fortitude, Commerce, Plenty,

and Victory, presenting her with a garland of laurel; in the background, a view of St. Paul's and the River Thames.

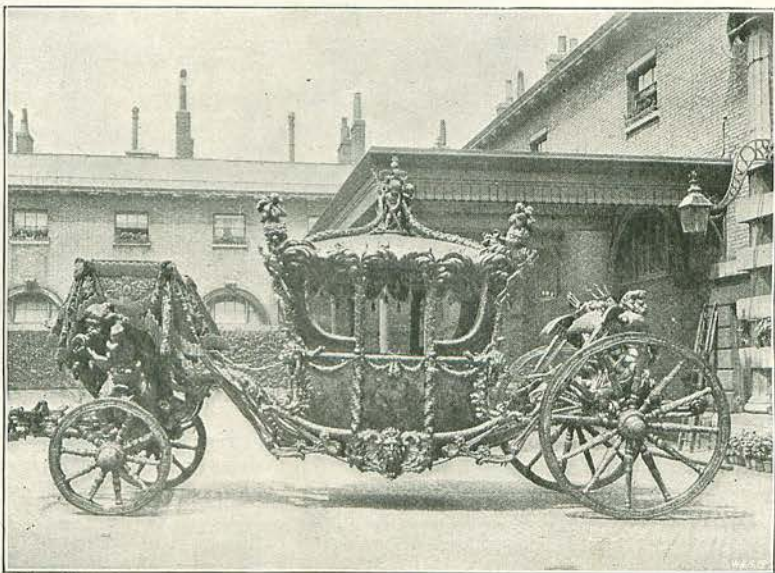
The right door represents Industry and Ingenuity giving a cornucopia to the Genius of England.

The panels on each side of the right door show History recording the reports of Fame, and Peace burning the implements of War.

The back panel gives us Neptune and Amphitrite issuing from their palace in a triumphant car drawn by sea horses, attended by the Winds, Rivers, Tritons, Naiads, etc.,

bringing the Tribute of the World to the British shore, and on the upper part of the back panel are the Royal Arms, beautifully ornamented with the Order of St. George, the rose, shamrock, and thistle entwined.

On the left door we have Mars, Minerva, and Mercury supporting the Imperial Crown of Great Britain, and the panels on each side of the left door represent the Liberal Arts and Sciences protected. The front and four



From a Photo. by

THE "GLASS" COACH.

[E. Seamell, Finchley.



quarter-panels over the paintings are plate-glass.

The whole of the carriage and body is richly ornamented with laurel and carved work, beautifully gilded. The length, 24ft. ; width, 8ft. 3in. ; height, 12ft. ; length of pole, 12ft. 4in. ; weight, 4 tons.

The carriage and body of the coach are composed as follows : of four large tritons, who support the body by four braces, covered with red morocco leather, and ornamented with gilt buckles. The two figures placed in front of the carriage bear the driver, and are represented in the act of drawing the coach by cables extending round their shoulders and the cranes, and they are sounding shells to announce the approach of the Monarch of the Ocean ; and those at the back carry the Imperial fasces, topped with tridents. The driver's footboard is a large scollop shell, ornamented with bunches of reeds and other marine plants. The pole represents a bundle of lances ; the splinter-bar is composed of a rich moulding issuing from beneath a voluted shell, and each end terminating in the head of a dolphin ; and the wheels are imitated from those of the ancient triumphal chariot. The body

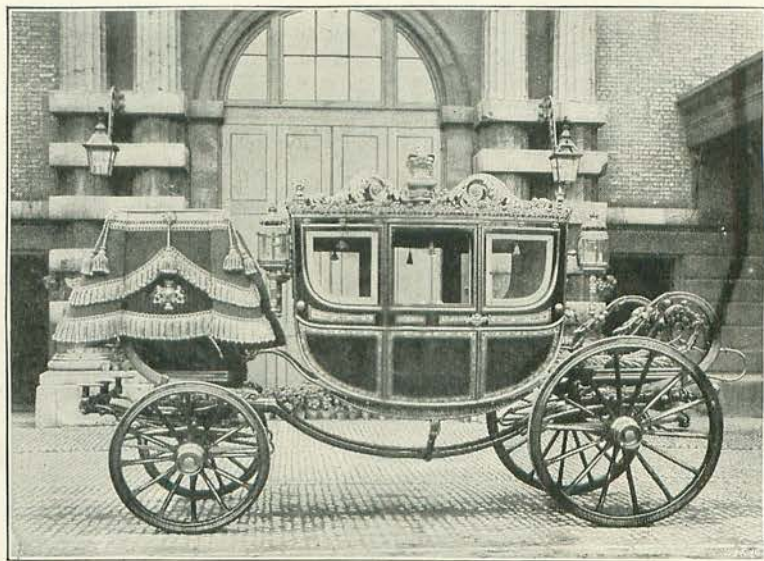
of the coach is composed of eight palm trees, which, branching out at the top, sustain the roof, and our angular trees are loaded with trophies allusive to the victories obtained by Great Britain during the late glorious war, supported by four lions' heads. On the centre of the roof stand three boys, representing the Genii of England, Scotland, and Ireland, supporting the Imperial Crown of Great Britain, and holding in their hands the sceptre, sword of State, and

ensigns of knighthood ; their bodies are adorned with festoons of laurel, which fall from thence towards the four corners. The inside of the body is lined with rich scarlet embossed velvet, superbly laced and embroidered with gold.

For just 100 years this coach was used on

great occasions. George III., George IV., William IV., and Queen Victoria all rode in it at their respective coronations, and the opening of Parliament in person by their Majesties also saw it in use during 100 years of its existence.

The carriage we of the present day are accustomed to see on State occasions is that built by Mr. Hutton, a coach-builder who was Lord Mayor of Dublin on the occasion of the Royal visit to Ireland in 1852, and which is known in the stables as the semi-State coach. While not as gorgeous as the glass coach, it is a very handsome carriage, and is painted in lake and vermilion, picked out with gold, the wheels being vermilion and gold. The Royal Arms are painted on the panels, and the top is ornamented by gilt scroll-work, which culminates in a raised crown in the centre, four smaller crowns ornamenting the sides. The scroll-work is emblematic of the Empire, being of the rose, the shamrock, the thistle, and the pine. The hammer-cloth is of scarlet and purple, fringed with gold, and has the Royal Arms embossed on the sides. The last time it was used by the Queen in person was at the wedding of the Duke and Duchess of York.



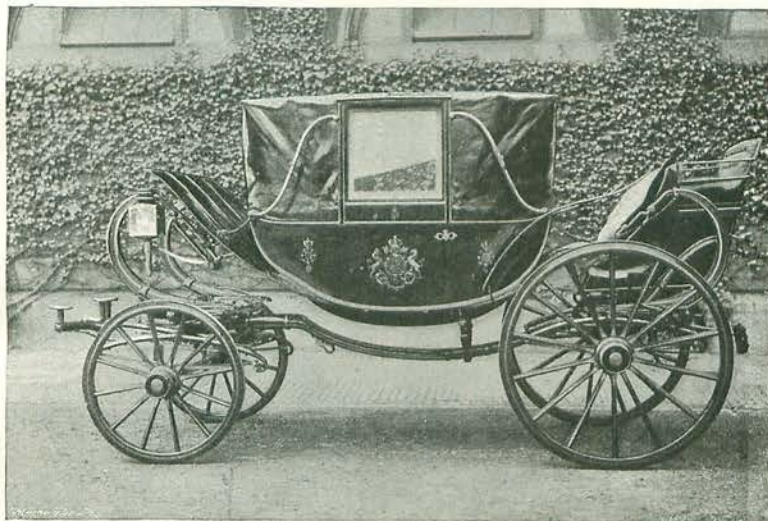
From a photo. by

THE "DUBLIN" STATE COACH.

[E. Seumell, Finchley.]

Besides this carriage there are eleven dress coaches, which are all painted lake and vermilion. They are not nearly as much decorated as the semi-State coach, though the lining of blue figured rep, the hammer-cloths, and the painting on the panels are identical. They are less ornate





A DRESS CARRIAGE—TO BE USED IN THE ROYAL PROCESSION.  
From a Photo. by J. E. Peach, Finchley.

during her short stays in London, drives in the park. During all these years the colour of the carriage has been that adopted for the plain carriages in the Royal establishment; viz., a dark claret ground, with one single line of vermilion on the wheels and underworks, and a similar, but narrower, line on the mouldings of the body, the interior being upholstered in dark blue cloth

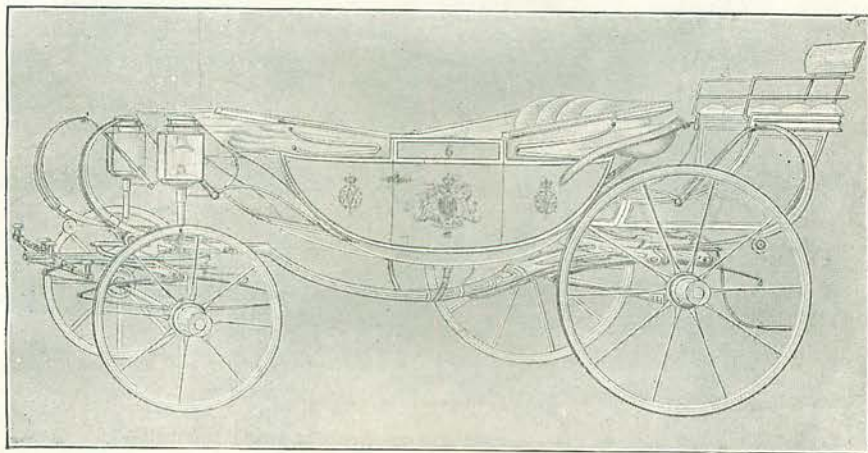
on the top, having only four small crowns at the four corners, and are used, as necessity dictates, with either two or four horses.

We now come to the most interesting carriage of the lot, the landau which will actually serve as Her Majesty's State carriage in the Royal Jubilee procession. This landau is known in the Royal establishment as "No 1 Plain Posting Landau." It was built some twenty-five to thirty years ago, for Her Majesty's use in London on ordinary occasions, and for many years past has invariably been used to meet the Queen on her arrival from Windsor by train, and to take Her Majesty back to the station when returning to Windsor. It has been almost (if not quite) exclusively used when the Queen,

and plain ribbed silk to match.

The heraldic decoration was confined to the door panels, and comprised crest encircled by garter and motto and surmounted by the crown. The lamps are brass mounted, and there is brass bead round the junction of the leather hood with the framework of the body. Solid rubber tyres were fitted to the wheels some two years ago.

When the alterations are completed the body of the carriage will still be the usual dark claret, but round the mouldings there will be an additional bead of brass; brass bead will also be used to decorate the rumble, and the body-loops and lamp-irons will be gilded. The wheels and underworks are painted vermilion, with heavy lines of gold.



THE QUEEN'S STATE CARRIAGE—TO BE USED BY HER MAJESTY IN THE DIAMOND JUBILEE PROCESSION.  
From a Drawing by Messrs. Hooper & Co., Ltd.





*From a Photo. by]*

HER MAJESTY'S GARDEN-CHAIR, AND "SAM."

*[Russell & Sons, Windsor.]*

Perhaps the most interesting thing about this carriage is the extraordinary fondness Her Majesty has for it. Though the Royal stables contain an amazing number of carriages of all kinds, the Queen insisted upon using this particular one in the historical Diamond Jubilee procession; and this, notwithstanding that the alterations described above had to be made by the Royal coach-builders, Messrs. Hooper and Co., of St. James's Street. It is to the courtesy of this eminent firm that we are indebted for our information and for the illustration, which was made specially for this magazine.

As may be imagined, the Royal procession at the opening of Parliament, or any other full State function, creates a good deal of excitement, and is well worth seeing. But these things are as nothing compared with the splendour of the Royal procession this month.

The amount of work to be done necessitates a large staff, and there are over ninety men drawing pay at the mews, which include six coachmen, the chief of whom is Mr. Edwin Miller, the State coachman, who entered Her Majesty's service on 8th Feb., 1859.



MALTESE DONKEY "PRINCE" AND MINIATURE BAROUCHE USED BY ROYAL CHILDREN.

*From a Photo. by Russell & Sons, Windsor.*



The stables of Windsor Castle contain, if I may so say, more personal marks of the Queen's presence than can be seen in the stables at Buckingham Palace or elsewhere. They show more evidence of Her Majesty's home life in the present and in the past, and must be more interesting to English people for that reason.

Though, of course, there are a number of things of interest with the reminiscences of bygone years amassed during Her Majesty's long reign, still what is so noticeable in our Royal stables elsewhere is noticeable here, and that is the absence of unserviceable things that so easily accumulate in a stable. Everything to be seen is useful and in use, and what is not serviceable is parted with or destroyed, thus giving a thoroughly workman-like look to the stables, and making them as neat and tidy as is possible.

While the majority of the horses at Buckingham Palace are bays, the greater portion at Windsor are greys—excepting about twenty that are used chiefly for the suite, or for any van or brake work. Her Majesty, however, when at Windsor, always uses greys, and it seems a pity that the custom is not carried out in London as well as in the Royal borough.

The first courtyard is called the "Grey Pony Yard," and contains five stables, in which in all are forty stalls. When the Queen is in

residence at Windsor these are all filled, but when at Osborne or Balmoral the numbers are considerably decreased.

The pony court coach-house contains some interesting carriages. One of the first is the Queen's garden-chair, made at Newport under Her Majesty's special instructions. It runs very lightly, and though being quite close to the ground is most graceful in build. It is painted lake with red lines, and has a hood, and is pulled by Sam, a black Exmoor pony about 12 hands high, that was out in a paddock enjoying life as much as the flies would let him. He is tremendously fast for his size, and is a great pet with everyone. In the same paddock was Fidget, a grey mare that was one of the best in the stable, but is now allowed to end her life grazing peacefully under the shadow of the Castle walls. Another occupant of this paddock is an especial favourite with the Royal children. His name is Prince, and he hails from Malta. The length of his ears denotes his breed, and hardly a day passes that he is not harnessed into a miniature barouche and taken out by the children. Yet another occupant is Jessie, a great pet of Her Majesty's, and a wonderful beast, as she is over thirty years old and still sound. The Queen used to ride her always, but for several years past she has been turned out close to the Castle. A minia-



From a Photo. by  
Vol. xiii.—97.

THE QUEEN'S FAVOURITE SOCIABLE.

[Russell & Sons, Windsor.]



ture cream pony, ludicrously like the large creams at Buckingham Palace, was a present from Sanger's Circus, when it appeared before the Queen two or three years ago at the

Palace, and need not be noticed. The large landaus, however, that are used for Ascot are worthy of a word or two, as they are a very graceful, handsome carriage, and look un-



BASKET-CHAIR USED BY PRINCE OF WALES WHEN A CHILD.  
From a Photo. by Russell & Sons, Windsor.

Castle. It completed the occupants of this paddock, to which the Queen's garden-chair, or, rather, my allusion to Sam, has led me.

Near by is another garden-chair with no hood, now no longer in use, and by its side a little carriage that the children use with a small skewbald pony.

At the back is a phaeton formerly used by the late Prince Consort, and which has the peculiarity of being fitted with ivory. It is rather long and very high, and should, I think, ride most comfortably. Next to it is a double garden-chair now not used much, and Her Majesty's favourite sociable, of which a picture is given. A phaeton that the Queen used to drive, and several other carriages of one kind and another, complete the list.

There is room altogether for about a hundred carriages at Windsor. Most of the carriages are much like those at Buckingham

Palace, and need not be noticed. The large landaus, however, that are used for Ascot are worthy of a word or two, as they are a very graceful, handsome carriage, and look un-

commonly well with the four horses and postilions, whether closed or open. In a corner is a very curious char-à-banc, presented to the Queen by Louis Philippe. It has four seats, a high canopy, and four lamps. It is of great length and weight, and having no brake a skid is necessary, which hangs underneath; of course, four horses are required to draw it, but it has not been put into use for several years.

A couple of droskies presented by the Emperor Nicholas, one for two people and the other a single, share a corner with two funny little basket-carriages used by the Prince of Wales when a baby, and the Royal children of that day; they date before the era of perambulators, and though perhaps not as comfortable, there certainly was no danger of anyone tumbling out of them. One of these is shown in the illustration above given.